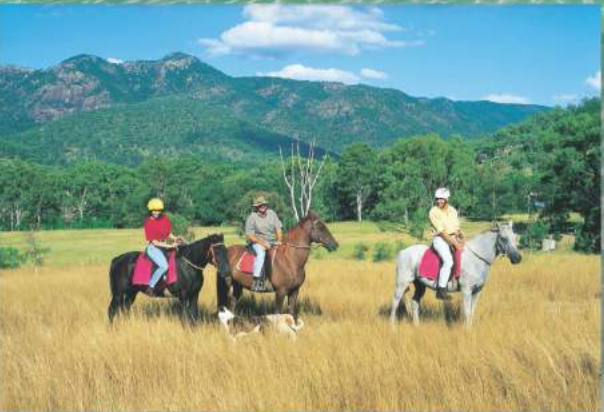


# Fraser Coast Planning Scheme 2014





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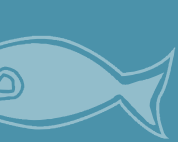


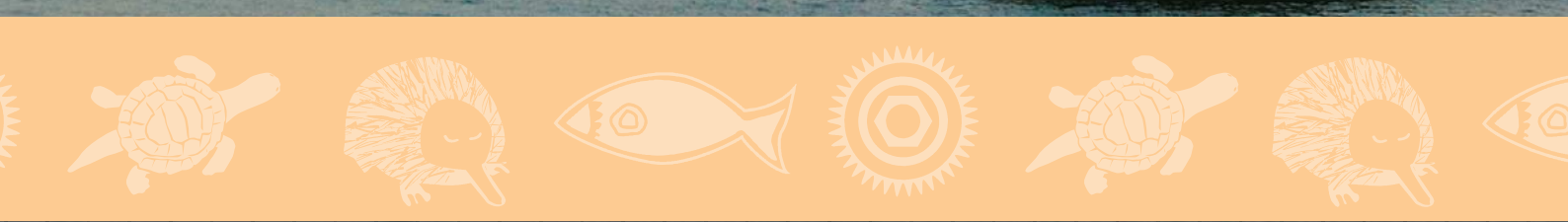
# Part 3 Strategic framework

## 3.1 Preliminary

- (1) The strategic framework sets the policy direction for the planning scheme and forms the basis for ensuring appropriate development occurs within the planning scheme area for the life of the planning scheme.
- (2) For the purpose of outlining the policy direction for the planning scheme, the strategic framework is structured in the following way:-
  - (a) the strategic intent;
  - (b) there are six (6) themes that work together to outline the complete policy direction which include:-
    - (i) settlement pattern;
    - (ii) economic resources and development;
    - (iii) community wellbeing;
    - (iv) infrastructure and services;
    - (v) access and mobility; and
    - (vi) natural environment and landscape character.
  - (c) the strategic outcomes sought for development in the planning scheme area for each theme;
  - (d) the elements that refine and further describe the strategic outcomes; and
  - (e) the specific outcomes sought for each or a number of elements.
- (3) The strategic framework themes are spatially represented on the following strategic framework maps included in this part:-
  - (a) Strategic Framework Map 1 (SFM-001) and 1a (SFM-001a) (Settlement pattern);
  - (b) Strategic Framework Map 2 (SFM-002) and 2a (SFM-002a) (Economic resources and development);
  - (c) Strategic Framework Map 3 (SFM-003) and 3a (SFM-003a) (Transport and infrastructure); and
  - (d) Strategic Framework Map 4 (SFM-004) (Natural environment and landscape character).
- (4) Although each theme has its own section, the strategic framework is read in its entirety as the policy direction for the planning scheme.

## 3.1 Preliminary







## 3.2 Strategic intent



# 3.2.1 Introduction

Fraser Coast Regional Council ('the Fraser Coast') is situated on the Queensland coast approximately 250 kilometres north of Brisbane.

It covers an area of 7,125 square kilometres and forms the central-eastern part of the larger Wide Bay Burnett Region. It is adjoined by Bundaberg Regional Council in the north, Gympie Regional Council in the south and North Burnett Regional Council in the west.

It was formed in March 2008 from an amalgamation of the City of Hervey Bay, City of Maryborough and the Shires of Tiaro (in part) and Woocoo. As at June 2012, the Fraser Coast had an estimated resident population of 100,000 people, making it the 13th largest local government area in Queensland (by population).

Council's and the community's vision for the Fraser Coast is that "In 2031, the Fraser Coast will be a diverse, strong and well governed region of vibrant places connected as a whole by our community spirit, respect for our natural environment and our innovative and diverse economy."

To achieve this vision, Council is working to support the economy, value the environment, strengthen communities

and provide targeted investments in employment, infrastructure, community development and lifestyle.

One of the key tools to assist Council and the community to achieve its vision is the Fraser Coast Regional Council Planning Scheme. The planning scheme provides a framework for sustainable growth management and land use planning.

The planning scheme defines the physical extent of development and creates a strong relationship between the pattern of settlement and the provision of lifestyle opportunities, employment, economic development, affordable living and infrastructure.

The strategic intent provides a descriptive statement of the planning aspirations for the Fraser Coast to 2031 and provides a policy platform for the other components of the planning scheme.

The strategic intent has been developed to complement the vision and goals of the Fraser Coast Regional Council Corporate Plan and builds upon the vision, values and key themes described in the Fraser Coast Community Plan.





# 3.2.2 The Fraser Coast towards 2031

The Strategic intent provides a detailed vision for the Fraser Coast towards 2031.

## Settlement pattern - well managed growth driven by lifestyle opportunities

The Fraser Coast is a vibrant and diverse region. The natural landscapes and built form of the Fraser Coast reflect both the unique identity of the region and the diversity of places within it. The settlement pattern is influenced by a framework of rural landscapes and unique natural areas, waterways, beaches and foreshores.

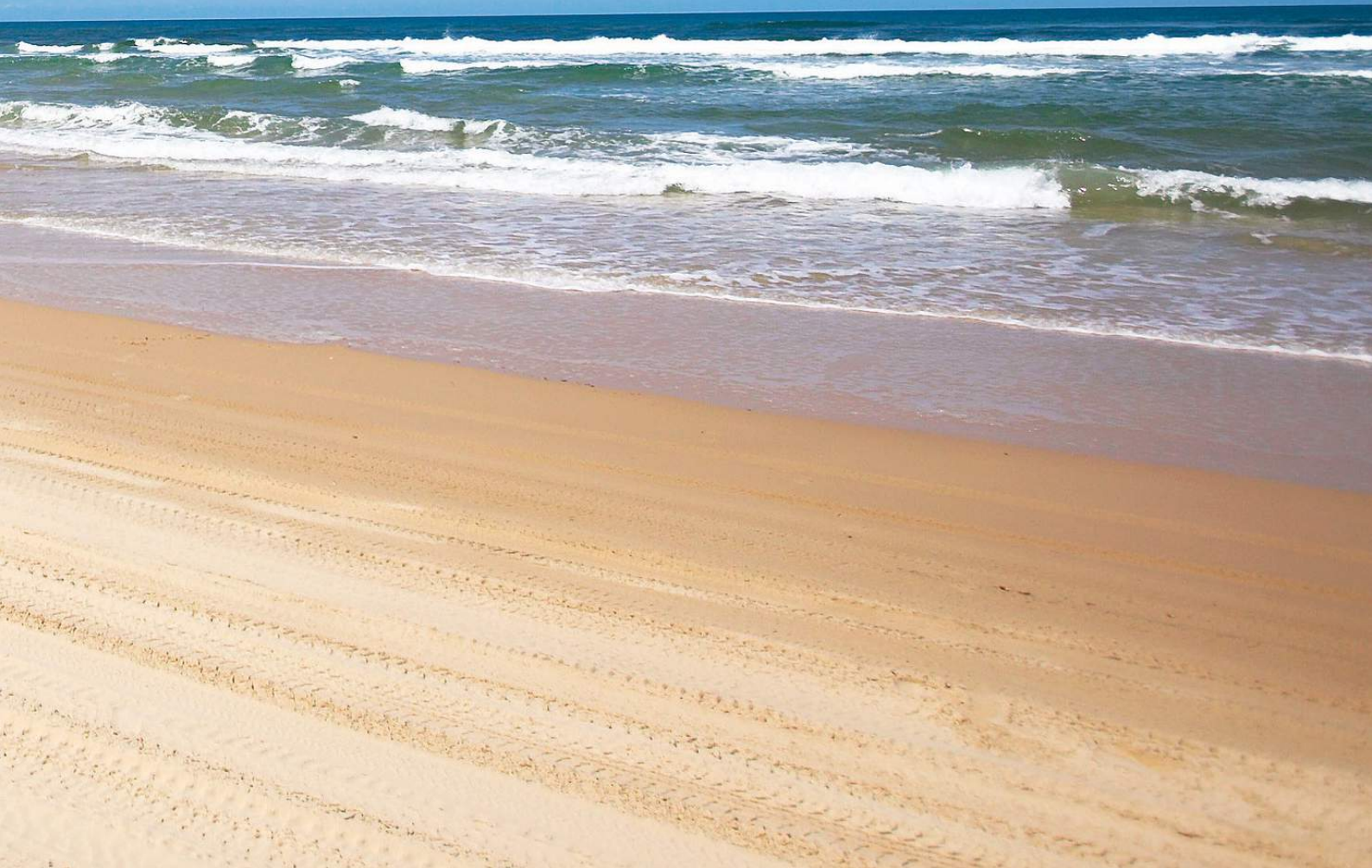
The Fraser Coast settlement pattern provides for the planned expansion of urban areas in a configuration which supports a clearly defined hierarchy of centres that is matched to community need.

Population growth is supported by the provision of residential, commercial and industrial development, government and community services. The roles of Hervey Bay and Maryborough as the **principal regional activity centres** for the Fraser Coast will be strengthened through the provision of

supporting infrastructure and facilities to service the region.

Different in character, Maryborough and Hervey Bay sustain and complement one another and contribute to a more diverse regional economy. Regional scale business, community and employment activities will be concentrated within these regional cities. These locations will also accommodate the most diverse and intensive areas of housing.

Significant employment opportunities are provided in Maryborough, focused around industry and manufacturing, aviation and marine industries, retail and government services. Hervey Bay supports further growth in tertiary education, aviation, tourism, health, retail and service related industries.



The majority of growth will occur within the Maryborough and Hervey Bay urban areas. Infill and mixed use redevelopment will be concentrated within and surrounding the two central business districts, whilst the heritage buildings and architecture in Maryborough and the mixed use tourist nodes along the Hervey Bay foreshore in Pialba, Torquay, Scarness and Urangan will be maintained.

The Pialba, Torquay, Scarness and Urangan nodes, designated as tourism activity centres in the Strategic Framework Map 1 (SFM-001) and 1a (SFM-001a) and represented as precincts within the high density residential zone, will be vibrant places exhibiting attractive landscaping and buildings that respond to the sub-tropical climate with public spaces that encourage community interaction.

Medium density development is focused around the central business districts of Maryborough and Hervey Bay and in proximity to high density residential zoned land on the coast in Hervey Bay. Lower density growth will be accommodated through infill development and designated urban expansion areas.

The Wide Bay Burnett Regional Plan identified development areas at Nikenbah, Granville and St Helens. Other urban expansion areas have been identified as key growth areas through the Sustainable Growth Strategy. Expansion into these areas will occur in line with local plans developed by Council. These plans respond to constraints, align urban growth with the efficient and cost-effective delivery of infrastructure, provide for services and employment in conjunction with residential development and support affordable living to create communities that offer safe, pleasant and sustainable living environments.

Howard and Tiaro are rural towns of importance that exhibit a strong sense of place and historical character. Burrum Heads and River Heads are coastal urban settlements that provide for tourism and recreational activities associated with their coastal setting and enjoy high levels of access to employment and facilities in Hervey Bay. Each of these places will experience modest growth and include a district level centre that plays an important role in servicing surrounding settlements and communities, whilst recognising that higher order services are provided by Maryborough and Hervey Bay.

The rural townships of Brooweena, Glenwood and Bauple provide for rural residential living with commercial and community facilities at a local or neighbourhood scale.

There is extensive rural residential development within the Fraser Coast, including Pacific Haven, Oakhurst, Sunshine Acres and Forest View. These areas provide a particular lifestyle opportunity which is valued in the Fraser Coast. Future opportunities for rural residential development will be

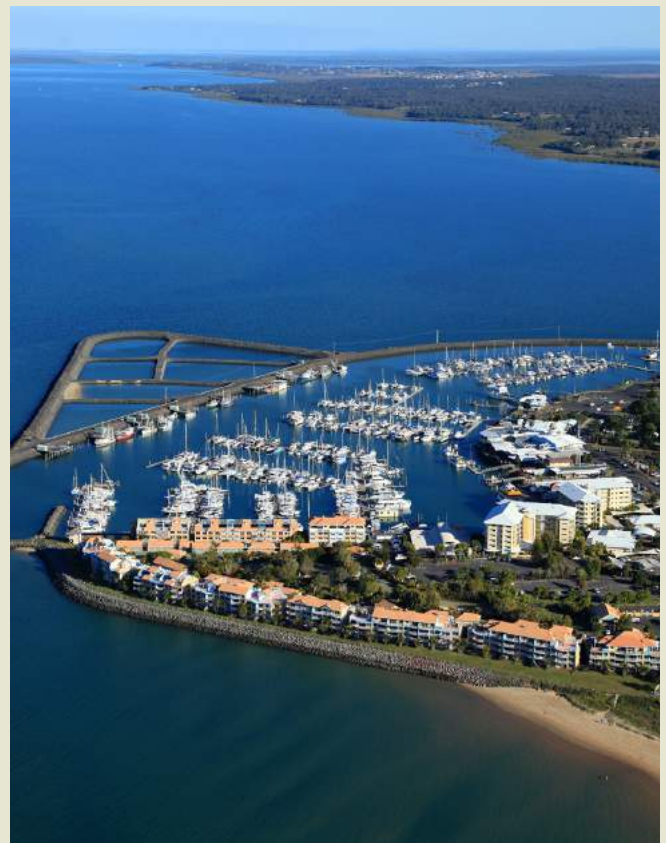
consolidated and contained within the Rural residential zone in recognition of the difficulty in providing services to these areas, the potential for encroachment on rural production and agricultural land, known biophysical constraints, remoteness from higher order centres and the need to protect character and amenity values.

In recognition of the differing character of rural residential settlements and their attributes, varying minimum lot sizes have been identified on the zone maps where precincts identify the applicable minimum lot size for each rural residential locality.

Coastal towns and villages, including Toogoom, Poona, Tinnanbar, Maaroom and Boonooroo, contain a mix of permanent residences and holiday homes, as well as small-scale commercial and tourism offerings. The size of these communities and their identified role has been intentionally managed to protect their individual character, natural values and intimate sense of place. This approach also recognises their vulnerability to coastal hazards, the predicted impacts of climate change and the limited availability of social infrastructure. Whilst local industries, including retail, tourism and community services will be provided for, the majority of specialist and skilled employment for residents in these localities is to be provided in Maryborough and Hervey Bay.

### ***Economic resources and development - a strong and growing regional economy***

The Fraser Coast economy is built on its traditional industries including tourism (with attractions such as Fraser Island,



the Great Sandy Strait, recreational fishing, whale watching and historic buildings), rural enterprises, commercial fishing, manufacturing, engineering and light industries, construction, retirement services and government services.

These sectors will be strengthened and supported and added to by other sectors and industries such as aviation-related uses at the Hervey Bay Airport Business and Industry Park, marine-related uses that capitalise on the Mary River, and ready access to the Great Sandy Strait and the existing harbours at Maryborough and Hervey Bay.

Other industries will be attracted to the Fraser Coast, including hospitality, cultural and sporting events, major conferences, clean and green businesses, film production, emerging rural industries, aquaculture, tertiary education and life-long learning focusing on Hervey Bay's Knowledge,



Community and Culture Hub. The hub is intended to be a centre of educational excellence anchored by the University of Southern Queensland, TAFE, library and Discovery Centre and complemented and supported by the medical hub and teaching hospitals in Urraween.

By 2031, a more diverse and resilient economic base will provide employment and career opportunities for residents across the Fraser Coast.

Planning and development decisions will value natural economic resources, including agricultural land, extractive resources and environmental assets in recognition of the role that these play in the viability of many of the region's industries. The maintenance of natural features is of particular importance to the ongoing growth of Hervey Bay's tourism industry, which is internationally recognised for its eco-adventure offerings.

Retail and commercial development is seen as a major generator of employment and accordingly a significant component of a strong and vibrant regional economy. A hierarchy of activity centres has been developed to guide the expansion of this sector throughout the region.

Pialba is classified as a **principal activity centre** and



is the focus for the highest order and intensity of centre activities in Hervey Bay and the site for a major department store. An important generator of activity in Pialba will be the establishment of commercial/government offices. Commercial/office development will contribute and reinforce the role and function of the principal activity centre as one (1) of two (2) hearts of the region.

Enriched by contemporary sub-tropical architecture, an enhanced mobility corridor, increased densities and businesses that have been attracted to the area, Pialba will be a place where many people choose to live, work and play.

The Maryborough Central Business District (CBD) is also classified as a **principal activity centre** and is the highest order centre in Maryborough. Like Pialba, it is intended to attract investment and provide regional employment opportunities, with vibrant streets and improved visual and



physical linkages to the Mary River and riverfront parkland. A high level of amenity will encourage the development of permanent and short term residential accommodation, whilst maintaining the significant heritage places for which the city is famed.

**Urban district centres** are to be located at Eli Waters, Torquay (Denmans Camp Road), Doolong Flats, Urangan (Boat Harbour Drive/Elizabeth Street) and Nikenbah, with **rural and coastal district centres** at Tiaro, Howard, Burrum Heads and River Heads. Other shopping and community facilities are to be provided at identified **local centres** and **neighbourhood centres**.

Sufficient and appropriately located, serviced industrial zoned land has been provided to support manufacturing and industry growth. This is particularly evident in Maryborough, which is the region's hub for manufacturing and large footprint industry, supported by its accessibility to other markets and regional infrastructure, including the Bruce Highway, the North Coast Rail Line connecting Brisbane to Cairns, air transport services, gas supply mains and an established electricity substation. Significant industrial areas include the marine industry precinct at Granville and the Maryborough West, Moonaboola and Canterwood Industrial Estates, which cater to a diverse range of industries and businesses. These industrial areas will be protected from encroachment by incompatible land uses.

**Community wellbeing - strong communities, access to services and well managed heritage assets**

The Fraser Coast benefits from the character and identity of its individual communities and the sense of place that they create. Settings range from the city of Hervey Bay to the traditional heritage streetscapes of Maryborough to the rich farmlands of Tiaro, from old mining villages to coastal towns and villages set along the shoreline of the Great Sandy Strait to rural townships and settlements, including the mountain-dominated Bauple.

Whilst made up of unique and well established communities defined by their settings, places in the Fraser Coast share the characteristics of strength, health, vibrancy, resilience, safety and inclusiveness.

Services and facilities are provided so that access can be maximised to cultural, education and health facilities, in addition to appropriate, affordable housing and community support when and where it is needed. All communities have the opportunity to access green areas and corridors throughout the urban environment, with key recreational and open space facilities located at Hervey Bay and Maryborough.

Cultural identity is bolstered by the conservation and

protection of natural and cultural heritage. This heritage includes the rich Butchulla indigenous culture, as well as post settlement cultural heritage, which will be identified and appropriately maintained.

The high quality of life and the cohesive nature of communities attract people of all stages of life to move, remain or return to the Fraser Coast.

**Infrastructure and services, access and mobility - efficient and affordable infrastructure and better ways to move around**

Planning for infrastructure is important in connecting and servicing places within the Fraser Coast. Development, through the pattern of land use, settlement pattern structure and design of communities, encourages the provision and use of active and public transport modes.

Residents will continue to benefit from road, airport, and rail infrastructure that provides passenger connections to other regions and freight services that support the Fraser Coast economy.





Water cycle management is emphasised to ensure the health, safety and wellbeing of the Fraser Coast community.

Council will work with infrastructure providers to ensure that the region is well serviced by electricity infrastructure and where possible support and promote more efficient energy use practices.

World class telecommunications and information technology infrastructure will be targeted to increase the level of connectedness of the region and underpin access to the opportunities provided by the global economy.

Infrastructure corridors to service the growth of the region will be reserved and protected.

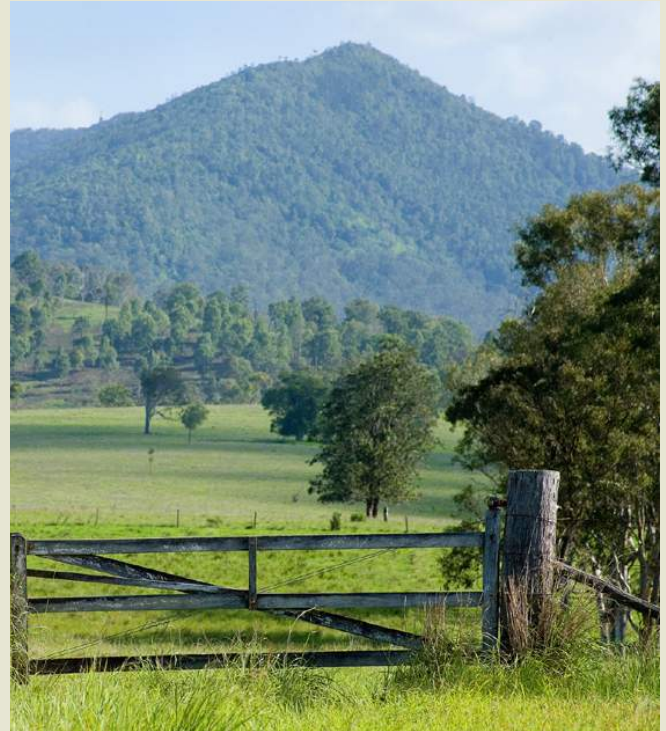
The development sequence for urban development on the Fraser Coast will have regard to the timely, efficient and cost effective provision of infrastructure.

### ***Natural Environment - healthy, valued natural assets***

The natural environment is highly valued by the Fraser Coast community, both for its biodiversity values and its contribution to the overall image and landscape character of the Fraser Coast. The region has significant natural assets, including the World Heritage listed Fraser Island and the internationally recognised Ramsar wetlands of the Great Sandy Strait.

The Fraser Coast national parks and reserves are recognised for their scenic, scientific and cultural heritage values. These features are supported by other areas of ecological significance that contribute to a predominance of 'green' in the region. Natural environment considerations influence the shape, form and structure of development in the cities, towns and townships that comprise the Fraser Coast.

The major river systems including the Mary, Susan, Cherwell and Burrum Rivers, and the network of streams and associated floodplains, make a significant contribution to the region's image, landscape character and the natural environment, as well as continuing to provide habitat for endangered species such as the Lungfish and Mary River Turtle.



Coastal foreshores will be managed in a manner that provides for areas of ecological significance, scenic qualities and supports recreational and economic opportunities that attract residents and visitors alike.







# 3.3 Settlement pattern



### 3.3.1 Strategic outcomes

- (a) The pattern of settlement reinforces and protects the planned role and function of the centres hierarchy within the Fraser Coast.
- (b) Urban areas are compact with clearly defined boundaries that encourage strong neighbourhoods and provide attractive places for residents to enjoy whilst optimising the efficient delivery and use of infrastructure and services.
- (c) Urban development is predominantly focused in the major regional population centres of Maryborough and Hervey Bay.
- (d) Rural residential development is contained within identified rural residential areas.
- (e) The Fraser Coast is developed in a sustainable manner by incorporating urban design principles that create a positive and balanced context for people to engage with places and with others.
- (f) Adequate buffers are provided between incompatible land uses to protect resources, existing uses and the amenity of residents.
- (g) Development avoids or mitigates the adverse impacts of natural hazards (including flood, bushfire, landslide and coastal processes) in a manner so as to protect people, property, economic activity and the environment.



## 3.3.2 Elements and specific outcomes

### 3.3.2.1 Element 1 Compact and consolidated urban form

The physical form and structure of development within urban areas results in the creation of communities that have a compact urban form and walkable neighbourhoods, enjoy a variety of transportation options, incorporate natural landscapes and promotes diversity of housing whilst respecting the character of the diverse places within the Fraser Coast.

#### Specific outcomes

- (a) Urban development occurs on land within an urban area as identified on **Strategic Framework Map 1 (SFM-001) and 1a (SFM-001a) (Settlement pattern)** so as to:-
  - (i) achieve a compact and consolidated urban form;
  - (ii) optimise the efficient delivery and use of infrastructure and services;
  - (iii) minimise exposure to physical and environmental constraints and natural hazards;
  - (iv) minimise the impact of lands supporting environmental, rural production and landscape values; and
  - (v) enhance and preserve the discrete identities of individual cities, towns and villages of the Fraser Coast.
- (b) Urban development contributes to the form and structure of areas to achieve the following:-
  - (i) an effective and efficient transport network that supports access, mobility and connectedness;
  - (ii) increased use of public and active transport modes;
  - (iii) a diverse range of suitably located housing options that provide for affordable living <sup>1</sup>;
  - (iv) sustainable housing outcomes that promote energy efficiency, are climatically responsive to the sub-tropical living conditions of the Fraser Coast and, where possible, are readily adaptable to changing occupant needs over time; and
  - (v) a diversity of housing product that respond to the lifestyle, market and socio-economic demands of a diverse community.
- (c) Infill development:-
  - (i) is compatible with and sympathetic to the amenity and character of its setting;

Note—whilst the character of most established residential areas is intended to be maintained, development within the **Tourism Activity Centres** at Pialba, Scarness, Torquay and Urangan and the Pialba **Principal Activity Centre** is envisaged to contribute towards a higher density residential and vibrant, mixed use environment. Development in the Maryborough **Principal Activity Centre** is envisaged to maintain and respect the historic buildings and streetscapes that contribute to its local identity.

- (ii) includes higher density residential development comprising multi-unit (tourist and permanent) residential uses, aged care and student accommodation in well-served locations in Hervey Bay and Maryborough, with good access to public and active transport, commercial development, social services and facilities;
  - (iii) provides for adequate privacy and personal safety, is reasonably accessible to social infrastructure and does not contribute to social disadvantage; and
  - (iv) is connected to adequate infrastructure and services.
- (d) Development occurs in an orderly and efficient manner that provides for the logical and cost-effective extension of infrastructure networks to service new development.

1. Editor's note—In this context, the term affordable living not only refers to the affordability of the housing product itself (e.g. in terms of the initial purchase price or ongoing rent) but also takes into account the recurrent costs of living (e.g. travel costs) associated with occupying that particular housing product.

## 3.3.2.2 Element 2 Urban expansion areas and future urban areas

A significant proportion of future urban growth within the Fraser Coast is accommodated within identified urban expansion areas. These areas represent sustainable development opportunities and align infrastructure delivery with land use planning.

### Specific outcomes

- (a) Urban expansion occurs within the identified urban expansion areas of Doolong Flats/Ghost Hill, Eli Waters/Dundowran, Kawungan North East, Nikenbah, St Helens, Granville, north of Boys Avenue at Maryborough, Burrum Heads and Howard as identified on **Strategic Framework Map 1 (SFM-001) and 1a (SFM-001a) (Settlement pattern)**.

Note—the overlay mapping in **Schedule 2 (Mapping)** identifies that these urban expansion areas are subject to various mapped overlays. The relative weight to be given to these mapped overlays in the development assessment process needs to take into account the following:-

- (1) these urban expansion areas are intended to accommodate a significant proportion of the projected growth needs of the Fraser Coast to 2031;
- (b) where applicable, the outcomes of local area planning that has been undertaken by the Council; and
- (c) site-specific assessment and ground truthing of environmental and other physical constraints that has been undertaken by development proponents.

#### Doolong Flats/Ghost Hill urban expansion area

- (b) The Doolong Flats/Ghost Hill urban expansion area is developed predominantly for residential purposes, incorporating a mix of densities and housing forms in interconnected neighbourhoods, while community and commercial facilities are provided to support the local community.
- (c) An open space network is provided that is sympathetic to local environmental values and creates opportunities for active transport, recreation and increased visual amenity. The Ghost Hill ridgeline includes a series of lookout paths that provide visual relief and offer views over Hervey Bay. Development is sensitively located to have regard to visual amenity of the Ghost Hill ridgeline.

#### Eli Waters/Dundowran urban expansion area

- (d) The Eli Waters/Dundowran urban expansion area is progressively developed as a residential community which recognises and appropriately responds to the physical and environmental constraints that have been identified. It comprises a series of separate, but interconnected residential development nodes that provide safe and pleasant living environments.
- (e) A range of densities and housing forms are catered for. The residential neighbourhood in the north-western section of the structure plan area, adjacent to the coast, incorporates a mix of permanent residential and tourist accommodation. A network of retail centres with associated community and sports facilities are appropriately located to service the main residential development nodes.
- (f) An area south of Pialba-Burrum Heads Road is subject to further investigation for future urban development.

#### Granville urban expansion area

- (g) The Granville urban expansion area is developed for an attractive and functional harbour with residential, retail, tourism, marine industry and open space uses that complement the harbour.
- (h) The balance area on the southern side of Walkers Point Road is subject to further investigation for future urban development.

#### Kawungan North East urban expansion area

- (i) The Kawungan North East urban expansion area is developed for a range of land uses including large format retail showrooms to complement the adjoining Pialba Principal Activity Centre, residential purposes including a mix of densities and housing forms, and mixed use and commercial activities.

#### Nikenbah urban expansion area

- (j) The Nikenbah urban expansion area is developed for a range of residential densities to accommodate the topographical features of the area, in particular on the southern side of the Ghost Hill ridgeline.
- (k) Commercial and Industrial activities are also identified to support the residential activities and surrounding rural activities to the west and south of the urban expansion area.

#### North of Boys Avenue urban expansion area

- (l) The urban expansion area north of Boys Avenue is developed for residential purposes and to meet short to medium term growth demands.

#### St Helens urban expansion area

- (m) The St Helens urban expansion area is developed for residential, rural residential, employment and industry activities, that serves as the northern extension of Maryborough's urban area.
- (n) A local activity centre provides for the convenience retail needs of residents and employees in the area. Employment and industry activities build upon the existing industrial estate on Phillip Court.

## 3.3.2.3 Element 3 Rural residential development

Rural residential development will continue to be recognised as a lifestyle choice for residents in the Fraser Coast, with further development being located in identified Rural Residential areas.

### Specific outcomes

- (a) Rural residential development is contained within allocated rural residential areas as identified on **Strategic Framework Map 1 (SFM-001) and 1a (SFM-001a)(Settlement pattern)** and in further detail on the zoning maps.
- (b) Development in identified rural residential areas is characterised by very low density housing providing residents with an acreage lifestyle choice and high level of amenity.
- (c) Development in rural residential areas supports and is responsive to the prevailing character of its surrounds. The individual character of different rural residential areas is maintained through the application of the minimum lot sizes specified for precincts under the Rural residential zone.
- (d) Existing levels of service are maintained in established rural residential areas and a relatively limited range of infrastructure and services are provided for new rural residential development, with services such as water supply and sewerage predominantly provided on-site.
- (e) Residents of rural residential areas continue to rely upon the cities and towns to access employment opportunities, shopping facilities, community facilities and services, and other infrastructure.

## 3.3.2.4 Element 4 Hierarchy of centres

The Fraser Coast region is characterised by a range of vibrant and diverse coastal and rural towns and villages which are serviced by the two major regional population centres of Hervey Bay and Maryborough. There is a hierarchy of centres established within the Fraser Coast, with services and facilities provided at a scale commensurate with the role and function of each centre.

### Specific outcomes

- (a) Development is consistent with and supports the hierarchy of centres for the Fraser Coast identified conceptually on **Strategic Framework Map 1 (SFM-001) and 1a (SFM-001a) (Settlement pattern)** and **Strategic Framework Map 2 (SFM-002) and 2a (SFM-002a) (Economic resources and development)** and described below:-
- (i) **Principal Activity Centres** are located at Maryborough (CBD) and Pialba in Hervey Bay. They:-
    - (A) contain the largest and most diverse concentration of urban activities;
    - (B) have high population densities; and
    - (C) are the key regional focus for employment and development including, government administration, cultural, entertainment, health, education and public and active transport facilities;
  - (ii) **District (Rural and Coastal) Centres** are located at Burrum Heads, River Heads, Tiaro and Howard. They:-
    - (A) contain a concentration of businesses and employment uses that primarily service local residents, tourism or primary production industries; and
    - (B) may also contain limited retail, government services, entertainment, residential and community facilities;
  - (iii) **District (Urban) Centres** are located at Eli Waters (Boat Harbour Drive), Doolong Flats (Rasmussen's Road), Torquay (Denmans Camp Road) and Urangan (Boat Harbour Drive and Elizabeth Street). They:-
    - (A) serve catchments of district significance within the coastal urban area; and
    - (B) accommodate concentrations of employment, business, services, commercial and retail services;
  - (iv) **Local Centres** provide for convenience and personal service shopping needs for a surrounding residential neighbourhood and typically provide local shopping, local employment, takeaway food premises and personal and community services;
  - (v) **Specialist Activity Centres** are located adjacent to the Hervey Bay Airport and at the Urangan Boat Harbour. They:-
    - (A) provide a wide range of retail, commercial, and entertainment facilities for visitors and convenience services for residents of the immediate surrounding area;
    - (B) contain tourist accommodation, mixed use development, cafes and restaurants, with medium/high density housing also located at the Urangan Boat Harbour;
    - (C) provide opportunities for industrial uses; and
    - (D) function as major transport hubs.
  - (vi) **Tourism Activity Centres** are located on the Esplanade at Pialba, Scarness, Torquay and Urangan. They:-
    - (A) provide a wide range of retail, commercial, and entertainment facilities for visitors and convenience services for residents of the immediate surrounding area; and
    - (B) contain tourist accommodation, mixed use development, medium/high density living, cafes and restaurants.
  - (vii) Development that proposes centre activities outside of an activity centre or a higher order or larger scale usage than intended for a particular activity centre is avoided.

## 3.3.2.5 Element 5 Sustainable built form and urban design

The design of buildings and urban spaces responds to the sub-tropical climate of the Fraser Coast and addresses key sustainability issues including energy and water efficiency. Locally responsive built form and urban design enhances the image of the Fraser Coast as an attractive and interesting place in which to live, visit and conduct business.

### Specific outcomes

- (a) Development:-
- (i) supports the creation of complete and vibrant communities based on contemporary planning and neighbourhood design principles, including providing for places that:-
    - (A) enhance the local economy, environment and community;
    - (B) are connected physically and socially;
    - (C) are inclusive and offer a diverse range of experiences;
    - (D) are sustainable, enduring and resilient;
    - (E) are welcoming and safe; and
    - (F) consider custodianship and maintenance over time;
  - (ii) reflects the preferred local character for places as expressed in zone codes, local plan codes and planning scheme policies;
  - (iii) incorporates sub-tropical and quality architectural design<sup>2</sup>;
  - (iv) is responsive to local climatic and environmental conditions;
  - (v) includes energy efficiency measures and incorporates renewable energy sources;
  - (vi) minimises the use of water by incorporating water conservation and water reuse measures where practical;
  - (vii) maximises opportunities for walking, cycling and supporting the viability of a quality public transport system;
  - (viii) provides access and facilities for the community;
  - (ix) creates quality spaces and places for community interaction; and
  - (x) avoids or mitigates the impacts of natural hazards such as flood, coastal processes, bushfire and landslide.
- (b) Residential environments:-
- (i) are characterised by a strong sense of community and a distinct identity that is influenced by elements such as landscape setting, the pattern of subdivision and the type and age of housing;
  - (ii) have a mix of contemporary, innovative and traditional architectural styles so that each city, town, village and community maintains and enhances its distinct character and identity; and
  - (iii) as far as practicable, protect and integrate the natural environment and landscape into communities.
- (c) New housing is designed to integrate with existing housing and community facilities, to ensure it contributes to cohesive neighbourhoods.
- (d) The unique built form of existing character areas in the Fraser Coast is valued and enhanced.
- (e) New development does not detract from the heritage and urban design values contained in key character areas. Building and landscape form in identified locations is retained and enhanced.

*2. Editor's note—the publication 'Sub-tropical design in South East Queensland – a handbook for planners and developers' provides some guidance about sub-tropical design.*

## 3.3.2.6 Element 6 Incompatible land uses

Appropriate buffering and separation between incompatible land uses is provided to avoid or minimise land use conflicts and to protect the health, wellbeing, amenity and safety of the community.

### Specific outcomes

- (a) The interface between land uses is effectively managed to:-
  - (i) protect sensitive uses from incompatible land uses; and
  - (ii) maintain the long term viability of existing land uses from encroachment by incompatible uses.
- (b) New land uses which are incompatible with existing sensitive uses are located and managed to protect the health, wellbeing, amenity and safety of the community from the potential adverse impacts of air, noise and odour emissions and hazardous materials.
- (c) Adequate buffers and separation distances are established and maintained between urban development, agricultural land class A and B and other incompatible land uses.
- (d) Adequate buffers are provided between rural land and land owned and operated by the Department of Defence to protect defence operations and ensure public safety.
- (e) Major infrastructure is protected from urban encroachment and other incompatible land uses to ensure its continued operation and viability.

## 3.3.2.7 Element 7 Natural hazards

Given the diversity of physical and environmental settings within the Fraser Coast, the region is vulnerable to the potentially adverse impacts of a range of natural hazards including flood, bushfire, landslide and coastal hazards including any impact of climate change. Development will be appropriately located and designed in order to minimise the risks associated with these hazards.

### Specific outcomes

- (a) The potential adverse impacts to people, property, economic activity and the environment from natural hazards are minimised by ensuring that development:-
  - (i) avoids areas subject to (stream or coastal) flooding or otherwise mitigates against, is resilient to, and does not materially worsen flooding;
  - (ii) avoids confirmed medium or high bushfire hazard areas or otherwise incorporates fire breaks and other bushfire management measures to mitigate the risk of bushfire; and
  - (iii) avoids or manages the risk of landslide on steep land and/or confirmed landslide hazard areas.
- (b) Development in the coastal zone is planned, located, designed, constructed and operated to mitigate the social, financial and environmental costs arising from the impacts of coastal hazards.
- (c) In assessing the potential adverse impacts of natural and coastal hazards, the predicted effects of climate change are taken into account where appropriate.

### 3.3.3 Relevant strategic framework maps

**Strategic Framework Map 1 (SFM-001) and 1a (SFM-001a) (Settlement pattern)** conceptually identify elements of the strategic framework as relevant to the settlement pattern theme, including:-

- (a) land use categories including urban area, urban expansion areas and future urban areas, rural residential areas, rural areas, major sport and recreation open space areas and protected areas;
- (b) major elements of the Fraser Coast hierarchy of centres; and
- (c) major transport elements.

Note—the natural hazards element is not identified on the Strategic framework maps, but is reflected through measures in other parts of the planning scheme, including in Part 8 (Overlays).

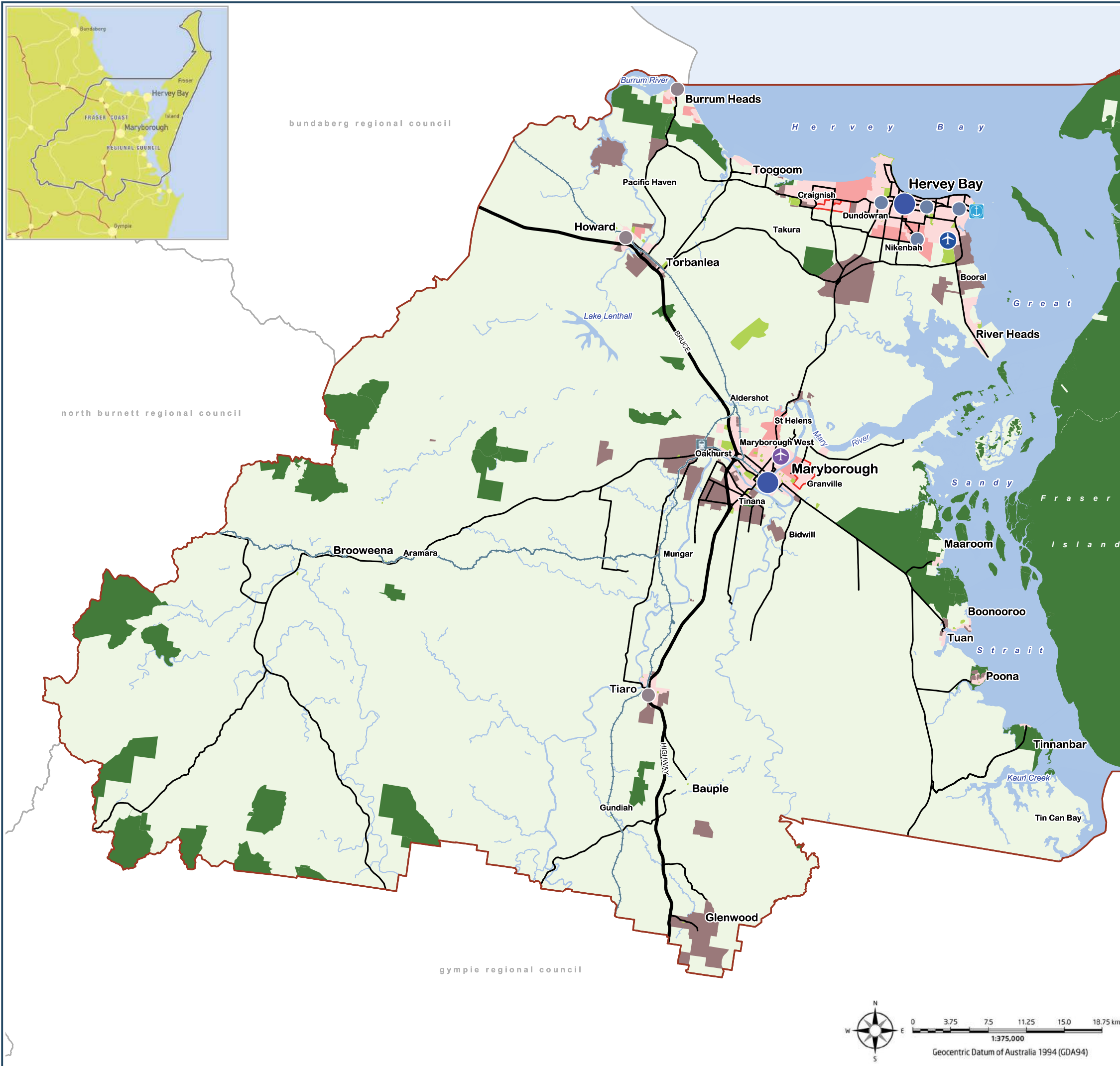


Maps SFM-001 and SFM 001a  
**Settlement pattern**





# MAP 1



**Legend**

**Land Use Categories**

- Urban Area <sup>(1)</sup>
- Urban Expansion Area <sup>(2)</sup>
- Future Urban Area <sup>(3)</sup>
- Rural Residential Area <sup>(4)</sup>
- Rural Area
- Major Sport and Recreation Open Space Area <sup>(5)</sup>
- Protected Area <sup>(6)</sup>

**Hierarchy of Major Centres**

- Principal Activity Centre
- District Activity Centre - Urban
- District Activity Centre - Rural

**Major Transport Elements**

- Highway
- Arterial Road or Sub-Arterial Road
- Rail Line
- Rail Station
- Urangan Boat Harbour
- Hervey Bay Airport
- Maryborough Airport

**Other Elements**

- Ocean and Major Waterbodies
- Waterway
- Fraser Coast Regional Council Boundary

**Notes**

**Note 1:** Inclusion in the Urban Area does not imply that all land in this land use category can be developed for urban purposes as it may be constrained or otherwise unsuitable for development.

**Note 2:** The Urban Expansion Area identifies land in a greenfield setting where urban development is intended to occur within the planning horizon of the planning scheme. Inclusion in the Urban Expansion Area does not imply that all land in this land use category can be developed as it may be constrained or otherwise unsuitable for development.

**Note 3:** The Future Urban Area identifies land in a greenfield setting, which is potentially suitable for urban development but does not confer any actual or implied land use rights. The Future Urban Area will be subject to further detailed land use investigations and structure planning by the Council to determine suitability for urban development.

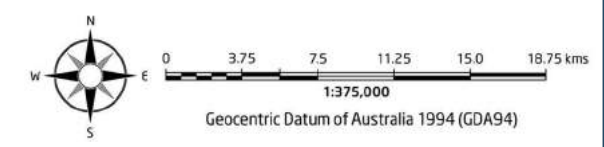
**Note 4:** Inclusion in the Rural Residential Area does not imply that all land in this land use category can be developed for rural residential purposes as it may be constrained or otherwise unsuitable for development.

**Note 5:** The Major Sport and Recreation Open Space Area identifies existing or proposed Council-wide, city, or district/town sport and recreation parks and golf courses.

**Note 6:** The Protected Area includes land that is either (a) owned or controlled by the State government for conservation purposes such as National Parks and Conservation Parks; or (b) owned or controlled by Council and used or intended to be used for conservation purposes.

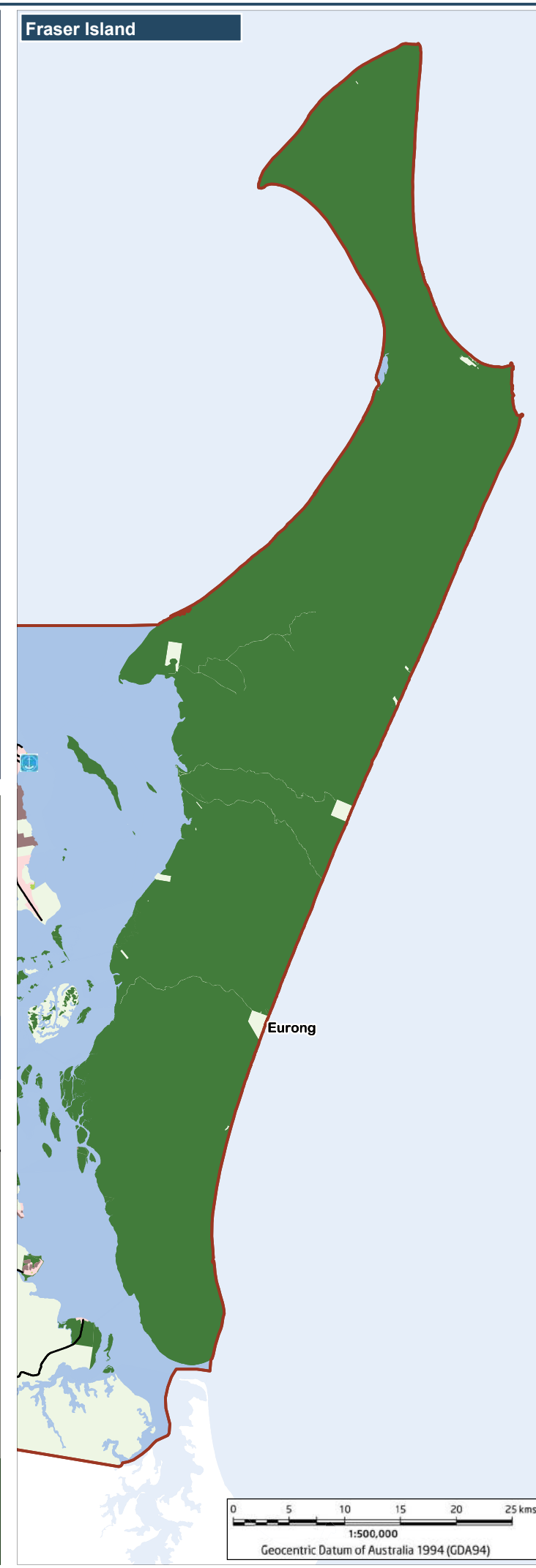
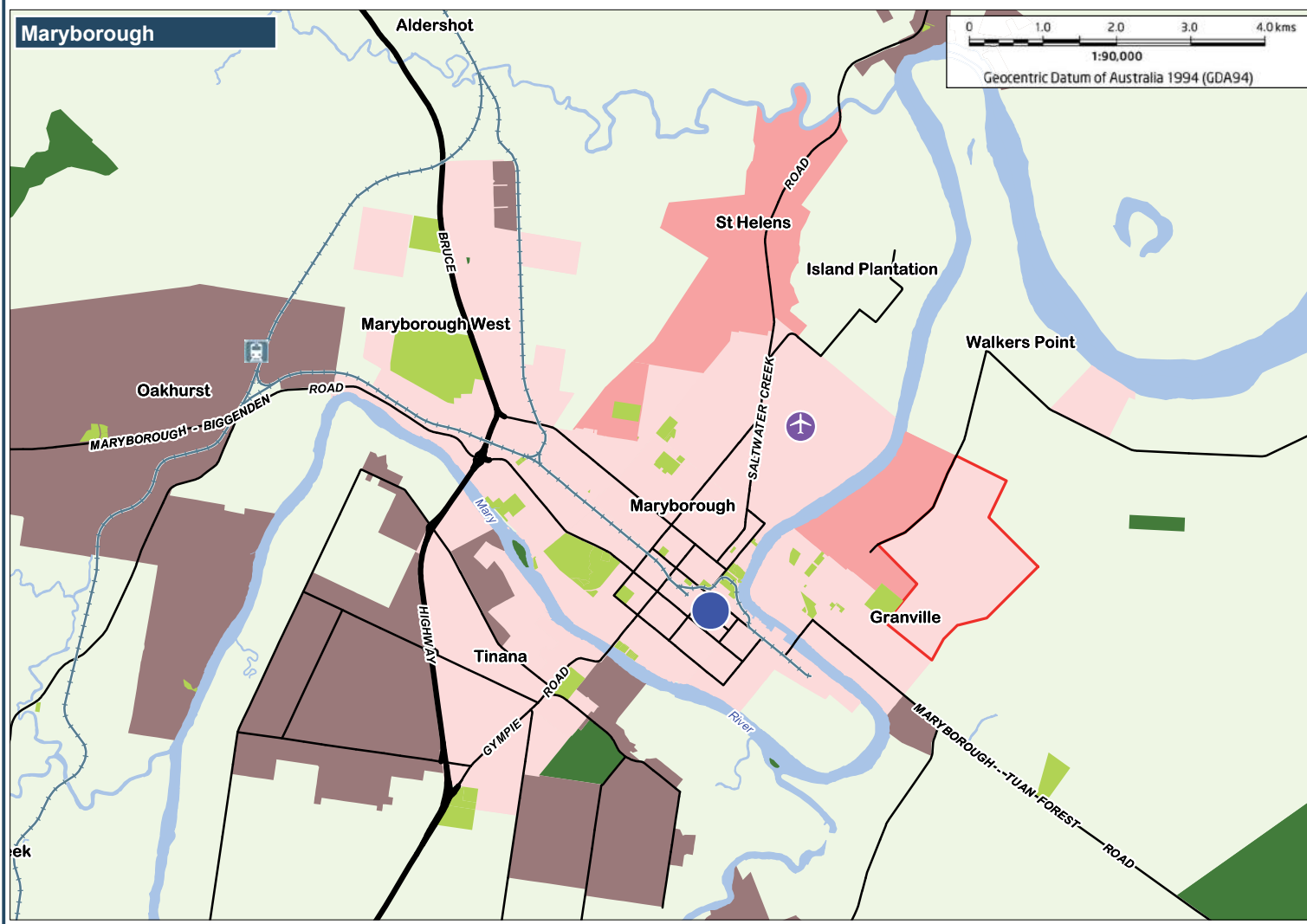
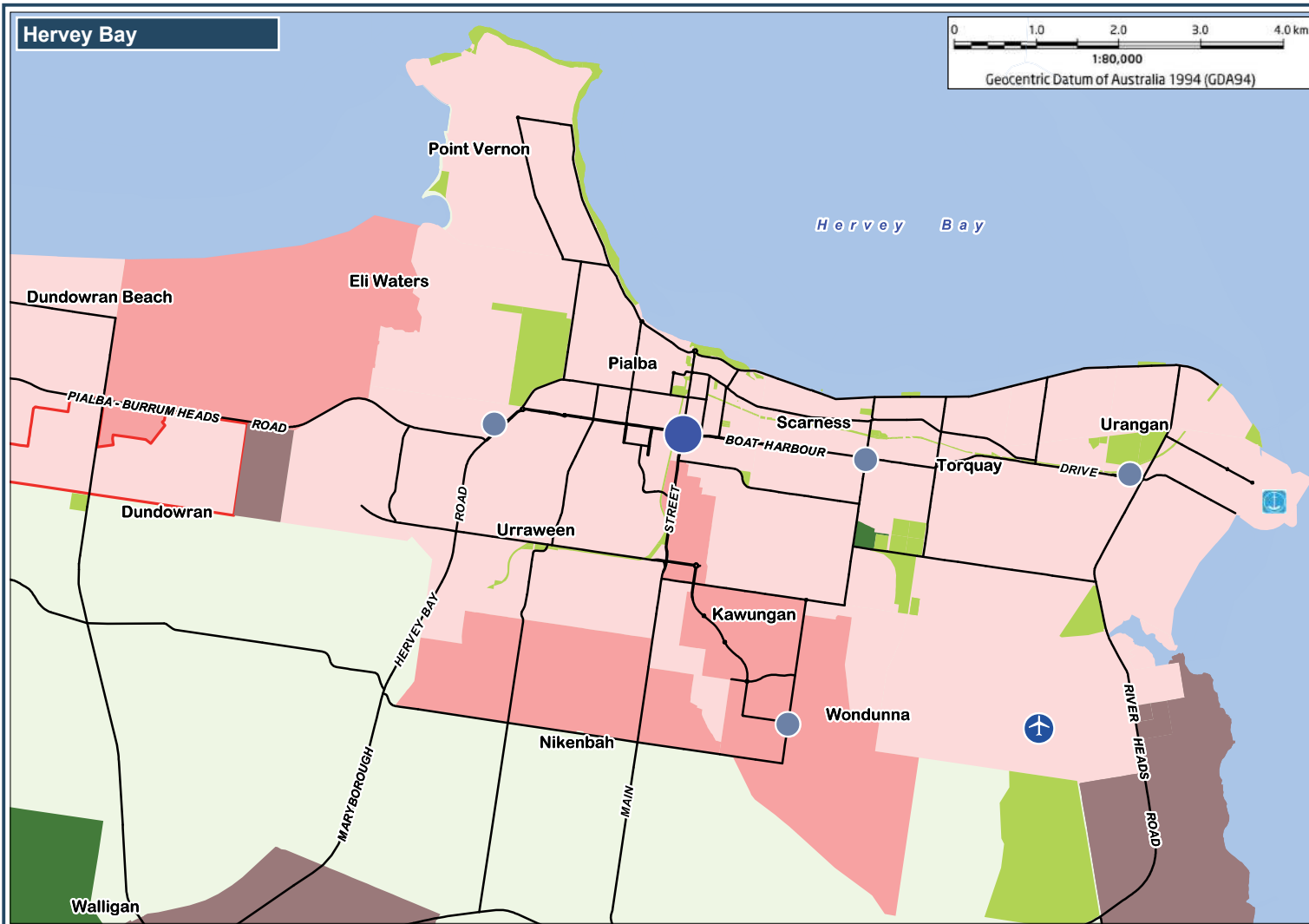
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## MAP 2

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**Legend**

**Land Use Categories**

- Urban Area <sup>(1)</sup>
- Urban Expansion Area <sup>(2)</sup>
- Future Urban Area <sup>(3)</sup>
- Rural Residential Area <sup>(4)</sup>
- Rural Area
- Major Sport and Recreation Open Space Area <sup>(5)</sup>
- Protected Area <sup>(6)</sup>

**Hierarchy of Major Centres**

- Principal Activity Centre
- District Activity Centre - Urban

**Major Transport Elements**

- Highway
- Arterial Road or Sub-Arterial Road
- Rail Line
- Rail Station
- Urangan Boat Harbour
- Hervey Bay Airport
- Maryborough Airport

**Other Elements**

- Ocean and Major Waterbodies
- Waterway
- Fraser Coast Regional Council Boundary

**Notes**

**Note 1:** Inclusion in the Urban Area does not imply that all land in this land use category can be developed for urban purposes as it may be constrained or otherwise unsuitable for development.

**Note 2:** The Urban Expansion Area identifies land in a greenfield setting where urban development is intended to occur within the planning horizon of the planning scheme. Inclusion in the Urban Expansion Area does not imply that all land in this land use category can be developed as it may be constrained or otherwise unsuitable for development.

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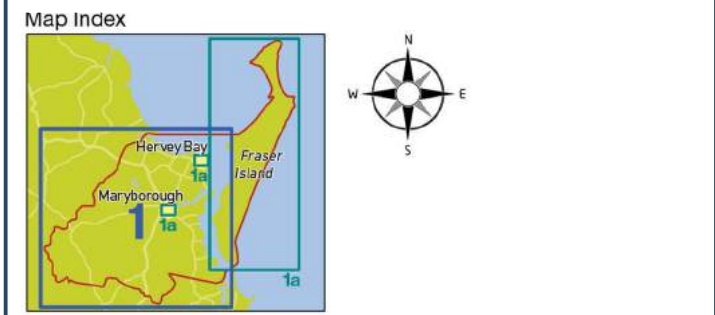
**Note 4:** Inclusion in the Rural Residential Area does not imply that all land in this land use category can be developed for rural residential purposes as it may be constrained or otherwise unsuitable for development.

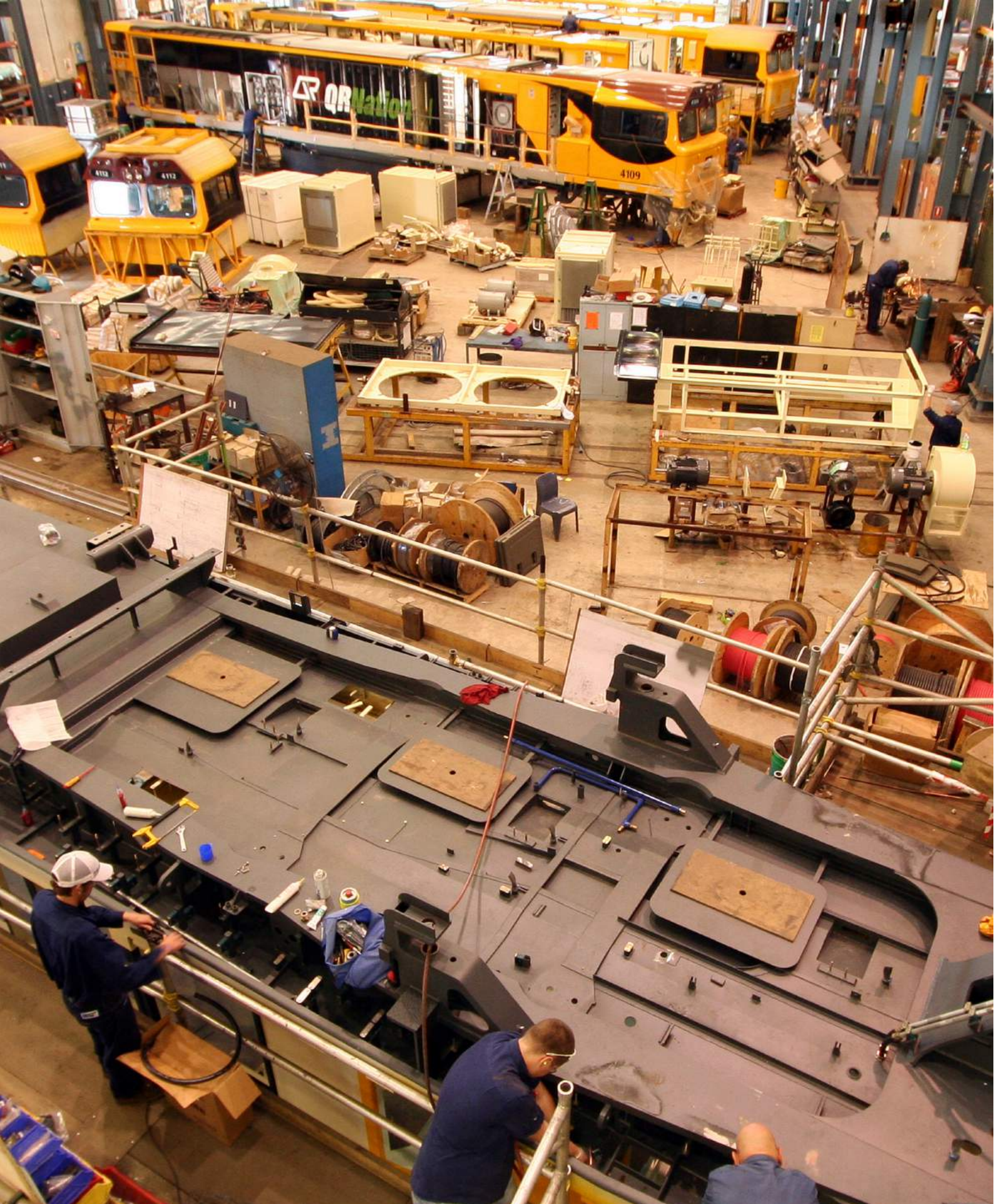
**Note 5:** The Major Sport and Recreation Open Space Area identifies existing or proposed Council-wide, city, or district/town sport and recreation parks and golf courses.

**Note 6:** The Protected Area includes land that is either (a) owned or controlled by the State government for conservation purposes such as National Parks and Conservation Parks; or (b) owned or controlled by Council and used or intended to be used for conservation purposes.

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# 3.4 Economic resources and development



### 3.4.1 Strategic outcomes

- (a) Employment growth and economic development on the Fraser Coast will be enhanced through the development of diverse and strong businesses and industries based upon both traditional and emerging sectors.
- (b) A strong and robust economy is promoted by identifying and maintaining an integrated network of well-designed, vibrant, connected and accessible activity centres with differing but complementary roles and functions to service the needs of the community and support employment growth.
- (c) A range of well-located and designed industrial areas are provided to accommodate a broad range of industry uses that meet the needs of the community in terms of employment and economic growth, including large footprint manufacturing at Canterwood and Maryborough North, the marine-based industry precinct at Granville, the existing harbour at Hervey Bay, the city reach precinct in Maryborough, and aviation-related uses adjacent to Hervey Bay Airport and the Maryborough Airport. General industry is provided in Hervey Bay and Maryborough as well as rural locations. Opportunities for future industrial expansion exist in development areas at Nikenbah and St Helens.
- (d) The Fraser Coast maintains a strong tourism sector that capitalises upon, but respects, its unique World Heritage listed and other natural and cultural heritage assets and offers visitors a range of attractions, experiences, facilities and accommodation.
- (e) The region's rural areas are managed to maximise their contribution to the local economy, rural industries, regional environmental quality and the regional landscape.
- (f) Extractive resources of State, regional or local significance and associated separation areas and transport routes are identified and protected from incompatible development that may prevent or otherwise severely constrain current or future extraction when the need for the resource arises.
- (g) Business and industry opportunities that support or service the mining industry are encouraged.
- (h) Fish habitats and fisheries resources are managed to help maintain biodiversity values and support industry sectors that rely upon these resources.
- (i) The Fraser Coast's natural resources (biological, energy, soil, land, atmospheric (air and noise and water) are managed in a manner that ensures their long term sustainability as a valuable life-supporting and economic resource for future generations.



## 3.4.2 Elements and specific outcomes

### 3.4.2.1 Element 1 Diverse business and industry

Diverse business and industry development will help strengthen the economy of the Fraser Coast and provide a wider range of employment opportunities for residents.

#### Specific outcomes

- (a) Development on the Fraser Coast supports and promotes the continued growth of diverse and strong business and industry sectors, including forestry, rural enterprises and production, extractive industries, manufacturing and industry, tourism, health and education-related uses, aviation-related uses, marine-based industry, construction and government-related services.
- (b) Creative and innovative industries, particularly those based on science and technology, health, education and training are established on the Fraser Coast.
- (c) Development provides for the expansion, improvement and establishment of a range of quality education and training facilities, including supporting residential components, particularly in Maryborough and Hervey Bay, so as to promote lifelong learning and betterment and support self-sufficiency of the region.
- (d) Home based businesses which contribute to the Fraser Coast economy are supported where residential amenity and environmental values are preserved.

### 3.4.2.2 Element 2 Well defined, vibrant and successful centres

Well-defined, vibrant and successful activity centres are essential to a robust and strong economy. The hierarchy of centres for the Fraser Coast identifies the preferred role and function of the various activity centres. The hierarchy of centres expands upon the network of regional activity centres identified in the Wide Bay Burnett Regional Plan.

#### Specific outcomes

- (a) To reflect and support the preferred pattern of settlement, development is consistent with the hierarchy of centres as shown on the **Strategic Framework Map 1 (SFM-001) and 1a (SFM-001a) (Settlement pattern) and Strategic Framework Map 2 (SFM-002) and 2a (SFM-002a) (Economic resources and development)**.
- (b) Major land uses contributing to employment, education and services in the Fraser Coast are located in an activity centre commensurate with the role and function of the activity centre as defined by the hierarchy of centres.
- (c) Development that proposes centre activities outside of an activity centre or proposes a higher order or larger scale use than intended for a particular activity centre is avoided.
- (d) The principal activity centres and associated areas of Hervey Bay and Maryborough have clear and complementary roles to accommodate specific types of facilities and services and draw upon their broader urban context and location within the region, as follows:-
  - (i) Hervey Bay is known for its natural features, which underpin a thriving tourism industry. The Urangan Boat Harbour supports both tourism and marine industries. The Knowledge, Community and Culture hub, anchored by the University of Southern Queensland Fraser Coast Campus, is established in Pialba and a focus on education is further reinforced by the development of the medical precinct and teaching hospitals in Urraween. The role of Pialba as the focus for the highest order and intensity of centre activities in Hervey Bay is reinforced and strengthened; and
  - (ii) Maryborough is the region's hub for manufacturing and large footprint industry supported by its proximity to

major infrastructure including the Bruce Highway and the North Coast Rail Line. Marine-related industry is established at the Fraser Coast Marine Industrial Precinct along the Mary River in Granville. Aviation-related industry is established at Maryborough Airport. New regional level State government facilities serving the Wide Bay Burnett are located in Maryborough or Hervey Bay.

- (e) Development in activity centres supports and contributes to a vibrant and walkable urban environment serving as a community focal point that enhances a sense of place having regard to built form and is suited to its scale and community setting.
- (f) Activity centres incorporate layouts and building design that focuses on and gives priority to people, public main streets, squares, parks and community facilities. Development is designed to maximise opportunities for public transport usage, walking and cycling.
- (g) Department stores and discount department stores are established within the principal centre zone of the principal activity centres of Pialba and Maryborough.
- (h) 'Corner store' type facilities are established in appropriate locations throughout the Fraser Coast to service the basic convenience needs of local residents.

### 3.4.2.3 Element 3 Industrial areas

Sufficient industrial land needs to be allocated to support economic development and employment growth on the Fraser Coast. Industrial areas have been identified to complement activity centres by providing opportunities primarily for manufacturing and industry-related activities that are not suitable to be located in centres. It is also important to ensure that the viability and ongoing use of industrial areas are protected by avoiding encroachment of incompatible uses.

#### Specific outcomes

- (a) An adequate supply of physically suitable, well-located and serviceable industrial land is protected to support employment opportunities and economic development of the Fraser Coast, as identified conceptually on **Strategic Framework Map 2 (SFM-002) and 2a (SFM-002a) (Economic resources and development)**.
- (b) Regionally significant industrial development, including large footprint and higher impact industrial uses, is primarily directed to the north west of Maryborough and Canterwood to capitalise on proximity to major freight routes (Bruce Highway and North Coast Rail Line) and accessibility for employees.
- (c) New marine-related industry is established in the identified Fraser Coast Marine Industrial Precinct on the Mary River, so as to consolidate and expand boat building and associated industries and services. Existing marine-related industry will continue to operate in Granville, along the city reach of the Mary River and at Hervey Bay (Urangan Boat Harbour) to complement activity within the Fraser Coast Marine Industrial Precinct.
- (d) Industrial development which provides for a range of services is supported at Howard and Tiaro.
- (e) Opportunities for employment generation are maximised in existing industrial areas, by ensuring that development makes the most efficient use of available industrial land.
- (f) The Nikenbah urban expansion area provides opportunities for the development of low impact industry and complementary business activities around the Nikenbah Waste Transfer Station. The St Helens urban expansion area also provides for an industry and employment area to accommodate lower impact industry activities and supporting business activities.
- (g) Industrial areas are well-designed and serviced and include a range of lot sizes and adaptable building configurations to accommodate a range of industry uses that promote economic diversity and a greater variety of employment opportunities, as well as meeting the changing economic needs of the community.

- (h) Development in industrial areas is limited to predominantly industrial uses and other uses that are compatible with and provide a desirable support activity to industrial uses.
- (i) To minimise or avoid land use conflicts, development for residential or other sensitive land uses is appropriately buffered and separated from industrial areas.

## 3.4.2.4 Element 4 Tourism

The Fraser Coast is a popular tourist destination for both domestic and overseas visitors, largely based on iconic assets such as the World Heritage listed Fraser Island, the Great Sandy Strait, Hervey Bay beaches, the Mary River, Maryborough and its historic buildings, the rural hinterland and migrating whales. It is important to ensure development which supports the growth of the tourism sector is accommodated whilst at the same time ensuring that the natural and cultural features that make the Fraser Coast such an attractive tourist destination are protected and where possible enhanced.

### Specific outcomes

- (a) A diverse range of tourism activities contributing to the economic growth of the Fraser Coast are supported in a manner that capitalises on, and at the same time protects, the natural and heritage assets and key character and lifestyle attributes of the Fraser Coast.
- (b) Established tourist-servicing nodes, including those focused along the Hervey Bay esplanade at Pialba, Scarness, Torquay and Urangan, are consolidated and provide for a range of well-designed and high quality visitor accommodation, tourist services and public spaces to meet the various needs and budgets of tourists and visitors to the Fraser Coast.
- (c) In environmentally sensitive areas and high scenic amenity areas, nature-based and eco-friendly tourist infrastructure and facilities are established where they demonstrate integration with the natural and cultural values of the site and its context and setting.
- (d) Visitor accommodation and tourist attractions and facilities are located in areas that contribute to the wide range of tourism experiences on offer throughout the region including urban, coastal and hinterland locations.
- (e) Nature-based and eco-based tourist activities are sensitively located and carried out to ensure the natural values that underpin the regional tourism product are sustained.
- (f) Rural and agri-tourism experiences build upon the 'clean and green' identity of the region and do not prejudice the ongoing productive use of rural land.

## 3.4.2.5 Element 5 Rural resources

The long-term sustainability of the Fraser Coast's rural economy relies upon the protection of productive rural land from alienation, fragmentation and encroachment by incompatible development. It is also recognised that the protection of rural lands assists in maintaining the regional landscape and scenic amenity values of the Fraser Coast.

### Specific outcomes

- (a) Rural areas are retained predominantly for rural production, natural habitat and landscape protection purposes.
- (b) Development ensures that agricultural land classification (ACA) Class A and Class B land and important agricultural areas (IAA's) identified conceptually on **Strategic Framework Map 2 (SFM-002) and 2a (SFM-002a) (Economic resources and development)** is protected and remains available for productive and sustainable agricultural and rural pursuits, unless:-
  - (i) there is an overriding need in terms of public benefit; and
  - (ii) there is no alternative site suitable for the particular purpose.
- (c) Development protects ACA Class A and Class B in a manner that preserves the land for ongoing productive use in accordance with the applicable State planning policy.
- (d) To help maintain the productive capacity of existing and potential future rural activities and avoid or minimise land use conflicts, effective separation distances and buffers are established and maintained between incompatible or sensitive land uses and ACA Class A and Class B land, or areas of intensive rural activity.
- (e) Further subdivision or fragmentation of rural lands, including but not limited to ACA Class A and Class B land is minimised to maintain viable farm sizes and to support the ability of landowners to continue rural pursuits. Rural businesses, industries and tourist uses are established where such uses value-add to rural production and resources and contribute to the diversification of the rural economy of the Fraser Coast.
- (f) Forestry resources are utilised in an efficient and sustainable manner and are protected from incompatible development which may compromise the future use of these resources and their contribution to the Fraser Coast economy.

## 3.4.2.6 Element 6 Natural resources

Extractive resources provide materials for construction activity and support economic development of the Fraser Coast. It is important to identify and protect extractive resource areas, associated separation areas and transport routes from incompatible development to ensure the effective long-term access to these resources.

Fish habitats, particularly in the coastal and near coastal areas of the Fraser Coast, are under increasing pressure from coastal urban development and the desire of residents and visitors to access the coast for recreational and leisure pursuits. The protection of fisheries resources is important to the Fraser Coast economy and for maintaining biodiversity values.

It is recognised that the region's natural resources are finite. They will be carefully managed to ensure the long-term health and wellbeing of communities and the natural environment. The communities of the Fraser Coast currently enjoy a high quality and low pollution living environment. To ensure the sustainability of the Fraser Coast residents' quality of life in the longer-term, clean air, water and soil will be maintained and potentially harmful emissions to the atmosphere (including odour, particulates and noise) minimised.

### Specific outcomes

- (a) Development ensures that extractive resource areas (including associated transport routes) and fish habitat

areas identified conceptually on **Strategic Framework Map 2 (SFM-002) and 2a (SFM-002a) (Economic resources and development)** remain available (as relevant to the resource type) for their effective or sustainable long-term use.

- (b) Extractive resource/processing areas, adjoining separation areas and associated transport routes (including a transport route's separation area) are protected from incompatible development that may compromise existing or potential future extractive industry operations.
- (c) Natural fish passages along waterways are maintained.
- (d) Marine, estuarine and freshwater habitats are protected, managed and enhanced to sustain fish stock levels and maximise fisheries production from wild sources and support tourism and recreation based activity through suitable land management practices and protection of water quality.
- (e) Development:-
  - (i) incorporates sustainable natural resources (biological, energy, soil, land, atmospheric (air and noise) and water) management practices;
  - (ii) avoids or minimises the disturbance of acid sulfate soils. Where disturbance cannot be avoided, works are appropriately managed to ensure that there is no adverse impact on the natural and built environment, infrastructure and community health; and
  - (iii) prevents an increase in soil salinity and, where located within a salinity affected area, is located, designed and constructed in a manner to mitigate the impacts of salinity upon the development.
- (f) Development ensures sensitive land uses are protected from environmental harm or environmental nuisance and that development has an appropriate buffer to existing noise and odour generating uses or activities.

### 3.4.3 Relevant strategic framework maps

**Strategic Framework Map 2 (SFM-002) and 2a (SFM-002a) (Economic resources and development)** conceptually identify elements of the strategic framework as relevant to the economic resources and development theme, including:-

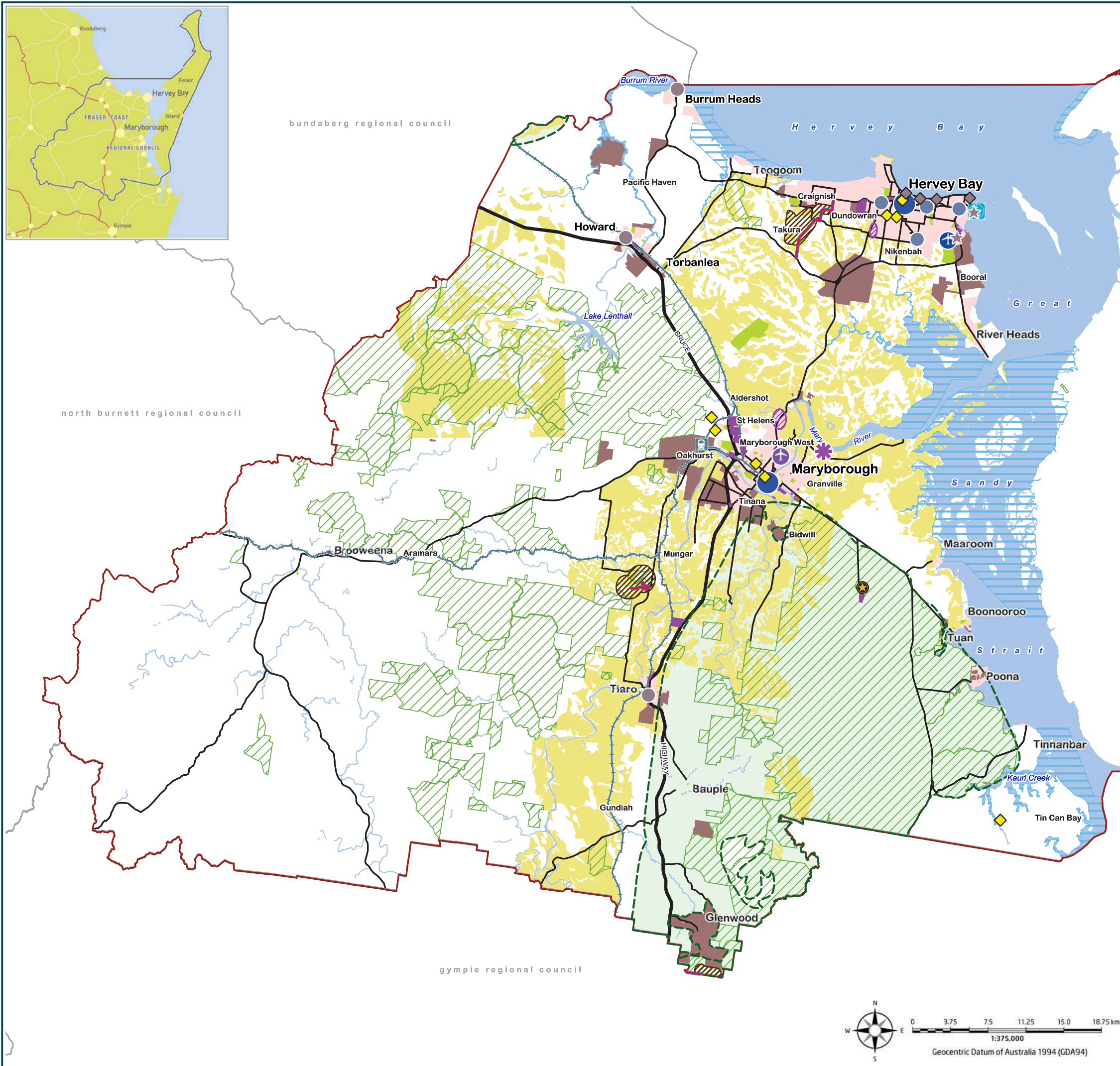
- (a) the Fraser Coast hierarchy of centres;
- (b) major industrial areas;
- (c) other employment or economic development activity areas, including major health, correctional, education and training facilities;
- (d) agricultural land;
- (e) forestry areas;
- (f) state extractive resource areas and associated transport routes; and
- (g) fish habitat areas.



Maps SFM-002 and SFM 002a  
**Economic resources & development**



# MAP 1



**Fraser Coast REGIONAL COUNCIL**

**Legend**

**Hierarchy of Centres <sup>(1)</sup>**

- Principal Activity Centre
- District Activity Centre - Urban
- District Activity Centre - Rural
- Specialist Activity Centre
- Tourism Activity Centre

**Industrial Areas**

- Industrial Area
- Fraser Coast Marine Industrial Precinct
- Future Employment/Industry Area

**Other Employment or Economic Development Activity Areas**

- Major Health, Correctional, Education and Training Facilities
- Hervey Bay Airport
- Maryborough Airport
- Urangan Boat Harbour
- Tuan Forest Mill

**Natural Resource Elements**

- Agricultural Land Classification (ALC) Class A and Class B Land
- Important Agricultural Area
- Forestry Area
- State Extractive Resource Area
- State Extractive Resource Area Transport Route
- Fish Habitat Areas

**Land Use Categories**

- Urban Area/Urban Expansion Area/Future Urban Area
- Rural Residential Area
- Major Sport and Recreation Open Space Area

**Major Transport Elements**

- Highway
- Arterial or Sub-Arterial Road
- Rail Line
- Rail Station

**Other Elements**

- Ocean and Major Waterbodies
- Waterway
- Fraser Coast Regional Council Boundary

**Notes**

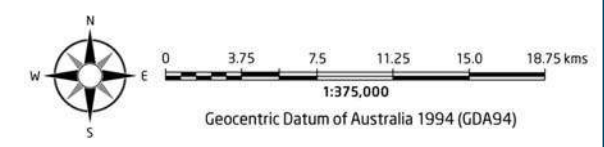
**Note 1:** Whilst not presented on this map, a number of lower order activity centres are located across the Fraser Coast in areas zoned for activity centre purposes.

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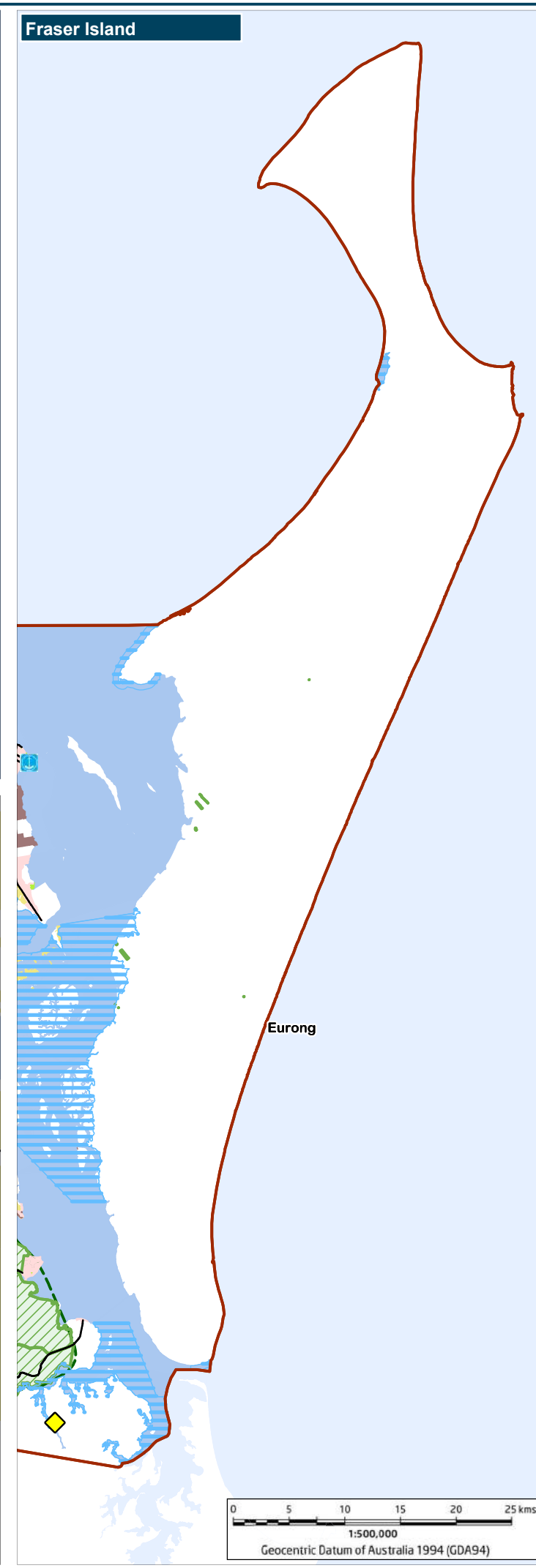
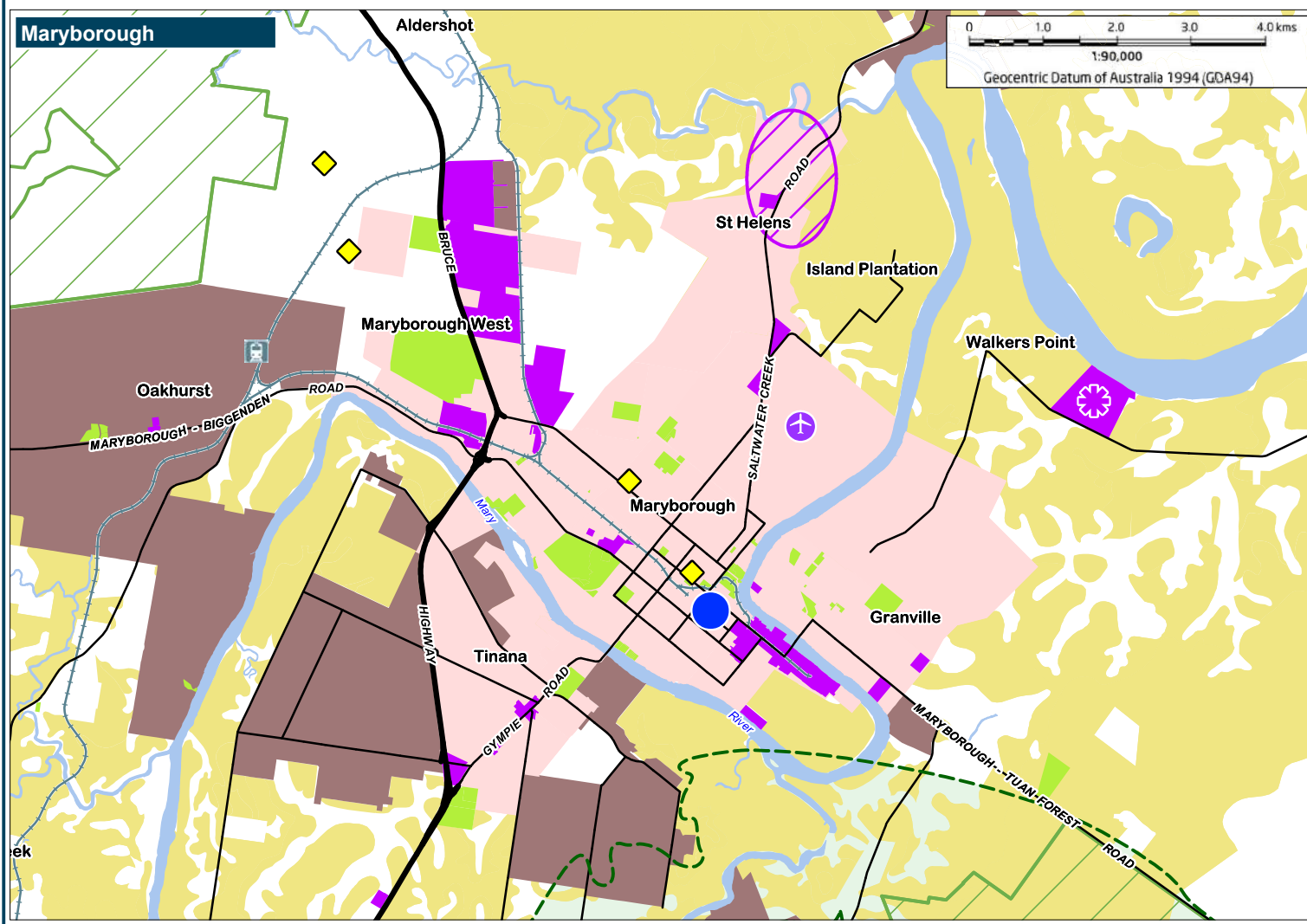
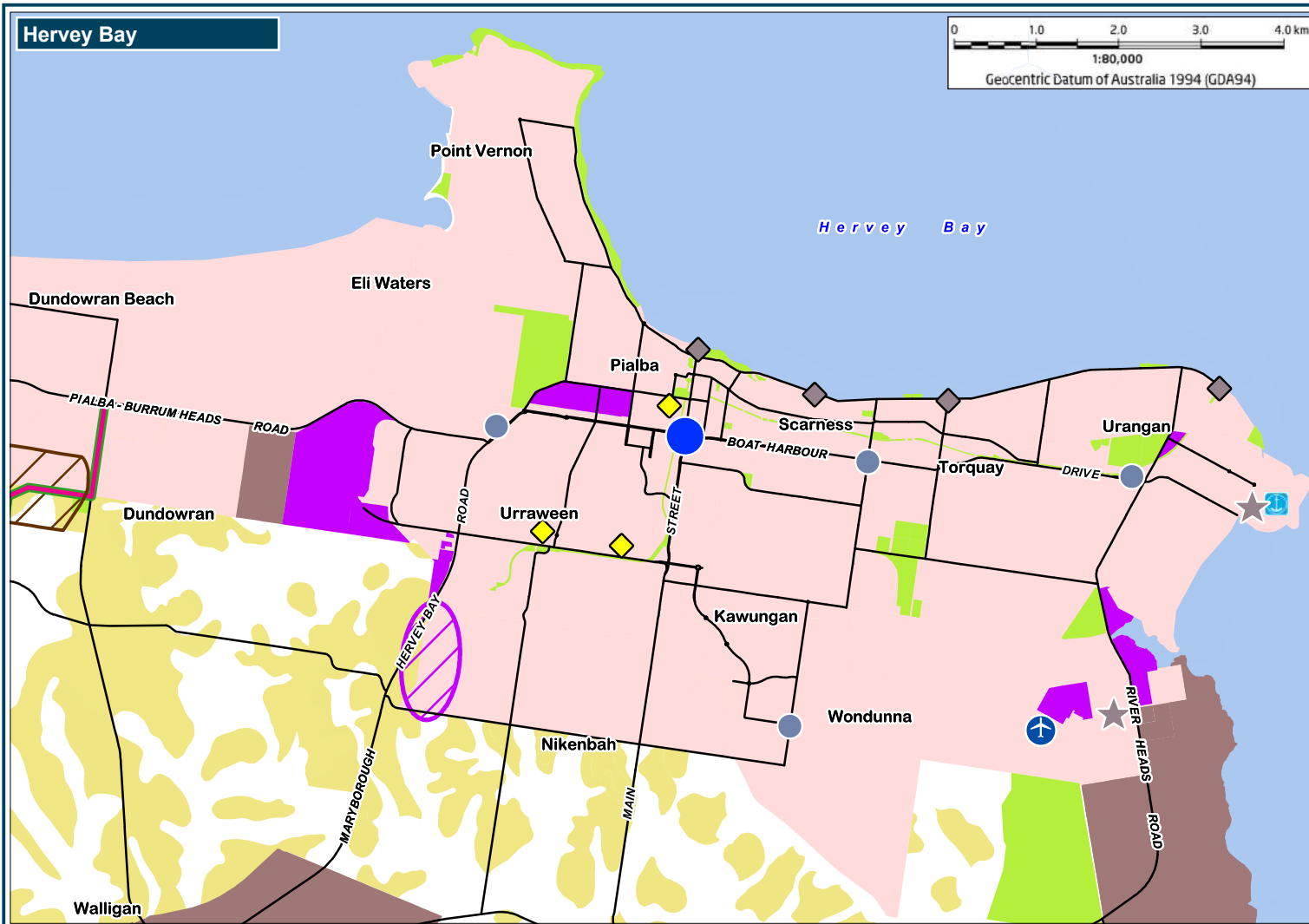
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## MAP 2



**Fraser Coast REGIONAL COUNCIL**

**Legend**

**Hierarchy of Centres <sup>(1)</sup>**

- Principal Activity Centre
- District Activity Centre - Urban
- Specialist Activity Centre
- Tourism Activity Centre

**Industrial Areas**

- Industrial Area
- Fraser Coast Marine Industrial Precinct
- Future Employment/Industry Area

**Other Employment or Economic Development Activity Areas**

- Major Health, Correctional, Education and Training Facilities
- Hervey Bay Airport
- Maryborough Airport
- Urangan Boat Harbour

**Natural Resource Elements**

- Agricultural Land Classification (ALC) Class A and Class B Land
- Important Agricultural Area
- Forestry Area
- State Extractive Resource Area
- State Extractive Resource Area Transport Route
- Fish Habitat Areas

**Land Use Categories**

- Urban Area/Urban Expansion Area/Future Urban Area
- Rural Residential Area
- Major Sport and Recreation Open Space Area

**Major Transport Elements**

- Highway
- Arterial or Sub-Arterial Road
- Rail Line
- Rail Station

**Other Elements**

- Ocean and Major Waterbodies
- Waterway
- Fraser Coast Regional Council Boundary

**Notes**

**Note 1:** Whilst not presented on this map, a number of lower order activity centres are located across the Fraser Coast in areas zoned for activity centre purposes.

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**Map Index**

**Economic Resources and Development**

**Strategic Framework Map 2a**

SFM-002a

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# 3.5 Community wellbeing



### 3.5.1 Strategic outcomes

- (a) The quality of life and wellbeing of residents of the Fraser Coast is enhanced through the provision of healthy and safe environments and well-designed neighbourhoods that promote active living, healthy lifestyles and accessibility to community services and facilities.
- (b) Fraser Coast residents are accommodated in a diverse range of housing which is affordable and appropriate to their needs and income levels at all stages of their lives.
- (c) A range of community facilities and infrastructure is provided, particularly in the cities and towns, to promote inclusiveness, safety and active living.
- (d) The Fraser Coast contains strong, active and healthy communities that have access to parks and the opportunity to play sport in a diverse range of facilities and locations.
- (e) Buildings, places and areas of Indigenous and non-Indigenous cultural heritage and character significance are identified and protected from adverse impacts of development.
- (f) The planning and design of new neighbourhoods incorporates crime prevention techniques and emphasises community safety.



## 3.5.2 Elements and specific outcomes

### 3.5.2.1 Element 1 Healthy and strong communities

The quality of life and community wellbeing of residents of the Fraser Coast will be enhanced through appropriately located and designed neighbourhoods and community activity areas. Healthy and strong communities are promoted through the provision of active transport and open space networks and by providing inclusive, safe and comfortable environments for residents within which to live, work and play.

#### Specific outcomes

- (a) Development on the Fraser Coast supports healthy lifestyles and strong communities by maximising accessibility to:-
  - (i) pedestrian, cycle and recreational trail networks;
  - (ii) sport and recreation, community and social facilities and services; and
  - (iii) education and employment opportunities.
- (b) Development provides for and contributes to the provision of pedestrian, cycle and recreational trail networks to service and link residential development, employment areas, centres, public transport nodes, community facilities and sport and recreational facilities internally within cities, towns, villages and communities and externally to the wider open space and regional trail networks of the Fraser Coast.
- (c) Development in business and employment areas contributes to infrastructure and facilities that support pedestrian and cycle options and usage including end-of-trip facilities at significant places of employment and other trip generators.
- (d) The planning and design of new residential neighbourhoods (and development generally) provides for community integration and inclusiveness by providing places that encourage people to congregate and encourage community interaction.
- (e) Residential development and housing, community facilities and development in centres and employment areas are designed to promote social interaction and enhance a sense of community safety by incorporating Crime Prevention Through Environmental Design (CPTED) principles.
- (f) The safe, comfortable and convenient use of outdoor spaces and places is maximised through the use of awnings and other sun-shading and weather protection measures.

## 3.5.2.2 Element 2 Housing affordability and diversity

To meet community needs of people at all stages of their life and in various economic circumstances, a diverse range of housing types will be provided on the Fraser Coast.

### Specific outcomes

- (a) Development increases the overall supply of affordable housing. Affordable housing in the form of multi-unit development is encouraged in locations close to public transport, employment, business centres and community and social facilities.
- (b) Residential development on the Fraser Coast, particularly in urban expansion areas and in areas where infill development is envisaged, incorporates:-
  - (i) a mix of lot sizes and a diverse range of housing types, sizes and forms such that there is housing choice for all residents as they move through their lifecycle;
  - (ii) affordable housing that is well designed and effectively integrated within local communities;
  - (iii) appropriate, accessible and adaptable housing for all residents, including aged persons, students and persons with disabilities; and
  - (iv) a wide range of contemporary, innovative and traditional architectural styles to allow each of the Fraser Coast's cities, towns and villages to reinforce a distinct character and identity.

## 3.5.2.3 Element 3 Social infrastructure, community facilities & services

Social infrastructure, community facilities and services are fundamental building blocks to creating complete communities. Human and civic assets provided on the Fraser Coast will create the social and economic legacy for current and future generations and will promote a higher degree of self-reliance for the region.

### Specific outcomes

- (a) Development provides and/or contributes to the provision of community facilities and/or land for community facilities that meets the needs of the community and is consistent with the planned community facilities infrastructure network in Council's Local Government infrastructure plan and any applicable infrastructure agreement.
- (b) A diverse range of community services and facilities that support the physical, safety, cultural and social needs of the Fraser Coast community are provided.
- (c) Major social infrastructure, community facilities and services within the Fraser Coast are directed to the major regional population centres of Maryborough and Hervey Bay so as to reinforce the roles of these cities, provide a focus for facilities and services, reduce transport demands and provide better local access to facilities and services.
- (d) Social infrastructure, community facilities and services are provided in the district (rural and coastal) centres of Howard, Burrum Heads and Tiaro to support their role as secondary service centres with the necessary infrastructure to service local communities and immediately surrounding rural and rural residential areas.
- (e) Community facility infrastructure:-
  - (i) is appropriately located to create community hubs which provide a focal point for community activity and interaction;
  - (ii) provides for the co-location of complimentary services where appropriate;
  - (iii) maximises access and connectivity to public transport and active transport networks when available;
  - (iv) is successfully integrated with other community facilities, recreational uses, residential areas and centres in the urban fabric; and
  - (v) is designed and has a character that is attractive, addresses and enhances the public realm, is safe and user friendly and is appropriate to the locality.



## 3.5.2.4 Element 4 Open space and recreation

The provision of suitably located and designed open space and recreation areas is fundamental to building complete communities and will help to ensure that the Fraser Coast is maintained as a highly attractive area in which to live, work, play and visit.

### Specific outcomes

- (a) Development provides and/or contributes to the provision of land and embellishments for public open space that meets the needs of the community and usable on-site open space and communal areas that promote activity and community interaction.
- (b) Parks, open space and recreation facilities are appropriately located and designed to:-
  - (i) provide for a diverse range of open space values, functions, experiences and settings;
  - (ii) provide the opportunity to access green areas and green corridors throughout the urban environment;
  - (iii) maximise integration with the broader open space network, recreational trail networks, community facilities, centres and residential areas to provide high levels of accessibility, proximity and connectivity for users;
  - (iv) meet the needs of the community; and
  - (v) maximise opportunities for co-location of complementary activities and facilities.
- (c) Major recreational and open space facilities are located at Maryborough and Hervey Bay.
- (d) Development in urban expansion areas and infill areas contributes to establishing, maintaining and protecting green corridors of open space within cities, towns and villages to provide connectivity with the natural environment and landscape of the broader open space network of the Fraser Coast.
- (e) Public park infrastructure and associated recreational and sporting facilities are designed to:-
  - (i) recognise and incorporate the values and attributes of open space and ecologically important areas;
  - (ii) maintain and protect the amenity of surrounding areas and land uses;
  - (iii) be safe for public use and maximise outdoor comfort for users; and
  - (iv) minimise opportunities for crime.
- (f) The open space, sport and recreation resources of the Fraser Coast are protected from encroachment by incompatible land uses and other adverse impacts of development.

## 3.5.2.5 Element 5 Cultural heritage & character significance

The Fraser Coast has a rich history as a place of Indigenous occupation with the region containing many known and potential traditional owner cultural heritage sites. The Fraser Coast and Maryborough in particular, is also known for its post-settlement history and cultural significance comprising of historic buildings, places, precincts and streetscapes which contribute to the character of the region.

The Fraser Coast community values its unique cultural heritage and historic character significance. It is therefore important that those places and areas of cultural heritage significance are identified and afforded protection to provide a sense of identity for present and future generations.

### Specific outcomes

- (a) The Fraser Coast's indigenous and non-indigenous cultural heritage is recognised and protected. Development which adversely impacts on places of cultural heritage significance is not supported, unless there is no prudent or feasible alternative.
- (b) Development is sensitive in its design response and the manner in which it relates to and addresses places of cultural heritage significance.
- (c) The distinctive historic character formed by clusters of buildings and streetscapes within cities, towns, villages and communities of the Fraser Coast is maintained and enhanced.
- (d) The adaptive re-use of a heritage place is encouraged where the use is sympathetic to the cultural heritage values of the place. In some cases this may involve uses that are not ordinarily considered compatible in the zone provided that these uses have no or only minimal off-site impacts.

### 3.5.3 Relevant strategic framework maps

**Strategic Framework Map 1 (SMF-001) and 1a (SFM-001a) (Settlement pattern)** conceptually identify elements of the strategic framework as relevant to the community wellbeing theme, including major sport and recreation open space areas.









# 3.6 Infrastructure and services



### 3.6.1 Strategic outcomes

- (a) The Fraser Coast is serviced by efficient and reliable essential infrastructure networks that promote community wellbeing and economic development.
- (b) Coordinated planning and delivery of infrastructure and services facilitates growth that reflects the pattern of settlement, provides for the efficient and best utilisation of public resources, efficiently meets community's needs, preserves corridors and sites for essential infrastructure services and minimises impacts on the environment.
- (c) Water infrastructure, including water supply, sewerage and stormwater, is provided and managed on a total water cycle basis to maximise the efficient use of water resources and maintain the health and wellbeing of the community and the environment.
- (d) Efficient and reliable energy and telecommunication infrastructure meets the needs of the community. The use of renewable energy sources and supplies is promoted.
- (e) Waste management and recycling maximises the efficient reuse of finite materials, limits waste to long term disposal and minimises impacts to the environment.
- (f) Emergency services are provided to respond to natural hazards and unplanned events and to support the community's safety.

## 3.6.2 Elements and specific outcomes

### 3.6.2.1 Element 1 Coordinated planning and delivery

It is important that the planning and delivery of infrastructure aligns with the pattern of settlement for the Fraser Coast, meets the needs of the community and is provided in a logical, timely, efficient and sustainable manner. In addition, major infrastructure corridors and sites should be identified and afforded protection to maintain the operation and efficiency of existing and planned networks.

#### Specific outcomes

- (a) As far as practicable, infrastructure provision in urban expansion areas and in infill/redevelopment areas is provided ahead of, or in parallel with, new development.
- (b) Development occurs in an orderly manner and logical sequence so as to:-
  - (i) maximise the use and capacity of existing infrastructure; and
  - (ii) maximise the efficiency of new infrastructure provision.
- (c) Strategic sites and corridors for existing and proposed infrastructure services, including those elements identified conceptually on **Strategic Framework Map 3 (SFM-003) and 3a (SFM-003a) (Transport and infrastructure)**, are protected and secured to support the long-term essential infrastructure needs of the Fraser Coast community.
- (d) Development contributes to a fair and equitable share of the cost of providing infrastructure.
- (e) Infrastructure networks, corridors, services and facilities are:-
  - (i) planned and used as efficiently as possible and co-located wherever practicable;
  - (ii) designed to accommodate changes in use and densities over time in urban expansion areas and infill/redevelopment areas;
  - (iii) protected from urban encroachment and other incompatible land uses to ensure their continued operation and viability;
  - (iv) designed to have regard to the landscape character and scenic amenity of the Fraser Coast and sense of place of the locality;
  - (v) designed to incorporate significant landscaping where appropriate;
  - (vi) located and designed to promote sound urban design outcomes, integrate with the landscape, protect environmental values and ecological processes; and
  - (vii) designed to be resilient in the event of natural disaster.
- (f) The development and supply of renewable energy at the regional, local and individual scale is enabled.

## 3.6.2.2 Element 2 Water cycle management

The planning and delivery of water, wastewater and stormwater services across the Fraser Coast should be viewed as an integrated water cycle management system. Such an approach offers the opportunity to reuse and recycle to maximise the availability of water as a precious and finite resource. Development needs to incorporate effective water cycle management to ensure the health, safety and wellbeing of the Fraser Coast community and the environment.

### Specific outcomes

- (a) Water Supply Catchment Areas within the Fraser Coast Region are protected and managed to ensure the quantity and quality of raw water supply meets the current and future demand of the Fraser Coast.
- (b) The water resources of the Fraser Coast are utilised in an efficient and sustainable manner and are protected for future use, including through realising opportunities to reuse and recycle stormwater and treated wastewater.
- (c) Development in the urban area is connected to the reticulated water supply and sewerage systems, where available.
- (d) Development in rural residential and rural areas has an on-site potable water supply (where connection to the reticulated water supply system is not available) and on-site effluent treatment and disposal systems that protect human health, amenity and the natural environment.
- (e) Stormwater and wastewater is treated and managed in a manner that maintains the quality of receiving waters. This includes water sensitive urban design (WSUD) principles being effectively integrated into the layout and design of development to provide for the collection, treatment and conveyance of stormwater.

## 3.6.2.3 Element 3 Energy and telecommunication infrastructure

The region is well serviced by essential energy infrastructure. Energy use occurs in a more sustainable manner, through development maximising opportunities to incorporate energy efficiency alternatives reducing dependency on energy from non-renewable sources. Access to efficient, modern and high quality telecommunications and information technology infrastructure helps connect the dispersed communities of the Fraser Coast and provides access for the region to State, National and Global economies.

### Specific outcomes

- (a) The Fraser Coast is serviced by energy and telecommunication infrastructure that:-
  - (i) utilises the latest standards in technology;
  - (ii) meets the needs of the community; and
  - (iii) minimises environmental impacts.
- (b) Development in urban expansion areas provides land for infrastructure, including land for sub-stations and transmission lines, required to service or traverse the area.
- (c) Renewable energy projects are encouraged where they do not cause significant environmental, social or amenity impacts.
- (d) Energy and telecommunication infrastructure is:-
  - (i) located and designed to ensure its safe operation;
  - (ii) integrated in a manner which does not unduly impact on the landscape qualities of the area; and
  - (iii) co-located wherever possible.



- (e) Demand for centralised energy generation and infrastructure is minimised through development incorporating energy efficiency design principles and maximising the use of renewable and sustainable energy supplies and sources.
- (f) The provision of high speed internet and telecommunications is facilitated.

## 3.6.2.4 Element 4 Waste management and recycling

The projected population growth of the Fraser Coast will generate an increased volume of waste and increased pressure to upgrade or provide new waste management and recycling services and facilities. Minimising the production of waste and maximising opportunities for reuse and recycling will help to alleviate these pressures and enhance the overall sustainability outcomes of the Fraser Coast.

### Specific outcomes

- (a) Development incorporates measures to reduce waste generation and to maximise reuse and recycling of materials during the construction and operational stages of development.
- (b) To protect the function and long term expansion opportunities of landfill and waste transfer station facilities, including those shown conceptually on **Strategic Framework Map 3 (SFM-003) and 3a (SFM-003a) (Transport and infrastructure)**, appropriate separation distances and buffers are provided and maintained to avoid encroachment from incompatible land uses and activities.

## 3.6.2.5 Element 5 Emergency services

The provision of adequate emergency services and infrastructure is necessary to support the planned growth of the Fraser Coast and promote community safety and wellbeing.

### Specific outcomes

- (a) Emergency response facilities and services are provided to meet the needs of the community.
- (b) Development assists to provide emergency response facilities and services in appropriate locations.
- (c) The location and design of new development minimises the potential demand for emergency services while also providing for the timely and efficient operation of emergency services, including during and after natural hazard events.

### 3.6.3 Relevant strategic framework maps

**Strategic Framework Map 3 (SFM-003) and 3a (SFM-003a) (Transport and infrastructure)** conceptually identify elements of the strategic framework as relevant to the infrastructure and services theme, including:-

- (a) major water supply infrastructure;
- (b) major sewerage and effluent reuse infrastructure;
- (c) major energy infrastructure; and
- (d) major waste management infrastructure sites.



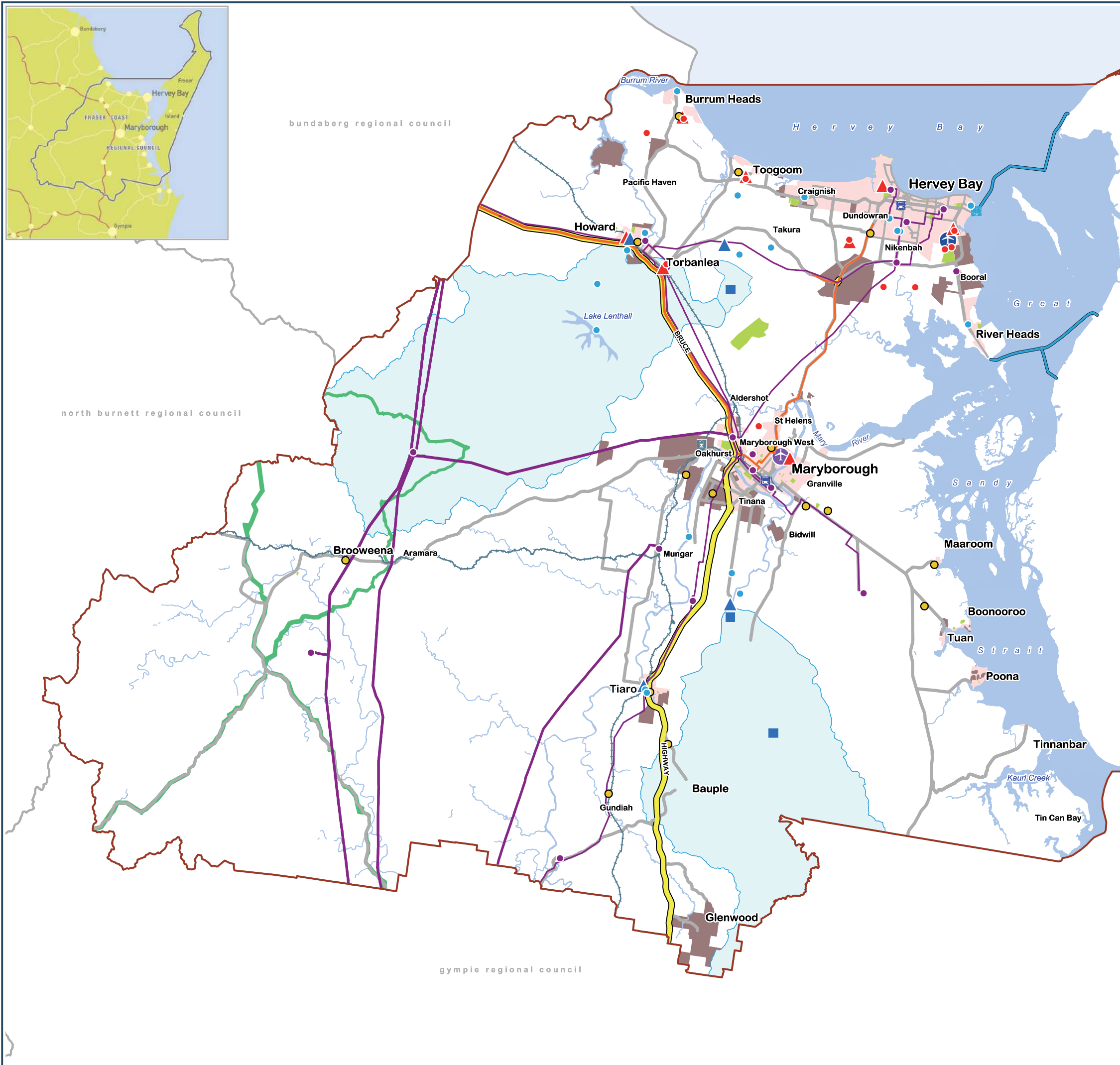




Maps SFM-003 and SFM 003a  
**Transport & infrastructure**

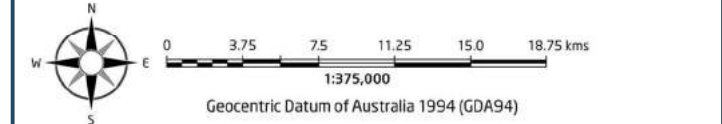


# MAP 1

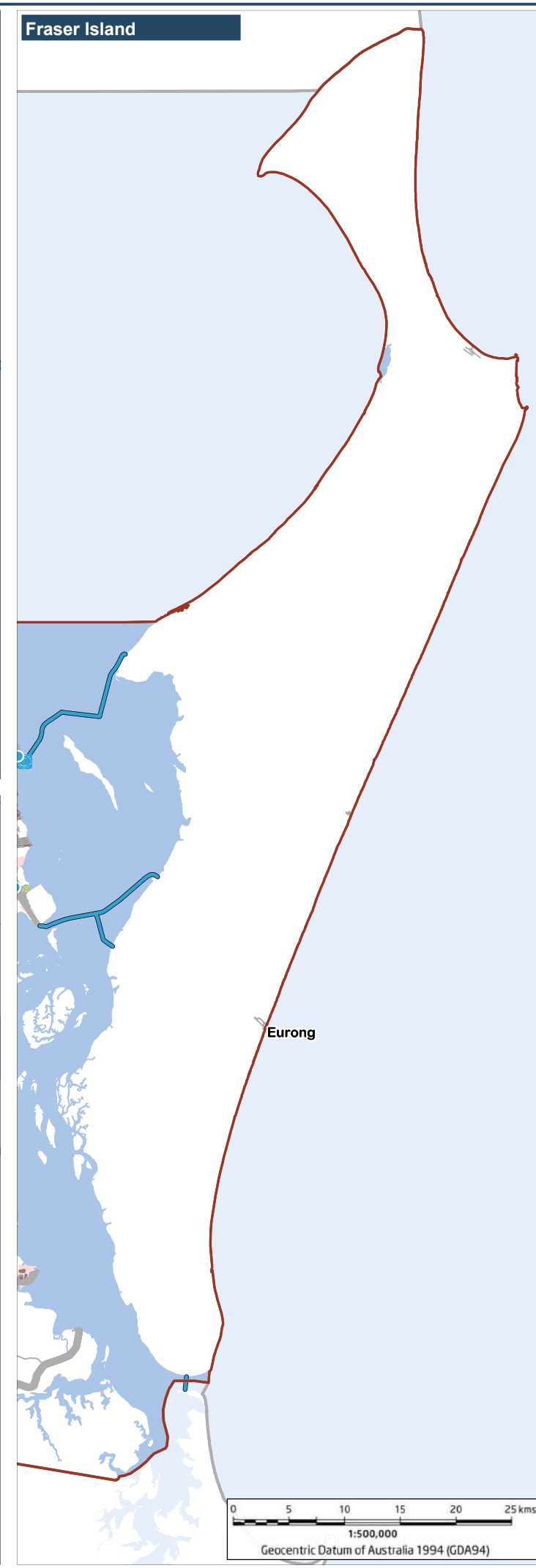
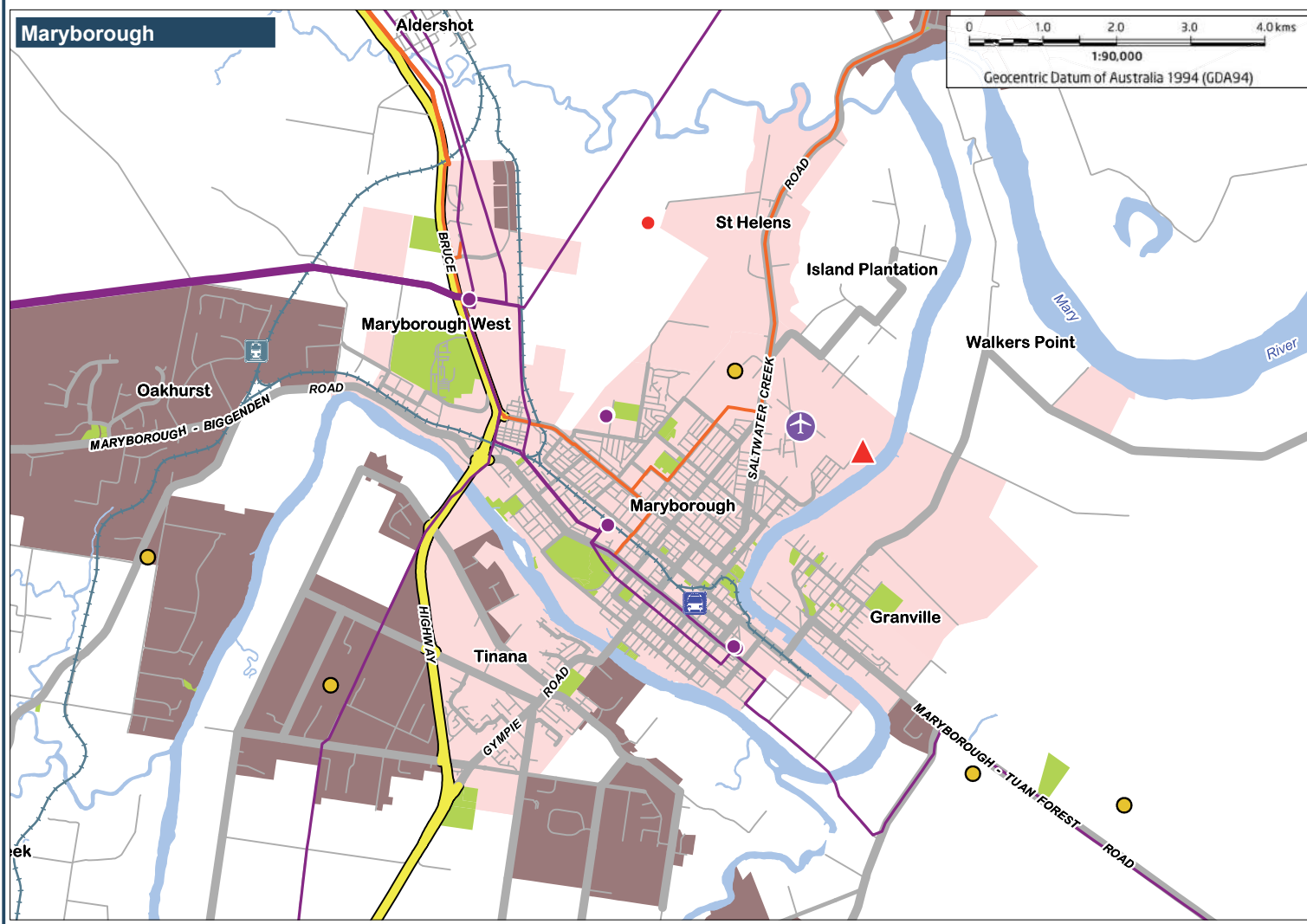
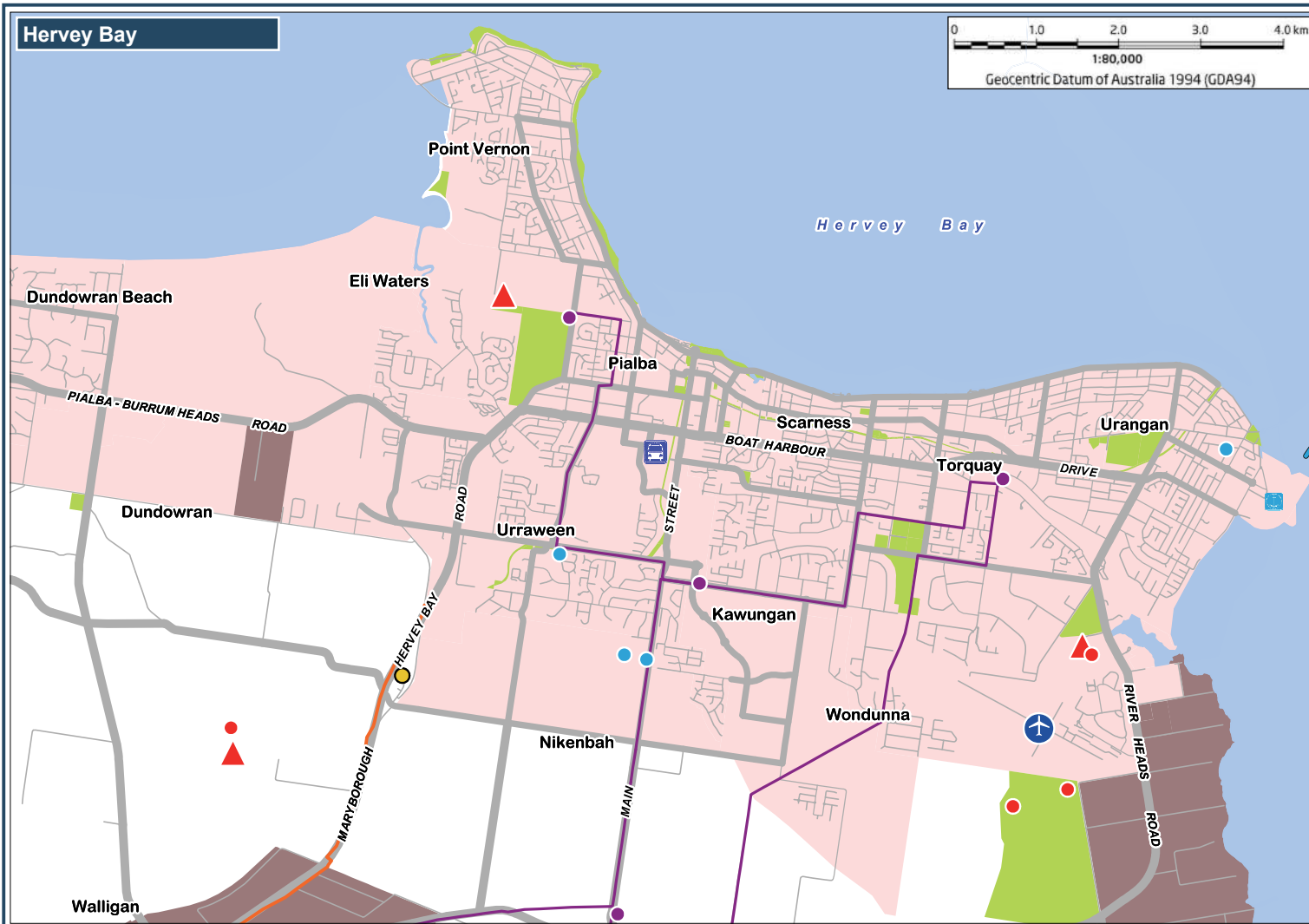


- Legend**
- Major Water Supply Infrastructure**
    - Water Treatment Plant
    - Water Reservoir
    - Weir
    - Water Supply Catchment Area
  - Major Sewerage and Effluent Reuse Infrastructure**
    - Wastewater Treatment Plant
    - Treated Wastewater Storage Lagoon
  - Major Energy Infrastructure**
    - Major Electricity Infrastructure
    - Minor Electricity Infrastructure
    - Substation
    - Major Gas Pipeline
  - Major Waste Management Infrastructure**
    - Major Waste Management Facility
  - Major Elements of the Road Transport Hierarchy**
    - Highway
    - Arterial (Urban Arterial, Rural Arterial and Main Street)
    - Sub-Arterial (Traffic Distributor, Contolled Distributor & Sub-Arterial Main Street)
    - Stock Route
  - Public and Active Transport**
    - Bus Station
  - Major Air, Rail and Marine Transport**
    - Hervey Bay Airport
    - Maryborough Airport
    - Rail Line
    - Rail Station
    - Urangan Boat Harbour
    - Vehicle and Passenger Barge Route
  - Land Use Categories**
    - Urban Area/Urban Expansion Area/Future Urban Area
    - Rural Residential Area
    - Major Sport and Recreation Open Space Area
  - Other Elements**
    - Ocean and Major Waterbodies
    - Waterway
    - Fraser Coast Regional Council Boundary

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## MAP 2



**Fraser Coast REGIONAL COUNCIL**

**Legend**

**Major Water Supply Infrastructure**

- Water Treatment Plant
- Water Reservoir

**Major Sewerage and Effluent Reuse Infrastructure**

- Wastewater Treatment Plant
- Treated Wastewater Storage Lagoon

**Major Energy Infrastructure**

- Major Electricity Infrastructure
- Minor Electricity Infrastructure
- Substation
- Major Gas Pipeline

**Major Waste Management Infrastructure**

- Major Waste Management Facility

**Major Elements of the Road Transport Hierarchy**

- Highway
- Arterial (Urban Arterial, Rural Arterial and Main Street)
- Sub-Arterial (Traffic Distributor, Contolled Distributor & Sub-Arterial Main Street)
- Collector Street (Major Collector, Collector & Minor Collector)
- Stock Route
- Local Street

**Public and Active Transport**

- Bus Station

**Major Air, Rail and Marine Transport**

- Hervey Bay Airport
- Maryborough Airport
- Rail Line
- Rail Station
- Urangan Boat Harbour
- Vehicle and Passenger Barge Route

**Land Use Categories**

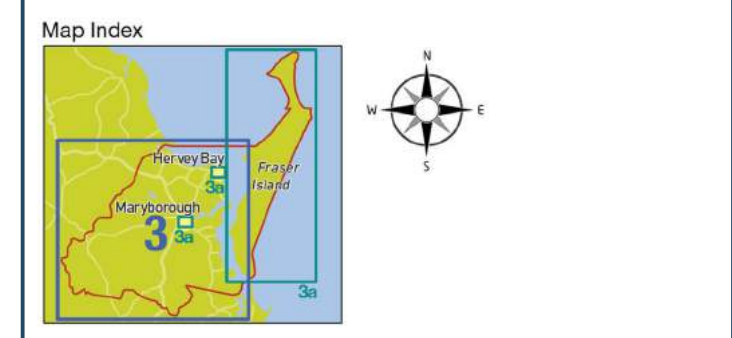
- Urban Area/Urban Expansion Area/Future Urban Area
- Rural Residential Area
- Major Sport and Recreation Open Space Area

**Other Elements**

- Ocean and Major Waterbodies
- Waterway
- Fraser Coast Regional Council Boundary

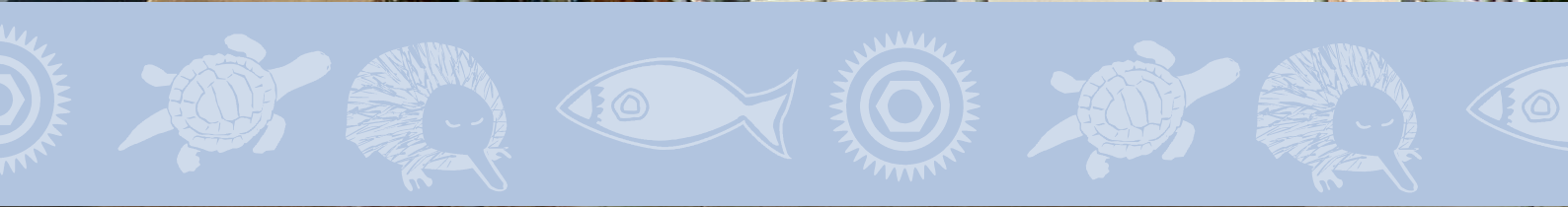
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# 3.7 Access and mobility



### 3.7.1 Strategic outcomes

- (a) All cities, towns, townships and communities and major employment and activity centres of the Fraser Coast will be connected by a safe and efficient integrated transport system that maximises opportunities for public transport and active transport modes.
- (b) Viable public transport options are available for the use of residents and visitors to the Fraser Coast.
- (c) Residents of the Fraser Coast and visitors to the region have access to a safe, connected walk and cycle network to encourage an active lifestyle, reduce dependency on private vehicles and meet accessibility needs.
- (d) The further development of the Maryborough and Hervey Bay airports, the rail network and marine transport opportunities is encouraged to support efficient freight movement within and from the Fraser Coast and promote economic growth.
- (e) The safety and operational efficiency of Hervey Bay and Maryborough airports, any future regional airport and other aviation facilities located within the Fraser Coast is protected.



## 3.7.2 Elements and specific outcomes

### 3.7.2.1 Element 1 Integrated transport system

The provision of an efficient and well-integrated transport system to service the Fraser Coast is essential to community well-being and economic prosperity. The provision of an integrated transport system promotes more sustainable transport modes, including public transport and active transport.

#### Specific outcomes

- (a) Development is consistent with and contributes to the establishment of the preferred settlement pattern for the Fraser Coast through an integrated transport network and hierarchy which supports the long term transport needs of the Fraser Coast and provides a wide range of viable transport options for communities to enable the efficient, safe and convenient movement of people, goods and services.
- (b) Development supports and connects to the preferred road network and transport hierarchy which is identified conceptually on **Strategic Framework Map 3 (SFM-003) and 3a (SFM-003a) (Transport and infrastructure)** and in more detail on the **(2031 Strategic Transport Network figures)** in the Transport and parking code, to facilitate safe and efficient road travel, including public transport, within the Fraser Coast and beyond.
- (c) The operational integrity, safety, efficiency and potential for future upgrading of major transport infrastructure and facilities including roads, airports, rail and harbours is maintained.
- (d) Enhanced transport connections and services are provided between Maryborough and Hervey Bay in recognition of their role as the major regional population centres for the Fraser Coast.
- (e) Residential areas incorporate traditional neighbourhood design principles, including flexible and legible street patterns (such as a grid or modified grid patterns) and a clear road hierarchy which maximises opportunities for all modes of transport, rather than just the private motor vehicle.
- (f) Development of urban expansion areas and infill/redevelopment areas provides appropriate transport infrastructure.
- (g) Transport networks, corridors and infrastructure are:-
  - (i) protected from encroachment by incompatible land uses and development which may compromise their continued operation and viability;
  - (ii) designed to minimise adverse impacts on existing and planned communities;
  - (iii) designed so as to make a positive contribution to the landscape and sense of place for the locality;
  - (iv) located and designed to provide continuity of wildlife movement and ecological processes.
- (h) Traffic-generating development within the Fraser Coast is provided with sufficient on-site car parking to meet the needs of the particular development taking account of what can practicably be achieved having regard to the location, size and other characteristics of the site.

## 3.7.2.2 Element 2 Public transport

The provision of an efficient and reliable public transport system on the Fraser Coast will help to reduce dependency on the private motor vehicle and ease pressure to upgrade road networks to cater for increased traffic volumes over time.

### Specific outcomes

- (a) Development and the pattern of settlement supports the provision of connected, legible, safe and convenient public transport networks that provide for the efficient movement of passengers.
- (b) The viability of existing and planned public transport corridors within the Fraser Coast is protected.
- (c) Development provides legible local road connections and supporting collector streets that are sufficiently wide for buses to connect local areas by public transport and which accommodate safe bus stopping situations.
- (d) Development supports and contributes to a high level of integration with existing and planned public transport networks, particularly in infill areas and urban expansion areas in Maryborough and Hervey Bay.
- (e) Appropriately located and designed higher density residential development is established in Maryborough and Hervey Bay to promote and support the provision of public transport services within these cities.
- (f) Employment areas and community infrastructure are connected to existing public transport networks or have the ability to be connected to future planned public transport networks.
- (g) Public transport facilities and infrastructure are designed and located to meet the needs of the community, including accessibility for elderly and less mobile users and incorporate crime prevention through environmental design (CPTED) principles.

## 3.7.2.3 Element 3 Walking and cycling

In recognition of substantial health, social and environmental benefits, it is important to support and encourage active transport (walking and cycling) use on the Fraser Coast. With its relatively flat topography, favourable climate and scenic amenity values, the Fraser Coast is an ideal place to walk and cycle.

### Specific outcomes

- (a) Development supports and contributes to the provision of a safe, convenient, connected and legible walk and cycle network, including on-road and off-road routes, in cities, towns and centres, and between centres where appropriate.
- (b) The walk and cycle network is integrated with other travel modes, particularly public transport, to enhance linkages with activity centres, employment areas and community facilities.
- (c) To maximise opportunities for walking and cycling:-
  - (i) urban areas and residential neighbourhoods are designed to incorporate permeable and legible street networks with appropriate lighting and casual surveillance to facilitate safe and convenient use by pedestrians and cyclists;
  - (ii) end-of-trip facilities are provided for the comfort and convenience of active transport users in those developments that are likely to attract or generate a significant volume of trips by pedestrians and cyclists; and
  - (iii) other facilities to enhance comfort and convenience to active transport users are provided, including weather protection and shelters along active frontages in activity centres.

## 3.7.2.4 Element 4 Freight movement

The efficient and effective movement of freight is essential to sustaining economic activity and development within the Fraser Coast. The identification and protection of strategic elements of the freight movement network will help to ensure the ongoing ability to support and promote the local economy.

### Specific outcomes

- (a) The efficient provision and operation of existing and future road, rail, air and marine freight movement networks to support the economic development of the Fraser Coast is supported and encouraged.
- (b) Development in the vicinity of the major freight movement routes identified conceptually on **Strategic Framework Map 3 (SFM-003) and 3a (SFM-003a) (Transport and infrastructure)**, protects the ongoing operational safety and efficiency of these routes and mitigates any reverse amenity impacts.

## 3.7.2.5 Element 5 Air transport

The ongoing operation of the Hervey Bay and Maryborough airports is protected in recognition of the important role that they play in connecting the Fraser Coast to other regions both in terms of passenger and freight movement as well as their general aviation functions.

### Specific outcomes

- (a) The continued operation, improvement and expansion of the Hervey Bay and Maryborough airports as passenger and freight transport and general aviation facilities servicing the Fraser Coast region is supported.
- (b) The Fraser Coast Airports Master Plan 2011-2031 provides the basis for the development of aviation facilities and infrastructure, co-ordination of aviation and non-aviation land use planning and management of the Hervey Bay and Maryborough Airports.
- (c) The safety and operational efficiency of the Hervey Bay and Maryborough airports and associated aviation facilities is maintained.
- (d) Subject to a site identification and suitability assessment, any potential future regional airport site is protected from incompatible development.

### 3.7.3 Relevant strategic framework maps

Strategic Framework Map 3 (SFM-003) and 3a (SFM-003a) (Transport and infrastructure) conceptually identify elements of the strategic framework as relevant to the access and mobility theme, including:-

- (a) Major elements of the road transport hierarchy;
- (b) Major elements of the rail, air and marine transport system; and
- (c) Public transport stations (Maryborough and Hervey Bay only).







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# 3.8 Natural environment and landscape



### 3.8.1 Strategic Outcomes

- (a) Natural areas of national and international significance such as Fraser Island and the Great Sandy Strait (which together form part of the Great Sandy Biosphere) are highly valued for their biodiversity values as well as for their contribution to the overall image and landscape character of the region.
- (b) Vegetation, biodiversity values and areas of significance are identified and protected to maintain biodiversity and contribute to the image and character of the Fraser Coast, unless it is demonstrated to be in the community interest that they not be protected.
- (c) Where an overriding community need is demonstrated for development which will adversely impact on environmental values, those adverse impacts are minimised as far as practicable and, where appropriate, suitable offsets are provided.
- (d) The form of development and pattern of settlement of the Fraser Coast has regard to biodiversity values and minimises impacts on ecosystems, habitats, vegetation and corridor connectivity.
- (e) The image, landscape character and scenic amenity values of the Fraser Coast are recognised, including elements and features which contribute to views to and from areas of high scenic amenity.
- (f) The physical condition, ecological health, environmental and scenic values, and water quality of the region's groundwater, wetlands and waterways is maintained or enhanced where practicable.
- (g) Risks to people, property and the environment from the predicted impacts of climate change are avoided or minimised as far as practicable.
- (h) Wherever practicable, degraded areas are enhanced and rehabilitated to improve ecological processes, ecosystem functionality and connectivity.



## 3.8.2 Elements and specific outcomes

### 3.8.2.1 Element 1 Protection of important habitat and biodiversity

The Fraser Coast is internationally recognised for its unique environmental values. The area contains important habitat and biodiversity values at an international, national, state and local level, including coastal dune systems, wetlands and remnant vegetation. Protection of these ecologically important areas is vital in order to maintain biodiversity values within the region, including near-threatened species such as the koala, humpback whale and migratory birds.

#### Specific outcomes

- (a) Development minimises adverse impacts on ecologically important areas including those areas identified conceptually on **Strategic Framework Map 4 (SFM-004) (Natural environment and landscape character)**, which includes areas containing Matters of State Environmental Significance (MSES).
- (b) Development is not located in an ecologically important area as mapped on the Biodiversity Overlay, unless:-
  - (i) on the balance of social, economic and environmental considerations, it is demonstrated that the development is in the interests of the community<sup>4</sup>; and
  - (ii) any adverse impacts on the ecologically important area incurred are minimised and, where appropriate to the circumstances, compensated by an offset in accordance with applicable State or local planning policy.
- (c) Development supports and or contributes to a network of ecological corridors throughout the Fraser Coast where connection and wildlife movement internally within cities, towns, villages and communities can be satisfactorily achieved and an ecological benefit can be demonstrated.
- (d) Where practicable and appropriate, having regard to the scale and nature of development, degraded areas within strategically important areas of connectivity (between ecologically important areas) identified conceptually as **Strategic rehabilitation corridors on Strategic Framework Map 4 (SFM-004) (Natural environment and landscape character)** are rehabilitated to positively contribute to the habitat and biodiversity values of the Fraser Coast.
- (e) Buffers or other suitable protective measures are incorporated in development to minimise edge effect and impacts on remnant vegetation, waterways, wetlands and corridors.
- (f) Rivers, waterways and wetlands are predominantly maintained in their natural state with development not adversely impacting on their ecological function and water quality.

4. In determining whether development has satisfied this test, Council will consider such matters as:-

- (a) whether alternative options are available;
- (b) the size, type and condition of the ecologically important area affected;
- (c) the extent to which the ecologically important area has hydrological, biodiversity, landscape or character values;
- (d) any requirements for the provision of an offset under a State or local planning policy; and
- (e) whether the development proposed is reasonably anticipated by and consistent with the planning scheme.

## 3.8.2.2 Element 2 Scenic amenity and landscape character

The significant role that scenic amenity and landscape character plays in defining the unique character and identity of the Fraser Coast, including its individual communities, is recognised.

### Specific outcomes

- (a) Development does not adversely impact upon the landscape character elements identified conceptually on **Strategic Framework Map 4 (SFM-004) (Natural environment and landscape character)** which includes strategic views, scenic corridors and routes, and other significant landscape areas and features.
- (b) The following areas and features are recognised for their high scenic amenity value and are protected through the general exclusion of development or sensitive development that incorporates built form elements that are designed to minimise disruption to the landscape:-
  - (i) Fraser Island and the Great Sandy Strait;
  - (ii) coastal foreshore areas and streams;
  - (iii) rural peaks and ridgelines particularly those visible from the main transport routes and strategic view points;
  - (iv) Mary River and its tributaries including riparian areas;
  - (v) undeveloped parts of the Ghost Hill ridgeline;
  - (vi) other features, attributes and values of landscape character and scenic amenity that contribution to regional image, including:-
    - (A) significant views, viewpoints and scenic corridors;
    - (B) areas of visually significant vegetation; and
    - (C) agricultural land class A and B and other rural lands.
- (c) Inter-urban breaks between Maryborough and Hervey Bay, Hervey Bay and River Heads and Hervey Bay and Toogoom are maintained and preserved so as to provide a clearly defined edge between urban areas and green space, rural living and rural areas.
- (d) Intra-urban breaks within cities and towns are established, maintained and where practicable enhanced to create distinct neighbourhoods. These areas are integrated with ecologically important areas and form part of the publicly owned urban open space network.
- (e) Development which relies upon the Fraser Coast's lifestyle and economic development opportunities preserves the significant outdoor recreation values and the diverse landscape, scenic amenity and natural resources available in rural areas of the Fraser Coast.
- (f) Development maintains or enhances public access to landscape character areas, scenic amenity areas and significant viewpoints.

## 3.8.2.3 Element 3 Coastal environment

In addition to Fraser Island, the Fraser Coast mainland takes in an extensive area of coastline extending from Burrum Heads in the north to the inlet of Tin Can Bay in the south. This coastal environment, with its associated beaches, dunes, foreshores, estuaries, rivers and coastal streams strongly influences the character, lifestyle and environment of the Fraser Coast.

### Specific outcomes

- (a) Development is planned, located, designed, constructed and operated to avoid as far as practicable, or otherwise mitigate, any adverse impacts on coastal resources, processes and values.
- (b) Development maintains the natural integrity of coastal processes unless carried out in accordance with Council's Shoreline Erosion Management Plan.
- (c) Works for canals, dry land marinas, artificial waterways or marine infrastructure avoid areas where they will cause adverse impact on coastal resources or processes. Where such works are undertaken adverse impacts on coastal resources or processes are minimised and mitigated, such that:
  - (i) water quality is not degraded
  - (ii) the extent of coastal ecosystems and associated flora and fauna habitat is maintained
  - (iii) effects of construction are managed and need for ongoing dredging for maintenance purposes is minimised
  - (iv) adverse changes to tidal flows, sediment transport processes, or tidal prism volume of natural waterways are avoided.
- (d) Marina developments facilitate the installation, maintenance and availability of reception facilities for ship-sourced pollutants to prevent marine pollution.
- (e) Reclamation of land under tidal water (including in relation to land adjoining tidal water) only occurs to support specific development activities which require access to tidal waters for operation, including:
  - (i) coastal-dependent development, public marine development or community infrastructure, where there is no feasible alternative
  - (ii) strategic ports, priority ports, boat harbors or strategic airports and aviation facilities in accordance with a statutory land use plan, or statutory master plan.
- (f) Reclamation of land under tidal water may also occur where required to support the development of coastal protection works or work necessary to protect coastal resources or coastal processes.

## 3.8.2.4 Element 4 Surface water, groundwater, waterways and wetlands

The waterways and wetlands of the Fraser Coast provide habitats for many fauna species and an important recreational, scenic amenity and water supply resource. To protect these values, regard must be given to surface water and groundwater quality and environmental flows.

### Specific outcomes

- (a) Development:-
  - (i) maintains ground and surface water quality and characteristics;
  - (ii) incorporates appropriate buffers to waterways and wetland areas;
  - (iii) incorporates sustainable integrated catchment and land management practices and safeguards to mitigate the

impacts from increased sediment, nutrient runoff and changed run off and flow characteristics; and  
(iv) does not diminish groundwater recharge areas.

- (b) The region's groundwater, waterways and wetlands are protected or enhanced in a manner that ensures their long-term environmental values and sustainability. This includes ensuring that development in or adjacent to wetlands of high ecological significance is planned, designed and constructed to prevent the loss and degradation of the wetlands and their environmental values, consistent with State Planning Policy.

## 3.8.2.5 Element 5 Climate change

Climate change has the potential to impact on the natural and built environment and these changes should be reflected in the management of development.

### Specific outcomes

- (a) Development is suitably located, designed and constructed to take appropriate account of the potential impacts of climate change.
- (b) Infrastructure networks, corridors and services are designed, located and operated to minimise the potential adverse impacts of climate change on the infrastructure itself and on communities.

### 3.8.3 Relevant strategic framework maps

**Strategic Framework Map 4 (SFM-004) (Natural environment and landscape character)** conceptually identifies elements of the strategic framework as relevant to the natural environment and landscape character theme, including:-

- (a) Regulated Vegetation (Matters of State Environmental Significance);
- (b) Koala Habitat Areas;
- (c) Fish Habitat Areas;
- (d) Ramsar wetlands;
- (e) high ecological value (HEV) waters;
- (f) regional ecological corridors;
- (g) protected areas <sup>5</sup>;
- (h) strategic views;
- (i) scenic corridors and routes; and
- (j) the Ghost Hill ridgeline.

5. Protected areas include land that is owned or controlled by the State government for conservation purposes such as National Parks and Conservation Parks and land owned or controlled by Council and used or intended to be used for conservation purposes.



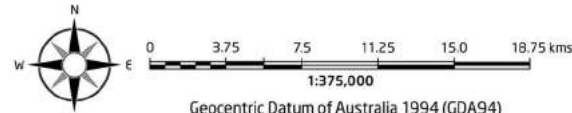
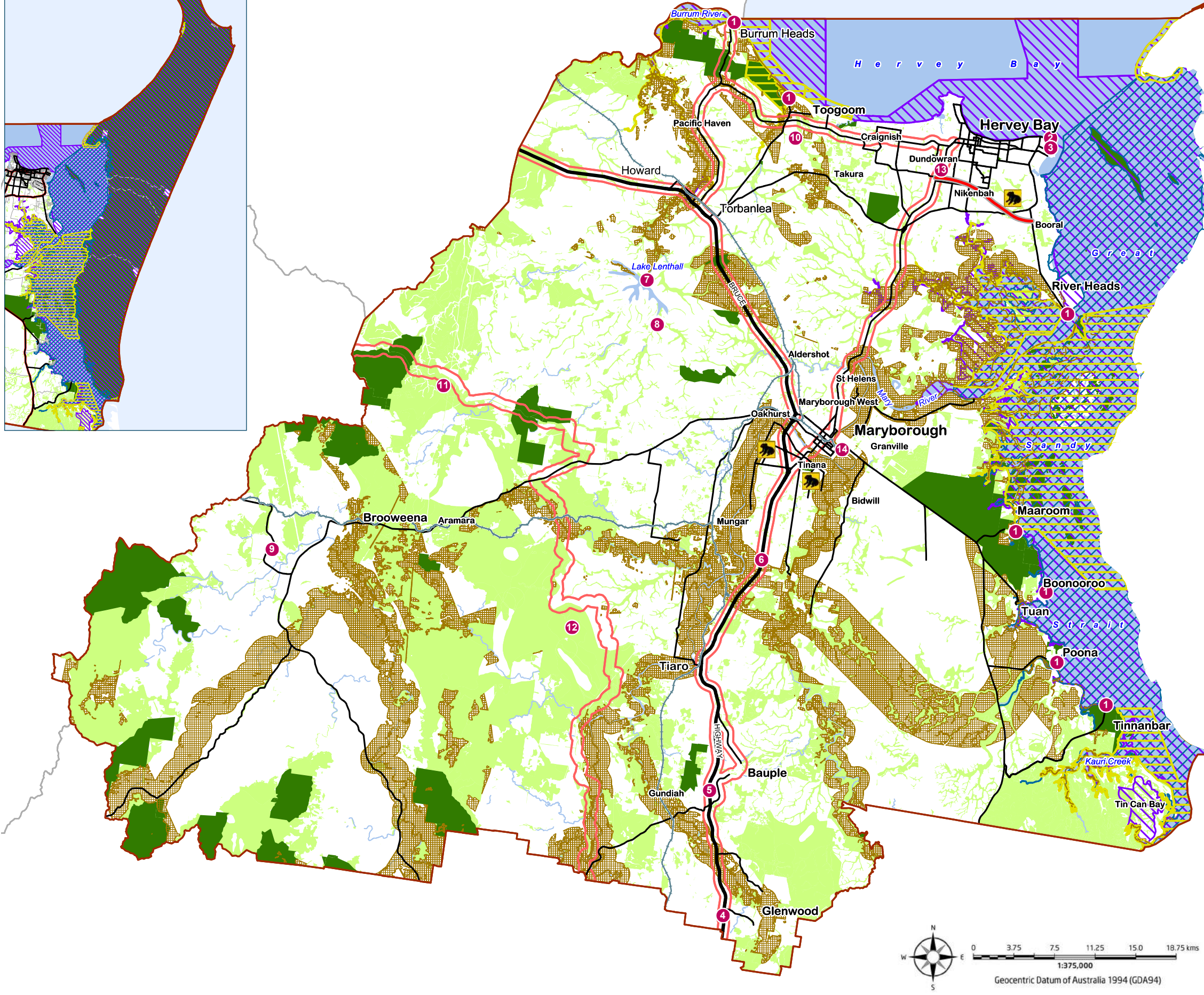
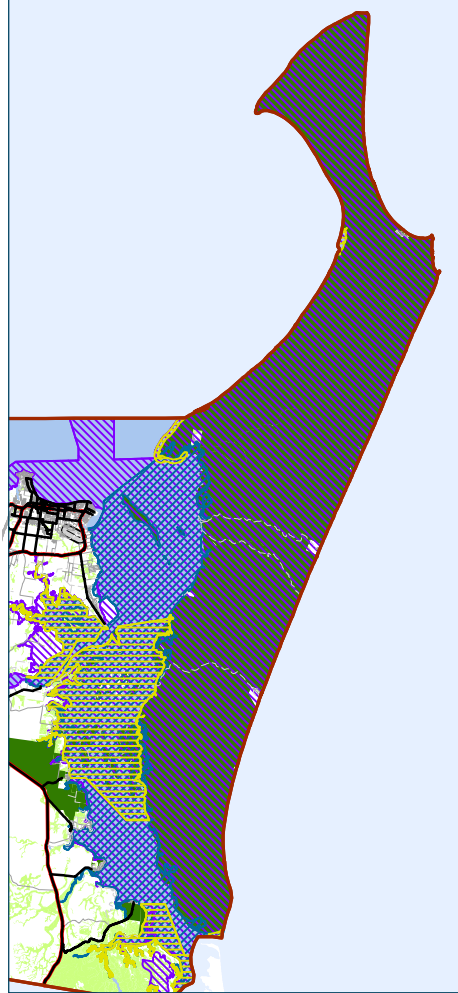




Maps SFM-004  
**Natural environment & landscape character**



# MAP 1



STRATEGIC VIEWS	
View Type	Strategic View Location
Coastal Landscape Views	1 View of Great Sandy Strait and Fraser Island from coastal fishing villages (e.g. Burrum Heads, Toogoom, River Heads, Maaroom, Boonooroo, Poona and Tinnanbar)
	2 Panoramic view of Great Sandy Strait, Fraser Island and Hervey Bay foreshore from Urangan Pier
	3 View of Great Sandy Strait and Fraser Island from Flinders Lookout at Dayman Point, Hervey Bay
Rural Landscape Views	4 Gateway View from Bruce Highway near Glenwood
	5 Views of Mount Bauple from Bruce Highway
	6 Rural production vistas from Bruce Highway near Glenorchy
Forested Hinterland Views	7 View of Lenthalls Dam from picnic facilities, Wongi State Forest
	8 View of Wongi Waterholes from visitor facilities, Wongi State Forest
	9 View to Mount Walsh from Maryborough-Biggenden Road
	10 Views of Hervey Bay from Takura Lookout, Vernon State Forest
	11 Views of coastal lowlands from the edge of the hinterland range at Mount Doongul Lookout
	12 Views of coastal lowlands from the edge of the hinterland range at Mount Benargie Lookout
Townscape and Built Heritage Views	13 Gateway View towards Hervey Bay and Great Sandy Strait from Scrub Hill
	14 View across the Mary River towards Maryborough City Centre from Granville Bridge

- Legend**
- Ecologically Important Areas**
- Regulated Vegetation (Matter of State Environmental Significance)
  - Koala Habitat Area<sup>(1)</sup>
  - Regional Ecological Corridor
  - Protected Area<sup>(2)</sup>
  - High Ecological Value (HEV) Waters
  - Ramsar Wetland
  - Fish Habitat Area (Matter of State Environmental Significance)
- Landscape Character Elements**
- Strategic Views
  - Scenic Corridors and Routes
  - Ghost Hill Ridgeline
- Other Elements**
- Highway
  - Arterial or Sub-Arterial Road
  - Rail Line
  - Ocean and Major Waterbodies
  - Waterway
  - Fraser Coast Regional Council Boundary

**Note**

**Note 1:** The Koala Habitat Area element shows the indicative location of known koala habitat that has been subject to specific investigations. Koalas and koala habitat also exists in other locations within the Fraser Coast region.

**Note 2:** The Protected Area includes land that is either (a) owned or controlled by the State government for conservation purposes such as National Parks and Conservation Parks; or (b) owned or controlled by Council and used or intended to be used for conservation purposes.

