

Part 3 Strategic framework

3.1 Preliminary

The Gladstone Regional Council was formed on 15 March 2008 through the amalgamation of the former Gladstone City Council, Calliope Shire Council, Miriam Vale Shire Council and the Gladstone Calliope Aerodrome Board.

The vision for the Gladstone Region is to be recognised, nationally and internationally, as a sustainable 'region of choice' for achieving the best integration of large industry and commerce, environmental protection and community wellbeing. The region will be renowned for balance: a friendly, clean and vibrant place in which to live, work and retire.

The strategic framework sets the policy direction for the planning scheme and forms the basis for ensuring appropriate development occurs within the planning scheme area for the life of the planning scheme.

Mapping for the strategic framework is included in Schedule 2 (Mapping).

For the purpose of articulating the policy direction for the planning scheme, the strategic framework is structured in the following way:

- (1) the strategic intent
- (2) there are six themes that work together to articulate the complete policy direction which include:
 - (a) Gateway to the World
 - (b) Community Living
 - (c) Connecting Our Places
 - (d) Building It Better – Our Urban Areas
 - (e) Our Environment and Heritage
 - (f) Our Rural and Coastal Townships and Places
- (3) the strategic outcomes sought for development in the planning scheme area for each theme, and
- (4) the elements that refine and further describe the strategic outcomes.

Although each theme has its own section, the strategic framework is read in its entirety as the policy direction for the planning scheme.

3.2 Strategic intent

The Gladstone region story: from now to its preferred future

Gladstone is a region of contrasts. It is made up of places that exhibit different qualities and experiences, different types of growth and planning related challenges. It has long been a major industrial powerhouse of the Queensland economy. The city and its surrounding urban areas have experienced almost 50 years of major industry, port and economic development investment and is a focal point of the Queensland economy. This has led to the rapid growth of a number of urban areas including the city itself, Boyne Island, Tannum Sands and Calliope. The region also includes a large and diverse hinterland with numerous villages and towns in coastal and rural settings.

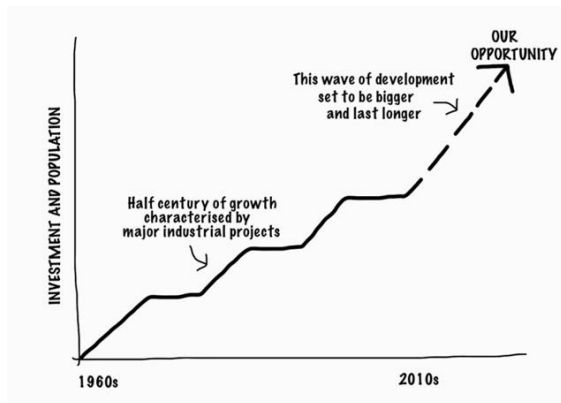
This growth is built on the area's natural and man-made assets such as the safe deep water harbour, abundant water storage, land, power and limestone, sand and hard rock resources – which underpin the region's emerging role as a global energy hub, exporting coal, gas and shale oil.

This in turn has positioned the region as a logical location for value adding industry, plus transport and logistics opportunities to support these roles.

The region has experienced a series of "booms" associated with major new industry and port development. These booms have seen unprecedented levels of major economic activity related to mining and gas, port operations, and major industry, ranging from the LNG plants on Curtis Island, major port expansion at Wiggins Island, and the development of the Gladstone State Development Area (GSDA).

These booms create tremendous economic development opportunities and also major pressures where this growth is taking place, with less investment occurring outside of these areas. The growth is not plain sailing – it creates significant pressures on other sectors of its economy, urban development, infrastructure, community, services, and the region's environment.

The latest boom represents a significant opportunity in Gladstone's history to make the most of this situation for the long term benefit of people living and working in the region, as indicatively captured in the graph below:



Like the urban growth areas of Gladstone, Boyne Island, Tannum Sands and Calliope, the coastal and rural towns and areas are important components of the Gladstone region.

Although many of these places are some distance from the high growth areas, it is desirable that the benefits of major resource and industrial related development be shared by the whole region. It is also desirable these places retain their character and lifestyle attributes.

So our overall intent for the Gladstone region is:

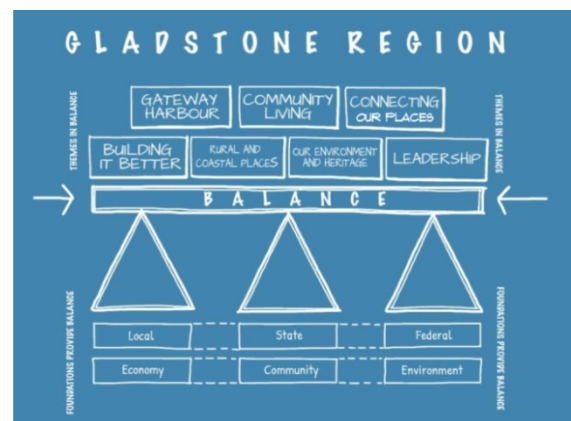
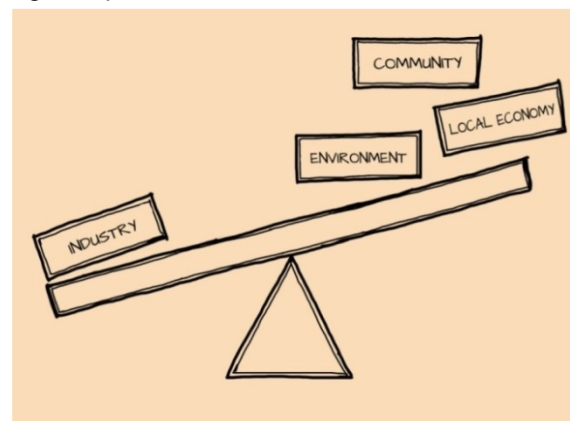
Getting the balance right: local benefits from global growth

This strategic intent has two primary aims:

- (1) To recognise that some parts of the region shoulder a major economic load, because of their role in the global economy as a focus for major industrial development, major port facilities, and other related investment which is fundamental to the continued economic prosperity of the State and nation. The community wants to ensure that this global role benefits the Gladstone region as well as the State and nation.
- (2) For the region to be nationally recognised as achieving the best possible balance of large industry, sustainability, community wellbeing and environmental protection. This will be attained through a preferred settlement pattern and infrastructure strategy capable of responding to the needs of major industrial growth surges, and the setting of a development framework that will create a region of vibrant, sustainable and affordable neighbourhoods where residents feel supported and engaged.

This strategic framework is about a “rebalancing” process, through the planning scheme (and other initiatives of the Council) to achieve great outcomes for the people living and working in the Gladstone region as well as for Queensland.

Conceptually, it is about moving from this to the region's preferred future:



It is in everyone's interest to balance these major economic opportunities with community and environmental aspects, to create a mature region of complete communities which provide genuine choice and support for all its residents, workers and visitors.

This will benefit:

- major industries investing in the region, because it ensures that those who work and live in the area have access to the housing and services they need, and choice of lifestyles which keep them connected to, and happy in, the Gladstone region
- the regional community, because its people have access to lifestyle choices, appropriate housing and essential services
- the regional environment, including those areas of national and state environmental significance, which is protected and can sustain the industry and urban components of the region, and

- Queensland, as it underpins the sustainable economic development of Gladstone as Queensland's premier industrial capital and gateway harbour to the world, thereby providing great economic outcomes for the State in the global economy.

The foundations for these balanced outcomes are:

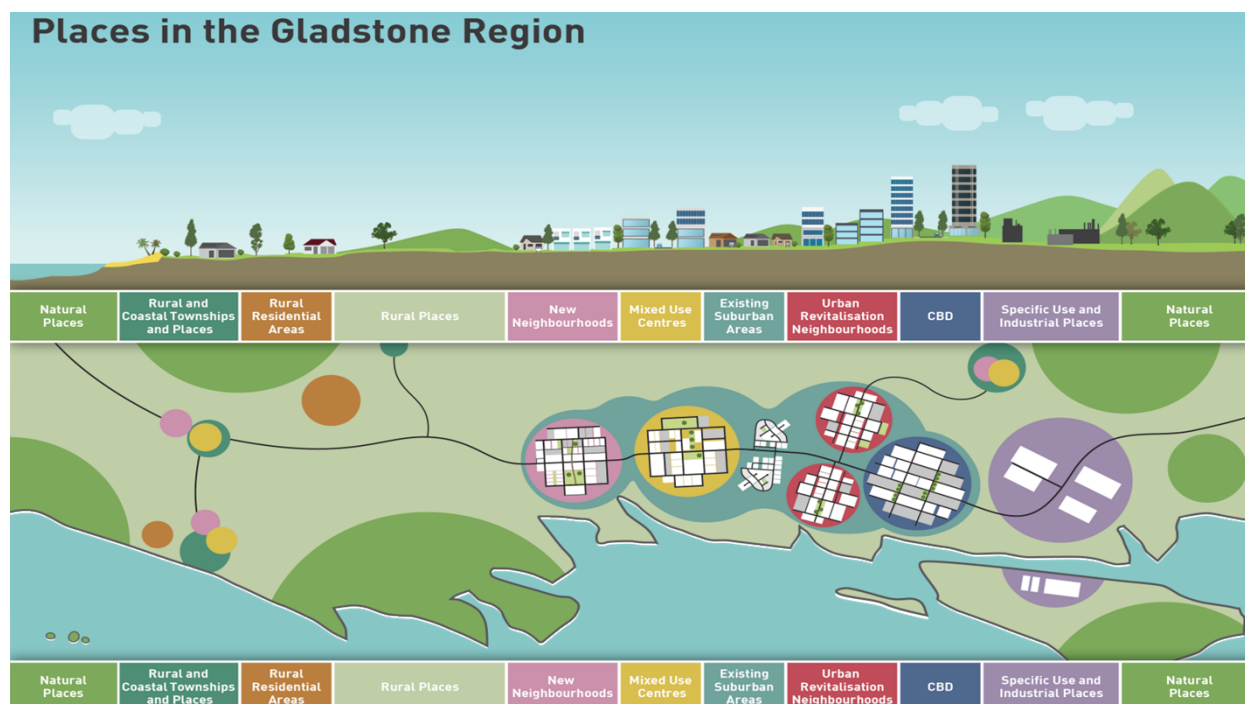
- the **economic, community and environmental** components which support the balanced outcome, and
- the efforts of governments at all three levels, (the regional **Council**, the **State** and **Federal** governments) to achieve those balanced outcomes.

This balance is also about providing choice (of lifestyle, employment, housing, etc), integration (between the area's economic activities, community life and environmental values), and sustainability (through the planning scheme guiding the development of the region to outcomes consistent with this overall vision).

The Gladstone Region Places Model

A central aspect of this strategic framework is the Gladstone Region places model. The region can be thought of as a series of places, each with their own preferred character and function. This model describes this through place types

throughout the Gladstone region. These place types are expressed in greater detail within the themes in the strategic framework and throughout the rest of the planning scheme.



Themes

Gateway to the
World

Community
Living

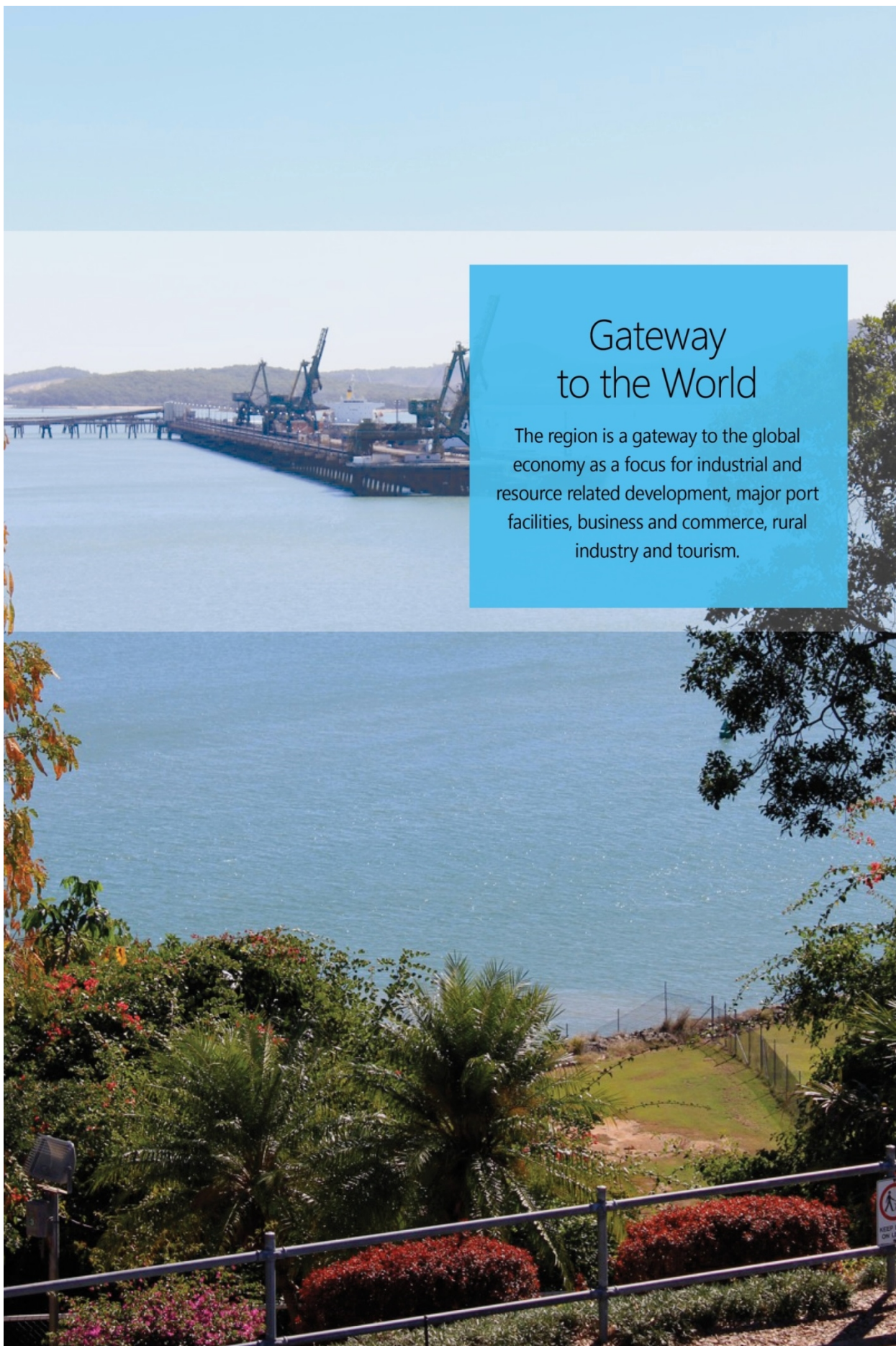
Connecting our
Places

Building it Better:
Our Urban Areas

Our Environment
and Heritage

Our Rural and
Coastal Townships
and Places





Gateway to the World

The region is a gateway to the global economy as a focus for industrial and resource related development, major port facilities, business and commerce, rural industry and tourism.

3.3 Gateway to the world

3.3.1 Strategic outcomes

- (1) Gladstone is a world class industrial city that balances the impacts of major industrial development with community and environmental well-being.
- (2) Major industries of state and global importance locate in Gladstone mainly in the Gladstone State Development Area and the Gladstone strategic port land.
- (3) Supporting and local industry locates in identified industrial places in the Gladstone urban area, Calliope and Boyne Island/Tannum Sands.
- (4) An adequate supply of industrial land in industrial places is available across the region within designated industrial places.
- (5) Industrial development occurs in a range of small and large lots that reflect site area requirements for a range of industrial activities. It must also be well serviced, connected to major transport links, transport routes and other key infrastructure and avoids adverse impacts on sensitive uses.
- (6) Major electricity, bulk water infrastructure and pipeline corridors including into the Gladstone State Development Area, Gladstone Power Station and Gladstone Port are protected from encroachment by development that would compromise their integrity and function.
- (7) Gladstone's CBD is the principal centre for business, government, entertainment and cultural activities.
- (8) The region's major shopping centres must reflect true mixed use centres in providing for a range of entertainment, community and residential uses and not just retailing.
- (9) Business, and centre activities including retail uses occur in the region's mixed use centres and in urban revitalisation neighbourhoods only where in the Mixed use zone. They are not supported in residential zones. Development within these areas ensures the viability of the region's hierarchy of centres is maintained.
- (10) Neighbourhood centres are limited to providing convenience level services for the day to day needs of surrounding local residential neighbourhoods.
- (11) Specialised centres provide for non-traditional centre activities such as showrooms, outdoor sales and bulky goods retailing. New specialised centre uses occur in the Specialised centre zone and not in other zones.
- (12) Agricultural and rural land uses are a valuable economic and social resource and are conserved and sustained. Fragmentation of this resource is not supported.
- (13) Agricultural land classification (A and B); intensive rural activities; stock routes; and intensive recreational activities in the Awoonga Dam catchment and bore areas are protected from incompatible land uses.
- (14) Tourism occurs in mixed use centres and the Gladstone CBD through short term accommodation and in integrated tourist resort complexes and associated facilities on the islands of Heron, Quoin and Lady Elliot. Other smaller scale tourist uses in rural and coastal townships (such as Agnes Water and Seventeen Seventy) and rural places are appropriate where associated with rural and coastal attractions.
- (15) Extractive industry development occurs only in key resource areas in the Extractive resources and minerals overlay and in parts of the Rural zone where resource extraction activities minimises and mitigates impacts on surrounding areas and the environment.

3.3.2 Elements

A gateway for industry

Industry occurs at the right locations – the Gladstone State Development Area for major high impact or land intensive development, Gladstone Port for industry needing harbour and port access and specific use and industrial places within Council's jurisdiction for industry

meeting the needs of the region and supporting major industry. Gladstone's road, rail, and port infrastructure provide the opportunity for a multi-modal inland port for freight and logistics purposes to be established subject to further investigations on location, servicing, access and environmental values and hazards.

New industry areas are located only in the Industry Investigation zone or in the Medium impact industry zone in the Red Rover Road precinct. Development in these areas, as expressed in structure plans, must have:

- appropriate infrastructure, services and transport connections
- a range of lot sizes to facilitate industry land uses
- footprints that minimise impact or risks from environmental constraints and hazards, and
- an appropriate interface to adjoining areas.

Local industry elsewhere in the region (including at Boyne Island Tannum Sands (near the Sewage Treatment Plant), Calliope and Agnes Water) serves local needs in defined industry zoned areas that can be serviced and with good access.

A range of lot sizes and types is provided for different industry with infrastructure and services, and design provisions tailored to specific localities to achieve this diversity. The Low impact industry zone is located within urban areas and characterised by smaller lot sizes. Larger lots are provided in the Medium impact industry zone on the fringe of Gladstone city.

The viability and ongoing use of specific use and industrial places is protected by avoiding encroachment of incompatible uses into areas including major pipelines, major electricity and other infrastructure corridors servicing the Gladstone State Development Area, Gladstone Power Station and Gladstone Port.

Likewise, major industrial development including that within the Gladstone State Development Area and Strategic Port Land areas incorporate buffers within their development areas to minimise and mitigate impacts on adjoining land.

A gateway for local business

The Gladstone region has a diverse and growing economy underpinned by commerce, business and retail functions in a range of centres. It provides development and business opportunities in education and training, particularly leveraging off the presence of Central Queensland University and the mining and energy sector.

The region's mixed use centres and urban revitalisation neighbourhoods occur in the Neighbourhood centre, Centre, Principal centre, Mixed use and Specialised centre zones. Business and centre activities occur in these zones and are not supported in residential zones as this is inconsistent with the form, function and amenity of residential neighbourhoods.

Mixed use centres incorporate a variety of uses which varies depending on the role and function of the area. The intent for these areas is that they are not dominated by a single use such as retail, but rather include a range of retail, commercial, entertainment and community uses which increases activity during and after regular business hours.

Other than in the Neighbourhood centre and Specialised centre zones, permanent residential uses are also encouraged in a variety of forms.

The section below describes the region's hierarchy of centres from largest to smallest. Growth or any expansion within these centres:

- occurs commensurate with community needs
- does not impact on the viability of other centres in the region, and
- integrates development with surrounding areas.

The Principal centre – CBD

The CBD accommodates the region's most diverse and intense mix of business, commercial and community activities. It is critical to the economy and the administration of the region and provides the greatest concentration of civic buildings, major offices and cultural facilities. Increasingly, speciality shopping and above ground level residential developments are part of the mix as well.

Major office based employment is concentrated along Goondoon Street, including office and administrative functions of major industry projects and developments. The CBD is also a meeting place, day and night, and has the widest selection of short term accommodation, dining and entertainment facilities in the region. As such, the amenity of the CBD is that of a highly urbanised centre with a range of day and night activities. New development provides streetscape improvements which encourages active transport and integration of greenery.

Major shopping centres

The region's major shopping centres are identified in the Centre zone. They provide regional and sub-regional retail services. Major shopping centres are to transition into true mixed use centres that are more than a traditional shopping mall to also include entertainment, community and above ground residential uses.

Kin Kora centre

The Kin Kora shopping centre, located around the intersection of Philip Street and astride the Dawson Highway, is Gladstone's largest mixed use centre. It offers a range of services and is well connected by the city's public transport. Kin Kora also services communities at Boyne Island, Tannum Sands and Calliope, which have been reliant on private vehicles to make the longer journey to shop.

Kin Kora will remain as the largest retail shopping and mixed use node for the region with a potential expansion of up to 50,000m² of lettable area and the inclusion of a full line department store.

Gladstone central

Gladstone Central lies along the western side of the Dawson Highway south of Park Street. It is a narrow and elongated centre that is constrained by sloping land, the Dawson Highway and a rail corridor. These features restrict any further expansion of this centre.

Gladstone Central includes a shopping centre / supermarket, cinema, hotel, dining and takeaway, speciality shopping and office and medical related services. This mix of uses reflects many of the features of a mixed use centre. In particular, there is an entertainment focus that includes a burgeoning after hours food retailing destination with a number of restaurants and cafes.

Future land use must compliment this land use mix and any redevelopment must improve pedestrian on site connectivity particularly to the lower section of the centre.

Kirkwood Road centre

The Kirkwood Road centre is bounded on the corner of Kirkwood Road, Dixon Drive and Kahler Close and is characterised by an existing shopping centre, service station and food and drink outlet. The site represents some development potential however any future

expansion is to provide lower order retail and/or commercial uses which service the immediate and future Kirkwood community. No further expansion of this centre is supported beyond the existing boundaries.

Boyne Island centre

There is potential to expand the area in the Mixed use zone, on the corner of Wyndham Avenue and Centenary Drive, east from the existing centre across Wyndham Avenue. Land uses not only provide for traditional shopping and retail but also entertainment, dining and residential that takes advantage of proximity to the Boyne River through improved public access and activity along the river.

The Boyne Island centre is further consolidated with a community facility focus with expansion of the library, other community uses and also child care services.

Tannum Sands centre

This centre is intended to consolidate as a more intense mixed use centre that takes advantage of proximity to the Tannum Sands beach, Turtle way and proximity to the hotel through dining, entertainment above ground residential and tourism support uses.

Tannum Sands also has the potential to include a health and well-being hub immediately south of the shopping centre that encourages a mix of allied health and medical activities, aquatic facilities along with aged care and retirement living opportunities.

Calliope centre

The Calliope centre is built around two centres being the larger northern centre and the historical southern centre. The northern centre is most dominant in terms of provision of retail and commercial floor space. This is captured in the Centre zone to ensure it transitions into a true mixed use centre. The older historical centre serves only the southern end of the town by providing local convenience retail as identified in the Neighbourhood centre zone.

Agnes Water centre

The existing town centre at Round Hill Road and Captain Cook Drive is the focus for retail activities within Agnes Water. This town centre does not have the capacity to support the moderate population increases anticipated over the life of this planning scheme. An expansion of

this centre east across Round Hill Road in the identified Emerging community zoned land provides opportunities to strengthen the retail offering with an additional supermarket and mixed-use development (including residential and community facilities) in a larger but still compact centre.

This opportunity for centre expansion is to meet projected growth needs and enables future centre development and associated centre land use activities to be located centrally within Agnes Water. It removes any need for commercial zoned land on the fringe of the urban area that was included in previous planning schemes and has never been developed. In addition to the Agnes Water town centre, creative industries and local enterprises generally requiring larger sites are supported in a creative enterprise precinct in the Rural residential zone at the western end of Bicentennial Drive towards Round Hill Road. This is not a mixed use centre as it does not support shops or finer grain centre activities which are to be located in the town centre.

Neighbourhood centres

Neighbourhood centres only provide for convenience level needs for surrounding residential neighbourhoods. They are limited to a small grouping of shops and fine grain retail activities, and are located in the Neighbourhood centre zone. Outside of urban areas, the Township zone provides a similar function in the region's coastal and rural townships albeit at a much smaller scale which reinforces existing groupings of commercial uses.

Neighbourhood centres include a mix of low scale convenience shopping and other complimentary uses such as small offices and health care services. Uses must ensure the surrounding residential neighbourhood amenity is maintained.

Shopping centres, shops and other forms of retail uses in neighbourhood centres are limited in size to service only a surrounding residential population of approximately 3,000 people. Neighbourhood centres do not include higher density residential activities, large format retail or specialised retail uses.

Specialised centres

The retailing of bulky goods in showrooms or large hardware and trade supplies centres, garden centres and outdoor sales yards cannot be readily accommodated in finer grain traditional centres. These land consumptive uses are not appropriate within urban revitalisation neighbourhoods and mixed use centres where traditional retail shopping centres, shops and commercial uses are concentrated.

Retailing that is regularly visited such as small shops (including supermarkets) and shopping centres are not supported in specialised centres.

Specialised centres are developed only in urban areas where they are close to large residential catchments and traditional mixed use centres. While some specialised centre uses have historically evolved outside of designated specialised centre zone (e.g. the Hanson Road precinct), specialised centre development is not supported in industrial zones, the Rural zone or in other locations outside of the Gladstone, Calliope or Boyne Island / Tannum Sands urban areas.

The Clinton precinct within the Specialised centre zone represents an integrated development that is the region's 'home maker' centre, retailing primarily in the form of showrooms and bulky good premises. Growth projections necessitate a second 'home maker' centre over the life of this planning scheme.

There is potential for this to occur along the Kirkwood Road corridor, between Harvey Road and Glenlyon Road, in a location which has:

- high visibility to passing trade
- easy access from an arterial road, with manageable impact on the traffic and transport network
- a large site area (generally a minimum of 8 hectares) with unconstrained topography
- primarily an outdoor environment that allows shoppers to directly access their vehicles after purchasing
- an internally coordinated traffic circulation system that minimises access points to surrounding roads
- ample off-street carparking, and
- large floor plates for buildings which are designed to display a range of goods for sale

A gateway to prosperous rural activities

Primary industry contributes strongly to the region's economy. This industry focuses on agriculture, grazing and forestry throughout the region's rural places.

Extensive fragmentation has adversely impacted on traditional broad scale agricultural land uses, natural resources, natural corridors and biodiversity. Further fragmentation on Rural zoned land is not supported in order to protect the continued operation of these agricultural activities, rural land resources along with the region's identified stock routes and to maintain rural character. Additionally, rural productivity is dependent on uncontaminated surface and ground water supplies. Therefore rural development will not compromise the water quality for other users.

While designated Agricultural land classification (A and B) land is identified on State Government generated maps, even marginal quality agricultural land supports broad scale grazing and contributes to the regional economy. Agricultural land classification (A and B) is protected for agricultural uses including less intensive pastoral uses. Rural lots sizes are commensurate with their capacity to deliver

viable rural and agricultural activities along with their contribution to rural character. Intensive agricultural land uses will be protected from encroachment by sensitive land uses through effective separation buffers. Port infrastructure also enables the efficient export of livestock and agricultural products.

Boyne Valley towns lie within the Awoonga Dam catchment. Outside of these townships the catchment area is protected from inappropriate development.

A gateway for tourism

The Gladstone region offers diverse tourism attractions for visitors and residents. Gladstone Marina and the East Shores development are hubs for coastal related tourism and their proximity to the Gladstone CBD supports short term accommodation along Goondoon Street for tourists and business related visitors.

Agnes Water and Seventeen Seventy are internationally renowned tourist destinations for backpackers and other visitors and also a launching pad for access to the southern islands of the Great Barrier Reef Marine Park. The Agnes Water town centre and the Jeffery Court precinct represent the hub for this tourist activity and supports short term accommodation and associated tourist and entertainment uses such as food and drink outlets and bars. Development in the Jeffery Court precinct ensures public access to the beach and foreshore areas which are major tourist attractions for Agnes Water.

The islands of Heron, Quoin and Lady Elliot support integrated resort complexes and facilities as reflected in the Major Tourism zone.

Development provides for low impact and low intensity tourist accommodation servicing the needs of tourists and employees together with limited entertainment, dining and convenience shopping.

The region's rural and coastal townships include the highway towns of Miriam Vale, Benaraby and Mount Larcom. These townships act as gateway towns for motoring tourists and provide for highway related tourist information services, small scale short term accommodation, food and drink outlets, small shops and service stations

within the Township zone (rather than in new centres along the highway).

The region's natural places and rural places provide opportunity for small scale tourism uses such as farm stays, B&Bs, cellar doors, tourist parks, eco and recreational tourism taking advantage of the region's State Forests, waterways and Lake Awoonga for recreation and visitor services. This is also reflected in the coastal places of Seventeen Seventy, and to a lesser extent Turkey Beach and Baffle Creek.

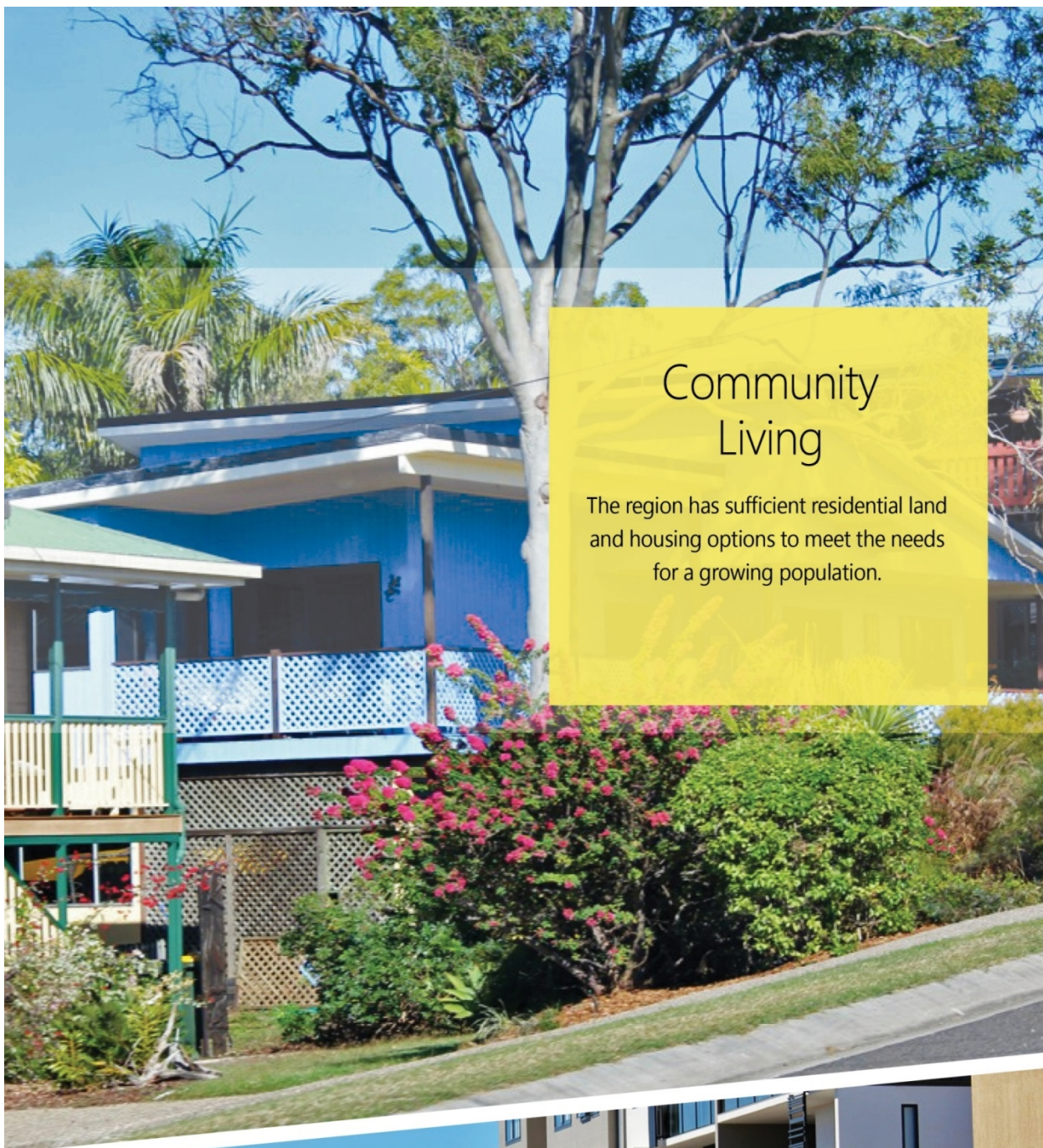
A gateway for extractive industry and resource development

Extractive resources occur only in key resource areas in the Extractive resources and minerals overlay and in parts of the Rural zone.

New mining, petroleum and gas proposals have been earmarked in the region including the Boyne Valley. Such land uses must manage their impacts on the natural environment, biodiversity, water catchments, scenic amenity, existing agricultural land uses and on the amenity of the local townships and villages. Recognised mining, petroleum and gas

proposals need to be protected from encroachment by inappropriate and sensitive land uses. Similarly, extractive industry development minimises and mitigates impacts on surrounding communities including sensitive uses, the environment and rural and agricultural activities.

In turn, these regional resources and their transport routes are protected from the encroachment of new sensitive land uses to ensure they can operate efficiently and safely.



Community Living

The region has sufficient residential land and housing options to meet the needs for a growing population.



3.4 Community living

3.4.1 Strategic outcomes

- (1) New housing is located with ready access to employment and services, providing affordable living options in the region.
- (2) The region's urban footprint as expressed in its new neighbourhoods, urban revitalisation neighbourhoods, mixed use centres and the Gladstone CBD will accommodate the region's population and housing growth over the next 20 years.
- (3) Most new housing occurs in well planned greenfield urban extensions within identified new neighbourhoods in the Emerging community zone. These are accompanied by a Plan of development.
- (4) Residential development within the region occurs where it can be demonstrated that there is both overwhelming community and economic need.
- (5) Redevelopment and infill development will provide an increasing proportion of the region's housing stock through attached housing types. This will occur in identified urban revitalisation areas, larger mixed use centres and the Gladstone CBD.
- (6) Low density dwelling houses occur in existing suburban neighbourhoods and to a lesser extent rural and coastal places and rural residential areas.
- (7) A diverse range of housing types in new neighbourhoods, urban revitalisation neighbourhoods, mixed use centres and the Gladstone CBD is provided to meet the needs of people who live in, work in and visit the Gladstone region.
- (8) Ageing in place is facilitated through wider housing and accommodation choices, including those that meet the needs of older people.
- (9) Major short term accommodation is concentrated in the Gladstone CBD, urban revitalisation areas and mixed use centres. Smaller scale short term accommodation within rural and coastal townships supports tourism associated with rural and coastal attractions.
- (10) Non-resident worker accommodation generally occurs in locations where they are part of the urban fabric. They are designed to create a sense of place and identity, be adaptable to other housing needs and leave a legacy of infrastructure for communities. Non-resident worker accommodation outside urban areas must be self-sufficient in all forms of servicing and infrastructure needs.

3.4.2 Elements

Housing growth

The Gladstone region's population growth is characterised by periods of rapid growth (as new major developments occur), followed by more stable phases – placing fluctuating demands on regional housing supply. Past periods of rapid growth have impacted on housing availability and affordability and the provision of services. The timely supply of land ensures that new housing can be provided to meet these periods of growth without significant adverse impact on affordability and access to the necessary physical and social infrastructure.

In instances of new house supplies, this timely delivery is to be demonstrated through specific needs analyses which illustrate both overwhelming community and economic need.

Population in the Gladstone region is expected to increase between 30,000 and 60,000 people from 2014 to 2031 according to State

Government forecasts. The majority of this growth will occur in Gladstone's urban area and the surrounding urban communities of Boyne Island, Tannum Sands and Calliope.

Traditional 'greenfield' housing growth in new neighbourhoods accommodates the bulk of population and housing growth. These are only located in the Emerging community zone where accompanied by a Plan of development. Housing growth will be balanced by approximately 20% infill development, predominantly in the form of attached housing at varying densities, in well located urban revitalisation neighbourhoods, mixed use centres and the Gladstone CBD. Low density housing occurs in existing suburban areas in the Low density residential zone, rural residential areas and in rural and coastal places which reflect the existing situations of these well-established areas. Infill development is not supported here.

This balance between greenfield and infill development ensures the Gladstone region has sufficient housing land supply to last for at least 20 years.

Residential development in new neighbourhoods must achieve an average density of 15 dwellings per hectare net (or 12.5 dwellings per hectare net in Calliope). This is to enable a range of housing forms (not just one housing type) and densities. It also contributes towards establishing well balanced and functional urban communities that support a range of household compositions and people from different backgrounds.

Housing mix and affordability

Residential development provides for a mix of housing types that support a wide range of housing needs throughout the region. These are expressed in detached and attached residential building typologies in relevant zones in urban revitalisation areas, mixed uses centres and the Gladstone CBD. Dwelling houses and dual occupancy also contribute to the housing mix in existing suburban neighbourhoods and in rural and coastal townships and rural residential areas.

New Neighbourhoods (where most new housing will occur) must deliver a range of detached and attached housing types of different sizes and configurations.

The region's urban areas also include State Government facilitated developments at Clinton and Toolooa in Gladstone and 'Tannum Blue' in Tannum Sands, which contribute to housing for the region.

The ability to 'age in place' helps achieve well balanced and functional communities and forms part of the broader housing objective of providing greater housing choice to meet needs throughout different phases of life. Retirement villages, aged care accommodation and other forms of accommodation for older people occurs in locations with convenient access to health and community services, public transport and centres.

The diverse range of housing options also caters for award workers and low income households. This is partly achieved through the retention of existing affordable housing, including relocatable home parks and permanently occupied caravan parks.

Short term and non-resident workforce accommodation

Other forms of accommodation perform important roles in temporarily housing tourists, visitors and some workers (at peak times) throughout the region. This supports the regional economy particularly in the tourism, business and major industry sectors.

Short term accommodation for business and tourist visitors such as hotels and serviced apartments are encouraged in the Gladstone CBD and in mixed use centres. Other short term accommodation options support tourism activities where they are servicing rural and coastal townships.

Non-resident workforce accommodation represents another form of temporary housing that largely responds to peak demands in major resource related projects, particularly during

their construction phases. To prevent impacts on the region's rental and market housing supply, the preferred accommodation for large scale non-resident workforce accommodation is in dedicated workers accommodation facilities. This accommodation occurs where it is integrated into the urban fabric of urban areas, designed to look and feel like part of the urban area and is not a camp or compound.

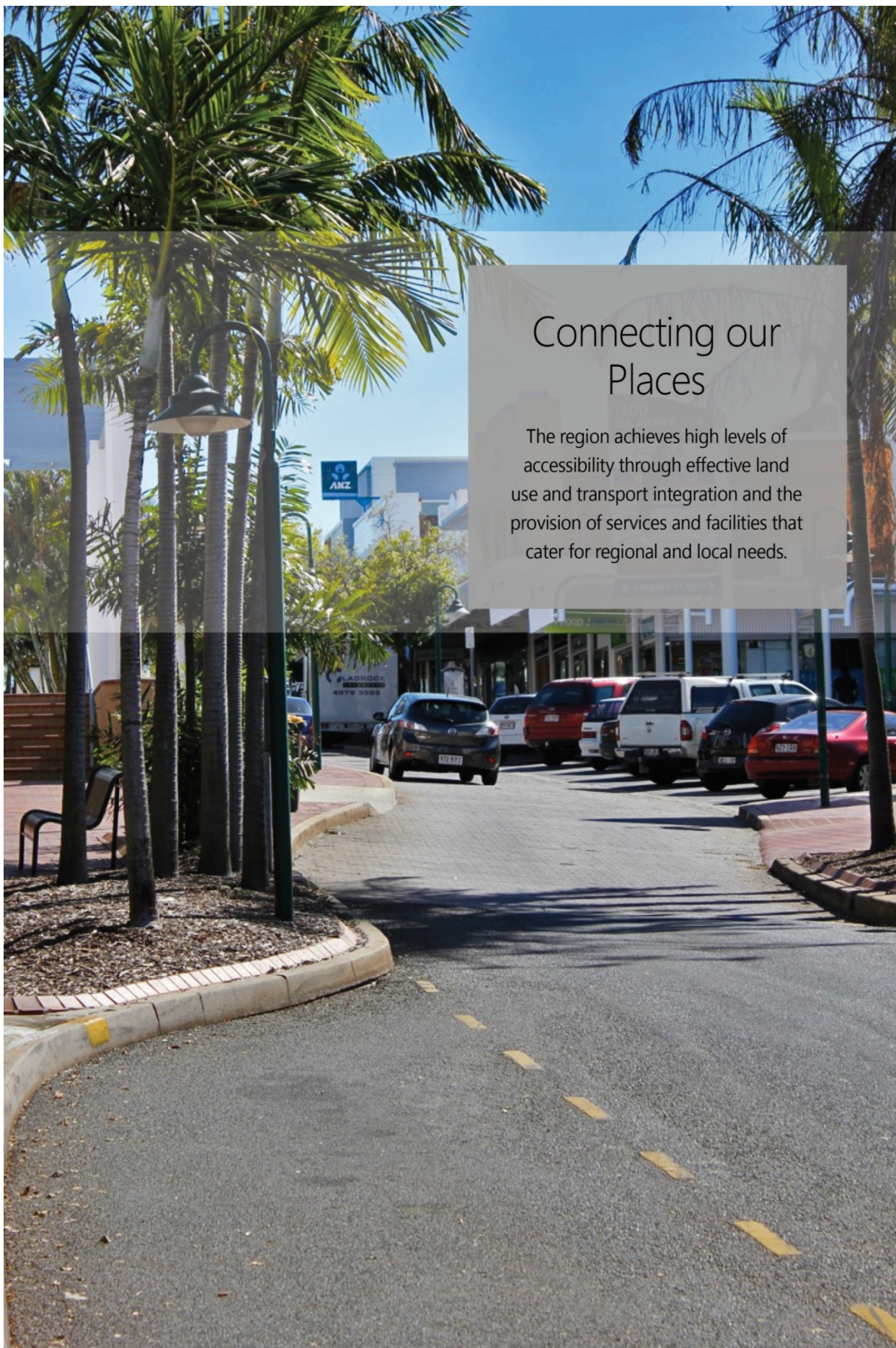
In the event this type of temporary housing cannot be located as part of an existing town or urban area, non-resident workforce accommodation must be self-sufficient in all forms of servicing and infrastructure and not adversely impact on the existing services and infrastructure of the nearest town or urban area.

Non-resident workforce accommodation facilities financially contribute to the services they use. They also leave a positive legacy which can include being able to adapt to other accommodation and community needs once the

construction phases of major industries are completed. Where adaptation to other accommodation uses cannot be achieved, these facilities are discontinued for alternative land use potentials.

Mapping

Strategic Framework Map: Community Living and Building it Better: Our urban areas Schedule 2.



Connecting our Places

The region achieves high levels of accessibility through effective land use and transport integration and the provision of services and facilities that cater for regional and local needs.

3.5 Connecting our places

3.5.1 Strategic outcomes

- (1) Communities are well connected to each other. Neighbourhoods are linked to centres, employment and recreation areas by an integrated transport system across a mix of modes that meets a range of mobility needs and offers choice about how to move around the region.
- (2) Development achieves the efficient use of existing transport and community infrastructure and the timely and equitable delivery of new infrastructure.
- (3) All communities have access to a range of facilities and services, public spaces, open space, sport and recreation areas.
- (4) Gladstone City provides the highest level community and health services and facilities for the region. Other major urban places such as Boyne Island / Tannum Sands and Calliope provide regional level sport and recreation facilities. Smaller places provide for community infrastructure to support their local needs.
- (5) Pedestrian and cycle networks are fundamental to the movement functions of neighbourhoods and centres throughout the region. They are essential components of new neighbourhoods, urban revitalisation neighbourhoods and other urban place types. Road corridors connecting important destinations throughout the region incorporate public transport and active transport modes and are designed to be safe and universally accessible.
- (6) Public transport links mixed use centres with the region's new neighbourhoods, urban revitalisation neighbourhoods and existing suburban areas so that people have improved access to shopping, health care, community services and cross modal points (airport and railway).
- (7) The road network ensures the safe and efficient movement of people to employment nodes (including specific use and industrial places) and mixed use centres.
- (8) The Gladstone airport and major road transport corridors such as the Bruce and Dawson highways and other State controlled roads and arterial routes are protected from inappropriate development that undermines their efficient and safe operation.
- (9) Major freight and haulage routes avoid sensitive areas and surrounding development does not compromise their important function in servicing specific use and industrial places throughout the region.
- (10) Homes and businesses benefit from world class telecommunication and information networks to enable efficient business practices, encourage home based business opportunities and ensure community members are connected to their social networks throughout the region and elsewhere

3.5.2 Elements

Connecting through community wellbeing

Community wellbeing is supported at local and regional scales through development that contributes community services, facilities and infrastructure to meet community needs. The Gladstone CBD accommodates high level services and facilities in health care, education, cultural and community facilities. These service the regional population through an efficient transport and movement network.

The region is well serviced by sport and recreation facilities at local through to regional level. The major sporting facilities include:

- (1) The Gladstone Showground / Speedway / racecourse

- (2) The Rigby Park Complex and Aquatic Centre
- (3) The Tannum Sports Park
- (4) Boyne Island / Tannum Sands Recreational Area
- (5) Calliope Sports Park
- (6) The Benaraby Motor Sport precinct, and
- (7) Mt Larcom Showgrounds.

Local communities in urban locations and in coastal and rural places are provided with necessary community services and sporting facilities to meet their local needs.

Community wellbeing is achieved through well located housing (including for older people) that is close to services and facilities, employment areas and public spaces. People have choice about how they access these services that

include walking, cycling and public transport. Community facilities are established in mixed use centres and the Gladstone CBD co-located with service, business and entertainment uses that provide multi-purpose destinations.

Connecting people and places

The Gladstone region is serviced by an integrated transport system that achieves the functional and efficient movement network of people, goods and services utilising road, rail, port and air travel modes.

New urban areas such as the region's new neighbourhoods are designed using grid based street patterns that achieve high levels of connectivity and encourage walkability to key destinations for local businesses, community facilities, health services, shopping and entertainment, and recreational and sporting areas. Improvements to connectivity in existing suburban areas in Gladstone and Boyne Island / Tannum Sands will be facilitated wherever possible.

Major urban arterials such as the Bruce Highway, Dawson Highway (between Gladstone and Calliope), Kirkwood Road, Gladstone – Benaraby Road, Boyne Island Road, Tannum Sands Road and Fingerboard, Tableland and Round Hill roads and other state controlled roads perform national and regional functions. Development throughout the region preserves this network and minimises the need for any local level trips on these routes.

Potential new road links will be further investigated to improve road capacity and

connectivity between Gladstone and Boyne Island/Tannum Sands through an extension of Glenlyon Road, between Boyne Island and Tannum Sands through a second Boyne River crossing, and to improve access from Agnes Water to Gladstone's higher order social and community facilities by reducing the trip distance, and providing a new access road from the Baffle Creek/Deepwater areas to Agnes Water's infrastructure. The links shown on the map are indicative only and are not intended to illustrate a particular route.

Major industrial and port employment nodes are concentrated in Gladstone and to its north west which reinforces the role of Kirkwood Road, the Dawson Highway (between Gladstone and Calliope), Gladstone Benaraby Road, the Port Access Road and Calliope River Road in facilitating efficient journey to work trips. New neighbourhoods are designed to achieve a high level of connectivity with employment areas along with reducing journey to work travel times and dependency on private motor vehicles.

Gladstone Airport is a key facility in the region, for the movement of passengers and freight, and as a location for special development consistent with the safety and operational requirements of the airport. Development that impedes airport operations is not supported.

Connecting through sustainable transport

The region's urban settlement pattern supports sustainable public transport and active transport modes. New neighbourhoods, urban revitalisation neighbourhoods, existing suburban neighbourhoods, the Gladstone CBD and mixed use centres incorporate public and active transport corridors within roads and other open space areas. Development in these places contributes to greater active transport options to:

- residential neighbourhoods
- activity centres
- health and community services
- employment and education nodes
- multi modal points such as railway stations and the Gladstone Airport, and
- recreation and entertainment areas.

Public transport is dominated by the bus network that links mixed use centres in Calliope, Boyne Island, Tannum Sands and Kin Kora, the Gladstone CBD and other urban communities in existing suburban areas largely surrounding Gladstone city.

Public transport hubs at these key destinations are reinforced through higher density development in well serviced mixed use centres, the Gladstone CBD and urban revitalisation neighbourhoods. This also provides active transport which is made convenient, safe and secure, including the provision of end-of-trip

facilities such as bicycle parking, change rooms

and amenities.

Connecting freight networks

Gladstone's movement network includes major road, rail and port infrastructure that facilitates the import and export of bulk materials and products across the industry and resource sectors.

Development throughout the region does not undermine the ongoing role of freight routes in realising the efficient movement of freight and bulk materials.

Calliope River Road links the Bruce Highway into the Gladstone State Development Area. Development is limited to the immediate north of the Calliope River and along this road corridor.

Don Young Drive – Red Rover Road functions as a ring road for freight traffic around Gladstone's western urban area. A second crossing of the Calliope River at Mt Miller Road

will link to this ring road and provide good access into the Red Rover Road industrial area and Gladstone State Development Area.

The Port Access Road extension will provide an important link between the Gladstone State Development Area, Red Rover Road industrial precinct and the port facilities at the harbour.

Development must ensure:

- freight traffic accesses freight routes and avoid impacts on sensitive areas in new neighbourhoods, urban revitalisation neighbourhoods, existing suburban neighbourhoods, the Gladstone CBD and mixed use centres, and
- sensitive land uses are sufficiently setback from freight routes and do not rely on these routes for access and movement throughout the region.

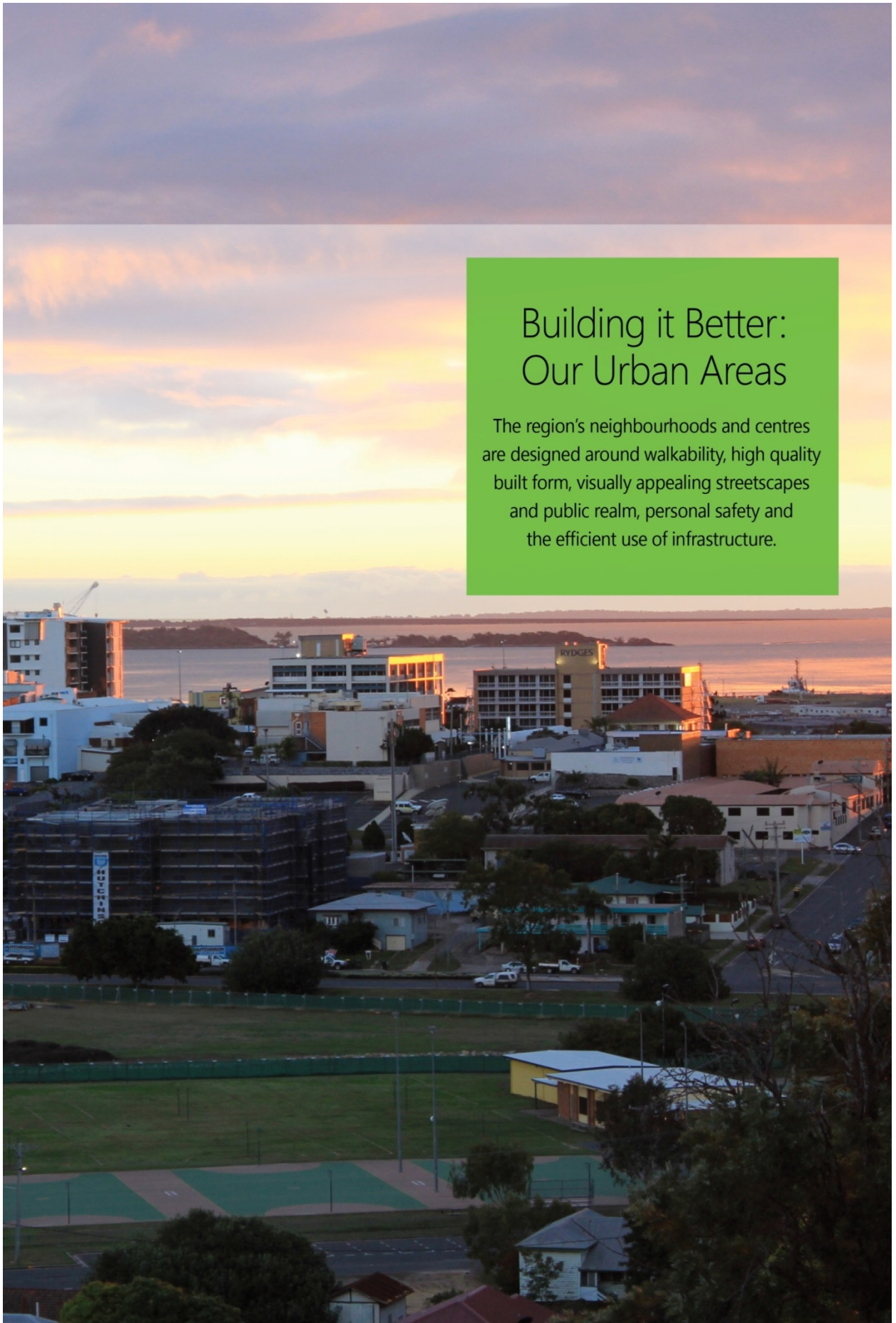
Connecting people and business

The Gladstone region is connected to global information and communication networks. Development will incorporate high quality broadband, interactive technological systems and fibre optic and telecommunication infrastructure to allow participation in local, regional, national and global information and communication networks.

This supports major industry, local business and home based businesses to function efficiently and contribute to the economic sustainability of the region. It also facilitates community connectedness through ensuring people can be engaged in social and community based networks.

Mapping

Strategic Framework Map Connecting our places Schedule 2.



Building it Better: Our Urban Areas

The region's neighbourhoods and centres are designed around walkability, high quality built form, visually appealing streetscapes and public realm, personal safety and the efficient use of infrastructure.

3.6 Building it better: our urban areas

3.6.1 Strategic outcomes

- (1) Gladstone's CBD prospers as the heart of the city and region where the tallest (non-industrial) buildings in the region occur to reinforce Goondoon Street as the region's main street for commercial, retail and entertainment activities.
- (2) Urban redevelopment and higher density housing occurs in urban revitalisation neighbourhoods across identified residential neighbourhoods and mixed use centres.
- (3) Buildings in urban revitalisation neighbourhoods within residential zones promote neighbourhood residential character and amenity commensurate with the relevant Low-medium density residential or Medium density residential zones. These areas accommodate a range of attached housing forms including low-medium rise townhouses and medium rise apartments.
- (4) Mixed use centres are designed as true town centres of economic and community life, rather than just 'big box' shopping centres.
- (5) The design of the region's new neighbourhoods provide a range of housing choices, are characterised by walkability and have a neighbourhood structure with a central focus such as a park or shop. Development in new neighbourhoods does not include tall buildings and contains a mix of low-medium scale residential buildings such as dwelling houses, dual occupancy and some townhouses.
- (6) Existing suburban areas remain as low density suburban neighbourhoods dominated by dwelling houses. Residential development must maintain the prevailing low density suburban character of these areas.
- (7) The design of the region's neighbourhoods, centres, employment areas and public spaces adequately provides for public safety.
- (8) Infrastructure planning and investment is organised to support development in an efficient and timely manner.

Note—The Built Form Transect (Schedule 2) translates the Gladstone Place Model into a range of built form outcomes that are intended in the region's urban areas which will experience the greatest amount of change throughout the life of this planning scheme. This covers a range of building types at different scales and intensities that are described throughout this theme and in the relevant zone codes.

3.6.2 Elements

Building it better: Gladstone CBD

The CBD is the most intense concentration of retail, commercial, office and entertainment activities in the region. The CBD occurs in the Principal centre zone while the surrounding CBD fringe areas are included in the Mixed use zone.

The CBD is laid out on a grid pattern and is distinctive through its undulating topography. Buildings dominate the streets, particularly streets identified as primary frontages, and include high quality public realm and streetscape outcomes that support pedestrian activity and street life.

Goondoon Street is the CBD's main street or primary frontage. Buildings are characterised by single level podiums built to the street frontage and recessed upper level tower forms. Ceilings

within podiums are higher at ground level to further encourage an active street environment. They also include awnings over footpaths to assist in providing a comfortable pedestrian environment.

Redevelopment within the CBD is supported by streetscape improvements and the addition of greenery where this is able to be integrated with the existing urban fabric.

Access and parking (on and off street) needs to be carefully managed to allow people to get in and out of the CBD, without compromising the function and the fabric of this principal centre. Development must contribute to street improvements to create a high quality pedestrian environment and emphasise connections

between the Valley to the south-east and the harbour to the north-west.

Heritage listed buildings (identified in the Heritage overlay) are retained and incorporated in new developments (as appropriate) to enhance the visual interest of the street and acknowledge these building's inherent values. Views along Goondoon Street to the water are important to the streetscape and are to be protected.



Gladstone CBD locality

Building it better: Urban revitalisation neighbourhoods

Urban revitalisation neighbourhoods are older urban areas generally close to the Gladstone CBD and other key locations such as the Gladstone hospital. They are reflected across residential and mixed use neighbourhoods and occur in the Low-medium density residential zone, Medium density residential zone and Mixed use zone.

Urban revitalisation neighbourhoods are well located to public transport, and walking and cycling routes to the Gladstone CBD and other locations. They offer excellent access to services, parks and have infrastructure capacity to support higher densities of development.

Buildings have a sense of enclosure at the street level provided by small building setbacks particularly on primary frontages. Streets are characterised by street trees providing shade and character, and footpaths for walking. Roadways are designed for sharing by vehicles and bikes. The grid-based streets are connected in a way that makes it easy to navigate.

Within the Mixed use zone the proportion of residential and commercial uses varies with its location. Buildings support a range of

appropriate centre activities and attached housing. Along identified primary frontages such as Tank Street in the Valley, buildings include a single level podium for fine grain active uses that is built to the street alignment to define the street and public realm and delineate between public and private spaces. Awnings over footpaths assist in providing a comfortable pedestrian environment. Outside of primary frontages, buildings maintain a close relationship to the street but are not built to the street alignment and may include either residential or commercial uses at ground level.

Residential zones within urban revitalisation neighbourhoods reflect a range of higher density housing outcomes. These include dwelling houses on narrow lots, dual occupancy and multiple dwellings such as townhouses and medium rise apartments. Residential buildings in these areas must compliment neighbourhood character as reflected in the relevant zone, present to the street and include design elements that reduce building bulk, minimise overshadowing and create pleasant living environments.

The CBD fringe and the Valley

The CBD fringe and the Valley are a mixed use area offering CBD supporting office and retail spaces and activities along with urban living options. This is identified in the Mixed use zone.

Residential development opportunities are encouraged with ground and lower level business and community uses largely concentrated on the primary frontage of Tank Street and Goondoon Street south.



The Valley locality

Goondoon Street south and Tank Street are reinforced as 'main streets' although development will be less intense than the CBD (Goondoon Street north). Buildings ranging from four to six storeys in height can offer an alternative for smaller businesses in a near-CBD location. Away from these main streets and on the fringe of the CBD, there is less imperative for buildings to be built close to the street. In these areas the public realm is less formal with a greater emphasis on planting and footpaths.

Redevelopment of land in proximity to strategic port land and major industries incorporates design and operational measures to ensure an appropriate level of onsite amenity is achieved.

Gladstone south

Three or four storey mixed use development is appropriate along the western frontage of Toolooa Street in Gladstone south. This reinforces Toolooa Street as a gateway into the Valley and eventually CBD. This type of development is limited to land in the Mixed use zone. The eastern frontage of Toolooa Street includes land within the Specialised centre zone where development provides for smaller scale

bulky goods showrooms and outdoor sales activities.

Low medium density residential development such as townhouses and other forms of attached housing are appropriate beyond the western frontage of Toolooa Street. This is identified in the Low-medium density residential zone.

The Toolooa Street shopping centre provides a major redevelopment opportunity to anchor Gladstone south and reinforce the gateway entry into the Valley and CBD.



Gladstone South locality

Gladstone west

Gladstone west consists of the elevated Gladstone hospital and surrounding residential suburb west of Dawson Road and the rail corridor. It is close to the CBD and major transport routes, providing good access to the CBD with its highly connected street network.

Residential development in the form of medium rise apartments and other forms of attached housing up to four storeys is supported as appropriate infill development. This occurs in the Medium density residential zone.

The Gladstone hospital precinct also includes small scale medical uses, local shops and services that support the Gladstone hospital. These activities occur on the ground level of buildings with short term accommodation or permanent residential accommodation above.

Part of the western frontage of Dawson Road includes land within the Specialised centre zone where development provides for smaller scale bulky goods showrooms and outdoor sales activities.



Gladstone West locality

Building it better: Mixed use centres

A network of mixed use centres including the Gladstone CBD are accommodated across the major urban areas of the Gladstone region. They occur in the Principal centre, Mixed use, Centre and Neighbourhood centre zones.

The design of mixed use centres varies with the scale and mix of land use activities intended for each of these zones. All mixed use centres are a hub for public transport, and a focus for walking and cycling routes.

Development within a mixed use centre is designed around high quality streets, buildings and public spaces (including parks), rather than on enclosed shopping malls surrounded by surface car parking.

Streets are grid based and have a strong sense of enclosure and connectivity in a way that is easy to navigate within the centre and surrounding residential neighbourhoods. They are lined with street trees and wide footpaths.

Buildings address street frontages and accommodate high pedestrian activity uses such as retail, entertainment or community activities presenting an interesting façade with extensive use of windows and awnings. Corners are expressed as stronger visual elements that include feature building entrances. Car parking areas avoid undermining centre activities and dominating the visual appearance of the streetscape.

Public spaces such as squares, plazas and urban parks are included as part of the design of mixed use centres in order to promote vibrancy and social interaction.

Kin Kora centre

Kin Kora is to transition into a true mixed use centre that provides a greater focus for social interaction for the local community. This transition occurs in accordance with concept diagram 1 shown. Development creates increased connectivity for users of the centre and also the ability for buildings to address the street and pedestrian thoroughfares.

Development incorporates new connections that better integrate the centre with the surrounding area and small plaza spaces create gathering and activity areas where pedestrian movement is concentrated. These spaces are to be surrounded with finer grain shopping and dining (indoors and outdoors) where buildings can 'sleeve' parts of the site providing a better interface with surrounding streets and public spaces.

Improved local street and path connections provide access to the adjoining park and Police Creek. Safe pedestrian and bike connections across the Dawson Highway are necessary as part of any signalisation of the Phillip Street and Dawson Highway intersection.



Diagram 1—Kin Kora centre

Boyne Island centre

The Boyne Island town centre is to evolve into a true mixed use centre in accordance with concept diagram 2 shown. The expansion of the centre through development on the corner of Wyndham Avenue and Hampton Drive must

reinforce and promote the riverside location by providing a mid-site linkage (both for access and view) connecting Wyndham Avenue with the Turtle Way walkway and also activate the area of the site adjoining the walkway through community infrastructure such as a park or similar measures.



Diagram 2—Boyne Island centre

Tannum Sands centre

The Tannum Sands town centre is to evolve into a true mixed use centre in accordance with concept diagram 3 shown. Booth Avenue is to be developed over time as a 'main street' supporting mixed use buildings. A smaller node of cafes, restaurants and the like is encouraged

overlooking Port Curtis at the intersection of Pacific Avenue and Ocean Street, east of the Tannum Sands shopping centre. This node has buildings fronting onto both Ocean Street and Pacific Avenue and there is the opportunity for redevelopment for tourism related uses taking advantage of the coastal views and vistas.



Diagram 3—Tannum Sands centre

Calliope centre

Development occurs in accordance with concept diagram 4 shown. The development of a 'main street' will assist in creating a true town centre for the northern hub concentrating mixed use

development and providing better integration of surrounding land uses such as council's offices, with parks and other residential developments. This form of the centre anchors the town as a compact and walkable community.

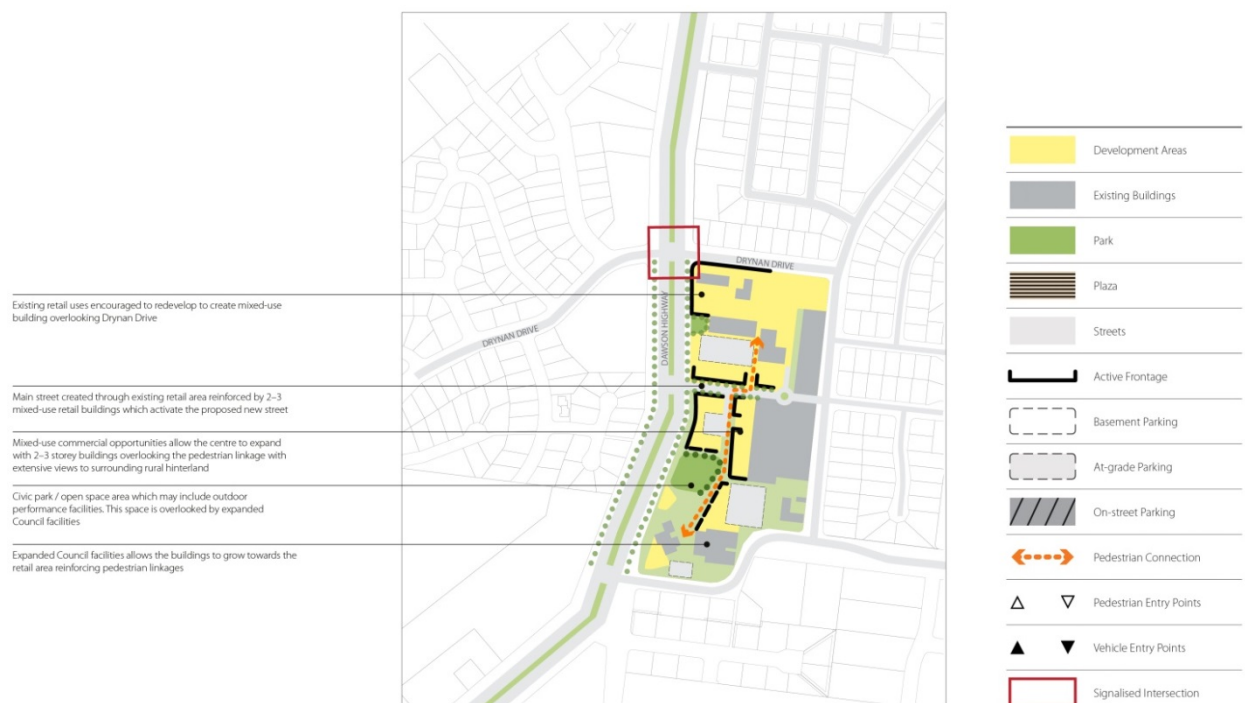


Diagram 4—Calliope centre

Agnes Water centre

Development occurs in accordance with concept diagram 5 shown. The expansion of the Agnes Water town centre requires development to:

- include significant public realm and streetscape improvements, and
- enhance the pedestrian environment and strengthen linkages to the beach and foreshore area.



Diagram 5—Agnes Water centre

Smaller mixed use centres

Outside of the larger centres described previously, there are smaller mixed centres that occur throughout the Gladstone urban area and elsewhere in the region. These occur in the Neighbourhood centre zone.

Development in these smaller centres incorporates the same design principles as the larger centres described above, albeit at different scales and intensities. In particular, smaller mixed use centres:

- provide local focal points for community activity and interaction
- are well integrated into the street network and well connected to surrounding neighbourhoods promoting walking and cycling
- have building forms that activate streets and public spaces, and
- locate car parking area at the rear of the site.

Building it better: New neighbourhoods

New neighbourhoods represent the region's new growth areas and greenfield land supply. These areas will provide the majority of new dwellings and development areas for the region and only occurs where it can be demonstrated that there is both overwhelming community and economic need.

New neighbourhoods only occur within, or as planned urban extensions of, the urban areas of Gladstone, Boyne Island, Tannum Sands, Calliope and to a lesser extent in Agnes Water. This is represented by land included in the Emerging community zone. New neighbourhoods are not supported in other zones.

With the exception of Calliope, residential development in new neighbourhoods provides

for a minimum average of 15 dwellings per hectare net which is a moderately increased number of dwellings per hectare of land compared to existing conventional suburban development in the region. Calliope's new neighbourhoods provide for a minimum average of 12.5 dwellings per hectare net to reflect larger urban residential lots in keeping with the locality's surrounding rural character.

A diverse range of low–medium residential detached and attached housing types are appropriate in new neighbourhoods. This is consistent with the character of the Low–medium density residential zone elsewhere in the region. These housing types include dwelling houses on narrow lots, dual occupancy and some townhouse style multiple dwellings. Residential buildings in these areas must

compliment neighbourhood character, present to the street and include design elements that reduce building bulk, minimise overshadowing and create pleasant living environments.

Where creating new neighbourhoods, urban development is to:

- contribute to a logical expansion of the settlement pattern through the efficient use of land and infrastructure
- allow for the staging of development in line with the provision of community infrastructure (including parks) and services
- facilitate integration with existing and future urban development, having regard to movement networks, open space networks and accessibility to community infrastructure
- provide accessibility for all modes of transport including pedestrian, cyclist, public transport and private motor vehicles.
- create clear, direct pedestrian and cycle access to centres, local parks and public transport stops
- provide for a range of housing types and associated lot sizes while avoiding large tracts of any one housing type
- increase residential densities in and around centres, along connector streets and close to transit nodes, parks and schools
- include provision for convenience level centres where this does not impact on the viability of the existing centres network
- locate community facilities including schools, where appropriate, requiring high levels of accessibility within or adjoining centres
- mitigate and minimises impacts on the natural terrain, natural environment and water quality
- orient major streets and vistas to landmarks
- provide a grid based road network with a capacity adequate for current and future demand
- not increase unreasonable hazard or risk to existing or future residents
- avoid impacts associated with the location of sensitive uses in proximity to major electricity, pump station, substations and bulk water infrastructure and corridors, and
- provide an open space network suitable for community needs.

Gladstone

Gladstone city's landform has been dominant in determining the structure of its urban development with roads, open space and development bypassing much of its steeper land.

In 2004 a structure plan was prepared for land south of Kirkwood Road and between the Dawson Highway and Auckland Creek. Land sufficient for approximately a further 2,500 potential lots was identified along with the inclusion of a school within the Kirkwood Road corridor. While the Kirkwood Road area has been substantially developed, remaining greenfield land will accommodate further new neighbourhoods for the region over the life of this planning scheme.

Boyne Island and Tannum Sands

Spurred on by its riverside and coastal amenity, Boyne Island / Tannum Sands has long been a fast growing urban area in the region.

Boyne Island and Tannum Sands is now a major urban growth area that is separated from and distinct to Gladstone's urban area.

New housing is dominated by the master planned communities of Riverstone Rise, The Sands and Tannum Blue. These master planned communities will provide the majority of new housing in Boyne Island and Tannum Sands' new neighbourhoods.

Urban growth is clearly defined by an urban footprint that accommodates projected growth over the next 20 years. There is no need for urban expansion beyond the Emerging community zone.

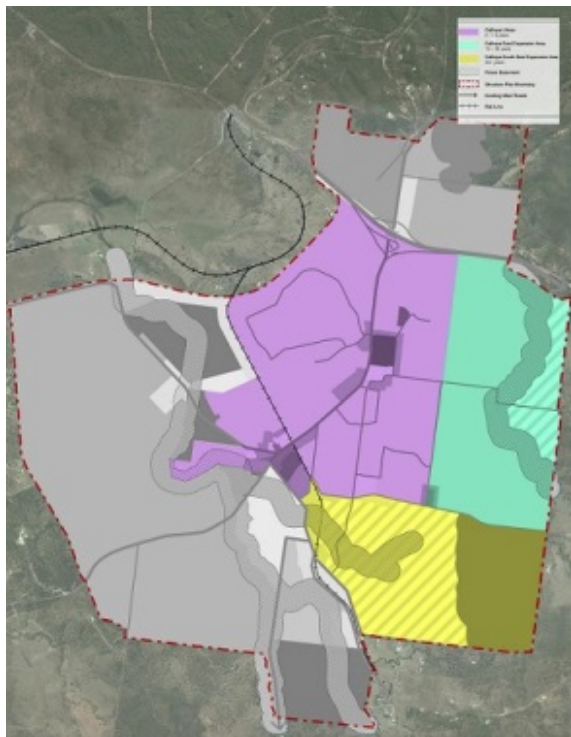
A structure plan has been prepared (Schedule 2) that identifies key connections, neighbourhood structure, detailed centre design and other elements from which to base the planning and design of new neighbourhoods for Boyne Island and Tannum Sands.

Calliope

Calliope is an urban area that derives its character and identity from its relationship with the surrounding rural landscape. It offers housing in a semi-rural setting and functions as a service centre for local residents and also agricultural activities in surrounding rural localities.

Calliope has grown into a major urban growth centre for the region. Its abundant serviceable and developable land presents ample opportunity for major greenfield development projects in relative proximity to major employment areas such as the Gladstone State Development Area and Gladstone city.

Calliope's urban growth is clearly defined by an urban footprint that can accommodate projected growth over the next 30 years through remaining greenfield land in the Emerging community zone particularly in the Calliope east expansion area. In the short term (0–15 years) growth is to follow the take up of vacant land within Calliope's existing urban area. Longer term growth occurs in the Calliope East expansion area where the delivery of new neighbourhoods occurs contiguous to existing urban development. This is reflected in the staging plan below.



Calliope Staging Plan

Whilst there is opportunity for small scale attached housing and smaller detached housing close to the town's major centre, Calliope's new neighbourhoods are dominated by detached dwellings on larger lots (12.5 dwellings per hectare net) that reflect the surrounding rural character of the area.

There are two sites identified for future educational facilities in Calliope. The first is the existing State Government owned land east of the new town centre. The other site known locally as Archays Paddock on Taragoola Road located in close proximity to the old town centre and on the existing cycle network.

A small area of Calliope, identified in the Hazardous activities overlay, is affected by subsidence hazard associated with the presence of historical goldmines. These areas are not supported for future intensification.

A structure plan (Schedule 2) has been prepared that identifies key connections, neighbourhood structure, centres detailed design and other elements in which to base the planning of new neighbourhoods for Calliope.

Agnes Water

Agnes Water is one the southern urban anchors of the Gladstone region located in a stunning natural setting. It is a balanced and functional urban community with parks and recreational areas, community facilities, and local economic and employment opportunities.

There is a clearly defined urban footprint identified in the Emerging community zone which can adequately accommodate future population growth in new neighbourhoods for the life of the planning scheme and beyond.

Should population growth exceed the supply of identified residential land within the urban footprint of Agnes Water, there is the potential to plan for additional residential land and a future local centre in the locality near the intersection of Round Hill Road and the future Seventeen Seventy connector road. Interim land uses must not compromise the future role of this strategic location. A private high school to be located on Round Hill Road will serve the immediate communities of Agnes Water, Seventeen Seventy and surrounding smaller townships.

A structure plan has been prepared (Schedule 2) that identifies key connections, neighbourhood structure, centres detailed design and other elements in which to base the planning of new neighbourhoods for Agnes Water.

Building it better: Existing suburban areas

Existing suburban areas represent well established low density residential neighbourhoods in the region's major urban areas. They are dominated by dwelling houses on medium to large residential lots located in the Low density residential zone.

Existing suburban areas remain unchanged apart from limited dual occupancy housing forms

only where development maintains low density residential character. Infill development including higher density attached housing is not appropriate in existing suburban areas in the Low density residential zone.

The prevailing subdivision pattern of medium to larger residential lots is also maintained in these areas.

Building it better: Safe communities

Development is planned, designed and built in a way that promotes safety in our communities to reduce the risk of crime and anti-social behaviour.

Urban development including streets, public spaces, buildings and parks are planned and designed to reduce the risk of accidents and increase security particularly in public spaces.

Building it better: Land use and infrastructure planning

Development is supported by well planned, efficient, functional and safe infrastructure networks. Infrastructure priorities are planned in accordance with the Local Government Infrastructure Plan (LGIP) (Part 4).

Structure plans integrate land use and infrastructure planning for greenfield development in the new neighbourhoods at Gladstone, Calliope, Boyne Island / Tannum Sands and Agnes Water. These structure plans also provide the basis for state infrastructure

providers to plan for the efficient provision of key infrastructure including education facilities.

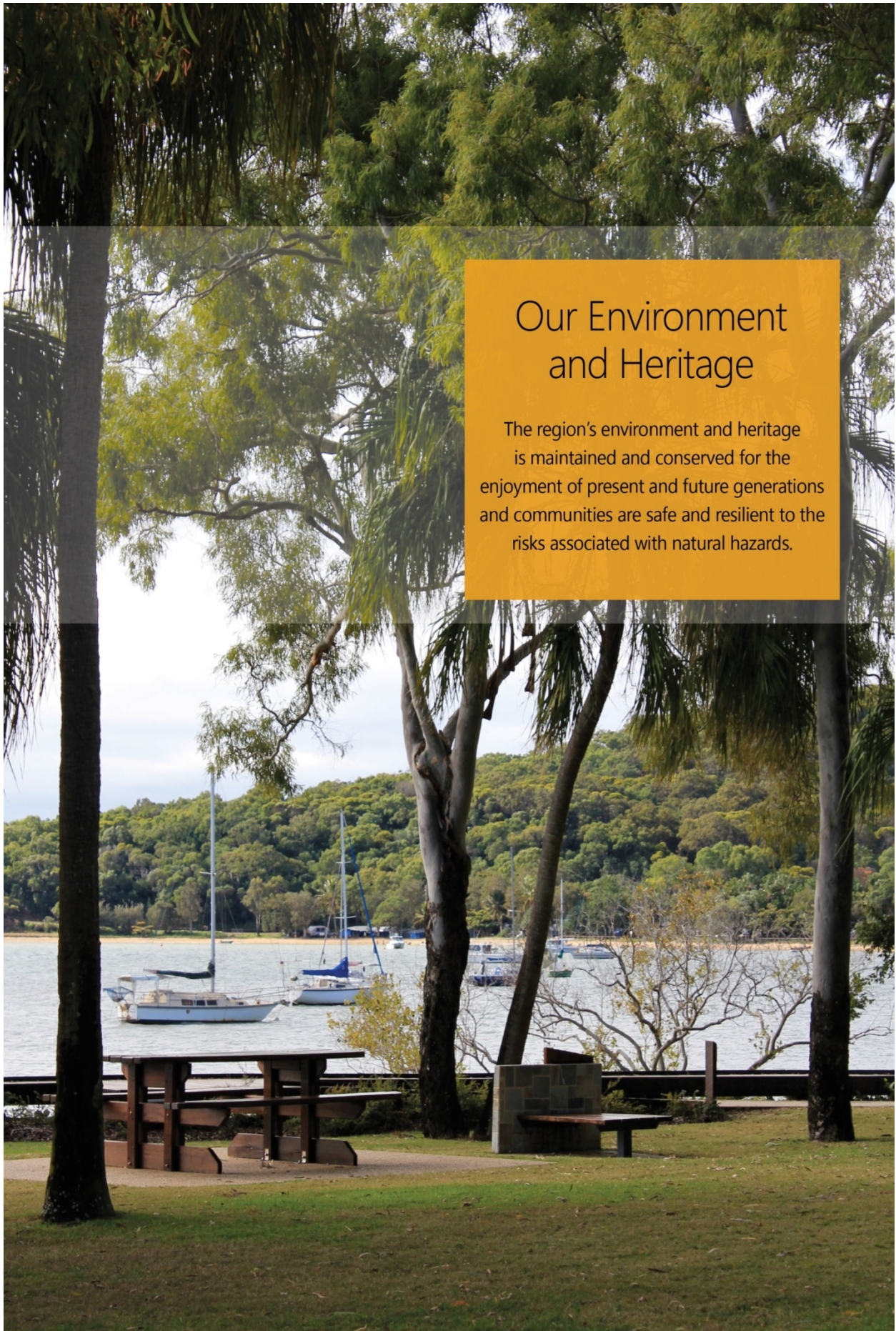
Land use and infrastructure planning outcomes:

- prioritise the use of existing infrastructure particularly where capacity exists
- minimise growth fronts by prioritising developments covered by structure plans and mixed use centres and urban revitalisation neighbourhoods, and
- support financially sustainable infrastructure standards and delivery.

Mapping

Strategic Framework Map

- Community Living and Building it Better: Our urban areas Schedule 2
- Built form transect Schedule 2
- Boyne Island and Tannum Sands Structure Plan
- Calliope Structure Plan
- Agnes Water Structure Plan.



Our Environment and Heritage

The region's environment and heritage is maintained and conserved for the enjoyment of present and future generations and communities are safe and resilient to the risks associated with natural hazards.

3.7 Our environment and heritage

3.7.1 Strategic outcomes

- (1) Sustainable development allows our communities to meet their present needs while not compromising the ability of future generations to meet their needs.
- (2) Natural places including areas with national and state environmental significance are protected through appropriate planning and development practices.
- (3) Natural places and valuable features of our natural environment are linked through regional and local environmental corridors. The major urban area of Gladstone is separated from those of Boyne Island / Tannum Sands and Calliope by a greenbelt free of any urban development that delineates these urban areas and preserves significant environmental and landscape amenity values.
- (4) The region's identified scenic amenity values are protected from inappropriate development.
- (5) The environmental values and quality of the region's waters and waterways are protected.
- (6) Fisheries resources (including declared fish habitat areas) are protected from development and productivity is maintained to support the commercial, recreational and indigenous fishing sectors.
- (7) Development ensures waterfront areas, including coastal and riverine locations, are publicly accessible except where required for port related purposes or where sensitive ecological values occur.
- (8) Urban areas accommodate a network of open spaces, parks and recreational areas suited to community needs and also protect environmental values.
- (9) Development avoids areas affected by natural hazards where these risks can't be mitigated to an acceptable or tolerable level through development design and location measures. Sensitive uses are located in areas free from natural hazards or where the risks from natural hazards are acceptable.
- (10) Places of cultural heritage are conserved so that the unique cultural and historical identity and diversity of the Gladstone region can be appreciated and interpreted.
- (11) Development on or adjoining local heritage places preserves their heritage significance and complements their character.

3.7.2 Elements

Sustainable management of the natural environment and resources

Development minimises and mitigates environmental impacts on the region's natural environment and resources. High importance is placed on the natural environment so that national and state wide environmental values are not compromised.

The region is abundant in areas of high ecological significance and riparian ecosystems including areas of national and state significance. These areas, including the key biodiversity places of Eurimbulah, Castle Tower, Kroombit–Bulburin and the Rundle Range are protected through minimal development disturbance and mitigation measures. Natural corridors and links between these hubs are protected.

Natural corridors also function as important inter urban breaks particularly as a means of separating the major urban areas of Gladstone, Calliope and Boyne Island / Tannum Sands. No urban development is supported in this inter urban break or greenbelt.

Areas of high scenic and landscape values within the region are protected from inappropriate development or impacts upon their amenity, particularly in the areas of Mount Larcom, Tablelands, Boyne Valley, Boynedale, Mount Alma, southern localities such as Lowmead and Captain Creek and much of the natural coastal and riverine areas.

Development minimises and mitigates impacts on ecological, hydrological and water quality values and the natural processes within coastal foreshores, waterways and rivers; particularly in the largest catchments and tributaries of the Boyne River, Calliope River and Baffle Creek and other waterways such as, the Kolan River, Police Creek, Auckland Creek, Raglan Creek, and Diglum Creek. This is achieved through incorporating water sensitive urban design measures.

Marine and fisheries resources are preserved and their associated industries operate sustainably. The Great Barrier Reef and the Gladstone Harbour are important as natural attractions and environmental assets to the region. The region continues its commitment to being a Reef Guardian Council.

Recreation in open space and parks

The region's natural places such as Deepwater and Kroombit Tops National Parks, Awoonga Dam, foreshore areas, waterways, creeks, as well as sporting facilities and camping grounds provide opportunities for appropriate recreation and nature based tourism development.

The region's waterways and foreshores are important community assets where development must ensure continued public access to these areas (except where port related activities or ecological functions prevail).

Public parks are an essential part of the region's residential areas and centres where they meet the needs of the community. Parks occur in a diversity of open space settings and are adaptable to changing needs over time.

Parks are characterised by being highly accessible and perform important roles in recreation, social interaction and health, landscape amenity and environmental connectivity. They are important building blocks for communities in new neighbourhoods, urban revitalisation neighbourhoods, existing suburban areas and also mixed use centres.

Development does not result in the loss of open space within the region's natural places nor the loss of parkland in urban areas. Development must also contribute towards enhancing open space values in the region for future generations.

Safety and resilience to environmental change and natural hazards

Safeguarding the future of the region from climate change and sea level rise is of high importance in moving towards a more resilient future.

Safety and resilience to natural hazards including flooding, bushfire, landslide and coastal hazards is a focus for the future of the region. Development must avoid or be designed to mitigate the risks of natural hazards for the safety and resilience of the population in flood, bushfire, coastal hazard or steep land areas.

The anticipated sea level rise, as at 2100, is the measure integrated into the planning scheme where appropriate responses to flooding and coastal hazards have been adopted as a key means of avoiding creating risk in new communities or exacerbating risks in existing communities in the future.

Consideration is also given to the potential implications of climate changes affecting our weather such as increased temperatures and rainfall intensity. Responses to these anticipated changes are reflected in development requirements, which may include the promotion of street tree planting, the importance of landscaping, stormwater management and the retention of mature bushland.

The environmental values of the harbour and the regions islands, such as Heron Island, Lady Elliot Island, Facing Island, Wilson Island, Quoin Island, Curtis Island and Hummock Hill Island are protected from coastal hazards.

Heritage

The region's cultural heritage spans from pastoral holdings, industrial operations and civic buildings to significant infrastructure and historical exploration sites. The region is also home to a number of nationally significant heritage locations such as the site of the fifth Australian colony at Barney Point and Cook's landing place at the Town of Seventeen Seventy. These heritage places are preserved and development does not compromise their identified cultural heritage values.

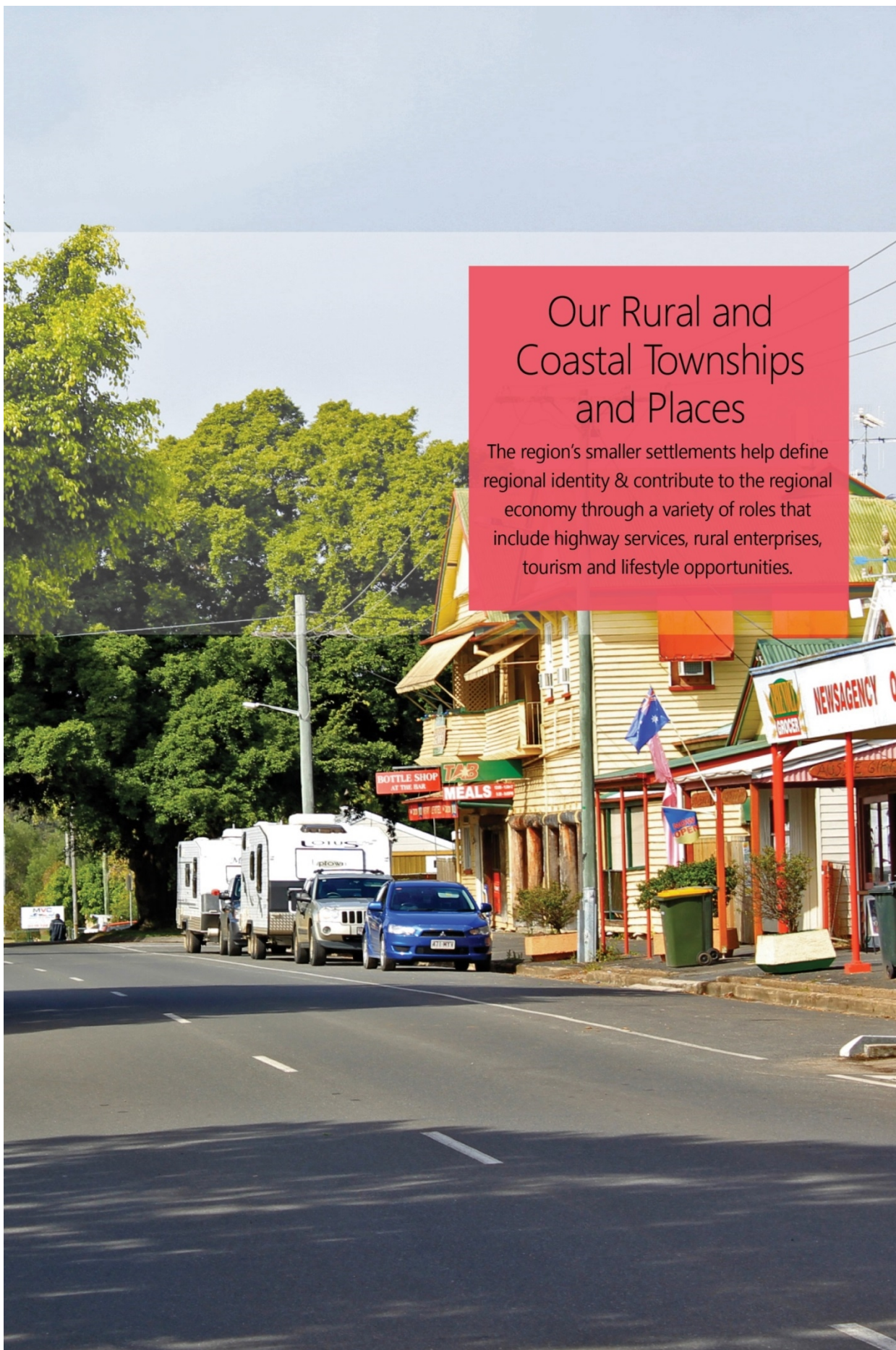
The Great Barrier Reef's World Heritage values are protected through appropriate development which incorporates sustainable land management and water quality practices.

Council's local heritage register, as expressed in the Heritage overlay, identifies the region's most significant heritage places. It will expand as new heritage places continue to be added. The potential for a 'heritage trail' across the region is also supported.

The region supports aboriginal cultural heritage values. Development in the region fulfils its duty of care to the recognition, protection and conservation of these values under relevant state legislation.

Mapping

Strategic Framework Map Our Environment and Heritage Schedule 2.



Our Rural and Coastal Townships and Places

The region's smaller settlements help define regional identity & contribute to the regional economy through a variety of roles that include highway services, rural enterprises, tourism and lifestyle opportunities.

3.8 Our rural and coastal townships and places

3.8.1 Strategic outcomes

- (1) The individual character and unique identity of rural and coastal communities is retained and their roles clearly defined.
- (2) No further expansion of Rural residential areas is supported beyond areas identified in the Rural residential zone. Subdivision within the Rural residential zone is determined by the level of water supply that can be made available along with being consistent with lot sizes that reflect the character of rural residential areas.
- (3) The existing footprints of rural and coastal townships support the intended limited residential growth in these areas within the life of this planning scheme. No further expansion to these footprints or increase in density is supported.
- (4) Fragmentation of rural lands in the Rural zone does not occur.
- (5) Rural and coastal townships have clear economic functions that include tourism, rural enterprises and highway services within townships along the Bruce Highway.
- (6) Non-residential development in rural and coastal townships supports local level service needs with the exception of small scale tourism activities. Development supporting urban scale needs is not supported.
- (7) Building design and materials in coastal townships such as Seventeen Seventy reflect coastal character.

3.8.2 Elements

Rural and rural residential areas

The Gladstone region has a plentiful supply of rural residential land in localities such as Beecher, Burua, Benaraby and within the fringe areas of Gladstone, Calliope, Tannum Sands, Miriam Vale and Agnes Water. Rural residential

development is limited to only land within the Rural residential zone with no expansion into the Rural zone or other zones are supported. Other than Agnes Water and Miriam Vale, rural residential areas have reticulated water supply.

Coastal places

Seventeen Seventy is a small coastal community comprising largely of low scale detached dwellings nestled in a natural setting. Built form exemplifies coastal character by lightweight materials with variation in roof forms, overhangs and balconies with open living areas.

Seventeen Seventy's heritage and scenic amenity together with topographical and access constraints means there is no increase in density or further subdivision.

The boat harbour / marina offers convenience level services for tourists and residents. Further commercial and small scale, short term accommodation is limited in scale and intensity consistent with the character of the area.

Seventeen Seventy is an important tourist destination and is one of the gateways to the Great Barrier Reef. An interpretative centre celebrating the town's cultural significance is supported that celebrates this natural attraction.

The absence of reticulated water and sewerage services restricts the expansion of the development footprint in Turkey Beach. Spare capacity exists within the existing township area and existing rural residential footprints to accommodate anticipated growth over the life of this planning scheme.

Highway townships

The highway towns of Miriam Vale, Benaraby and Mount Larcom are well placed to provide enhanced services to the travelling public and to act as gateways into the wider Gladstone region. Highway related development is concentrated in the Township zone and includes short term accommodation in the form of motels and tourist parks, service stations with limited retail space and small scale shopping, food/refreshments and local tourism.

Miriam Vale, Benaraby, Bororen, Ambrose and Raglan each have spare capacity to cater for modest residential growth within their existing development footprints as identified in the Township zone.

While Mount Larcom has potential for further residential growth as a location for those working in nearby major industry, this will only occur where essential infrastructure can be provided to service development.

Southern townships and places

Baffle Creek/Rules Beach is a strategically located but loosely structured rural community with a significantly fragmented rural hinterland. It has poor connectivity to commercial and community facilities and lacks essential infrastructure. Flooding constraints, infrastructure provision and access will determine future growth prospects in this area.

Rosedale provides community and educational focus for the southern region. Its development

footprint in the Township zone is sufficient to meet the needs of its intended growth and further expansion is not supported during the life of this planning scheme.

Whilst oil shale deposits have been identified in proximity to the Lowmead township, further intensification of development within the Township zone is not supported in Lowmead due to flooding and access constraints.

Boyne Valley townships and places

Though small, the Boyne Valley villages of Ubobo, Nagoorin, Builyan and Many Peaks provide a strong community focus for their wider rural communities. Small scale tourist development including the promotion of the heritage values of Many Peaks is supported.

Ubobo and Nagoorin are within proximity to shale oil and coal seam gas reserves. Development of those resources must not adversely impact on the water quality of Lake Awoonga and the character, economic and agricultural roles of those villages.

Northern townships and places

Yarwun is a very small community adjoining the Gladstone State Development Area and no further expansion is supported.

Islands

The Gladstone region encompasses a number of harbour, nearshore and offshore islands within the Capricorn Group. The largest island, Curtis Island, lies partly within the Gladstone State Development Area and supports global scale liquefied natural gas facilities along with temporary accommodation of workers. It also supports areas of environmental significance and the small village of South End.

Hummock Hill is the largest of the nearshore islands and has historically been the subject of a number of large development proposals. Any tourist development on Curtis and Hummock Hill Islands is of low scale and provides accommodation only for guests and employees engaged in that development.

Outside of the Gladstone State Development Area, building design, height, scale and bulk of development is small scale and sensitive to the Great Barrier Reef Marine Park setting and adjacent fisheries resources.

Of the harbour islands Curtis, Facing, Quoin, Tide, Witt and Compigne are partially or wholly privately owned. Future development of the harbour islands is limited to the existing urban footprint and consistent with the scale of development in the area which is characterised by single dwelling houses.

Mapping

Strategic Framework Map Our Rural and Coastal Townships and Places Schedule 2.