



# Planning Scheme Policy for **The Hughes and Seaview Bargara Local Plan Area**

Bundaberg Regional Council  
Planning Scheme 2015 (Version 6.2)

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## SC6.7 Planning scheme policy for the Hughes and Seaview Bargara local plan area

### SC6.7.1 Purpose

The purpose of this planning scheme policy is to provide:

- (a) additional guidance for development within the area of land bounded by Bargara Road, Hughes Road, Windermere Road and Seaview Road, Bargara;
- (b) alternative outcomes acceptable to Council that satisfy the overall outcomes of the **Central coastal urban growth area local plan code**;
- (c) alternative outcomes acceptable to Council that satisfy the **Desired standards of service** nominated within **Part 4 (Local government infrastructure plan)**.

### SC6.7.2 Application

This planning scheme policy applies to assessable development on land between Bargara Road, Hughes Road, Windermere Road, and Seaview Road in Bargara.

The outcomes nominated within this planning scheme policy are alternative outcomes to particular outcomes nominated within the **Central coastal urban growth area local plan code** and **Local government infrastructure plan** and achieve the overall outcomes and the desired standards of service required by those parts of the planning scheme.

**Figure 6.7.1 (Hughes and Seaview Bargara structure plan concept)** provides an overall plan for the settlement pattern and land use, movement networks, environmental and open space networks, buffering and separation, and infrastructure delivery for the local plan area.

### SC6.7.3 How to read this policy

This planning scheme policy:

- (1) provides additional guidance for the future development of land between Bargara Road, Hughes Road, Windermere Road and Seaview Road in Bargara;
- (2) is supported by further local planning for the Hughes and Seaview Bargara structure plan area within the Central coastal urban growth area local plan of the planning scheme, including the following:
  - (i) a review of policy outcomes for transport (roads and pathways) and stormwater drainage infrastructure for the current Hughes and Seaview Bargara structure plan area comprising the Emerging community zoned land north of Watsons Road (to Bargara Road);
  - (ii) more detailed land use and infrastructure planning to incorporate the Emerging community zoned land south of Watsons Road (to Windermere Road) into the Hughes and Seaview Bargara structure plan area, including recommendations for future planning scheme amendments to reflect this detailed planning within the Central coastal urban growth area local plan code and Local government infrastructure plan.

This planning scheme policy is to be read in conjunction with the **Central coastal urban growth area local plan code** of the planning scheme.

### SC6.7.4 Site Description

This policy applies to land bounded by Bargara Road, Hughes Road, Windermere Road and Seaview Road in Bargara, as shown in **Figure 6.7.2 (Land to which the policy applies)**.

The land locates within the Emerging community zone and the Central coastal urban growth area local plan of the planning scheme, earmarked to accommodate future urban growth.

The area comprises approximately 236 hectares of land, with 141 hectares north of Watsons Road and 95 hectares of land south of Watsons Road.

The subject area includes land within the 1% AEP local defined flood event, generally following the alignment (but at a greater extent) of the Matters of State Environmental Significance watercourse tributaries of Moneys Creek catchment. This area is also identified within the Sea turtle sensitive area overlay maps contained within **Schedule 2 (Mapping)**.

The land north of Watsons Road (to Bargara Road) is currently identified within the Hughes and Seaview Bargara structure plan area of the Central coastal urban growth area local plan and already benefits from detailed local planning to facilitate urban development. This land currently consists of larger lots used for rural and rural residential purposes, the Bargara Cultural and Community Centre, Bundaberg Ag Tech Hub, and a number of development approvals for low density urban residential development which are starting to be enacted.

The land south of Watsons Road (to Windermere Road) is fragmented into 17 lots. Aside from a small lot for the Watsons Road sewerage pump station, the lots vary in size from 4790m<sup>2</sup> to 17 hectares. This land is currently used for rural and rural residential purposes, having been previously used for cropping or grazing. Six lots are improved by a dwelling house and associated outbuildings. The Central coastal urban growth area local plan designates most of this land primarily for traditional low density residential development with environmental corridors following tributaries of Moneys Creek. The local plan review recently completed by Council incorporates this land within the Hughes and Seaview Bargara structure plan area.

To the south and west, surrounding land comprises large rural allotments used for agricultural pursuits, as well as some smaller rural allotments used for rural residential living. To the east, surrounding land consists of low density residential development extending towards the Bargara coastline. There is also land located on the corner of Rifle Range and Hughes Roads identified for a future local activity centre (referred to as the Bargara South Local activity centre) included within the Local Centre zone.

The Hughes and Seaview Bargara local plan area, once developed, will form part of the defined urban edge of Bargara with large expanses of good quality agricultural land retained to the west of Seaview Road and to the south of Windermere Road.

**Figure 6.7.2 Land to which the policy applies**



### SC6.7.5 Background and context

Council has undertaken more detailed land use and infrastructure planning for the Emerging Community zoned land between Hughes and Seaview Roads at Bargara. This further planning was required to respond to ongoing development pressures, address site specific challenges and constraints, and provide certainty for residents, landowners, and developers regarding the future planning direction of the locality.

This further planning has included:

- a review of the existing local plan north of Watsons Road (i.e., the current Hughes and Seaview Bargara structure plan area), in relation to transport (roads and pathways) and stormwater infrastructure; and
- more detailed land use and infrastructure planning for the area south of Watsons Road (to Windermere Road).

The review of local planning incorporates the land south of Watsons Road into the Hughes and Seaview Bargara structure plan area. This approach seeks to ensure consistency in direction over the local plan area and incorporates outcomes of further land use and infrastructure planning completed by Council<sup>1</sup>. The local plan review included recommendations to inform future amendments to the planning scheme and Local government infrastructure plan.

This Planning scheme policy provides an interim response to incorporate policy outcomes from the review of the Hughes and Seaview Bargara structure plan until the necessary amendments have been made to the planning scheme and Local government infrastructure plan.

### SC6.7.6 Planning scheme policy outcomes for Hughes and Seaview Bargara local plan area

#### SC6.7.6.1 Specific policies that support development assessment

Table SC6.7.6.1.1 Policy outcomes that support development assessment

Performance outcomes	Acceptable outcomes
<b><i>Pattern of settlement and land use structure</i></b>	
<p><b>PO1</b> The pattern of settlement and land use structure: -</p> <ul style="list-style-type: none"> <li>(a) appropriately responds to structure planning undertaken by the Council;</li> <li>(b) provides for the growth area to be developed as a series of high quality and discrete residential neighbourhoods offering a diverse mix of generally low to medium density accommodation ranging from dwelling houses on conventional size lots to appropriately located multi-unit residential development in various configurations;</li> <li>(c) occurs in a logical sequence that ensures the timely and efficient use of land and provision of infrastructure;</li> <li>(d) avoids environmentally significant areas, and areas subject to an unacceptable risk from natural hazards;</li> <li>(e) preserves significant natural features and landscape values including coastal streams, wetland areas and watercourses (including Moneys Creek and its tributaries);</li> </ul>	<p><b>AO1</b> <i>In partial fulfilment only of Performance outcome PO1: -</i></p> <p>Development conforms to a pattern of settlement and land use structure that is generally in accordance with the structure planning elements identified on <b>Figure 6.7.1 (Hughes and Seaview Bargara structure plan concept)</b>.</p>

<sup>1</sup> This planning scheme policy incorporates and reflects the outcomes of the Hughes and Seaview Bargara Local Plan Review report (September 2023) and the Bargara Emerging Communities Trunk Infrastructure Planning Report (AECOM, June 2023).

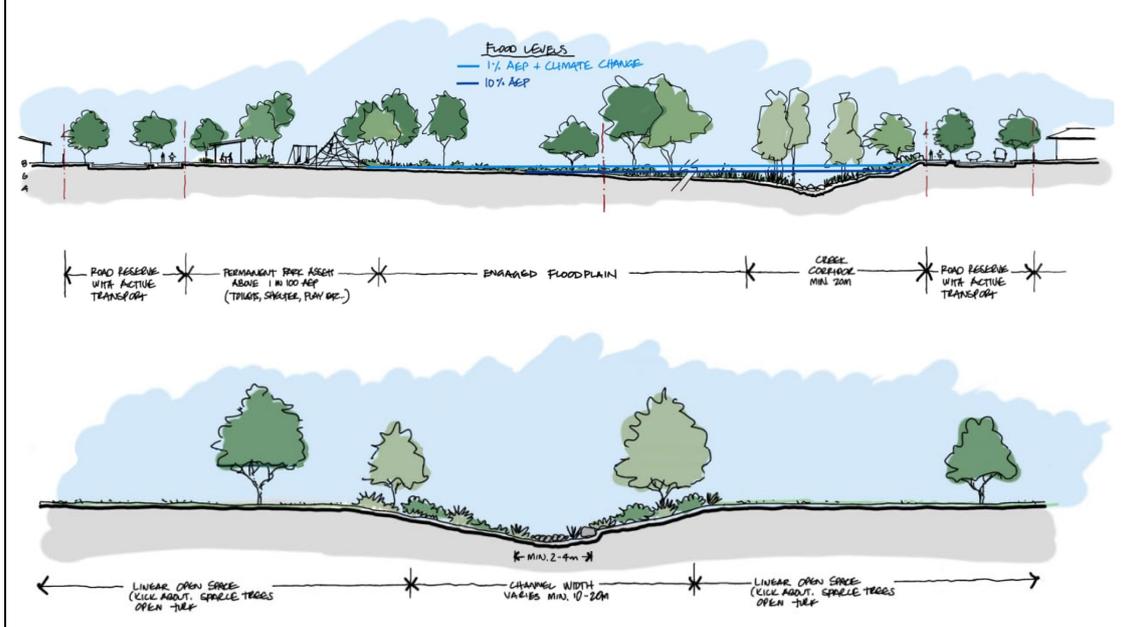
Performance outcomes	Acceptable outcomes
<p>(f) incorporates adequate buffering and separation between incompatible land uses; and</p> <p>(g) provides physical separation within and between the different communities that comprise the Central coastal urban growth area.</p>	
<b>Movement Network</b>	
<p><b>PO2</b> Development supports the establishment of an efficient, functional and integrated movement network that: -</p> <p>(a) strengthens road and other connections internally within the Hughes and Seaview Bargara structure plan area and externally to the established Bargara locality;</p> <p>(b) upgrades Hughes Road to a sub-arterial trunk road linking Bargara and the central coastal southern suburbs/townships as part of the north-south coastal distributor connecting the coastal communities between Burnett Heads and Elliott Heads;</p> <p>(c) contributes to the efficient and safe functioning of major roads by providing access to development via local roads;</p> <p>(d) improves connectivity between residential neighbourhoods and to existing and proposed activity centres, open space and community activities within the Central coastal urban growth area;</p> <p>(e) promotes the use of pedestrian, cycle and public transport modes; and</p> <p>(f) provides for internal road and pedestrian connections along the linear network of open space comprising tributaries of Moneys Creek.</p>	<p><b>AO2</b> <i>In partial fulfilment only of Performance outcome PO2: -</i></p> <p>Development provides for the transport infrastructure networks in a configuration generally in accordance with <b>Figure 6.7.1 (Hughes and Seaview Bargara structure plan concept)</b>.</p>
<p><b>PO3</b> Direct access to major roads is limited to ensure the safe and efficient movement of traffic and safe vehicle access.</p>	<p><b>AO3</b> <i>In partial fulfilment only of Performance outcome PO3: -</i></p> <p>(a) no direct access is permitted to premises from Bargara Road, Seaview Road, Windermere Road and Hughes Road, except for in the following circumstances: -</p> <p>(i) a small number of additional rural residential lots fronting Seaview Road where new shared access is provided to service the new and existing lot/s, avoiding the creation of new access points;</p> <p>(ii) where Council considers that access to a development only via the internal road network may not be desirable due to the nature of the use (e.g., traffic, noise impacts); or</p> <p>(iii) temporary road connection/s may be permitted to major roads pending the availability of permanent access via an internal road, at which point the temporary road connection/s will be removed – example treatments for temporary road connections are shown at <b>Figure 6.7.3 (Conceptual illustration of temporary road connections)</b>;</p>

Performance outcomes	Acceptable outcomes
	<p>(b) where direct access is supported to these surrounding major roads, the development should seek to limit/consolidate access (e.g., by providing internal connections to adjacent properties), and should where appropriate, provide connectivity to the internal road network.</p> <p>Editor's note – Any proposed access to/from Bargara Road will be subject to assessment by the Department of Transport and Main Roads.</p> <p><b>Figure 6.7.3 Conceptual illustration of temporary road connections</b></p> 
<b>Commercial development and low impact/service industry</b>	
<p><b>PO4</b> Aside from the Specialised activity centre identified within <b>Figure 6.7.1 (Hughes and Seaview Bargara structure plan concept)</b> providing for the establishment of a service station and low impact/service industries near the intersection of Bargara Road and Hughes Road, commercial and low impact/service industry development generally does not locate within the Hughes and Seaview Bargara structure plan area.</p> <p>Note – Notwithstanding Performance Outcome PO4, subject to demonstrated need, a small extension of the Bargara South Local activity centre may establish to include supporting local centre uses on the corner of Hughes Road and Windermere Road, where:</p> <ul style="list-style-type: none"> <li>(a) located directly opposite the land currently included in the Local centre zone (i.e., such that local centre and community uses are clustered in this location); and</li> <li>(b) the extension comprises a total site area of not more than 4000m<sup>2</sup>.</li> </ul> <p>This should not be misconstrued as support for broader scale commercial activity in the south-eastern part of the structure plan area (i.e., further north along Hughes Road or west along Windermere Road).</p>	<p><b>AO4</b> No acceptable outcome provided.</p>
<b>Medium density residential development</b>	
<p><b>PO5</b> Where provided, medium density residential development: -</p> <ul style="list-style-type: none"> <li>(a) has a low-rise built form compatible with the existing and intended scale and character of the surrounding area;</li> <li>(b) has high levels of accessibility, increasing the number of people living close (i.e., predominantly within the primary walking catchment) to an existing or planned activity centre, community facility or public open space; and</li> <li>(c) is readily accessible to, and capable of being well-serviced by, public transport, bicycle and pedestrian routes.</li> </ul>	<p><b>AO5</b> Multi-unit residential development: -</p> <ul style="list-style-type: none"> <li>(a) occurs in the Medium density residential areas identified in <b>Figure 6.7.1 (Hughes and Seaview Bargara structure plan concept)</b>;</li> <li>(b) provides for a net residential density of 30 to 50 equivalent dwellings per hectare; and</li> <li>(c) has a maximum building height of 3 storeys and 11m.</li> </ul>
<p><b>PO6</b> Where provided, medium density residential development: -</p>	<p><b>AO6</b> No acceptable outcome provided.</p>

Performance outcomes	Acceptable outcomes
<p>(a) provides for a range of multi-unit residential dwelling types and small lot housing;</p> <p>(b) is designed to complement the existing and intended character of the area, positively contribute to the streetscape and maintain a high level of residential amenity;</p> <p>(c) provides a high quality presentation to major roads with well-articulated built form, high quality landscaping within the set back, and high quality fencing utilising a range of materials and articulation measures.</p>	
<b>Rural residential development</b>	
<p><b>PO7</b> Rural residential development is generally located in the vicinity of Wessells Road and along parts of Seaview Road, and consists of low density residential activities where: -</p> <p>(a) large residential lots cater for a mix of low density housing choices compatible with the large lot character and amenity of the area, drainage paths and other site constraints;</p> <p>(b) additional lots created along Seaview Road comprise of wide street frontages and shared vehicle access; and</p> <p>(c) adequate infrastructure is provided, appropriate to the scale of development and applicable site constraints.</p>	<p><b>AO7.1</b> Rural residential development is limited to the large lot residential areas identified in <b>Figure 6.7.1 (Hughes and Seaview Bargara structure plan concept)</b> and achieves the following outcomes: -</p> <p>(a) lots are generally not less than 4,000m<sup>2</sup>, except where it can be demonstrated that lots smaller than 4,000m<sup>2</sup> (not less than 2,000m<sup>2</sup>) are warranted or appropriate having regard to lot design, site constraints and amenity outcomes;</p> <p>(b) each new lot is provided with appropriate access and is capable of accommodating a dwelling, associated outbuildings and effluent disposal areas (where on-site wastewater treatment and disposal is accepted), located outside any identified flood hazard area;</p> <p>(c) where affected by waterways or overland flow paths, adequate stormwater drainage is provided; and</p> <p>(d) where not required as part of the public open space and pathway network, drainage paths remain in private ownership but are included in a drainage easement in favour of Council.</p> <p><small>Editor's note—the extent of the drainage corridors as depicted on <b>Figure 6.7.1 (Hughes and Seaview Bargara Structure Plan Concept)</b> is indicative only. The exact extent of the drainage corridor is to be determined at the time of any development application.</small></p> <p><b>AO7.2</b> The existing access easement/s off Wessells Road known as Brumby Lane is retained in private ownership, providing local access to existing residential lots.</p>
<b>Environmental, open space and stormwater drainage</b>	
<p><b>PO8</b> Development provides for an integrated environmental, open space and stormwater drainage network that: -</p> <p>(a) effectively protects and links major areas of open space and areas of environmental significance, including Moneys Creek and its tributaries;</p> <p>(b) retains and protects riparian areas for their environmental values and to support a walkable waterfront;</p> <p>(c) where practical, contributes to the multimodal pedestrian and cycling network;</p> <p>(d) accommodates and conveys major stormwater flows, flood events and drainage affected areas, with drainage infrastructure adopting naturalised solutions to improve</p>	<p><b>AO8.1</b> Development provides for open space/ environment protection areas generally in accordance with <b>Figure 6.7.1 (Hughes and Seaview Bargara structure plan concept)</b>.</p> <p><small>Editor's note—the extent of the open space/environmental protection areas, including local flood and drainage affected areas, is indicative only and is to be determined at the time of any development application involving the affected land.</small></p> <p><b>AO8.2</b> The environmental and open space network, including watercourses and flowpaths, and local flood and drainage affected areas, are protected from development to ensure the drainage and flood conveyance functions of the network are retained, and where practical: -</p>

Performance outcomes	Acceptable outcomes
<p>water quality in Moneys Creek and reduce on-going maintenance; and</p> <p>(e) contributes to the visual amenity and character of the urban landscape, including at the entrances to coastal townships.</p>	<p>(a) environmental values are retained, enhanced or restored to their natural state;</p> <p>(b) provide for a naturalised stormwater drainage solution that: -</p> <ul style="list-style-type: none"> <li>(i) locates and designs flood storage (detention) in the form of engaged flood plains, naturalised creeks or ephemeral wetlands, as determined by the size and type of treatment required, with cross functionality to offer effective stormwater quality treatment; and</li> <li>(ii) where required, provides appropriate and coordinated extents of fill within the floodplain to achieve affluxes both within, and internal to, the site;</li> </ul> <p>(c) provide linear open space that contributes to the open space, pedestrian and cycling networks; and</p> <p>(d) where not required as part of the open space or pedestrian and cycle pathway networks, are retained in private ownership.</p> <p><b>AO8.3</b></p> <p>Where development is intended to benefit from a catchment-based solution, including land south of Watsons Road, development: -</p> <ul style="list-style-type: none"> <li>(a) facilitates and does not prejudice achievement of the catchment-based solution;</li> <li>(b) where necessary, provides for temporary on-site stormwater management that addresses the requirements of Council’s Flood hazard overlay code and Planning scheme policy for development works.</li> </ul> <p>Editor’s note—Figure 6.7.4 provides indicative transects of the open space/environmental protection area south of Watsons Road, including local flood and drainage affected areas.</p>

Figure 6.7.4 Open space/ environmental protection area sections



Performance outcomes	Acceptable outcomes
<b>Buffering and separation – agricultural land and rural production</b>	
<p><b>PO9</b> Development incorporates adequate buffering and separation to surrounding rural production areas so as to: -</p> <ul style="list-style-type: none"> <li>(a) maintain the productive use of agricultural land classification (ALC) Class A and Class B land;</li> <li>(b) mitigate land use conflicts between rural activities and sensitive land uses; and</li> <li>(c) protect the amenity and wellbeing of prospective residents within the Hughes and Seaview Bargara structure plan area.</li> </ul>	<p><b>AO9</b> Buffers and separation areas to ALC Class A and Class B land and other rural production areas are designed, established and maintained in accordance with the <b>Planning scheme policy for Agricultural buffers</b>.</p> <p>Note—Figure 6.7.1 (Hughes and Seaview Bargara structure plan concept) identifies the indicative locations where agricultural land buffers will be required.</p>
<p><b>PO10</b> Development is appropriately staged and designed to ensure that land use conflicts are minimised between the proposed urban residential development and existing farming operations within the Hughes and Seaview Bargara structure plan area.</p>	<p><b>AO10</b> Where development abuts land used for agricultural purposes within the Hughes and Seaview Bargara structure plan area, temporary buffer treatments and separation areas are: -</p> <ul style="list-style-type: none"> <li>(a) designed, established and maintained in accordance with the <b>Planning scheme policy for Agricultural buffers</b>; and</li> <li>(b) designed such that the buffer may be extinguished and developed following the cessation of the adjoining agricultural activity.</li> </ul> <p>Editor's note – it is envisaged that the temporary buffer and separation area would form a stage of the urban development and would be conditioned accordingly by Council through the development approval that the stage that sits over the buffer area cannot be commenced until the adjoining agricultural activity is permanently ceased.</p>

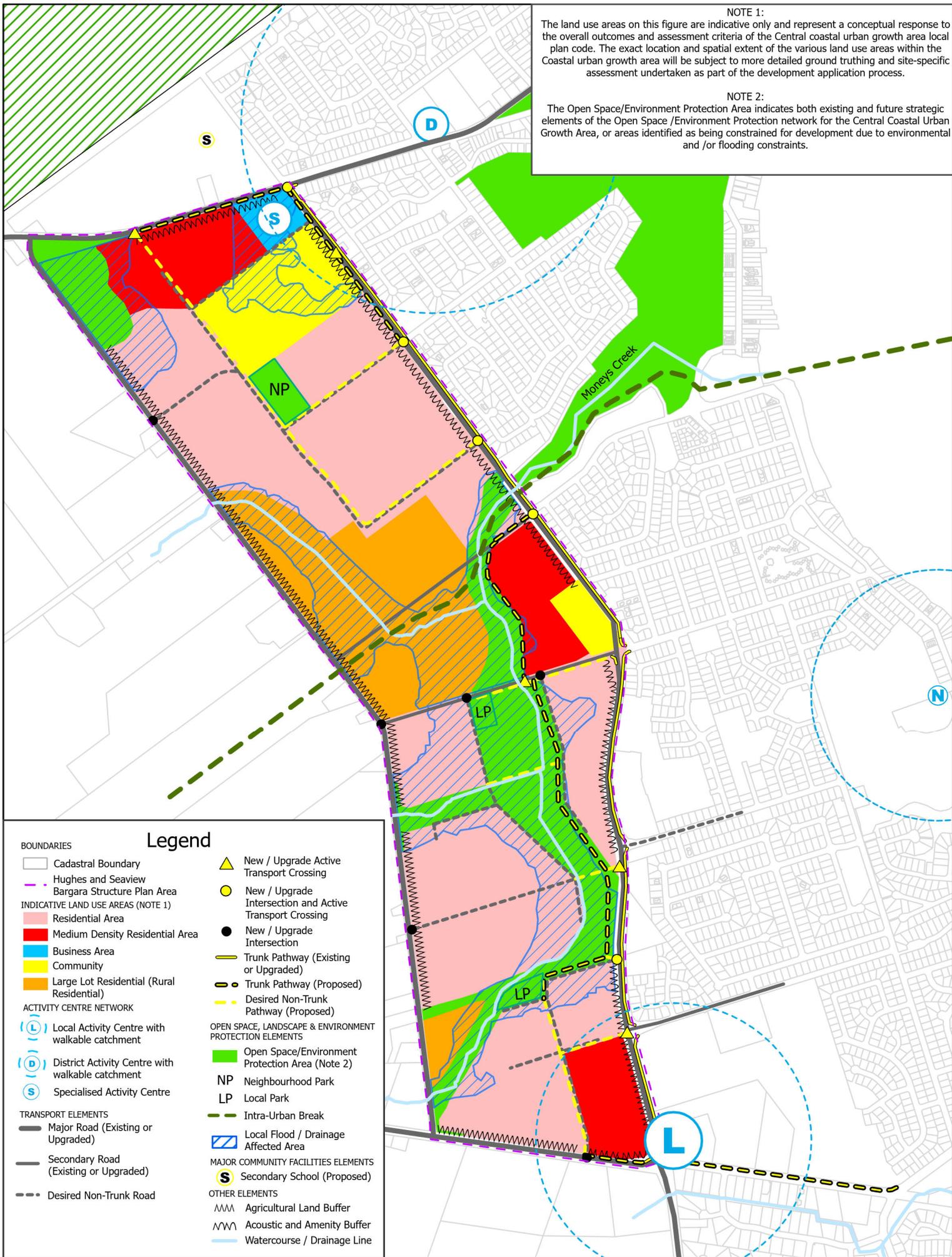


Figure 6.7.1 - Hughes and Seaview Bargara Structure Plan Concept

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