

Part 3 Strategic framework

3.1 Preliminary

- (1) The strategic framework sets the policy direction for the planning scheme area and forms the basis for ensuring appropriate development occurs within the planning scheme area for the life of the planning scheme.
- (2) Mapping for the strategic framework is included in **Part 3 (Strategic framework)**.
- (3) For the purpose of describing the policy direction for the planning scheme, the strategic framework is structured in the following way:-
 - (a) the strategic intent;
 - (b) the following eight (8) themes that collectively represent the policy intent of the scheme:-
 - (i) settlement pattern;
 - (ii) economic development;
 - (iii) access and mobility;
 - (iv) infrastructure and services;
 - (v) natural environment and landscape character;
 - (vi) community identity, culture and sport and recreation;
 - (vii) natural resources; and
 - (viii) natural hazards;
 - (c) the strategic outcome(s) sought for development in the planning scheme area for each theme;
 - (d) the element(s) that refine and further describe the strategic outcome(s);
 - (e) the specific outcomes sought for each, or a number of, elements; and
 - (f) the inclusion of the following strategic framework maps:-
 - (i) Strategic framework map SFM-001 (Settlement pattern elements);
 - (ii) Strategic framework map SFM-002 (Economic development elements);
 - (iii) Strategic framework map SFM-003 (Transport and infrastructure elements);
 - (iv) Strategic framework map SFM-004 (Natural environment and landscape character elements); and
 - (v) Strategic framework map SFM-005 (Natural resource elements).
- (4) Although each theme has its own section, the strategic framework in its entirety represents the policy intent for the planning scheme.

Background and context

Note—this background and context is extrinsic material pursuant to section 15 of the *Statutory Instruments Act 1992*.

Location and population

The Bundaberg Region is situated on the Queensland coast approximately 350 kilometres north of Brisbane. It covers an area of approximately 6,451 square kilometres and in June 2016 had an estimated resident population of 94,640 people¹.

The Bundaberg Regional Council is currently the 13th largest local government area in Queensland (based on the 2016 estimated resident population).

Landscape setting and environment

The Bundaberg region is characterised by its rich rural and natural landscape and its extensive coastline. Sugar cane fields and other horticultural pursuits, together with areas of remnant vegetation, provide a green setting and backdrop for a region that is located at the southern gateway to the Great Barrier Reef and the coral cays of Lady Elliot Island and Lady Musgrave Island.

The region takes in a number of significant river systems including the Burrum River, Isis River, Gregory River, Elliott River, Burnett River, Kolan River and Baffle Creek. It has more than 70 kilometres of undeveloped coastline and a similar length of sandy beach. Much of the coast is protected by nearby Fraser Island which provides a natural barrier against extreme coastal events.

The region incorporates large areas of conservation estate including the Bingera National Park, Burrum Coast National Park, Burrubra Island Conservation Park, Cordalba National Park, Good Night Scrub National Park, Littabella National Park, Mon Repos Conservation Park and Mouth of Kolan River Conservation Park.

Large parts of the region are also given over to State forest. Almost 90% of the Bundaberg Region is in a natural state, is public open space or forms part of the rural landscape under the Wide Bay-Burnett Regional Plan 2011 (the regional plan).

Settlement pattern and population distribution

The settlement pattern of the region is focussed on the regional city of Bundaberg which is the principal service centre for the region and the location where all major retail, health, commercial, financial and government agencies are located.

The region also includes the coastal settlements of Buxton and Woodgate Beach in the south, Moore Park in the north and Elliott Heads, Innes Park, Bargara and Burnett Heads which form a central coastal urban area directly to the east of Bundaberg.

The area also includes a large rural hinterland including the major rural towns of Childers and Gin Gin. There are also a number of other small towns and villages in both coastal and rural settings as well as some discrete rural residential areas.

In 2011 there were 10 major population centres (with approximately 1,000 or more people) in the Bundaberg Region accommodating most of the urban population. These are, in order of population size:-

- (a) Bundaberg (52,371);
- (b) Bargara (6,814);
- (c) Burnett Heads (2,739);
- (d) Innes Park (2,093);
- (e) Moore Park Beach (1,910);
- (f) Childers (1,559);
- (g) Gin Gin (1,191);
- (h) Coral Cove (1,097);
- (i) Elliott Heads (998); and
- (j) Woodgate (941).

This summary highlights the concentration of population and settlement in Bundaberg and the relatively dispersed pattern of settlement and population in areas outside of Bundaberg.

¹ Editor's note—Queensland Treasury and Trade, Queensland Government Statistician's Office, 2017.

Regional economy and major infrastructure

The regional economy is largely dependent on agricultural production (sugar cane, fruit, vegetables and beef cattle in particular) and the processing of agricultural output. In this regard, the region has a large rum distillery, beverage manufacturing facility and sugar mills, which rely heavily on the production of sugar cane. There is also a substantial number of packing and processing facilities for small crops and tree crops. Tourism and other service industries are increasing in prominence, leading to a more diversified and resilient regional economic base.

Bundaberg Airport and the Port of Bundaberg are key elements of the regional transport infrastructure network. The Bruce Highway and the Isis Highway are the major roads traversing the Region. The North Coast Rail Line is a major freight and passenger transport connection linking Bundaberg to other major regional centres to the north and south.

The region's major medical facilities are the Bundaberg Base Hospital, the Mater Misericordiae Hospital Bundaberg and the Friendly Society Private Hospital, all located in Bundaberg West near the Bundaberg CBD. Smaller hospitals are also located at Gin Gin and Childers.

Tertiary and further education facilities comprise the Bundaberg campuses of Central Queensland University (CQUniversity) and the Bundaberg TAFE.

Fred Haigh Dam (Lake Monduran) and Paradise Dam are major water storages located within or partly within the region. Lake Monduran is Queensland's third largest water storage and has the largest southern-most fishing impoundment for barramundi.

Critical planning challenges

The critical planning challenges currently facing the Bundaberg Region may be summarised as follows:-

- (a) accommodating projected population growth, recognising that the population is anticipated to grow from 94,640 people in 2016 to somewhere between 110,000 and 140,000 in 2036;
- (b) providing the conditions to support employment of existing and future residents by strengthening existing economic sectors and promoting the establishment of an even more diverse and resilient regional economy with multiple strengths;
- (c) further developing the Bundaberg CBD as a principal activity centre for the region, focussed on the Burnett River and offering a city-based culture and lifestyle;
- (d) managing growth and development in the central coastal urban area as the settlements in this area become more popular and urban expansion takes place, including ensuring that the unique identity and sense of place attributable to these discrete settlements is maintained;
- (e) addressing the mismatch that exists between housing needs and available housing types and responding to the needs of an ageing population by providing a greater diversity of housing types and housing that is capable of being adapted to meet the mobility and other needs of older occupants;
- (f) providing infrastructure that supports and is well matched to growth patterns and is delivered in a timely and efficient manner; and
- (g) designing a settlement pattern that is responsive to all of the issues above whilst simultaneously protecting the natural environment, maintaining a productive rural landscape and addressing a range of natural hazard issues such as flooding and the predicted impacts of climate change.

3.2 Strategic intent

3.2.1 Overview

Council and the community's vision is for the Bundaberg Region to be “**vibrant, progressive, connected and sustainable**”.

To achieve this vision, Council is working to strengthen the economy, support local communities, protect and sustainably manage the natural environment and provide targeted investments in infrastructure.

One of the key tools to assist Council and the community to achieve its vision is the Bundaberg Regional Council Planning Scheme. The planning scheme provides a framework for sustainable growth management with a time horizon of 2031.

The planning scheme defines the physical extent of development and seeks to create strong relationships between the pattern of settlement and the provision of employment, infrastructure and services so as to improve the quality of life and overall level of sustainability of the region.

The strategic intent provides a narrative-based description of the planning aspirations for the Bundaberg Region to 2031, and provides the overall policy direction that informs the other components of the planning scheme. By describing where the region wants to be in the future, the strategic intent provides a locally relevant planning vision which is reflected in the other parts of the planning scheme in increasing levels of detail.

The strategic intent has been derived principally from the Bundaberg Regional Council Corporate Plan 2009-2014 and from the principles and structural elements described in the Bundaberg Region 2031 Community Plan. It also has regard to and reflects the sub-regional narrative and strategies of the Wide Bay Regional Plan.

3.2.2 Still Queensland's lifestyle capital

In 2031, the Bundaberg Region is Queensland's lifestyle capital. Residents and visitors alike recognise that the region offers an affordable and high quality lifestyle, with access to all the big city services and conveniences without the big city costs and congestion.

This quality of life in the Bundaberg Region is defined by:-

- (a) an extensive, intact, productive and diverse rural and natural landscape;
- (b) affordable living with residents accommodated in city, coastal, hinterland and rural settings;
- (c) a strong and diverse regional economy and successful activity centres that support local employment and enterprise;
- (d) the wide range and high quality of regional infrastructure and community facilities;
- (e) ease of accessibility to jobs, services and the coast;
- (f) the individual character and identity of places like the river city of Bundaberg, the coastal settlements from Moore Park Beach to Woodgate Beach, the rural towns of Childers and Gin Gin and other towns and villages;
- (g) a generally more relaxed lifestyle;
- (h) access to a range of arts and cultural experiences;
- (i) the resources and values of each local community which contribute to rich cultural experiences and a strong community spirit.

3.2.3 Shaping growth

In 2031, the Bundaberg Region is well planned.

Well informed and proactive planning processes have resulted in the preservation of our built and natural heritage whilst still facilitating regional growth and development.

The region comprises an orderly and recognisable network of cities, towns and villages that provide affordable, attractive and diverse living opportunities in close proximity to integrated transport, employment, community, education, health, cultural, sport and recreation services.

The pattern of settlement supports and reinforces Bundaberg as the principal activity centre for the region, whilst simultaneously improving the delivery of infrastructure to a central coastal urban area by targeted increases in the catchment population.

Bundaberg has developed into a modern regional city. The new residential neighbourhoods of Kalkie-Ashfield accommodate a wide range of household types and families that enjoy contemporary suburban living.

Mixed use and infill development has further enhanced the CBD as a bustling and vibrant city centre accommodating a variety of living options amongst the retail shops, restaurants, tourist facilities, commercial services, public spaces, cultural venues and community facilities. Bundaberg embraces and celebrates the river front.

Bargara, Innes Park, Coral Cove and Elliott Heads have grown from small coastal villages into sophisticated coastal urban settlements supported by some additional services and employment opportunities to cater for this growth. Their proximity to Bundaberg has made them attractive to residents and visitors who enjoy the lifestyle opportunities offered by living on or near the coast whilst having high levels of access to the regional city of Bundaberg.

The rural towns of Childers and Gin Gin are important rural service centres in the southern and central parts of the region, respectively. Retaining their historical character, hospitality and country town feel, they continue to develop to meet the needs of their local communities.

The smaller towns and villages of the region have been maintained generally in their current form, preserving the distinctive character that reflects their connection with the landscape and the history of the region, while continuing to develop in ways that service their locality and contribute to their long-term sustainability.

To ensure the safety of the population, protection of property and the sustainability of urban areas, the pattern of settlement has been carefully planned to avoid or effectively mitigate the impacts of natural hazards such as flooding, storm tide, bushfire and landslide, and the predicted impacts of climate change on the frequency and intensity of these hazards has also been taken into account.

The rich and productive rural lands of the region remain intact. Large open spaces are maintained between individual communities to preserve the rural and natural landscape and create a separate identity and sense of place.

3.2.4 Strengthening the regional economy, feeding a nation

In 2031, the Bundaberg Region supports business, enterprise and innovation.

Agriculture, aquaculture, tourism, manufacturing and construction remain key components of a diverse regional economy that is able to sustain changes in any one area of economic activity. The diversity of the economic base provides a stable platform that supports ongoing population growth and positions the region to take advantage of opportunities in emerging industries.

The Bundaberg Region remains one of the largest and most diverse agricultural production areas in the country. Primary production and industries that add value to primary production continue to grow and prosper. Local food and beverage products have a reputation locally and globally for safety and quality, and provide the economic impetus that contributes to the re-localisation of food production and the food security of the region and the nation.

The natural economic resources of the Bundaberg Region, including agricultural land, extractive resources, forests, fisheries and water supply catchments, are protected and well managed as the foundation for agricultural production and many other economic sectors.

The natural resources sector has diversified to include a sustainable energy production industry with a network of solar, wind and co-generation facilities as well as carbon sink plantations that occur on surplus rural land that is not otherwise required or suitable for agricultural production.

These natural resources have also encouraged the exploration of other value-adding opportunities from local crops and produce, including the local development of alternative fuels like ethanol.

High quality regional infrastructure and facilities such as the Bundaberg Airport, the Port of Bundaberg, the three major public and private hospitals in Bundaberg and the campuses of Central Queensland University and the Bundaberg TAFE are hubs for new economic activity.

These education facilities lead an expansion of skills development and trade-based learning opportunities throughout the region and the development of on-campus accommodation and local industry sector-specific courses.

Complementary institutions and businesses have been attracted to these areas, creating successful aviation, health and education enterprise precincts and accommodating new education providers and industry that focus on technology and creative industries, research and development, and the food industry.

All of these developments enhance the region's reputation for providing a quality lifestyle and as an innovative health and community care, food, technology and research services hub. Enhanced health care facilities, services, programs and initiatives, including local high care places for local aged people, further reinforce the reputation of Bundaberg as a centre for health care excellence.

A number of well-located industry and enterprise areas, and the creation of a major regional freight and logistics hub (building on our location and local resources with links to national and global supply chains) have provided expanded opportunities for the establishment of manufacturing and distribution-based industries. Opportunities to service the large scale mining and resource operations of the Surat Basin have also provided an impetus for new industries in the Bundaberg Region.

Australian and international visitors have found the Bundaberg Region provides a pleasant alternative to the heavily populated south-east of the State and the hot and humid north; with safe beaches free of marine stingers, a striking Queensland landscape of cane fields and hoop pine forests and attractive towns combining traditional charm with modern amenities.

The region values its role as a gateway to the natural wonders of the Great Barrier Reef, including Lady Elliot and Lady Musgrave Islands and the sea turtle hatchery of Mon Repos, as well as the boating, fishing and diving activities that enhance enjoyment of these assets. Away from the coast, the Hinkler Hall of Aviation, the ginger and sugar cane-based beverage producers and related attractions in East Bundaberg, the fishing at Lake Monduran and the other natural and cultural attractions of the hinterland continue to support an increasingly diverse range of visitor and tourist experiences.

The river city of Bundaberg is a sophisticated regional city. It has a vibrant main street and CBD that offers the range of business services and civic facilities comparable with a small world city. The city centre has further evolved so that it incorporates and celebrates the riverfront, making the city an attractive and recognisable place from which to conduct local, national and international business operations.

Bundaberg City continues to attract investment and provide regional employment opportunities including in retail, business, health, education, community, civic and cultural activities, with enhanced government services attracted to relocate to the region.

The region has vibrant commercial centres created by major anchor corporate tenants, good parking and accessibility, and diversity of retail service and inter-modal accessibility. The principal activity centre of Bundaberg City is supported by a major activity centre (Sugarland Shopping Centre and environs) and district activity centres at Bargara, Ashfield (forming part of the Kalkie-Ashfield local development area), Childers and Gin Gin.

The planned network of activity centres allows for centres to perform different roles and functions and to be developed at different scales. Bargara predominantly caters to the expanding tourism market, with a range of accommodation, retail and recreation services that provide local employment opportunities for residents.

Childers and Gin Gin maintain their rural service focus, with their access to the Bruce Highway supporting the expansion of export opportunities for local foodstuffs and manufactured products and their capacity to attract and service tourists and business travellers.

The network of activity centres and industry and enterprise areas are serviced by high quality and modern infrastructure networks, and are well connected by road, public transport and freight services to take advantage of the region's proximity to larger regional and national markets.

The region enjoys enhanced road, rail, air and seaport linkages connecting to other regions, including South East Queensland and beyond. Enhanced intra-regional road networks, including dual carriageways and improved corridors, link our major population centres.

Regional traffic distributor routes provide seamless connectivity between our coast, hinterland and the city. Ongoing major water, sewerage and public infrastructure projects cater for projected population increases in our major population centres, particularly the Kalkie-Ashfield local development area and the settlements in the central coastal urban area.

3.2.5 Many communities – city, coastal and country

In 2031, the Bundaberg Region maintains a diverse mix of city, coastal and rural communities. Each community is different, and the different needs and aspirations of individual communities are respected and celebrated.

The communities of the region are affordable places to live in, and are planned and designed to recognise that affordability does not only mean reasonably priced housing but also includes a diversity of housing choices and types, reasonable access to public transport and provision of essential services and community facilities.

Communities within the Bundaberg Region remain distinct and display their individual character, identity, culture and strong associations with the past. The region's communities are friendly places where people share the values of tolerance, respect and readiness to offer a helping hand through adversity.

The communities of the Bundaberg Region are supported by a range of open space, sport, recreation, cultural and other facilities that contribute to a healthy and active lifestyle and engaged communities. An expansion of community support facilities and services, including child care and public transport, provides flexibility for the local workforce. Flexible business, education and lifestyle arrangements are further enhanced by affordable quality telecommunication and data services to all or most of the region's residents.

The centralisation of Council administrative functions, consolidating back-office support and general local government functions is accompanied by the migration of Council service centre locations into multi-purpose community access points, providing community outreach and Council service options. These service centres are complemented by dedicated space and resources to encourage local people to record and re-tell our unique local history, and enhanced opportunities to access a wide range of library services, with increased variety, depth and quality of learning materials.

Bundaberg City has reconnected with the Burnett River through the establishment of a highly desirable public realm that links the urban fabric of the City with the River through a network of riverside parks, recreation spaces and cultural activities. Residents are proud of their City, and take advantage of the safe and convenient access to public spaces and entertainment facilities that encourage community interaction and vitality.

The character of the coastal settlements of Moore Park Beach, Burnett Heads, Bargara, Innes Park, Coral Cove, Elliott Heads and Woodgate Beach reflects their history as relaxed, coastal settlements, with public foreshore parks providing large public open space and recreation facilities, and a setting for community gatherings.

The rural towns of Childers and Gin Gin nestle into the regional landscape and underpin a strong sense of place and identity that evokes the region's rural and agricultural history. In smaller rural villages, local sporting fields and community halls retain their historical connection as the focal point of community life in the outlying parts of the region.

3.2.6 Green space for generations

In 2031, the natural environment has a larger geographic extent and is in a better condition. It remains a cornerstone of the quality of life enjoyed by residents and visitors alike. The same natural experiences that were available in 2012 remain available for this new generation. However, there is a wider variety of sporting, recreational and cultural facilities, including facilities that make better use of our existing coast, river and dam waters, and the development of purpose-built community facilities as signature recreational landmarks.

The natural and landscape values of the coast and hinterland, including the impoundments and catchments of Fred Haigh Dam (Lake Monduran) and Paradise Dam, are protected and enhanced, and are valued by the community for the environmental, scenic amenity and recreational opportunities that they provide. The Mon Repos sea turtle hatchery continues to be a symbol of how the region values and protects its natural environment.

The region supports an interconnected habitat network that contains a variety of ecosystems and species with large areas of land included in National Park or conservation reserve. In the city and other urban areas, ecologically important areas are protected by incorporating them into the urban fabric and ensuring urban growth is contained to within defined areas. A system of habitat regeneration and revegetation areas is established to ensure that ecological impacts are minimised in circumstances where habitat loss cannot practically be avoided.

Containing a number of major watercourses and recognising their impact on the health of the Great Barrier Reef, the ecological values of the Burrum River, Isis River, Gregory River, Elliott River, Burnett River, Kolan River and Baffle Creek and their tributaries are maintained to a high standard. Land managers in the upper reaches of these watercourses recognise and understand their role in ensuring the off-farm transport of sediment and pesticides is minimised, and urban stormwater networks maintain natural flow paths where possible to maintain water quality through biofiltration and other natural processes.

3.2.7 Creating great places

In 2031, Bundaberg City and the district centres of Bargara, Childers and Gin Gin are active, vibrant urban places at the heart of their communities.

Bundaberg City

Centred on the CBD and the Burnett River, Bundaberg City is further reinforced as the heart of the region providing business, community and employment opportunities and accommodating purpose-built regional performing arts, civic and convention facilities. The CBD (the region's principal activity centre) is supported by a major activity centre comprising Sugarland Shopping Centre and environs and a district activity centre at Ashfield.

Bundaberg celebrates its riverside setting and has a character and atmosphere which is enriched by a mix of contemporary and historical buildings and spaces.

A CBD bypass linking North Bundaberg with East Bundaberg allows heavy traffic to be moved away from Quay Street. Opportunities to better engage with the riverfront have been optimised through the sensitive redevelopment of riverfront sites to the north of Quay Street and by establishing a continuous public pedestrian and cycle way along the river's edge. Quay Street has been beautified.

A safe and secure environment has been created for young people and they take great pride in where they live. Young people have been proactively involved in the future planning of Bundaberg and there are regular events, entertainment and facilities within the CBD specifically directed towards fostering youth involvement.

In 2031, the Bundaberg CBD has rediscovered its waterfront and is an even more successful and attractive regional city which caters to the needs of a wide range of residents and visitors to the region.

Bargara

Bargara has further developed as the main service centre for the central coastal urban area between Burnett Heads and Elliott Heads. It accommodates a range of business and employment options that assist in the self-containment of the central coastal urban area and meet the needs of an expanding resident and visitor population.

The character of Bargara reflects its sea-side setting with coastal themes and sub-tropical architecture and landscaping heavily influencing the form of buildings and spaces within the centre.

The Bargara local centre and central Esplanade area has been further developed as a niche shopping and dining area offering boutique shops, restaurants and eateries with views overlooking the oceanfront and foreshore parkland.

Childers and Gin Gin

Childers is the dominant rural centre in the southern hinterland part of the region, and provides a range of business, retail and employment services set amongst the historic streetscape.

Gin Gin remains as the northern gateway to the region, and provides business, employment and community services to the surrounding rural communities.

Both towns attract tourists and visitors to experience their traditional country town character and attractions based on locally grown and produced food, home wares, art, craft and entertainment and high quality meals and accommodation.

All places

Public precincts, green spaces and community gardens have been created in all major population centres.

Safe and attractive activity centres reflect their physical setting and provide opportunities for community interaction and participation through the activation of community spaces for arts, culture and the showcasing of our history and heritage through a broad range of unique activities and events.

Through the provision of distinctive streetscape treatments, extensive landscaping, outdoor performance and meeting spaces and public art, activity centres enhance the public domain and add economic and social vitality to these key urban places.

Taking advantage of the mild weather in the region, new urban neighbourhoods at Bundaberg City and the coastal towns are designed to increase community participation in walking and cycling thereby reducing dependency on private motor vehicle use, achieving greater levels of local self-containment and promoting healthy and active lifestyles.

Quality public transport options and multi-purpose pedestrian and cycle ways link major population centres and multi-purpose community hubs on the coast and in the hinterland. New mixed density neighbourhoods offer a range of lot sizes and housing types in subdivisions that respond to local environmental features, and incorporate legible and connected local transport systems.

Development is energy and water efficient, and is designed to sensitively respond to the sub-tropical climate, incorporating passive design measures, appropriate orientation and having an emphasis on indoor – outdoor living.

In rural areas, particularly in Childers and Gin Gin, new buildings take advantage of modern construction materials and methods but retain the traditional look and feel of the town or village with wide awning covered footpaths and wrap-around verandahs reflecting the architectural history of the region.

All new development is provided with associated infrastructure in a timely, coordinated and efficient manner. Local development areas have been developed in accordance with infrastructure instruments which ensure equitable access to social infrastructure and water supply, sewerage, roads, open space, telecommunications and electricity networks in an efficient and cost effective manner that reflects the true cost of provision and maintenance.

Through all the changes that have been made over the past 20 years, the urban areas and smaller towns and villages which make up the region have retained their local, unique identities and still foster a strong sense of ownership and community spirit.

Port of Bundaberg and Bundaberg State Development Area

In 2031, the Port of Bundaberg and associated industry and support infrastructure has expanded to the northern side of the Burnett River to cater for additional demand from the resource sector, agriculture and other import and export commodities. The Bundaberg State Development Area is being developed and supports port activities, potentially including a multi-modal freight node, storage and logistics and industrial activities. The industrial activities support port operations by producing or manufacturing items that require quick transport or process imported goods for redistribution. Rural activity and productive agricultural uses are prominent on the landscape, supporting regional growth and prosperity. Development continues to manage and protect environmental values and is suitable to prevalent flood characteristics in this area. Uses that are incompatible with the impacts of a working port or industrial activities are not located in proximity to the Port or the Bundaberg State Development Area or the impacts have been addressed to ensure the ongoing operation of the Port and related industry and employment activities. Transport access to the Port and the Bundaberg State Development Area is improved, potentially via a rail link.

3.2.8 Implementing the strategic intent 2012 - 2031

The following sections of the strategic framework support the strategic intent and set out in further detail the policy outcomes that will guide development of the Bundaberg Region as it consolidates its position as Queensland's lifestyle capital.

The strategic framework acknowledges the challenges of managing population growth, promoting economic development and securing the region's financial future while protecting lifestyle, the unique character and identity of discrete communities and the natural environment.

The strategic framework recognises the need to search for innovative solutions as the region tackles complex issues.

The strategic framework also reflects a commitment to maintain the unique character and identity of the region's river city and other settlements by respecting their history and the views of local residents.

The strategic framework defines how the Council will work in partnership with the community, other levels of government, the development industry and business to effectively manage growth, support jobs and deliver critical infrastructure.

The strategic framework sets the bar high and deliberately so to deliver the best possible outcomes for the Bundaberg Region for both existing and future generations.

3.3 Settlement pattern theme

Key concepts	
(a)	Urban development is contained to within identified areas to protect the Bundaberg Region's character, lifestyle, rural production capacity and environmental attributes.
(b)	New and consolidated urban areas focussed around regional and district activity centres have a compact and efficient urban form that maximises walkability and access to services and facilities.
(c)	Rural residential development does not constrain the operations of surrounding agricultural uses and does not fragment important agricultural areas and agricultural land classification (ALC) Class A and Class B land.
(d)	Identified greenfield areas in Bundaberg City, including the major urban expansion areas of Kalkie-Ashfield and Branyan and the coastal settlements between Burnett Heads and Elliott Heads are the focus for accommodating regionally significant levels of growth. Growth in these areas is to be in accordance with local area structure planning undertaken by the Council.
(e)	Childers and Gin Gin accommodate locally significant growth in a country town setting as an alternative to regional city or coastal living.
(f)	The activity centre network establishes a hierarchy of urban activity centres that are the focus for economic, employment, commercial and community activity at a range of scales that reflects their individual service catchment.
(g)	Identified rural and coastal villages provide opportunities for additional services, facilities and residential development subject to demonstrated need and appropriate address of physical and environmental constraints
(h)	Regionally significant infrastructure such as Bundaberg Airport, Port of Bundaberg and the Bundaberg West medical/health precinct is protected to ensure its continued function in supporting regional economic development.
(i)	Affordable living opportunities are embedded within new growth areas with convenient access to employment, transport networks, and social and community infrastructure and facilities.
(j)	Potentially incompatible land uses are separated or buffered to maximise, preserve, and protect the landscape, agricultural production capacity and amenity values of the region.

3.3.1 Strategic outcomes

The strategic outcomes for the settlement pattern theme are the following:-

- (a) The Bundaberg Region is characterised by a diverse range of coastal, urban and rural landscapes. The settlement pattern reinforces the connection of Bundaberg City and other urban settlements with their natural and landscape features to create a region of distinctive communities whose sense of identity and place is shaped by their relationship to the mountain ranges in the west, the rich agricultural plains of the central area or the pristine coastline to the east.
- (b) The pattern of settlement for the region provides for:-
 - (i) Bundaberg City to be maintained as the primary urban area for the region that will accommodate the majority of new urban growth. This recognises and takes advantage of the opportunities for urban growth and consolidation in close proximity to existing employment nodes, community services and facilities, and urban infrastructure;
 - (ii) Bargara, Burnett Heads, Coral Cove, Innes Park and Elliott Heads to also accept moderate to significant levels of urban growth within a central coastal urban area that supports and complements the role of Bundaberg City and takes advantage of significant investment in a coastal sewerage scheme;
 - (iii) Childers and Gin Gin to remain important rural towns servicing rural communities, tourists, travellers and the rural economy of the region; and
 - (iv) other coastal and rural towns and villages to be maintained as small scale towns and villages.

- (c) Urban development is contained within identified urban areas so as to sustainably manage growth.
- (d) Urban and rural residential development is located in areas that will maximise the efficient provision of infrastructure and services, minimise the exposure of communities to coastal and other natural hazards and preserve important agricultural areas, agricultural land classification (ALC) Class A and Class B land, significant habitat and scenic values.
- (e) Buffers and other separation areas are provided between incompatible land uses so as to minimise impacts at the edges of urban and rural residential areas as well as within the urban fabric.
- (f) Sensitive uses are avoided in designated industrial areas and within the Bundaberg State Development Area to enhance their ongoing efficient function and operation, avoiding conflicting land uses, safety risks and amenity impacts.
- (g) The pattern of settlement supports the achievement of a compact, efficient and functional urban form. Activity centres provide the focus for the establishment of vibrant, compact and walkable places that support the creation of healthy, safe and affordable neighbourhoods within urban areas.
- (h) The scale and sequencing of development within urban areas:-
 - (i) maintains and reinforces the role and function of Bundaberg City as the primary urban area and principal activity centre for the region;
 - (ii) is consistent with Council's plans for infrastructure investment and, in particular, the provision of reticulated sewerage to the central coastal urban area and the eastern part of Bundaberg City;
 - (iii) avoids the fragmentation of major greenfield areas until such time as appropriate planning and infrastructure arrangements are in place; and
 - (iv) supports the cost-effective provision of infrastructure.
- (i) The pattern of settlement is integrated with the activity centre network and the transport network and consolidates urban development in those areas that are proximate to activity centres or identified public transport routes.
- (j) In identified coastal and rural villages, subject to demonstrated need and site suitability considerations, development may provide for:-
 - (i) modest residential expansion and growth of these villages over time in a logical and orderly manner; and
 - (ii) expanded and improved supporting services and facilities within these villages.
- (k) The pattern of settlement supports the further development of Bundaberg Airport and surrounds, Port of Bundaberg, CQUniversity and the medical/health precinct around the major hospitals in Bundaberg West as hubs for innovative and sustainable business enterprise and critical elements of regional economic infrastructure.

3.3.2 Element 1 – Defined urban areas

3.3.2.1 Specific outcomes

- (a) Urban development is contained to within urban areas and the major urban expansion areas identified on **Strategic Framework Map SFM-001 (Settlement pattern elements)**.
- (b) The physical extent of urban development is contained within defined areas so as to:-
 - (i) avoid biophysical constraints, coastal hazards and other natural hazards, including an allowance for the predicted impacts of climate change that may worsen the influence of such hazards;
 - (ii) protect important agricultural areas, agricultural land classification (ALC) Class A and Class B land and other rural land;

- (iii) maximise the area of land available for rural, landscape and environmental protection purposes into the future;
- (iv) protect the individual identity of communities, including the maintenance and preservation of inter-urban breaks; and
- (v) maximise opportunities for the efficient provision of infrastructure and services in conjunction with development.

3.3.3 Element 2 – Compact, efficient and functional urban form

3.3.3.1 Specific outcomes

- (a) The urban form and structure of the region's towns and cities achieves the following:-
 - (i) a compact urban form;
 - (ii) appropriate levels of community safety and wellbeing;
 - (iii) an efficient and effective transport network;
 - (iv) walkable communities;
 - (v) a diversity of residential lot types and housing configurations;
 - (vi) the efficient and timely provision of infrastructure; and
 - (vii) appropriate sequencing of development and infrastructure.
- (b) Within urban areas, infill development is focussed:-
 - (i) in nominated areas predominantly within or adjoining activity centres, and in particular in inner suburban areas of Bundaberg including Bundaberg West and at Bargara around the local activity centre; and
 - (ii) in other nominated areas that have good access to public transport, employment, community facilities, public open space and active transport facilities.
- (c) Where infill development occurs it is compatible with the desired and prevailing character and amenity of the individual activity centre or infill area.
- (d) Urban growth in greenfield areas is focussed:-
 - (i) in Bundaberg, within the existing committed greenfield urban areas and, subject to local structure planning undertaken by the Council, in the major urban expansion areas of Kalkie-Ashfield and Branyan; and
 - (ii) in the central coastal urban area, within the existing committed greenfield urban areas between Burnett Heads and Elliott Heads, subject to local structure planning undertaken by the Council.
- (e) Development occurs in an efficient and orderly manner that provides for the logical extension of infrastructure to service the development in accordance with Council's Local Government Infrastructure Plan and any other applicable infrastructure charging instrument.

3.3.4 Element 3 – Rural residential development

3.3.4.1 Specific outcomes

- (a) Rural residential development provides residents with an acreage lifestyle choice and a high level of residential amenity and are characterised by very low density housing.
- (b) In the first instance, priority is given to rural residential development occurring in those rural residential areas identified on **Strategic Framework Map SFM-001 (Settlement pattern elements)** that have been allocated in the Rural residential zone.

- (c) Rural residential development may occur in areas that have not been included in a rural residential area identified on **Strategic Framework Map SFM-001 (Settlement pattern elements)** or included in the Rural residential zone, only under the following circumstances:-
- (i) there is a demonstrated and justified demand for additional rural residential development to occur in the area, having regard to the needs of the community and the suitability and capacity of the existing vacant land supply already allocated in the Rural residential zone or approved for rural residential development in the area;
 - (ii) the rural residential area is located close to, and can readily access, an existing village or settlement which can provide services and community facilities, or the area can otherwise be efficiently, economically and sustainably serviced to meet the needs of residents. Such services and facilities include but are not limited to health, education, emergency services, shopping facilities, community, sporting and recreational facilities, public transport and school bus services, and other necessary social infrastructure;
 - (iii) the development will not fragment Agricultural Land Classification (ALC) Class A and Class B land, and will not constrain or conflict with the existing or future potential use of surrounding rural lands and economic resource areas for productive purposes;
 - (iv) the proposed development will not give rise to unacceptable levels of land degradation including erosion, scour and soil salinity;
 - (v) the physical suitability of the land to accommodate rural residential development, including appropriate address of physical and environmental constraints, natural hazards and scenic amenity/landscape character values;
 - (vi) appropriate evacuation routes and emergency access is available to maintain community safety and avoid residents being isolated by a natural hazard event;
 - (vii) the availability of necessary infrastructure to efficiently and effectively service the development and the capability of the land to accept the on-site treatment and disposal of effluent;
 - (viii) such development can be provided with adequate access without compromising the safety or efficiency of the surrounding road network;
 - (ix) the development is not located on land that is required or likely to be required for future urban expansion of an existing settlement (including beyond the life of this planning scheme).
- (d) Rural residential areas have a limited provision of infrastructure and services compared to that available within urban areas.
- (e) Only limited and small scale shopping facilities or horticultural/rural services that service the daily needs of residents are provided in rural residential areas.

3.3.5 Element 4 – Local development areas and other major greenfield areas

3.3.5.1 Specific outcomes

- (a) Development in the Kalkie-Ashfield local development area, central coastal urban growth area (Burnett Heads to Elliott Heads) and other major greenfield areas creates well-planned and integrated urban communities that reflect traditional neighbourhood planning and design principles.
- (b) Development in the Kalkie-Ashfield local development area and the central coastal urban growth area occurs in accordance with local structure planning undertaken by the Council and provides for urban development to occur only on land identified as being suitable for urban development.
- (c) The form and structure of urban development in the Kalkie-Ashfield local development area, central coastal urban growth area and other major greenfield areas supports an increase in walking and cycling thereby reducing dependency on private motor vehicle use, contributing to higher levels of local self-containment and promoting a healthy and active lifestyle.

- (d) Appropriate levels and types of infrastructure are provided in conjunction with the delivery of urban development in the Kalkie-Ashfield local development area, central coastal urban growth area and other major greenfield areas to meet the needs of the community being created and provide for the logical and orderly sequencing of development.
- (e) Infrastructure is provided in the Kalkie-Ashfield local development area and central coastal urban growth area in accordance with any applicable infrastructure funding instrument or the relevant planning strategies described in the applicable local plan.

3.3.6 Element 5 – Identified growth areas

3.3.6.1 Specific outcomes

- (a) The Branyan identified growth area (residential) as described in the regional plan and identified on **Strategic Framework Map SFM-001 (Settlement pattern elements)** as a Major urban expansion area is not developed for urban purposes until such time as further investigations into the suitability of the land for urban development, and local structure planning has been undertaken by the Council.
- (b) In the interim, the Major urban expansion area at Branyan is protected from land fragmentation and encroachment or establishment of inappropriate land use activities that may compromise its intended use for urban purposes.
- (c) The Bundaberg State Development Area identified on **Strategic Framework Map SFM-001 (Settlement pattern elements)** is protected from land fragmentation and encroachment or establishment of inappropriate land use activities that may compromise its potential longer-term use.
- (d) The consideration and delivery of development in the Bundaberg State Development Area is assessed or occurs in accordance with the relevant planning legislation, including the Bundaberg State Development Area Development Scheme.

3.3.7 Element 6 – Activity centre network

3.3.7.1 Specific outcomes

- (a) The pattern of settlement supports and is consistent with the Bundaberg Region activity centre network identified on **Strategic Framework Map SFM-001 (Settlement pattern elements)** and described in further detail in the economic development theme of the strategic framework.
- (b) Activity centres are the focal points for community life and accommodate a range of retail, business, education, entertainment, sport and recreation, health and education, community and civic facilities that reflects their location, scale and service catchment.
- (c) Large scale retail, commercial, entertainment, sport and recreation or health and education facilities are not provided in out-of-centre locations that would undermine or weaken the role and function of an identified activity centre.
- (d) Medium and high density residential development is located within and around the Bundaberg CBD principal activity centre to add vitality to the centre, capitalise on the high level of accessibility to shopping, entertainment, commercial and public services and facilities in the centre, and to support a renewed focus on the Burnett River for recreation, leisure, education and community events.
- (e) Medium and high density residential development where serving the tourist market, is located within and around the Bargara local centre to add vitality to the centre and capitalise on the high level of accessibility to the beachfront and related public recreation infrastructure.
- (f) Medium density development is focussed within and around other new and existing district and local centres to add vitality to the centres, promote walkable urban environments and improve accessibility to basic shopping and commercial services.

3.3.8 Element 7 – Villages

3.3.8.1 Specific outcomes

- (a) Development supports the logical, orderly and sustainable growth of the rural and coastal villages of Winfield, Yandaran, Avondale, Sharon, South Kolan, Bullyard, Tirroan, Wallaville, Cordalba, Apple Tree Creek and Buxton as identified on **Strategic Framework Map SFM-001 (Settlement pattern elements)**.
- (b) Residential expansion and development may occur in areas contiguous to an existing urban zone within an identified village, subject to appropriate address of the following matters:-
 - (i) demonstration of adequate need for additional residential development, having regard to the needs of the community and the suitability and capacity of the existing vacant land already allocated in a residential zone or approved for residential development within the village;
 - (ii) demonstration that the area is physically suitable for development having regard to the nature and extent of any environmental or physical constraints;
 - (iii) avoidance of areas subject to unacceptable risks from natural hazards, including the predicted impacts of climate change;
 - (iv) avoidance of important agricultural areas and agricultural land classification (ALC) Class A and Class B land;
 - (v) the potential for land use conflicts with the existing or future potential use of surrounding rural lands and economic resource areas for productive purposes;
 - (vi) the protection of important landscape, scenic amenity and cultural heritage values and the maintenance of the discrete character and identity of the village;
 - (vii) the intensity and scale of development being sympathetic to the character and form of residential development within the village;
 - (viii) the ability to achieve high levels of safety and amenity for prospective residents;
 - (ix) the ability to efficiently and effectively service the development with available infrastructure and services;
 - (x) provision of adequate access and connectivity between the development and the village and avoidance of adverse traffic impacts.
- (c) Provided that there is demonstrated need, development within an identified village provides for a mix of complementary services and facilities including residential, business, entertainment, industry, community and recreation activities that appropriately support and service the needs of:-
 - (i) residents of the village;
 - (ii) residents in the immediately surrounding rural and rural residential areas; and
 - (iii) tourists, visitors and the travelling public staying in or passing through the village.
- (d) Where such activities are proposed within an identified village they:-
 - (i) are located, designed and operated to avoid land use conflicts with surrounding land use and development;
 - (ii) do not adversely impact on the amenity of sensitive land uses; and
 - (iii) are sympathetic to the character, scale and intensity of existing development in the village.

3.3.9 Element 8 – Regional infrastructure and facilities

3.3.9.1 Specific outcomes

- (a) Development does not interfere with the continued operation and development of regional infrastructure and facilities, including Bundaberg Airport, Port of Bundaberg, the Bundaberg campus of CQUniversity and the public health infrastructure in the Bundaberg West medical/health precinct (identified as specialised activity centres), in a manner that is compatible with their primary purpose.
- (b) Development does not introduce incompatible land uses in the vicinity of regional infrastructure facilities and supports the economic opportunities they provide.
- (c) Development of and associated with regional infrastructure facilities provides a high standard of supporting infrastructure including road, pedestrian and bicycle connections, public transport stops and adequate vehicle parking, reflecting the needs and preferences of a broad range of end users.

3.3.10 Element 9 – Affordable living and sustainable neighbourhood design

3.3.10.1 Specific outcomes

- (a) A wide choice and mix of housing types is provided in nominated existing developed urban areas and in greenfield urban areas.
- (b) A diverse range of housing choice and sizes in a variety of locations supports the community's housing needs at all price points, stage of life or lifestyle aspiration.
- (c) Housing is designed to be adaptable and responds to demographic changes in the Bundaberg Region, such as the prevalence of single person households and an ageing population.
- (d) Development reflects sub-tropical design and incorporates a sense of openness, permeability and connection with an indoor-outdoor lifestyle.
- (e) The built form of the region is responsive to local climatic and environmental conditions, is energy and water efficient and utilises sustainable building materials.
- (f) The urban form provides safe and secure living environments and promotes community health and wellbeing by incorporating crime prevention through environmental design (CPTED), health oriented design (HOD) and healthy spaces and places principles.
- (g) The settlement pattern promotes inclusive communities, appropriately locates affordable housing throughout the region's urban areas and avoids creating areas of concentrated disadvantage by, for example, concentrating low cost housing in locations that have low levels of accessibility or are in dispersed locations remote from services and facilities.

3.3.11 Element 10 – Managing land use conflicts

3.3.11.1 Specific outcomes

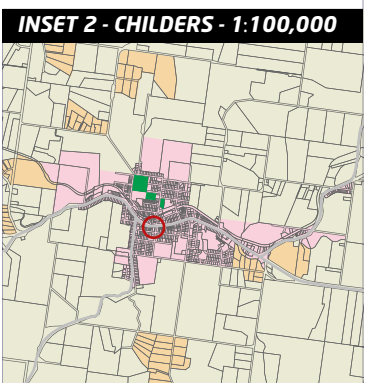
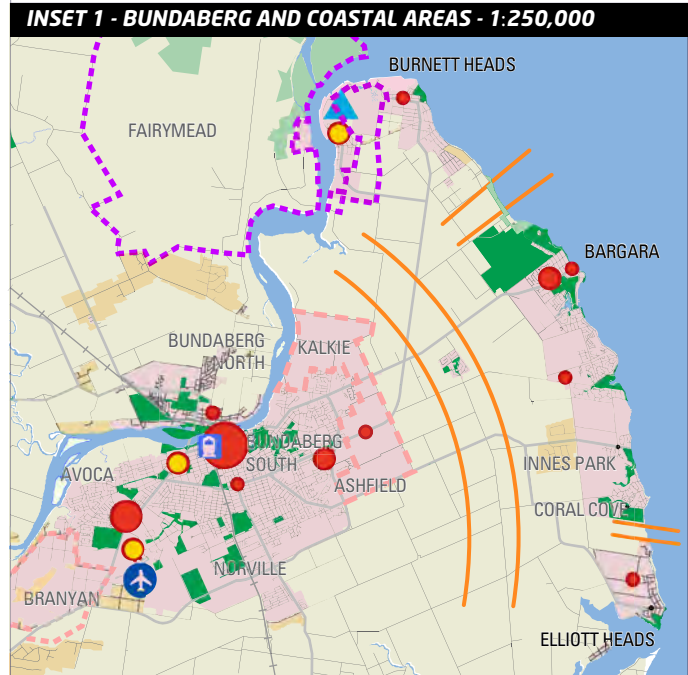
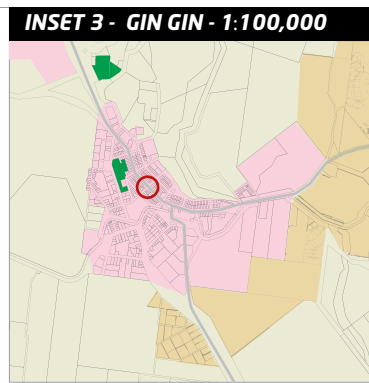
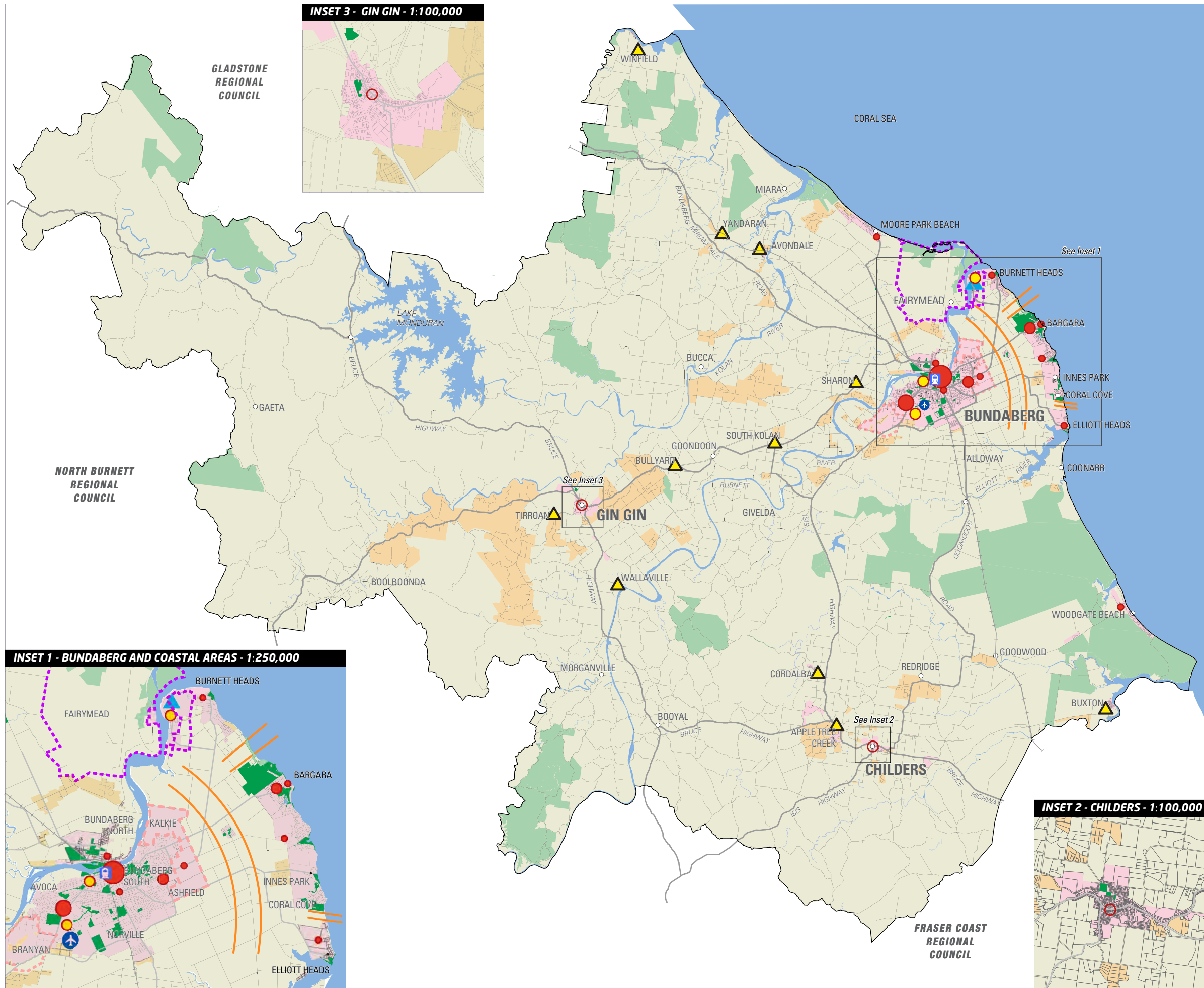
- (a) The interface between land uses is effectively managed to protect sensitive land uses from intrusion by noxious or offensive odour, noise, lighting or particulate emissions.
- (b) The settlement pattern protects rural and industrial land uses, community facilities and infrastructure (including infrastructure elements identified on **Strategic Framework Map SFM-003 (Transport and infrastructure elements)**) from encroachment by residential development or other sensitive uses that could impact on their long term viability.
- (c) Development ensures that new land uses which are incompatible or potentially incompatible with existing sensitive uses are located and managed to protect the health, wellbeing, amenity and safety of the existing use in terms of potential impacts of air, noise and odour emissions and hazardous materials.
- (d) Adequate separation and buffers are provided between urban and rural residential development and important agricultural areas and agricultural land classification (ALC) Class A and Class B land.

- (e) Wherever possible, good planning and design is used to integrate development with its surroundings and provide appropriate interfaces between potentially conflicting uses, before other measures such as physical barriers and separation by distance are adopted.
- (f) Sensitive land uses are protected from the impacts of former mining and extractive resource activities and related hazards.

3.3.12 Relevant strategic framework maps

Strategic Framework Map SFM-001 (Settlement pattern elements) conceptually identifies elements of the strategic framework as relevant to the settlement pattern theme and in particular identifies the following:-

- (a) land use categories being urban areas, major urban expansion area, future urban areas, rural residential areas, rural areas, major sport and recreation open space and major conservation areas;
- (b) the Bundaberg Region activity centre network;
- (c) villages;
- (d) major transport elements; and
- (e) major landscape elements (including inter-urban breaks).



LEGEND

Land Use Categories

- Urban Area ⁽¹⁾
- Major Urban Expansion Area ⁽²⁾
- Future Urban Area (Employment) for Port Related & Industry Uses ⁽³⁾
- Rural Residential Area ⁽⁴⁾
- Rural Area
- Major Sport And Recreation Open Space
- Major Conservation Area ⁽⁵⁾

Activity Centre Network

- Principal Activity Centre
- Major Activity Centre
- District Activity Centre - Urban
- District Activity Centre - Rural
- Local Activity Centre
- Specialised Activity Centre

Major Transport Elements

- Highway / Arterial Road
- Road Network
- Railway
- Rail Station
- Airport
- Port of Bundaberg

Major Landscape Elements

- Inter-urban Break

Other Elements

- Village
- Ocean, Waterways and Waterbodies
- Bundaberg 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 Major Urban Expansion Area identifies land in a greenfield setting where urban development is intended to occur within the planning horizon of the planning scheme having regard to local structure planning undertaken by the Council. Inclusion in the Major Urban Expansion Area does not imply that all land can be developed as it may be constrained or otherwise unsuitable for development.

Note 3: The Future Urban Area (Employment) identifies land that is potentially suitable for urban development for port related and industry uses. This designation does not confer any actual or implied land use rights and will be subject to further investigations to determine its suitability for 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: Major Conservation Area includes: (a) Conservation Parks, National Parks and Forest Reserves and (b) land owned or controlled by the Council and used or intended to be used for conservation purposes.



Strategic Framework Map
SFM-001
(Settlement pattern elements)

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3.4 Economic development theme

Key concepts	
(a)	A diversified regional economy.
(b)	A network of well-designed, connected and accessible activity centres with complementary scales, roles and functions contributing to greater levels of employment and economic self-sufficiency for the Bundaberg Region.
(c)	A variety of well-designed industry and enterprise areas that:- <ul style="list-style-type: none"> (i) support regionally significant economic attractors and accommodate a range of general industry, science and technology, health, education and training activities; and (ii) encourage the co-location and clustering of innovative and emerging industry sectors such as mining support services, aviation and food processing.
(d)	Tourism which takes advantage of the region's diverse landscapes and location at the gateway to the southern Great Barrier Reef and provides opportunities for a wide range of experiences, attractions and facilities to cater to diverse holiday and recreational needs.
(e)	Intact rural lands that maintain and support ongoing rural production and value adding enterprises.
(f)	Home based businesses that support localised small scale entrepreneurship.
(g)	High quality infrastructure and transport networks that support economic development.

3.4.1 Strategic outcomes

The strategic outcomes for the economic development theme are the following:-

- (a) The Bundaberg Region's economy is built upon the rich agricultural lands, the prevalence of its natural resources, the capability of its people and the pristine environment and landscapes that supports a vibrant and diverse regional economy.
- (b) While a variety of rural production activities have been the traditional mainstay of the regional economy, the region's vast array of natural attributes and access to transport networks provides opportunities for a range of tourism, logistics, manufacturing and value adding and high technology industries to emerge as key economic drivers in the region.
- (c) For the Bundaberg Region, its position as the gateway to the southern Great Barrier Reef provides opportunities for the expansion of the tourism and lifestyle industries as a key platform to maximise the sustainable utilisation of the region's natural attractions and attributes.
- (d) Adequate industrial land is provided to support the projected population growth of the region and ensure that emerging industries have the opportunity to build upon existing employment and enterprise nodes.
- (e) Rural production is maintained as a major contributor to the region's economic output, with opportunities for alternative land uses arising from the transition to a low carbon economy providing an emerging substitute for traditional agricultural activities.
- (f) The economic development of the region is maximised through the identification of a well-defined activity centre network. This network identifies the primary locations for employment and enterprise areas in the region, provides for the co-location and clustering of business and industries to generate synergies and economies of scale, and maximises the utilisation of existing and planned infrastructure and transport networks to provide opportunities for growth in industry, commercial, tourism and rural activities.
- (g) The Bundaberg Region has an activity centre network that establishes a hierarchy of complementary centres and supports the long term viability of these centres. The activity centre network supports and reinforces the role and function of the city, towns and villages in the region, with:-

- (i) Bundaberg's CBD being the principal activity centre and accommodating the largest range and mix of retail, business, education, health, recreational and cultural services within a modern and vibrant regional metropolitan setting, complemented and supported by a major activity centre (incorporating Sugarland Shopping Centre and environs) and a district activity centre at Ashfield;
 - (ii) Bargara being a district activity centre for the central coastal urban area, providing employment and services that assist in achieving the self-containment of the coastal urban area between Burnett Heads and Elliott Heads; and
 - (iii) Childers and Gin Gin remaining as traditional district level rural service centres that provide a range of commercial and community services and facilities to service the hinterland.
- (h) The Bundaberg Region has a range of industry and enterprise areas predominantly focussed around rural service industries and manufacturing services. The clustering, co-location and consolidation of industrial development in discrete areas minimises land use conflicts and maximises utilisation of development infrastructure. The industry and enterprise areas provide diverse and rewarding employment opportunities in safe, convenient and accessible locations throughout the region and contribute to regional job self-containment.
 - (i) The expansion of key industry and enterprise sectors takes advantage of the Bundaberg Region's strategic location between the Surat Basin and the industrial hub of Gladstone to provide support to the logistics and supply chains servicing mining activities and leverage localised employment growth and diversification from the expanding minerals and energy sector.
 - (j) Bundaberg Airport and associated aviation precinct expands as complementary businesses with links to avionics, airframe and air engine technology clustering together to establish a high technology research and manufacturing industry servicing the aviation sector.
 - (k) The Port of Bundaberg through land designated as Strategic Port Land, and land located within the Bundaberg State Development Area Development Scheme, facilitates industrial and port related development and provides an alternative point of entry and departure for goods and commodities associated with the minerals and energy sector in the Wide Bay Burnett, Central Queensland and the Surat Basin.
 - (l) The hospitals in the Bundaberg West medical/health precinct and the tertiary and further education facilities provided by the Bundaberg campuses of CQUniversity and the Bundaberg TAFE support the expanded development of health care, medical and other professional services, information technology and knowledge-based enterprises located in the region.
 - (m) Bundaberg City reconnects with the Burnett River through multi-faceted riverfront recreation, leisure and tourism precincts. This high quality public space provides an interface with the River and provides a platform for permanent and temporary water-based learning and leisure activities that reinforce Bundaberg's local ecology and connection with the River.
 - (n) Nature-based tourism opportunities associated with the sea turtle hatchery at Mon Repos and whale watching provide an 'up close and personal' nature experience for visitors that reinforces a respect for the local ecology and the need for protection of wildlife and their habitats.
 - (o) The hinterland is an accessible tourism region that provides safe and comfortable opportunities for camping and freshwater fishing that are sustainable and environmentally responsible. The region's rich agricultural history is celebrated through farmers markets, farm stays and the ability to sample the best of fresh food and produce from the farm gate.
 - (p) The Bundaberg Region is recognised nationally and internationally as a source of high quality and sustainable food products including sugar cane, a range of tree crops including citrus fruits, stone fruit, avocado and macadamia nuts, beef cattle and aquaculture products. The diversity of the rural landscape provides opportunities to locate renewable energy generating projects (such as wind or solar farms) in areas that protect the high scenic, landscape and primary production values of the region. Primary production activities are complemented by on site value adding activities that process and pack raw food products, generating wealth and employment through containing and localising value adding and downstream processing activities.
 - (q) The traditional rural production activities of the region continue as viable and valuable contributors to the regional economy, and provide opportunities for downstream value adding.

- (r) A range of tourism infrastructure and enterprises are located throughout the Bundaberg Region to build upon the diverse natural attributes of the area and provide a distinct and memorable visitor experience.
- (s) The range and scale of business and employment opportunities is enhanced through the establishment of a diverse range of low-scale home based businesses.
- (t) High quality infrastructure networks and transport networks encourage and support business growth and economic development.

3.4.2 Element 1 – Activity centres network

3.4.2.1 Specific outcomes

- (a) To reflect and support the preferred pattern of settlement, development is consistent with the Bundaberg Region activity centre network identified conceptually on **Strategic Framework Map SFM-001 (Settlement pattern elements)** and **Strategic Framework Map SFM-002 (Economic development elements)** and described in further detail below:-

Activity centre	Description
Principal activity centre:- (a) Bundaberg Central Business District	The principal activity centre is the highest order centre in the network and contains the largest and most diverse concentration of urban activities. It is the key regional focus of employment, government administration, retail, commercial and specialised personal and professional services. It accommodates significant cultural, entertainment, health, education and public and active transport facilities. It meets the need for the foregoing facilities and services for a catchment comprising the Bundaberg Regional Council area and adjacent rural areas. It also has the highest population densities and the greatest concentration of mixed use development in the region. Population density and building height is generally highest within the core and riverfront precincts, however building height and design on individual sites is to retain views to the Burnett River and be sympathetic to and protect key heritage buildings and the existing heritage streetscape character within the city centre. Any future full-line department store will be located in the principal activity centre. Opportunities are taken through public infrastructure programs and private development projects to improve public access to and along the Burnett River and its banks.
Major activity centre:- (a) Sugarland Shopping Centre and environs	The major activity centre accommodates a wide mix of uses and activities including a concentration of higher order retail, commercial, and entertainment facilities that service a sub-regional population. It also includes land expansive activities that are not appropriate to locate within the principal activity centre with these activities having a catchment comprising the Bundaberg Regional Council area and adjacent rural areas. A department store may be established within the major activity centre only once such a store is established in the principal activity centre.
District activity centre (urban):- (a) Bargara central (b) Kepnock	District activity centres (urban) serve catchments of district or sub-regional significance within the Bundaberg Region, accommodating concentrations of retail, commercial, offices, administrative and health services, community, small scale entertainment and recreational facilities, and catering to day-to-day and weekly shopping and service needs. They may have a residential component including visitor accommodation.
District activity centre (rural):- (a) Childers town centre (b) Gin Gin town centre	District activity centres (rural) are the activity centres within rural towns that have strong character and links with the rural production and regional landscape values identified in the regional plan. They contain a concentration of shopping and business uses that primarily serve local residents, tourism or primary industries. They may also contain some limited government services, entertainment and community activities.
Local activity centre:- (a) North Bundaberg (b) South Bundaberg	Local activity centres provide for local shopping needs, function as local employment nodes and comprise a mix of commercial, cafes/dining, entertainment and community services for a surrounding residential neighbourhood. They may have a small residential component including visitor accommodation.

Activity centre	Description
(c) Ashfield (forming part of the Kalkie-Ashfield local development area) (d) Moore Park Beach (e) Burnett Heads (f) Bargara town centre (g) Bargara South (h) Elliott Heads (i) Woodgate Beach	
Neighbourhood activity centre	<p>Smaller than local activity centres, numerous neighbourhood activity centres are located across the Bundaberg Region in both urban and rural settings.</p> <p>Neighbourhood activity centres typically service residential neighbourhoods or small towns and villages with small-scale convenience shopping that caters for day-to-day and top-up needs, locally servicing professional offices, community services and other activities of a local servicing nature. Neighbourhood activity centres may also comprise existing standalone business or entertainment activities (such as service stations and hotels) that may otherwise typically form part of a higher order centre</p> <p>Neighbourhood activity centres located in urban settings commonly have a walking distance catchment. In a village setting, neighbourhood activity centres may have a larger catchment by also servicing immediately surrounding rural and rural residential areas. These latter centres may also cater to the needs of tourists, visitors and the travelling public staying in or passing through the village.</p>
Specialised activity centre:- (a) Bundaberg Airport (b) Port of Bundaberg (c) Bundaberg West medical/health precinct (d) Takalvan Street (e) Princess Street/ Bargara Road	<p>Specialised activity centres recognise the importance of local employment servicing activities and their economic contribution to the Bundaberg Region.</p> <p>The Bundaberg Airport specialised activity centre accommodates a range of aviation, aerospace and air transport and freight related industrial and commercial activities.</p> <p>Strategic Port Land and the material change of use of land regulated by the Bundaberg State Development Area Development Scheme, is not regulated by the planning scheme. However, the Port of Bundaberg is a major element of the Bundaberg Region's economy and land adjacent to the port may be developed for support services including marine maintenance and complementary commercial and industrial purposes.</p> <p>The Bundaberg West medical/health precinct contains the Bundaberg Base Hospital, the Mater Misericordiae Hospital Bundaberg and the Friendly Society Private Hospital. Further higher order medical facilities are located in this specialised activity centre to maximise accessibility and convenience for patients and create potential industry cluster benefits for medical and health care businesses and workers.</p> <p>The Takalvan Street and Princess Street/Bargara Road specialised activity centres have prominent locations along feeder roads into the Bundaberg CBD and accommodate businesses seeking high levels of exposure and visibility. Significant additional traditional retail is not envisaged in these areas, although some bulky goods may be supported together with other service/highway service activities. Additional floor space in these centres would be accommodated through infill and redevelopment of existing land.</p> <p>Editor's note—the concept of specialised activity centres as described above does not equate to the Specialised centre zone. In particular, these specialised activity centres are allocated in various zones in the planning scheme to reflect the differing role and function of the respective centres.</p>

- (b) Major land uses contributing to employment, education and services in the Bundaberg Region are located in an activity centre commensurate with the role and function of the activity centre as defined by the activity centre network.

- (c) Development does not undermine or compromise the activity centre network either by proposing centre activities outside of an activity centre or by proposing a higher order or larger scale of uses than intended for a particular activity centre.
- (d) New regional level State government facilities for justice, education, health, community, administration and employment activities serving the Bundaberg Region are predominantly located within Bundaberg City, either within the Bundaberg CBD as the principal activity centre or in other appropriate locations in the city where supported by other specific outcomes of this strategic framework.
- (e) Development in activity centres supports and contributes to a quality urban environment serving as a community focal point and suited to its scale and community setting.
- (f) Activity centres incorporate layouts and high quality building design that focuses on and gives priority to people, public main streets, squares, parks, community facilities and public transport, rather than cars.
- (g) Development in activity centres is designed to maximise opportunities for public transport usage, walking and cycling.
- (h) 'Corner stores' are established in appropriate locations to service the basic convenience needs of local residents provided that such facilities do not conflict with or undermine the viability of the activity centre network.
- (i) High quality infrastructure and transport networks encourage and support business growth and development within and between the identified activity centres.

3.4.3 Element 2 – Industry and enterprise areas

3.4.3.1 Specific outcomes

- (a) An adequate supply of physically suitable, well-located and serviceable industrial land is identified and protected to support employment opportunities and economic development of the Bundaberg Region.
- (b) The industry and enterprise areas identified conceptually on **Strategic Framework Map SFM-002 (Economic development elements)** and described below are maintained and their potential for renewal, infill or expansion protected:-

Industry and enterprise area ²	Description
Bundaberg City	
1. Norville/Svensson Heights/Kensington	Established industry land in the Bunda Industrial Estate (Enterprise Street) and extending west along Commercial Street to Production Street and Brickworks Circuit is maintained. The Bundaberg Airport accommodates a range of aviation, aerospace and air-related industry. The Kensington commercial industry area focussed on Johanna Boulevard and Commercial Street (between the airport and Production Street/ Brickworks Circuit), accommodates a range of medium impact industries, aviation, aerospace, air-related industry and associated commercial and business uses. Older established pockets of low-medium impact industry on the Isis Highway near the Bundaberg Airport, and adjacent to the North Coast Rail Line at Ritchie Street, Lester Street and Thabeban Street, are also maintained.
2. Thabeban	The Bundaberg Industrial Estate (Kay McDuff Drive/Charlie Triggs Crescent and Wyllie Street/Verdant Siding Road) expands, and is supported by industrial activity on both the northern and southern sides of the Ring Road through to the North Coast Rail Line and Goodwood Road to the east. Industry in this location benefits from high levels of accessibility from the Ring Road and the broader State and local road network, while ensuring that the operational efficiency of the Ring Road is not adversely impacted. This industry area provides opportunities for a rail freight terminal near the convergence of the Bundaberg Ring Road and the North Coast Rail Line.

² Note—the specialised activity centres of Bundaberg Airport and the Port of Bundaberg addressed at section 3.4.2.1 are also industry and enterprise areas.

Industry and enterprise area²	Description
3. Bundaberg East	Industrial activity in the eastern part of Bundaberg is underpinned by the Millaquin Sugar Mill, the Bundaberg Rum Distillery and Bundaberg Brewed Drinks. Surrounding industrial areas are maintained, including marine-based industry along the Burnett River and low-medium impact industry areas in Steptoe Street and Sheridan Street and adjacent to sections of Princess Street and Bargara Road.
4. Bundaberg North	The Bundaberg Walkers/ Foundary and the Bundaberg Technology Park located on the northern bank of the Burnett River maintain and build on a history of manufacturing, research and technology industry in North Bundaberg. Industry along parts of Hanbury Street and on Bundaberg-Gin Gin Road at the northern entrance to the city, collectively contribute to an economic hub ideally positioned to service areas to the north as well as the broader region.
Coastal	
5. Burnett Heads	Industry at the Port of Bundaberg and Bundaberg State Development Area includes the consolidation and expansion of port-related activities, including marine maintenance, servicing, repair and associated industries and services.
6. Moore Park Beach	Low-medium impact industries within established industrial areas at Murdochs Road provide local employment and services to support Moore Park Beach and the surrounding rural hinterland.
7. Woodgate Beach	Industry land at Woodgate Road just outside of Woodgate Beach provides for low-medium impact industry to service local needs.
Rural and hinterland	
8. Isis Central	The Isis Central Sugar Mill and nearby industrial areas along Kevin Livingston Drive provide opportunity for land expansive and/or medium-heavy impact industry. Having high levels of road transport accessibility via the Bruce Highway and Isis Highway, the area is ideally positioned to service markets both within and external to the region.
9. Childers	Low-medium impact industries located within the established and expanding industrial precinct, in the vicinity of Blacksmith Court and Browns Road, provide local employment and service Childers and the surrounding district. The highway location also provides opportunities for industry servicing catchments outside of the region. A proposed high impact industry area to the east of Childers on the Bruce Highway (opposite the Childers aerodrome) provides opportunities for highly accessible medium-high impact industry development that is well separated from sensitive land uses.
10. Gin Gin	Low-medium impact industries located within existing and proposed industry land within the township provide local employment and service Gin Gin and the surrounding district.
11. Gin Gin (north) 12. Gin Gin (south)	Defined areas close to Gin Gin, both to the north and south of the township, provide opportunity for a range of industrial activities including transport/logistics related industry, rural industry, industry servicing the mining sector, and other land expansive and/or medium-heavy impact industry. Having high levels of road transport accessibility via the Bruce Highway and/or Gin Gin-Mount Perry Road, these areas are well-located to service markets both within and external to the region.
13. Bingera	The Bingera Sugar Mill continues to service the surrounding agricultural district and sugar cane industry.
Bundaberg State Development Area	
14. State Development Area – Burnett Heads and Fairymead	The Bundaberg State Development Area at Burnett Heads and Fairymead is protected for regionally significant business and industry development, with possible port facilities associated with Strategic Port Land and Bundaberg State Development Area extending to the northern side of the Burnett River. The Bundaberg State Development Area has the potential to:– <ul style="list-style-type: none"> (a) cater for additional demand from the resource sector, productive agriculture and rural uses and other import and export commodities; (b) support port activities including a multi-modal freight node, storage and logistics; (c) provide for industrial activities that support port operations, including producing or manufacturing items that require quick transport or process imported goods for redistribution; (d) be used for hard-to-locate industry where no other suitable site is available and where impacts can be appropriately managed; and (e) support the protection of environmental values and management of flood characteristics and constraints.

Industry and enterprise area ²	Description
Industry Investigation Area	
15. Bargara	Low impact and service industry is established within a highly accessible location to provide local employment and to service future growth along the central coastal area.

- (c) Land expansive industrial uses are primarily directed to industrial land at Thabeban, Port of Bundaberg and near Isis Central Mill and Gin Gin, to capitalise on the port infrastructure and connection to major land freight routes. High impact industrial uses are also directed to these areas due to the greater capacity for uses in these areas to be separated or buffered from residential and other sensitive land uses.
- (d) The potential for industry and enterprise areas to be further developed at the following locations is maintained by ensuring that they are protected from land fragmentation and encroachment or establishment of inappropriate land use activities that may compromise their intended longer-term use:-
- (i) Kensington and Thabeban, with potential for a rail freight terminal near the convergence of the Bundaberg Ring Road and the North Coast Rail Line;
 - (ii) the Bundaberg State Development Area.
- (e) Marine-related industry is established adjacent to Port of Bundaberg, so as to consolidate and expand marine maintenance, servicing, repair and associated industries and services within the Bundaberg Region.
- (f) In rural and coastal towns and villages, small scale industrial development which provides for local employment and a range of services is accommodated in suitable locations where residential amenity is not compromised.
- (g) Industry and enterprise areas are well designed and serviced and provide a range of lot sizes and adaptable building configurations that cater for a variety of industry needs, to ensure economic diversity and greater variety of employment opportunities, as well as meeting the changing economic needs of the community over time.
- (h) Opportunities for employment generation are maximised in industrial areas by ensuring that development makes the most efficient use of available industrial land.
- (i) Development in industry and enterprise areas is limited to predominantly industrial uses and other uses that are compatible with and provide a desirable support activity to industrial uses and the industrial workforce.
- (j) To avoid or minimise land use conflicts, development for residential or other sensitive land uses is appropriately buffered and separated from industry and enterprise areas.
- (k) Industry and enterprise areas have access to high quality transport infrastructure networks that link local industry with regional, national and international markets.
- (l) Industry and enterprise areas provide high quality telecommunications networks to support the development of information technology, knowledge-based and creative industries.
- (m) Industry and enterprise areas are located in close proximity to transport networks to maximise accessibility and connectivity to residential areas.

3.4.4 Element 3 – Tourism and tourism focus areas

3.4.4.1 Specific outcomes

- (a) A range of tourism infrastructure and enterprises are located throughout the Bundaberg Region to build upon the diverse natural attributes of the area and provide a distinct and memorable visitor experience.
- (b) The region provides for a range of visitor accommodation and tourist services that are compatible with, and a complement to, existing tourism products.

- (c) 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.
- (d) 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.
- (e) Rural and agri-tourism experiences build upon the 'clean and green' identity of the region and do not prejudice the ongoing use of rural lands for rural production activities.

3.4.5 Element 4 – Rural enterprise and industry

3.4.5.1 Specific outcomes

- (a) Traditional agricultural and farming activities that underpin the character and identity of the region continue as viable and sustainable businesses that are recognised for their stewardship of the land for future generations.
- (b) The traditional rural production activities of the region continue as viable and valuable contributors to the regional economy and are complemented by on-farm rural workers' accommodation, rural businesses, rural service industries and tourist uses including farm stays, where such uses:-
 - (i) value-add to rural produce and resources and contribute to the diversification of the rural economy of the Bundaberg Region; and
 - (ii) are compatible with landscape character, scenic amenity, biodiversity and cultural heritage values and do not alienate important agricultural areas and agricultural land classification (ALC) Class A and Class B land.
- (c) Rural enterprises are based on a sustainable use of the resource that protects and capitalises upon the region's natural advantages.
- (d) The diversity of the rural landscape provides opportunities to locate green energy generating projects (such as wind or solar farms) in areas that protect the high scenic, landscape and primary production values of the region.

3.4.6 Element 5 – Home based business

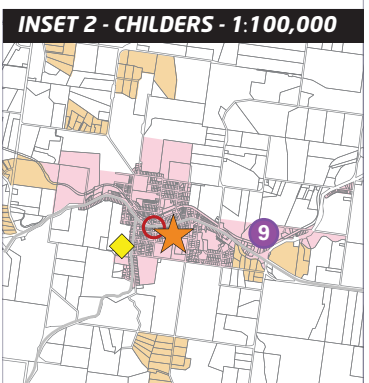
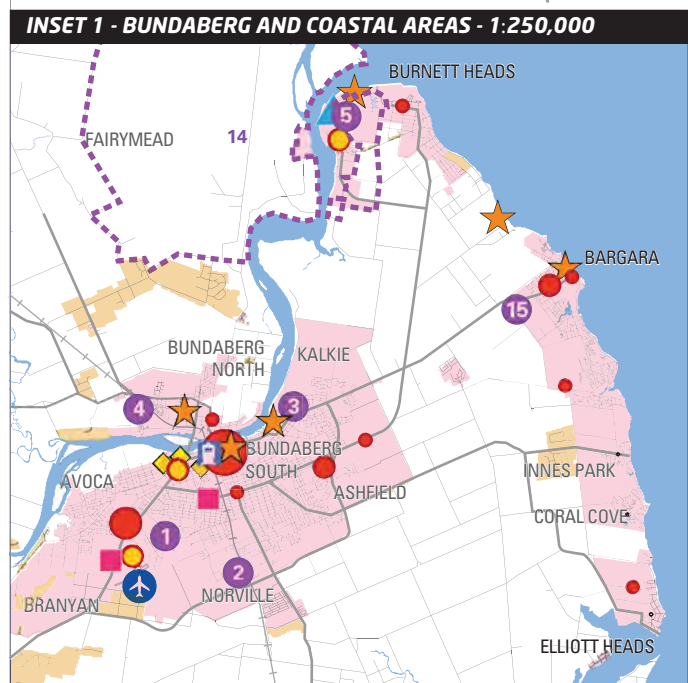
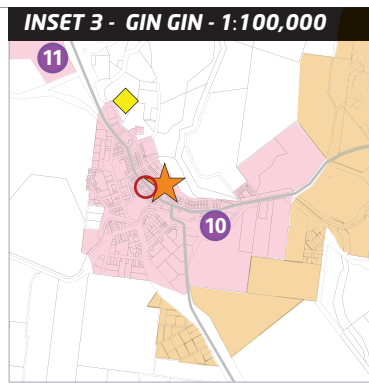
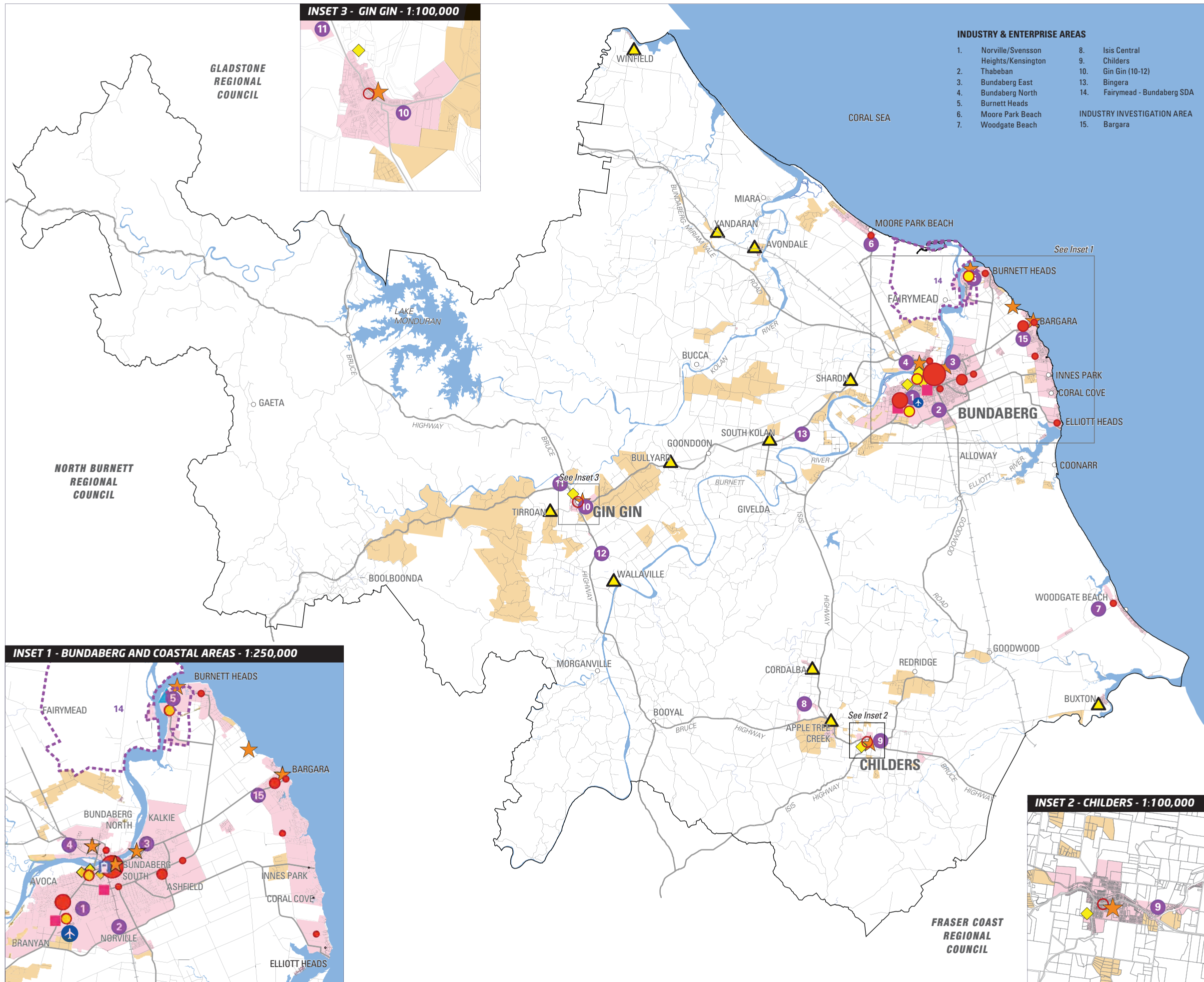
3.4.6.1 Specific outcomes

- (a) The range and scale of business opportunities in the region is enhanced through the establishment of a diverse range of home based businesses.
- (b) Home based businesses provide small businesses and single operators the opportunity to operate in residential, rural residential and rural areas and support a diversity of employment streams.
- (c) Home based businesses are of a scale and type that is appropriate for their setting and do not adversely impact upon the character or amenity of the neighbourhood or locality in which they are established.

3.4.7 Relevant strategic framework maps

Strategic Framework Map SFM-002 (Economic development elements) conceptually identifies elements of the strategic framework as relevant to the economic development theme and in particular identifies the following:-

- (a) the Bundaberg Region activity centre network;
- (b) existing and future industry and enterprise areas;
- (c) specialised activity centres;
- (d) tourism focus areas;
- (e) major health facilities; and
- (f) major tertiary education and training facilities.



- INDUSTRY & ENTERPRISE AREAS**
- | | |
|---|-------------------------------|
| 1. Norville/Svensson Heights/Kensington | 8. Isis Central Childers |
| 2. Thabeban | 9. Gin Gin (10-12) |
| 3. Bundaberg East | 10. Bingera |
| 4. Bundaberg North | 13. Fairymead - Bundaberg SDA |
| 5. Burnett Heads | 14. Barga |
| 6. Moore Park Beach | 15. Barga |
| 7. Woodgate Beach | |
- INDUSTRY INVESTIGATION AREA**

LEGEND

Land Use Categories

- Urban Area
- Rural Residential Area
- Industry and Enterprise Area ⁽¹⁾
- Future Urban Area (Employment) for Port Related & Industry Uses ⁽²⁾

Activity Centre Network

- Principal Activity Centre
- Major Activity Centre
- District Activity Centre - Urban
- District Activity Centre - Rural
- Local Activity Centre
- Specialised Activity Centre

Industry, Employment Areas

- Tourism Focus Area
- Major Tertiary Education & Training Facility
- Major Health Facility (Hospital)

Major Transport Elements

- Highway / Arterial Road
- Road Network
- Railway
- Rail Station
- Airport
- Port of Bundaberg

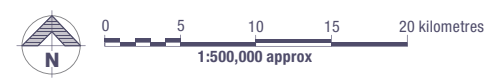
Other Elements

- Village
- Ocean, Waterways and Waterbodies
- Bundaberg Regional Council Boundary

NOTES

Note 1: A number of other (minor) industrial areas are located across the Bundaberg Region in areas zoned for industrial purposes.

Note 2: The Future Urban Area (Employment) identifies land that is potentially suitable for urban development for port related industry uses. This designation does not confer any actual or implied land use rights and will be subject to further investigations to determine its suitability for development.



Strategic Framework Map
SFM-002
 (Economic development elements)

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3.5 Access and mobility theme

Key concepts

- | | |
|-----|---|
| (a) | An integrated transport network is established that prioritises active modes of transport within a compact urban form and integrates land use with transport to minimise dependency on private motor vehicle use and take advantage of the region's climate and topography. |
| (b) | A range of sustainable travel choices links communities with activity centres and supports high levels of local and regional accessibility to services, employment nodes and community facilities. |
| (c) | Safe and efficient major transport corridors provide the basis for the movement of goods and people through and within the region and support economic development. |
| (d) | Transport corridors and networks respond sensitively to the environmental and landscape values of the region. |
| (e) | Bundaberg Airport and the Port of Bundaberg are enhanced and protected as significant transport gateways to the region for both goods and people and support a range of aviation, maritime and related industries and services. |
| (f) | The sugar cane rail network is protected as essential transport infrastructure supporting the rural economy. |

3.5.1 Strategic outcomes

The strategic outcomes for the access and mobility theme are the following:-

- (a) The Bundaberg Region is effectively linked by an integrated transport network that safely and efficiently allows residents and visitors to move through and within the region.
- (b) Urban areas in the Bundaberg Region have a compact urban form that integrates land use and transport elements to improve the viability and efficiency of infrastructure and services, contributes to regional self-containment and maximise opportunities for affordable living.
- (c) Transport corridors and networks are coordinated to align with the settlement pattern of the Bundaberg Region in a way that protects regional landscape values, maintains nearby residents' quality of life, and provides efficient and safe access to necessary services and facilities.
- (d) Major transport corridors such as the Bruce Highway, the Isis Highway and the North Coast Rail Line are protected from encroachment by sensitive land uses and are maintained as safe and efficient high speed corridors for long distance passenger and freight transport.
- (e) Within and between Bundaberg City and the central coastal urban area, residents have access to reliable, comfortable and efficient public transport services that link residential areas with employment, entertainment, educational and medical services and minimise reliance on private motor vehicle transport.
- (f) The public transport network is supplemented and supported by active transport modes such as walking and cycling. Integrated into the urban fabric, a network of pedestrian and bicycle pathways creates attractive and walkable neighbourhoods that provide residents and visitors with a range of transport options to access local shopping, employment, service and transport hubs, as well as links to the public transport network to meet broader travel needs.
- (g) Major transport facilities such as Bundaberg Airport and the Port of Bundaberg are enhanced as integrated transport hubs, with development protecting the safety and efficiency of these major facilities. The airport receives daily flights from interstate cities, provides a fast and convenient gateway to the region for travellers and is an efficient supporter of regional business services. The Port of Bundaberg and Burnett Heads marinas are home to a varied commercial and leisure maritime fleet, acting as a bulk port to export the State and the region's bulk commodities as well as a base for tourist and leisure craft to conveniently access the southern Great Barrier Reef and islands.
- (h) The sugar cane rail network is protected as essential transport infrastructure supporting the regional economy by efficiently connecting sugar cane farms to the sugar mills and separating sugar industry traffic from road users.

3.5.2 Element 1 – Integrated transport network

3.5.2.1 Specific outcomes

- (a) New urban areas and communities are located to support and reinforce the sustainability and efficiency of the regional transport network identified in **Strategic Framework Map SFM-003 (Transport and infrastructure elements)**.
- (b) The urban form and settlement pattern of the region develops in close sequence with the roll out of the transport network, to maximise the use of existing infrastructure and align new communities with the delivery of new infrastructure and services.
- (c) Urban development in the Kalkie-Ashfield local development area, central coastal urban growth area and other major greenfield areas is linked to existing urban areas through a multi-modal transport network that provides a range of safe and convenient transport options.
- (d) Infill development is clustered around existing or future transport hubs and corridors, and increased densities in and around the Bundaberg CBD and other major centres, support increased use of active and public transport modes as viable alternatives to private motor vehicle travel.
- (e) New development integrates the transport network within the urban fabric by:-
 - (i) incorporating local street networks that are designed to allow access by public transport vehicles;
 - (ii) creating permeable and legible neighbourhoods that include safe and navigable walking and cycle networks that provide access to a variety of neighbourhood destinations;
 - (iii) minimising the direct interface of residential areas with major transport corridors to ensure neighbourhoods are attractive and safe places to live and move about in; and
 - (iv) prioritising active and public transport modes through establishment of a low speed street environment.

3.5.3 Element 2 – Sustainability and accessibility

3.5.3.1 Specific outcomes

- (a) The public transport network is a simple, safe, convenient and reliable network of services that connects significant trip generators, employment nodes, health and welfare services, education services and shopping precincts. The network is simple to understand and use and encourages the take up of public transport options as a viable transport choice whether for commuting or leisure travel purposes.
- (b) Active transport networks incorporate a network of connected pedestrian pathways and cycle ways. These networks are safe, convenient and legible and interface with the public transport network at safe and accessible interchanges to provide a seamless transition between travel modes.
- (c) In the smaller towns and villages where public transport options are limited, community-based transport services provide access to local level services.
- (d) Community-based transport services are provided for the elderly, the disabled or other persons who cannot access private transport modes to provide equitable access to services and facilities and promote social interaction.
- (e) Workplaces, educational and community facilities and mixed use centres encourage active transport modes through the provision of end-of-trip facilities for users of active and public transport modes.

3.5.4 Element 3 – Active transport

3.5.4.1 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 all urban areas and activity centres, and between activity centres where appropriate.
- (b) The walk and cycle network is effectively 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) safe, convenient and accessible pedestrian and cycle links are provided between residential areas and activity centres;
 - (iii) employment areas and areas accommodating social services and community facilities are effectively connected to walking and cycling networks;
 - (iv) development supports and contributes to pedestrian, cycling and recreation trails to link public park infrastructure internally within urban areas and externally to the wider open space network of the Bundaberg Region;
 - (v) high quality 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
 - (vi) other facilities to enhance comfort and convenience to active transport users are provided, including weather protection and shelter along active frontages in activity centres.

3.5.5 Element 4 – Public transport

3.5.5.1 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) Development provides for and protects the viability of existing and planned public transport corridors within the Bundaberg Region.
- (c) New 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 including providing for transit-oriented communities principles, particularly in broad hectare development areas and infill development areas in Bundaberg City and Bargara.
- (e) Appropriately located and designed higher density residential development is established in Bundaberg City and Bargara to promote and support the provision of a frequent and high quality public transport system within these areas.
- (f) Employment areas and community infrastructure are effectively connected to existing public transport networks or have the ability to be connected to future planned public transport networks.
- (g) Development ensures that public transport facilities and infrastructure is designed to meet the needs of the community, including accessibility for elderly and less mobile users and the incorporation of crime prevention through environmental design (CPTED) principles.
- (h) Public transport facilities and infrastructure are provided in suitable locations and integrated with larger-scale development where appropriate.

3.5.6 Element 5 – Road transport

3.5.6.1 Specific outcomes

- (a) The provision, operational safety and efficiency of existing and future road transport corridors is protected, including but not limited to the following corridors identified conceptually on **Strategic Framework Map SFM-003 (Transport and infrastructure elements)**:-
- (i) Bruce Highway;
 - (ii) Isis Highway;
 - (iii) Bundaberg – Gin Gin Road;
 - (iv) Bundaberg Ring Road – Burnett Heads Road – Bundaberg Port Road;
 - (v) Goodwood Road;
 - (vi) Bundaberg – Miriam Vale Road (Rosedale Road); and
 - (vii) proposed Childers bypass (future State-controlled road).
- (b) Roads are designed and constructed to also serve as active transport and priority public transport corridors.
- (c) Road corridors incorporate road safety measures to provide for safe, efficient and equitable movement.
- (d) Road corridors are designed and constructed to contribute to the built and urban environment by providing:-
- (i) attractive streetscapes;
 - (ii) entry statements to Bundaberg City and the towns and villages of the region; and
 - (iii) attractive and safe corridors between urban areas.

3.5.7 Element 6 – Freight movement

3.5.7.1 Specific outcomes

- (a) Development provides for the efficient provision and operation of existing and future road, rail, air and marine freight movement networks so as to support the economic development of the Bundaberg Region.
- (b) Development in the vicinity of the major freight movement routes identified conceptually on **Strategic Framework Map SFM-003 (Transport and infrastructure elements)** protects the ongoing operational safety and efficiency of these routes and reverse amenity impacts are mitigated.
- (c) The Bundaberg Port Rail Link (preliminary investigation) corridor identified conceptually on **Strategic Framework Map SFM-003 (Transport and infrastructure elements)** is subject to further investigation as part of the planning process for the Bundaberg State Development Area, recognising that there is no funding to secure or develop this corridor at this stage.
- (d) Transportation planning ensures that increased intrastate freight movement on the North Coast Rail Line and the road network does not create a barrier to east-to-west movement and accessibility across Bundaberg City and manages other potential impacts on the amenity of existing urban areas.

3.5.8 Element 7 – Airports and ports

3.5.8.1 Specific outcomes

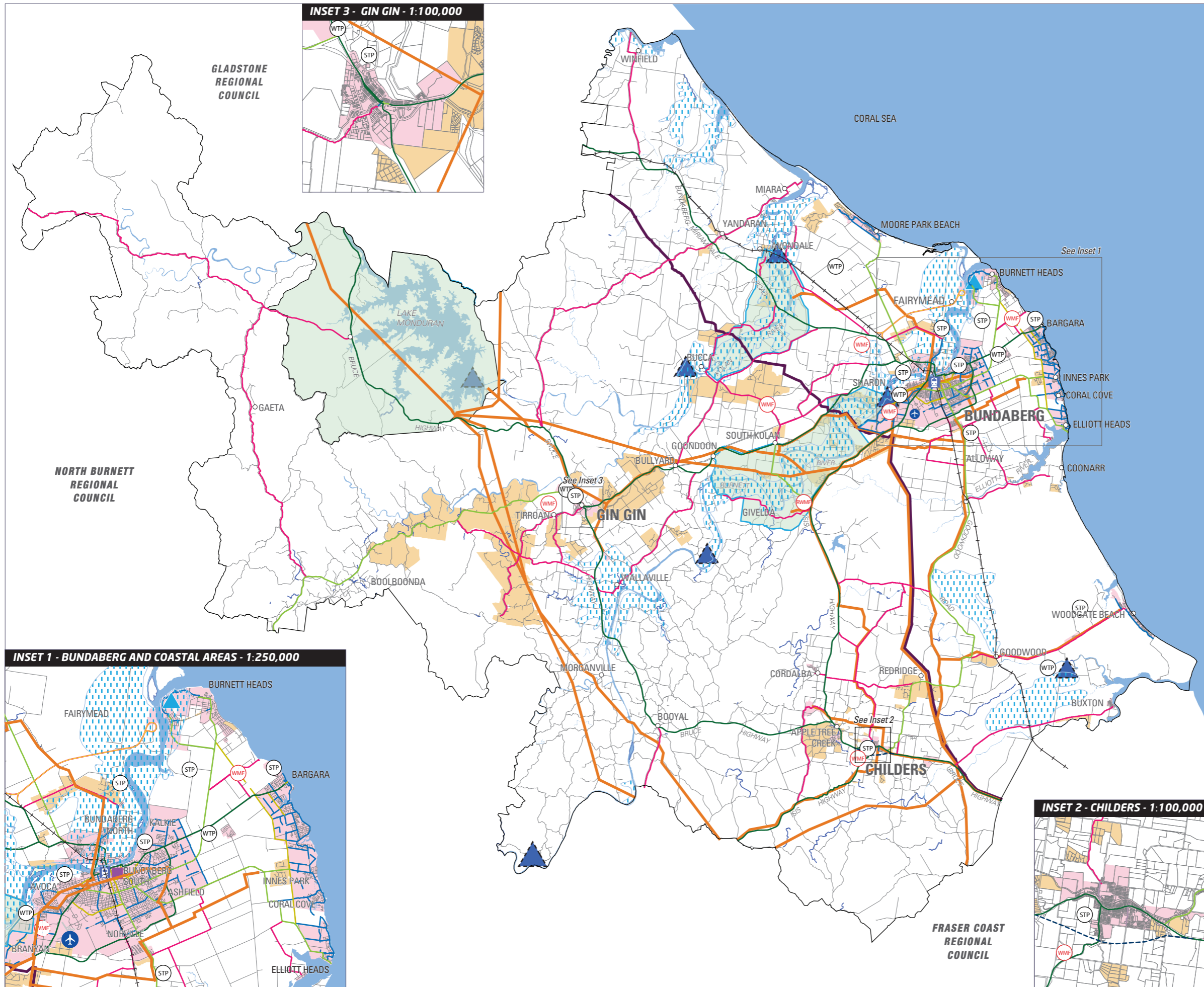
- (a) Development supports the continued operation, improvement and expansion of Bundaberg Airport as a significant passenger and freight transport gateway and base for general aviation facilities and other aviation industries in the Bundaberg Region.
- (b) Development supports the continued operation, improvement and expansion of Port of Bundaberg as a significant freight transport gateway and base for marine industry and commercial and recreational fishing and boating in the Bundaberg Region.
- (c) Development protects the safety and operational efficiency of Bundaberg Airport and the Port of Bundaberg.
- (d) To assist in the safe and efficient movement and operation of aircraft and vessels, development protects the functioning of aviation facilities and aids to marine navigation in the Bundaberg Region.

3.5.9 Relevant strategic framework maps

Strategic Framework Map SFM-003 (Transport and infrastructure elements) conceptually identifies elements of the strategic framework as relevant to the access and mobility theme and in particular identifies the following:-

- (a) the strategic road network;
- (b) railways and major public transport stations;
- (c) Bundaberg Airport;
- (d) the Port of Bundaberg; and
- (e) future rail corridors.

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LEGEND

Land Use Categories

- Urban Area
- Rural Residential Area

Major Transport Infrastructure Elements

- 2031 Road Hierarchy**
- Highway
 - Arterial
 - Sub-Arterial
 - Principal Rural Road
 - Trunk Collector
 - Future State Controlled Road (proposed Childers bypass)
 - +++ North Coast Rail Line
 - R Rail Station
 - Bundaberg Port Rail Link (Preliminary Investigation) ⁽¹⁾
 - A Bundaberg Airport
 - P Port of Bundaberg

Major Water Cycle Management Infrastructure Elements

- Dam / Weir
- Declared Water Catchment Area
- WTP Water Treatment Plant (Existing/Planned)
- STP Waste Water Treatment Plant (Existing/Planned)
- Declared Groundwater Area

Waste Management Infrastructure Elements

- RWMF Regional Waste Management Facility (RWMF)
- WMF Other Waste Management Facility (WMF)

Major Energy Infrastructure Elements

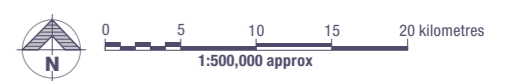
- Petroleum / Gas Pipeline
- Major Electricity Infrastructure

Other Elements

- Ocean, Waterways and Waterbodies
- Bundaberg Regional Council Boundary

NOTES

Note 1: The Bundaberg Port Rail Link (Preliminary Investigation) corridor is subject to further planning and, at this stage, there is no funding to secure or develop this corridor.



**Strategic Framework Map
SFM-003
(Transport and infrastructure elements)**

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3.6 Infrastructure and services theme

Key concepts	
(a)	Infrastructure and services that are provided in an integrated, timely, coordinated and efficient manner, in conjunction with development.
(b)	Protection of major infrastructure corridors and sites.
(c)	Co-location of infrastructure corridors and facilities wherever possible.
(d)	Management of water through an integrated water management approach.
(e)	Provision of a high quality Information technology and telecommunications infrastructure network.
(f)	Efficiency in the use of water, energy and reusable material in the waste stream as a necessary response to the finite nature and rising costs of raw materials.
(g)	Modern urban communities provided with efficient, reliable water, sewerage, power, communications, waste collection and emergency services.

3.6.1 Strategic outcomes

The strategic outcomes for the infrastructure and services theme are the following:-

- (a) Coordinated planning and delivery of infrastructure and services directs growth within the Bundaberg Region to reflect the pattern of settlement, best utilise public resources, efficiently meet the community's needs, preserve corridors and sites for essential infrastructure services and minimise impacts on the environment.
- (b) Water infrastructure, including water supply, sewerage and stormwater, is provided and sustainably 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.
- (c) Energy infrastructure meets the needs of the community. The use of renewable energy sources and supplies is promoted.
- (d) The Bundaberg Region is well serviced by efficient and reliable telecommunications infrastructure to promote community wellbeing and economic development.
- (e) Waste management and recycling maximises the efficient reuse of finite materials, limits the volume of waste requiring long term disposal and minimises impacts to the environment.
- (f) Emergency services are provided to respond to accidents, natural disasters and other unanticipated events and to support the community's safety and wellbeing.

3.6.2 Element 1 – Coordinated planning and delivery

3.6.2.1 Specific outcomes

- (a) As far as possible, infrastructure provision in greenfield development areas and in infill development 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;
 - (ii) maximise the efficiency of new infrastructure provision; and
 - (iii) promote the long term social, economic, financial and environmental sustainability of the Bundaberg Region as a whole.
- (c) Strategic sites and corridors for existing and proposed infrastructure services, including those elements identified conceptually on **Strategic Framework Map SFM-003 (Transport and**

infrastructure elements), are secured and protected to support the long-term essential infrastructure needs of the Bundaberg Region community.

- (d) Development contributes to a fair and equitable share of the cost of providing infrastructure in accordance with the Local Government Infrastructure Plan or any other applicable infrastructure funding instrument.
- (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 greenfield development areas and infill development areas;
 - (iii) designed to incorporate significant landscaping where appropriate;
 - (iv) protected from urban encroachment and other incompatible land uses to ensure their continued operation and viability;
 - (v) designed so as to protect the landscape and scenic amenity of the Bundaberg Region and make a positive contribution to the landscape character, identity and sense of place for the locality; and
 - (vi) sensitively located and designed to promote high quality urban design outcomes, integrate with the landscape, protect environmental values and ecological processes and provide continuity for wildlife movement.

3.6.3 Element 2 – Water cycle management

3.6.3.1 Specific outcomes

- (a) The water resources of the Bundaberg Region are utilised in an efficient and sustainable manner and are protected for future use without compromising the ecological health and functioning of watercourses.
- (b) Development in the major urban areas (Bundaberg City, Bargara, Burnett Heads, Innes Park, Coral Cove, Elliott Heads, Moore Park Beach, Woodgate Beach, Childers and Gin Gin) is connected to reticulated water supply and sewerage, consistent with the desired standard of service identified in Council's Local Government Infrastructure Plan or any other applicable infrastructure funding instrument.
- (c) Development in rural residential and rural areas has sustainable 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.
- (d) Development maximises opportunities to reuse and recycle stormwater and treated wastewater.
- (e) Water sensitive urban design (WSUD) principles are effectively integrated into the layout and design of development to provide for the sustainable collection, treatment and conveyance of stormwater.
- (f) Stormwater is treated and managed in a manner that maintains the quality of terrestrial and coastal waters.

3.6.4 Element 3 – Energy infrastructure

3.6.4.1 Specific outcomes

- (a) The Bundaberg Region is serviced by energy infrastructure that meets the needs of the community and minimises adverse environmental and amenity impacts.
- (b) Demand for centralised energy generation and infrastructure is minimised through development incorporating best practice energy efficiency design principles and maximising the use of renewable and sustainable energy supplies and sources.
- (c) Development in greenfield areas provides land for energy infrastructure, including land for sub-stations and major electricity infrastructure, required to service or traverse the area.

- (d) Development for renewable energy projects is facilitated and encouraged where appropriately located and sensitively designed to respect agricultural land and regional landscape values and avoid adverse amenity impacts.

3.6.5 Element 4 – Telecommunications infrastructure

3.6.5.1 Specific outcomes

- (a) Development ensures that telecommunications infrastructures utilises the latest standards in technology, meets the needs of the community and minimises adverse environmental impacts.
- (b) The provision of high speed internet and telecommunications is facilitated.
- (c) Telecommunications and information infrastructure is:-
 - (i) located and designed to ensure its safe deployment and operation;
 - (ii) integrated in a sustainable and attractive manner which does not unduly impact on the amenity or landscape qualities of the area; and
 - (iii) co-located wherever possible.

3.6.6 Element 5 – Waste management and recycling

3.6.6.1 Specific outcomes

- (a) Development incorporates best practice measures to reduce waste generation and to maximise reuse and recycling of materials during the construction and operational stages of development.
- (b) Development ensures that waste management and recycling infrastructure and practices are sustainable, meet the needs of the community and minimise environmental impacts.
- (c) To protect the function and long term expansion opportunities of landfill and waste transfer station facilities, appropriate separation distances and buffers are provided and maintained to avoid encroachment from incompatible land uses and activities.

3.6.7 Element 6 – Emergency services

3.6.7.1 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 if and when required.

3.6.8 Relevant strategic framework maps

Strategic Framework Map SFM-003 (Transport and infrastructure elements) conceptually identifies elements of the strategic framework as relevant to the infrastructure and services theme and in particular identifies the following:-

- (a) major water supply infrastructure;
- (b) major sewerage infrastructure;
- (c) water supply catchment areas and declared catchment areas;
- (d) major gas and electricity transmission sites and corridors; and
- (e) major waste management infrastructure sites and facilities.

3.7 Natural environment and landscape character theme

Key concepts	
(a)	Protection of the natural environment is a major consideration in determining where and under what conditions and circumstances development occurs.
(b)	The natural environment not only has value in its own right, but provides an attractive and pleasant visual setting that contributes to the quality of life for residents and the richness of the experience for visitors.
(c)	The coastal environment and marine and fresh water bodies are key elements of the overall natural environment of the Bundaberg Region.

3.7.1 Strategic outcomes

The strategic outcomes for the natural environment and landscape character theme are the following:-

- (a) The form of development and pattern of settlement in the Bundaberg Region preserves biodiversity values and minimises impacts on ecosystems, habitats, vegetation and corridor connectivity.
- (b) The image, landscape character and scenic amenity values of the Bundaberg Region are preserved and enhanced, including elements and features which contribute to views to and from areas of high scenic amenity.
- (c) Natural coastal foreshores, land forms, processes and systems are protected.
- (d) The physical condition, ecological health, environmental and scenic values and water quality of the region's groundwater, wetlands and watercourses is conserved, enhanced or restored.

3.7.2 Element 1 – Habitat and biodiversity

3.7.2.1 Specific outcomes

- (a) Development minimises adverse impacts on areas of ecological significance identified conceptually on **Strategic Framework Map SFM-004 (Natural environment and landscape character elements)**, which include matters of State environmental significance (MSES), vegetation of local significance and regional and local ecological corridors.
- (b) Habitat for endangered, vulnerable, rare and other regionally and locally significant flora and fauna species are maintained, protected and enhanced.
- (c) Development is not located in an ecologically important area, unless:-
 - (i) there is an overriding need for the development in the public interest;
 - (ii) there is no feasible alternative; and
 - (iii) any adverse impacts incurred are minimised and, where appropriate to the circumstances, compensated by ecological improvements elsewhere that result in a net gain and enhancement to the overall habitat values of the Bundaberg Region.
- (d) A network of ecological corridors throughout the Bundaberg Region is established and maintained to provide connection and wildlife movement internally within urban areas and externally to the wider open space network of the Wide Bay Burnett region.
- (e) Within strategically important areas of connectivity between ecologically important areas, identified conceptually as local and regional corridors on **Strategic Framework Map SFM-004 (Natural environment and landscape character elements)**, development restores degraded areas to positively contribute to the habitat and biodiversity values of the Bundaberg Region.
- (f) To avoid edge effects, development incorporates buffers in accordance with current science and minimum best practice distances, or other suitable protective measures, without compromising the integrity of ecologically important areas associated with remnant vegetation, watercourses, wetlands and corridors.

- (g) Rivers, watercourses and wetlands are predominantly maintained in their natural state with development primarily providing for rehabilitation and enhancement to improve their ecological functioning and water quality.
- (h) As far as is practicable, infrastructure, particularly transport corridors, is sensitively located and designed to provide continuity of wildlife movement and ecological processes.
- (i) The hydrological and ecological functions of the Bundaberg Region's flood plains and their associated nature conservation, landscape character and outdoor recreation values are maintained and preserved.

3.7.3 Element 2 – Landscape and scenic amenity

3.7.3.1 Specific outcomes

- (a) In recognition of their visual amenity, economic and biodiversity values, the scenic amenity and landscape character of the following areas and features is preserved and maintained in a predominately natural form:-
 - (i) undeveloped coastal foreshore areas and coastal streams;
 - (ii) rural peaks and ridgelines particularly those visible from the main transport routes and strategic view points; and
 - (iii) the Burnett River and tributaries including riparian areas.
- (b) Development maintains, protects and enhances:-
 - (i) areas of high scenic amenity;
 - (ii) significant views and viewpoints, including the protection of scenic corridors and the experience they provide to residents and visitors travelling through the Bundaberg Region;
 - (iii) features, attributes and values of landscape character and scenic amenity and their contribution to image;
 - (iv) visually significant vegetation;
 - (v) edges, nodes, landmarks and pathways to reinforce their role and contribution to legibility and distinctiveness within each locality; and
 - (vi) the scenic value of agricultural land and other rural lands.
- (c) Substantial inter-urban breaks between Bundaberg City and the coastal towns to the east, between Burnett Heads and Bargara and between Coral Cove and Elliott Heads are maintained and preserved so as to provide a clearly defined edge between urban areas and green space, rural living and rural areas.
- (d) Development in inter-urban breaks is of a type and appearance which is consistent with maintaining the open, non-urbanised visual character of the inter-urban break, does not generate high levels of vehicle traffic, does not require substantial modification of or building over the surface of the land and does not alienate important agricultural areas and agricultural land classification (ALC) Class A and Class B land.
- (e) Intra-urban breaks within urban areas are established, maintained and where possible enhanced to create distinct neighbourhoods and to integrate these with ecologically important areas and the urban open space network, including public and private open space at the mouths of Moneys Creek, Rifle Range Creek and Palmers Creek between Bargara and Coral Cove.
- (f) Development which relies upon the Bundaberg Region'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 region.
- (g) Development maintains and where possible enhances public access to landscape character areas, scenic amenity areas and significant viewpoints.

3.7.4 Element 3 – Coastal environment

3.7.4.1 Specific outcomes

- (a) Development is planned, located, designed, constructed and operated to avoid where possible or mitigate any adverse impacts on coastal resources, processes and values, including the Great Sandy Marine Park, sea turtle sensitive areas and declared fish habitat areas.
- (b) Development maintains the ability of coastal areas to naturally fluctuate without management.

3.7.5 Element 4 – Surface water, groundwater, watercourses and wetlands

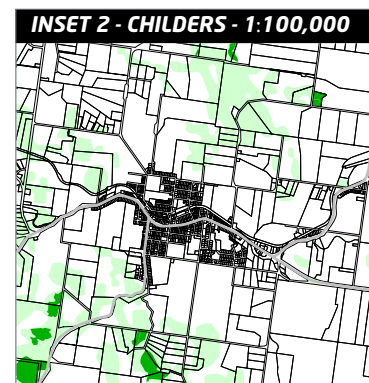
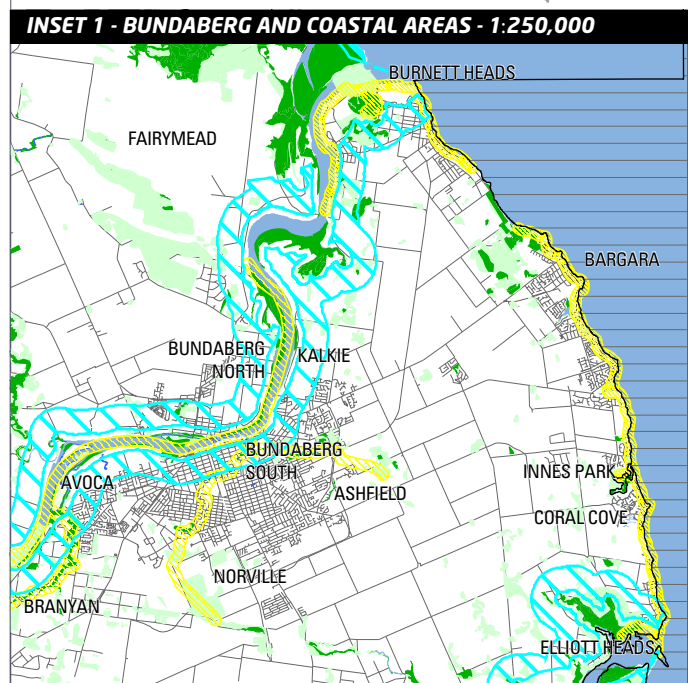
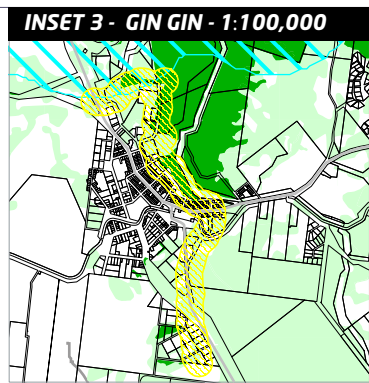
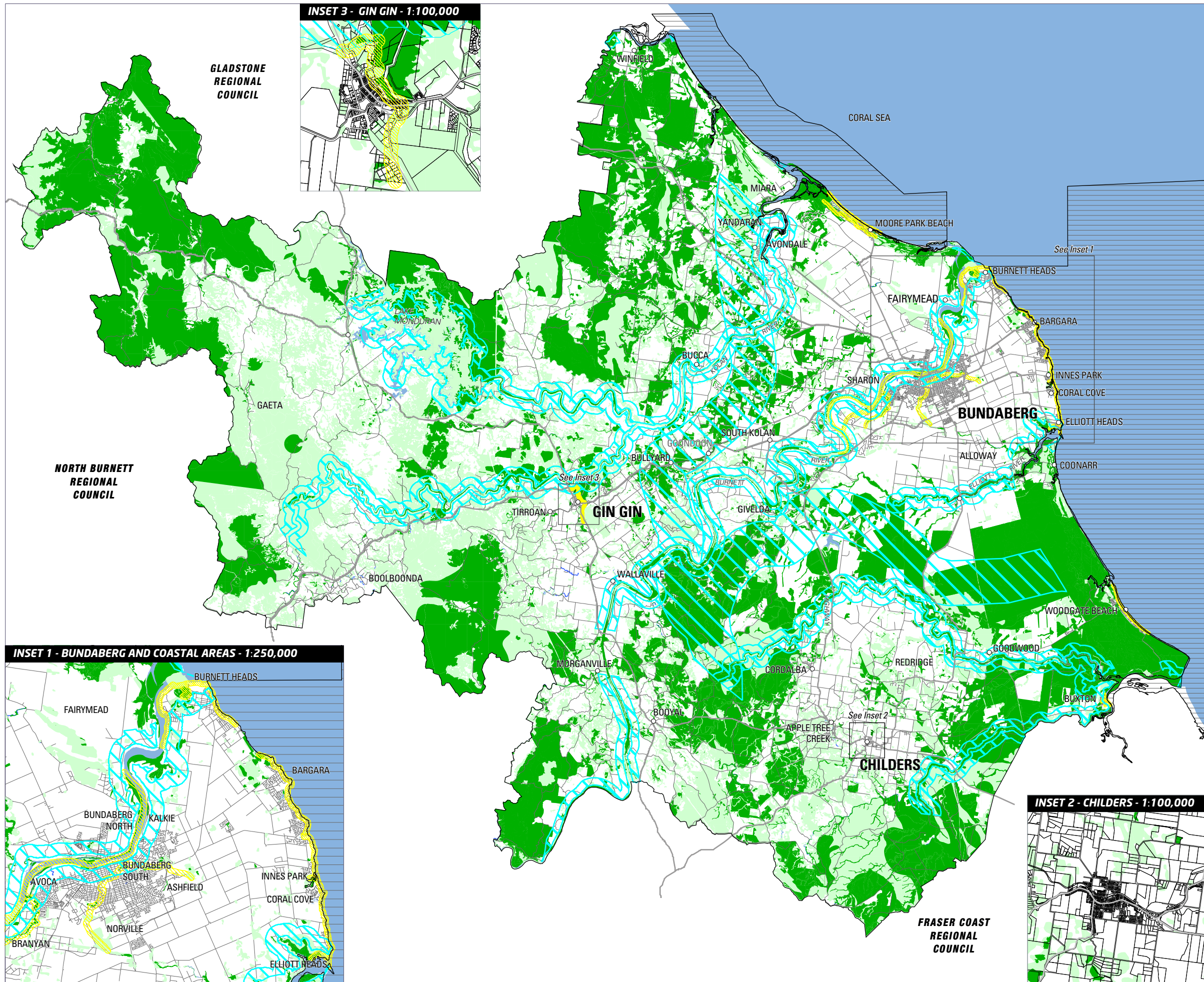
3.7.5.1 Specific outcomes

- (a) Development:-
 - (i) maintains ground and surface water quality and characteristics;
 - (ii) incorporates appropriate buffers to watercourses and wetland areas;
 - (iii) incorporates sustainable integrated catchment and land management practices and safeguards to mitigate the potentially adverse impacts from increased sediment or nutrient runoff and changed run off and flow characteristics; and
 - (iv) does not diminish groundwater recharge.
- (b) The Region's groundwater, watercourses and wetlands are protected and enhanced in a manner that ensures their long-term environmental values and sustainability.
- (c) The health of watercourses and wetlands in the Bundaberg Region is maintained or enhanced by applying best practice standards to the quality and quantity of groundwater, stormwater and wastewater discharge.

3.7.6 Relevant strategic framework maps

Strategic Framework Map SFM-004 (Natural environment and landscape character elements) conceptually identifies elements of the strategic framework as relevant to the natural environment and landscape character theme and in particular identifies the following:-

- (a) matters of State environmental significance (MSES);
- (b) vegetation of local significance;
- (c) regional and local ecological corridors; and
- (d) protected areas, including the Mon Repos Conservation Park and the Great Sandy Marine Park.



- LEGEND**
- Matters of State Environmental Significance ⁽¹⁾
 - Vegetation of Local Significance
 - Regional Ecological Corridor
 - Local Ecological Corridor
 - Great Sandy Marine Park

- Other Elements**
- Ocean, Waterways and Waterbodies
 - Bundaberg Regional Council Boundary
 - Highway / Arterial Road
 - Road Network

NOTES

Note 1: For legibility reasons, not all MSES mapping layers have been shown on this map. Please refer to the State Government's State Planning Policy interactive mapping system to view all MSES mapping layers applicable to the Bundaberg Regional Council local government area.



**Strategic Framework Map
SFM-004**
(Natural environment and landscape character elements)

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3.8 Community identity, culture and sport and recreation theme

Key concepts

- (a) The contribution to the history and cultural richness of the Bundaberg Region of Indigenous people and people with a South Sea Islands background is appropriately recognised.
- (b) Indigenous landscapes, places and stories are protected and where appropriate celebrated.
- (c) Certain buildings and other places that provide an ongoing connection to past times, events and activities help the community to understand itself and are worth holding on to.
- (d) Connections between individuals and groups and a sense of belonging to the wider community is improved when people can readily access and participate in the life of the community, and this in turn happens more readily in well-designed and serviced places with good transport facilities.
- (e) The Bundaberg Region is of a sufficient size and has sufficient resources to offer the full range of services and facilities to meet the needs of a modern community and to contain a wide range of interesting, challenging and enjoyable things to do.
- (f) The ability to spend time outdoors in safe and attractive parks and other open spaces, whether for energetic or for relaxing forms of recreation, is an important element of peoples' quality of life.

3.8.1 Strategic outcomes

The strategic outcomes for the community identity, culture and sport and recreation theme are the following:-

- (a) Buildings, places and areas of Indigenous and non-Indigenous cultural heritage and character significance are identified and protected from the adverse impacts of development.
- (b) The quality of life, wellbeing and identity of residents of the Bundaberg Region is enhanced through provision of healthy and safe environments that promote active living, healthy lifestyles and accessibility to community services and facilities.
- (c) The Bundaberg Region is a more self-sufficient community with a range of community and cultural facilities provided, particularly in urban areas, to make the region a more interesting, safe and inclusive place in which to live and work.
- (d) Communities have access to open space and the opportunity to recreate in a diverse range of settings, which can be safely and conveniently accessed from homes and places of employment.

3.8.2 Element 1 – Cultural heritage and character

3.8.2.1 Specific outcomes

- (a) The Bundaberg Region's Indigenous and non-indigenous cultural heritage is recognised, maintained and protected.
- (b) Development is sensitive in its design response and the manner in which it relates to and addresses places of cultural heritage significance.
- (c) Where a distinctive historical character is formed by clusters of buildings and streetscapes, that character is maintained and, where possible, enhanced.
- (d) The adaptive re-use of heritage places is encouraged where sympathetic to cultural heritage values.

3.8.3 Element 2 – Healthy and strong communities

3.8.3.1 Specific outcomes

- (a) Development in the Bundaberg Region 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 supports 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 urban areas and externally to the wider open space network of the Bundaberg Region.
- (c) Development in activity centres and employment areas contributes to infrastructure and facilities that support pedestrian and cycle options and usage.
- (d) Residential development and housing, community facilities and development in activity centres and employment areas is designed to promote social interaction and enhance a sense of community safety by incorporating best practice crime prevention through environmental design (CPTED) principles.
- (e) The safe, comfortable and convenient use of outdoor spaces and places is maximised through the use of awnings, shade trees and other sun-shading and weather protection measures.

3.8.4 Element 3 – Social infrastructure and services

3.8.4.1 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 funding instrument.
- (b) A diverse and appropriate range of community services and facilities supporting the physical, safety, cultural, educational, health and social needs of the Bundaberg Region community are provided.
- (c) Major social infrastructure and services and community and cultural facilities and services within the Bundaberg Region are directed to Bundaberg City so as to reinforce the role of the city, provide a focus for facilities and services, reduce transport demands and provide better local access to facilities and services.
- (d) Lower order infrastructure, services and facilities are generally provided in Bargara, Childers and Gin Gin to support their role as secondary service centres for local communities and immediately surrounding rural and rural residential areas.
- (e) Community and cultural facilities:-
 - (i) are appropriately located to create community hubs which provide a focal point for community activity and interaction;
 - (ii) provide for the co-location of complementary services where appropriate;
 - (iii) maximise access and connectivity to public transport and active transport networks;
 - (iv) are successfully integrated with other community facilities, recreational uses, residential areas and centres in the urban fabric; and
 - (v) are designed to be attractive, address and enhance the public realm, be safe and user friendly and appropriate to the site and locality.

3.8.5 Element 4 – Open space and recreation

3.8.5.1 Specific outcomes

- (a) Development provides and/or contributes to the provision of land and/or embellishments for public open space that meets the sport, recreation and lifestyle needs of the community and is consistent with the planned public open space infrastructure network in Council's Local Government Infrastructure Plan and any applicable infrastructure funding instrument.
- (b) Parks, open space and sport and recreation facilities are appropriately located and designed to:-
 - (i) provide for a diverse range of open space values, functions, experiences and settings;
 - (ii) maximise integration with the broader open space network, community facilities, centres and residential areas to provide high levels of accessibility, proximity and connectivity for all users;
 - (iii) meet the needs of the community; and
 - (iv) maximise opportunities for co-location of complementary activities and facilities.
- (c) All communities have the opportunity to access green areas and green corridors throughout the urban environment including through ensuring that new development contributes to the availability of usable on-site open space, public space and communal areas to promote activity and community interaction.
- (d) Development in greenfield areas and infill areas contributes to establishing, maintaining and protecting green corridors of open space within urban areas to provide connectivity with the natural environment and landscape of the broader open space network of the Bundaberg Region.
- (e) Public park infrastructure and associated recreational and sporting facilities are designed and managed in accordance with best practice sustainability principles so as to:-
 - (i) maintain, protect and enhance the values and attributes of open space and ecologically important areas;
 - (ii) be compatible with the long term management of the values and other uses of the park;
 - (iii) maintain and protect the amenity of surrounding areas and land uses;
 - (iv) be safe for public use and maximise outdoor comfort for users; and
 - (v) minimise opportunities for crime and vandalism.
- (f) The open space, sport and recreation resources of the Bundaberg Region are protected from encroachment by incompatible land uses and other adverse impacts of development.

3.8.6 Relevant strategic framework maps

Strategic Framework Map SFM-001 (Settlement pattern elements) identifies major sport and recreation open space areas. Other elements of the community identity, culture and sport and recreation theme are not identified on the strategic framework maps but are reflected through measures in other parts of the planning scheme.

3.9 Natural resources theme

Key concepts

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| <ul style="list-style-type: none"> (a) The natural resources of the region are fundamental to providing an attractive and healthy living environment for people as well as economic prosperity through business opportunities and job creation. (b) Primary production and associated rural industries will remain a major component of the region's economy and productive agricultural land needs to be retained as the foundation on which primary production continues. (c) Reserves of rock, gravel and sand in accessible locations and economically winnable volumes are necessary to support the building and infrastructure construction industry and the ongoing physical and economic development of the Bundaberg Region. (d) Commercial and recreational fishing depends on the survival of the breeding, feeding and life cycle of preferred fish and other aquatic species which in turn requires fish habitats to be maintained and protected from pollution and damage. |
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3.9.1 Strategic outcomes

The strategic outcomes for the natural resources theme are the following:-

- (a) The Bundaberg Region's natural resources (biological, energy, soil, land, atmospheric (air and noise) and water) are protected and enhanced in a manner that ensures their long term sustainability as a valuable life-supporting and economic resource for future generations.
- (b) The region's rural areas are conserved and potential land use conflicts managed to enhance their contribution to the local economy, rural industries, regional environmental quality and the regional landscape.
- (c) Extractive resources of State, regional or local significance 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.
- (d) Fish habitats and fisheries resources are protected from the adverse impacts of development to help maintain biodiversity values and industry sectors that rely upon these resources.

3.9.2 Element 1 – Management of natural resources

3.9.2.1 Specific outcomes

- (a) Development:-
 - (i) incorporates sustainable natural resources (biological, energy, soil, land, atmospheric (air and noise) and water) management practices;
 - (ii) ensures that the generation or release of acid and metal contaminants from acid sulfate soils does not have an adverse impact on the natural and built environment, infrastructure and community health;
 - (iii) avoids the disturbance of acid sulfate or, where the disturbance of acid sulfate soils is unavoidable, effective treatment, management and remediation measures are implemented;
 - (iv) 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;
 - (v) prevents the introduction of weeds and pest species and treats and manages these species where they already occur on a development site;
 - (vi) ensures that the Bundaberg Region's air quality and noise environment is protected from adverse impacts; and

- (vii) ensures that declared water catchments and declared groundwater areas are protected from adverse impacts.
- (b) Development ensures sensitive receiving environments are protected from adverse air quality and noise impacts, and incorporates appropriate buffers and separation distances to existing noise and odour generating uses or activities.
- (c) Wherever practicable, development incorporates renewable energy infrastructure and best practice energy conservation measures, so as to meaningfully reduce long-term reliance on non-renewable energy supplies and generation of greenhouse gases

3.9.3 Element 2 – Rural resources

3.9.3.1 Specific outcomes

- (a) Rural areas are retained predominantly for rural production, natural habitat and landscape protection purposes.
- (b) Development ensures that important agricultural areas identified conceptually on Strategic **Framework Map SFM-005 (Natural resource elements)** and agricultural land classification (ALC) Class A and Class B land 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; and
 - (iii) the impact on productive agricultural land has been avoided and minimised.
- (c) In such instances, adverse impacts on important agricultural areas and agricultural land classification (ALC) Class A and Class B land are minimised and measures established to mitigate any loss of agricultural productive value.
- (d) Further subdivision of rural lands is minimised and fragmentation is prevented, to maintain viable farm sizes and to support the ability of landowners to continue rural pursuits.
- (e) 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 important agricultural areas and agricultural land classification (ALC) Class A and Class B land or areas of intensive rural activity.
- (f) Infrastructure supporting the rural sector, including the sugar cane railway network identified on Strategic **Framework Map SFM-005 (Natural resource elements)**, is not adversely impacted by development.
- (g) Forestry resources, including native and plantation forests, 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 Bundaberg Region's economy.

3.9.4 Element 3 – Extractive resources

3.9.4.1 Specific outcomes

- (a) Development ensures that extractive resource areas identified conceptually on **Strategic Framework Map SFM-005 (Natural resource elements)** remain available for their effective and 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.

3.9.5 Element 4 – Fisheries resources

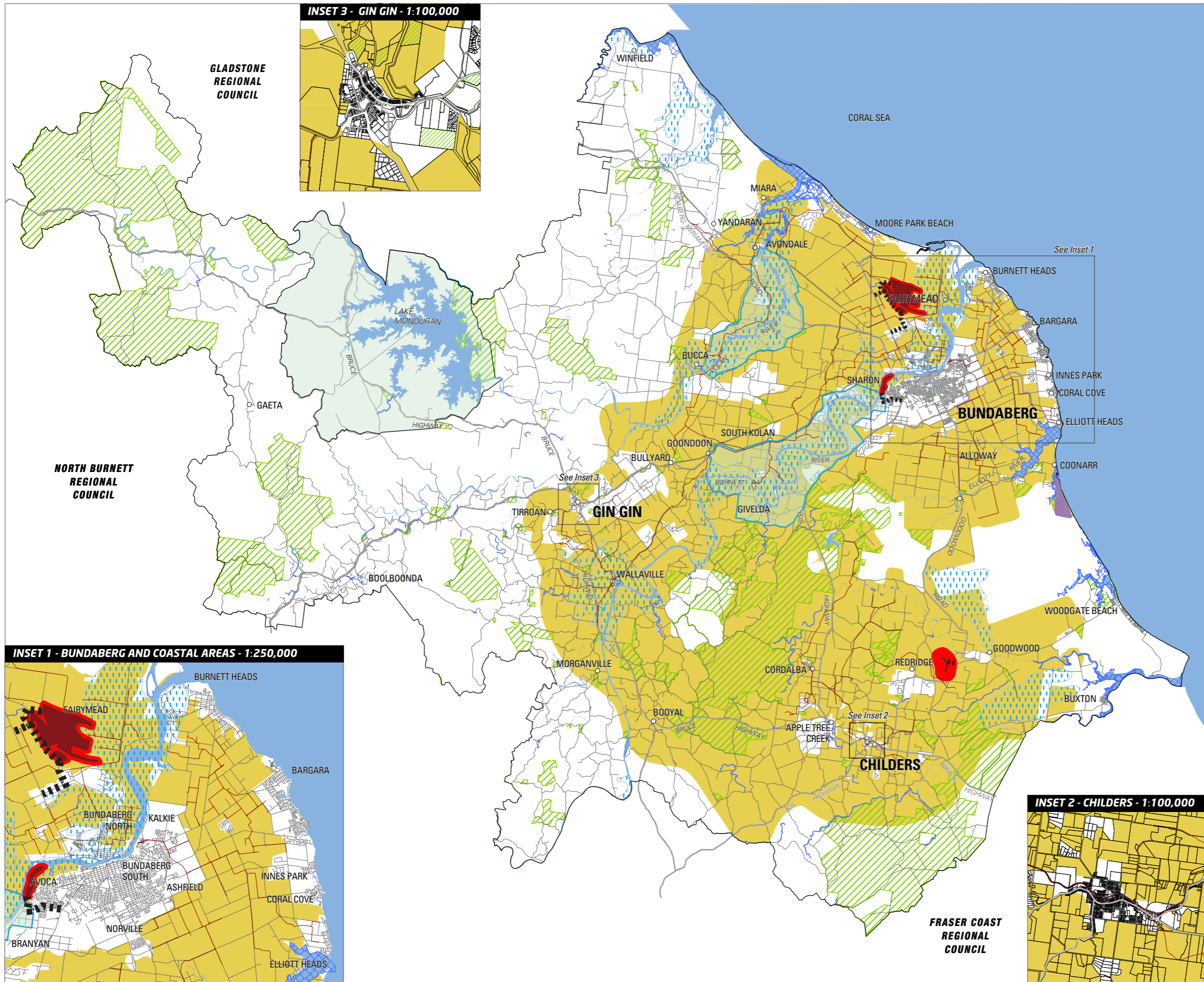
3.9.5.1 Specific outcomes

- (a) Marine, estuarine and freshwater habitats are protected, managed and enhanced to sustain fish stock levels and maximise fisheries production from wild sources.
- (b) Development protects the declared fish habitat areas identified conceptually on **Strategic Framework Map SFM-005 (Natural resource elements)**, and maintains natural fish passages along waterways/watercourses.

3.9.6 Relevant strategic framework maps

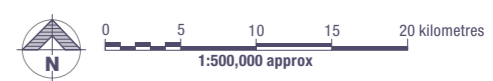
Strategic Framework Map SFM-005 (Natural resource elements) conceptually identifies elements of the strategic framework as relevant to the natural resources theme and in particular identifies the following:-

- (a) important agricultural areas;
- (b) the sugar cane railway network;
- (c) extractive resource areas;
- (d) declared fish habitat areas;
- (e) declared water catchment areas and declared groundwater areas; and
- (f) native and plantation forests on State land.



- LEGEND**
- Natural Resource Elements**
- Important Agricultural Areas
 - Key Extractive Resource Area
 - Key Extractive Resource Separation Area
 - Key Extractive Resource Transport Route
 - Other Extractive Resource Area
 - Mining Lease
 - Native and Plantation Forests on State Land
 - Declared Fish Habitat Area
 - Declared Water Catchment Area
 - Declared Groundwater Area
 - Sugar Cane Rail Network

- Other Elements**
- Ocean, Waterways and Waterbodies
 - Bundaberg Regional Council Boundary
 - Highway / Arterial Road
 - Road Network



Strategic Framework Map
SFM-005
 (Natural resource elements)

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3.10 Natural hazards theme

Key concepts

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| <ul style="list-style-type: none"> (a) Locations exposed to natural forces, such as hillsides, coastal edges and riverfronts, can provide attractive places to live or visit, but these opportunities must be balanced against the greater risks to occupants and property owners and greater costs to the community and other individuals to provide emergency services and recovery assistance in response to extreme events. (b) Climate change is predicted to be accompanied by higher temperature ranges, more extreme weather events and sea level rise, which may increase the frequency and severity of bushfires, floods, storms and cyclones. The location and design of new development should take account of the best available information about these factors. |
|--|

3.10.1 Strategic outcomes

The strategic outcomes for the natural hazards theme are the following:-

- (a) Development avoids or minimises the adverse impacts of natural hazards (including acid sulfate soils, flood and storm tide inundation, bushfire and landslide) in a sustainable and effective manner so as to protect people, property, economic activity and the environment.
- (b) Risks to people, property and the environment from the potential adverse impacts of climate change are avoided or minimised.

3.10.2 Element 1 – Natural hazards

3.10.2.1 Specific outcomes

Flood and storm tide inundation

- (a) The risk of harm to people and property due to flooding, including flooding associated with storm tides, mean sea level rise, a greater frequency of extreme weather events and increased rainfall intensities is minimised.
- (b) Urban and rural residential development and other development involving the erection of a significant building or structure, or significant earthworks:-
 - (i) avoids, as far as practicable, areas subject to flooding in the defined flood event or defined storm tide event; or
 - (ii) where avoidance is not practicable because of an existing development commitment or the development is infill development:-
 - (A) existing residential development is not intensified in high hazard areas;
 - (B) development is located, designed and constructed to be resilient to the adverse impacts of flood and storm tides;
 - (C) floor levels for habitable rooms are above the defined flood event or defined storm tide event; and
 - (D) there are safe evacuation routes for the residents or occupiers of the development.
- (c) Development ensures that:-
 - (i) the flood storage and conveyance capacity of flood plains and watercourses is maintained or enhanced;
 - (ii) there is a non-worsening of existing flood conditions; and
 - (iii) no areas of community isolation are created.

- (d) Essential services and community infrastructure is designed to be useable during and immediately after the defined flood event and defined storm tide event.
- (e) 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.
- (f) In assessing the potential adverse impacts of natural and coastal hazards, the predicted effects of climate change are appropriately taken into account.

Bushfire

- (g) The risk of harm to people and property due to bushfire hazard is minimised.
- (h) The use of areas and the design of development on land subject to bushfire hazard are compatible with the nature of the hazard and sensitively respond to the constraints imposed by the hazard, including the provision of safe evacuation routes for residents or occupiers of the development.
- (i) Essential services and community infrastructure is designed to be useable during and immediately after bushfire events.

Landslide hazard

- (j) The risk of harm to people and property due to landslide hazard is minimised.
- (k) The use of areas and the design of development on land subject to landslide hazard are compatible with the nature of the hazard and sensitively respond to the constraints imposed by the hazard.
- (l) The potential for erosion and land slippage associated with land use and development is minimised.
- (m) Essential services and community infrastructure is designed to be useable during and immediately after landslide hazard events.

3.10.3 Element 2 – Climate change

3.10.3.1 Specific outcomes

- (a) Wherever practicable, development incorporates renewable energy infrastructure and best practice energy conservation measures, so as to meaningfully reduce long-term reliance on non-renewable energy supplies and generation of greenhouse gases.
- (b) Development is suitably located, designed and constructed to take appropriate account of the predicted impacts of climate change.
- (c) 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.

3.10.4 Relevant strategic framework maps

Elements of the natural hazards theme are not identified on the strategic framework maps but are reflected through measures in other parts of the planning scheme (including overlays) and hazard mapping adopted by Council.