

## 2.0 City Planning Strategy

### 2.1 Introduction

1. The City Planning Strategy advances ecological sustainability in Bundaberg by providing Key Strategies and supporting measures to assist in facilitating achievement of the Desired Environmental Outcomes. In particular, the City Planning Strategy performs the following functions:
  - (a) identifies key strategies and *primary measures* which facilitate the achievement of the Desired Environmental Outcomes;
  - (b) provides a policy framework for coordinating the activities of public and private development agencies to promote the achievement of the Desired Environmental Outcomes;
  - (c) guides assessment of and decisions on development proposals, particularly in regard to location, site suitability and potential impact;
  - (d) provides a spatial representation of the strategies in the Structure Plan (**Map 2.1**); and
  - (e) provides a tabulation of the relevance of the Key Strategies to the various Local Areas (**Table 2.1**).
  
2. The DEOs included in Part One are supported by the following Strategies:
  - (a) Residential Strategy (Section 2.2)
  - (b) Industry Strategy (Section 2.3)
  - (c) Commercial Strategy (Section 2.4)
  - (d) Open Space and Environmental Strategy (Section 2.5)
  - (e) Community Facilities Strategy (Section 2.6)
  - (f) Transport Strategy (Section 2.7)
  - (g) Non Urban Strategy (Section 2.8)
  - (h) Development Servicing and Sequencing Strategy (Section 2.9)
  - (i) City Image and Cultural Heritage Strategy (Section 2.10)

## 2.2 Residential Strategy

### 2.2.1 Background

An important function of the Planning Scheme is to facilitate the provision of an adequate supply of serviced land, free of natural or man-made hazards. In order to achieve the Desired Environmental Outcomes of the Plan, housing areas should be safe and attractive and be conveniently located in relation to local and major urban facilities and employment. Housing should also provide a choice of locations and lifestyles.

### 2.2.2 Primary Measures

#### KEY STRATEGIES

- 1.1 The public expectations for the future amenity of residential areas is secured by preventing the intrusion of development that could seriously detract from that amenity.
- 1.2 An adequate supply of serviced urban residential land with an acceptable level of flood immunity is available to satisfy the housing needs of the future population.
- 1.3 A diverse range of high quality housing forms and densities are provided in appropriate locations in the City to reflect community needs (eg detached houses and dual occupancies are preferred in the Residential A Precincts; multiple dwellings, apartments and townhouses are preferred in the Residential B and C Precincts).
- 1.4 Residents have convenient access to local facilities (eg local shopping), employment and major urban facilities (eg hospitals).
- 1.5 The existing urban form is consolidated by limiting the creation of rural residential lots.

#### PREFERRED SETTLEMENT PATTERN AND DEVELOPMENT CHARACTERISTICS

1. The amenity of existing and future residential areas will be protected by requiring proposals in or adjacent to residential areas (existing and future) to ensure:
  - (a) that noise, dust, odours, light spill, or any other emission does not detrimentally affect existing or future nearby residential areas;
  - (b) the proposal would not measurably increase through traffic and industrial traffic levels on any residential streets;
  - (c) proposed buildings, structures and/or other visible aspects of the development must reflect the scale and character of existing or future nearby residential areas; and
  - (d) the proposed development would not create or increase flooding problems in any residential area.
2. Most residential development should be at standard suburban densities of maximum 50 persons per hectare. Medium density residential development (maximum 120 persons per hectare) is preferred in Residential B Precincts, on serviced lots in the vicinity of the City Centre, major suburban centres, the university site and points of major transport interchange. Such proposals must be designed to minimise their impact on the amenity of the surrounding areas.
3. Accommodation units, apartment buildings and hotels that incorporate development that are three storeys or greater are located within the CBD or the Residential C Precinct. Such developments will be advantaged by their proximity to the CBD and riverside parklands.
4. Further rural residential development is contrary to the desired environmental outcomes because of the need to protect good quality agricultural land and such development does not represent an efficient use of land/services.

5. Opportunity is provided for home based businesses, which do not have an impact on the surrounding residential amenity. These activities are to be undertaken and operated in accordance with the House Code.
6. New residential development should not be located in areas that are prone to landslip or include other impediments to their use for residential purposes.
7. Land subject to inundation by the DFE shall be excluded from urban development in order to provide an acceptable level of flood immunity. Lands subject to inundation by the 1% AEP Local Rainfall Event shall also be excluded from urban development in order to conserve the capacity and hydraulic and ecological functions of the watercourse and to provide an acceptable level of flood immunity.
8. Urban Residential land shown on the Structure Plan (Map 2.1) is intended to provide for the future residential growth of the City. New residential development will require connection to the City's existing reticulated water supply system and reticulated sewerage system.
9. New development should provide effective buffering from areas of incompatible land use and environmental sensitivity. Any area, structure or physical feature provided to serve as a buffer is to be designed to be visually attractive and compatible with the desired character of the locality.

#### **RESIDENTIAL CHARACTER AND FACILITIES**

10. The design of new developments should enable existing and future residents to experience a sense of belonging to an identifiable community.
11. Residential development should seek to create neighbourhood and village areas, which facilitate social interaction by locating open space, schools, local shops or community facilities, within convenient walking distance of dwellings.
12. New development must reflect the established positive aspects of local character particularly in relation to density, design, subdivision pattern and road network.
13. Each new major residential development should be oriented towards facilities (like a primary school, local shops and/or local parkland) which are desirably located in a single conveniently accessible community centre. As a general guideline, one such centre should be provided for each 5,000 residents (ie about 1,500 to 2,000 dwellings).
14. In addition to low density housing, residential neighbourhoods are intended to accommodate local parkland, shops, churches, schools and other community facilities which serve residents in the locality. Any development of these associated uses is intended to be at conveniently accessible locations, and of a scale and nature compatible with surrounding development. Other urban uses developed on land within these areas are subject to compatibility with the Desired Environmental Outcomes, other elements of the Planning Scheme, and existing and likely future surrounding development.
15. Appropriate provision of recreation facilities should be made within residential areas. Refer to Open Space and Environmental Management Strategy in section 2.5.
16. Local shops and other non-residential uses which directly service the local residential area should be located together and designed in such a way as to reduce their impact on the amenity of nearby residences.

## 2.3 Industry Strategy

### 2.3.1 Background

The City’s ability to accommodate new industrial development is important for the region’s economy. The City’s major industrial areas such as the Bunda Industrial Estate, Bundaberg Industrial Park - Food Precinct Stage 1 and East Bundaberg should be developed with a wide range of well designed and sustainable industries including manufacturing, processing, storage and distribution. Such industries should be designed so they do not result in environmental harm or nuisance (such as water, noise, dust, odour, light and contamination), or other loss of amenity where located on major roads or adjacent to residential areas.

### 2.3.2 Primary Measures

#### KEY STRATEGIES

- 2.1 An adequate supply of serviced industrial land is available at suitable locations within the City.
- 2.2 Industrial activity does not have significant adverse impacts on surrounding uses, people's safety or the environment.
- 2.3 The efficient and safe movement of people, goods and services to and from land developed for industrial uses is facilitated such that there is no environmental harm or nuisance, or other loss of amenity.
- 2.4 Acceptable standards are achieved in the servicing, operations and appearance of industrial areas.
- 2.5 Industrial areas are protected from the intrusion of non-industrial development.

#### PREFERRED SETTLEMENT PATTERN

- 1. The City's major industrial areas are shown on the Structure Plan (**Map 2.1**) in the south-west of the City and East Bundaberg. It is intended that these areas be developed for a wide range of industries, including manufacturing, processing and storage/distribution uses.
- 2. Proposals for industrial development are to be located within Industry areas on the Structure Plan (Map 2.1) in order to minimise detrimental impacts on other existing preferred uses. New industrial developments will require connection to the City’s existing reticulated water supply system and reticulated sewerage system. Proposals on land adjacent to industrial precincts, which limit the ability of industrial areas to function, are not consistent with this strategy.

#### WATERFRONT INDUSTRY

- 3. Uses and industries needing waterfront sites may be accommodated on suitable sites adjoining the Burnett River. In assessing development applications for such waterfront land, particular consideration will be given to the proposal’s:
  - (a) need for waterfront location;
  - (b) river access requirements;
  - (c) potential impacts on the aquatic or riparian environment;
  - (d) provision of public access to the river and riverbank;
  - (e) buffer areas between the proposed development and the river; and
  - (f) potential visual impact on views from or adjacent to the river.

4. Uses associated with waterfront industrial operations (like the sale of goods resulting from the operations on the site, and customs agent's offices) are also considered appropriate in waterfront locations where a need for any such use is warranted. Applications for other non-industrial uses which require a waterfront location will be assessed against the following criteria:
  - (a) is the proposal compatible with adjacent industrial activities;
  - (b) the site's suitability for the proposed use;
  - (c) the need for the non-industrial use; and
  - (d) the need for waterfront land to be available for industrial purposes.

#### HEAVY AND NOXIOUS INDUSTRIES

5. Industrial areas which are more remote from residential and other sensitive uses or environments are the preferred location for industries which have potential for serious environmental harm or nuisance by way of air emissions, odour and/or noise generation, the handling and storage of dangerous goods, traffic generation and other effects.

#### LIGHT AND SERVICE INDUSTRIES

6. Land in the Industry Precinct outside the City's major industrial areas, and land at the edge of the major industrial areas is the preferred location for small scale, low impact operations having a service or light industrial character. These uses can serve as a transition and buffer area between residences and higher impact industrial uses.

#### RELATED INDUSTRIAL USES

7. Uses associated with industrial operations (like the sale of goods resulting from the operations on the site, storage facilities and auxiliary offices), or those directly serving workers (including catering and recreational facilities) will be considered on their merits in industrial areas. It is preferred that development of such non-industrial uses be consolidated in locations that are conveniently accessible to surrounding industries.
8. At suitably accessible and more visible locations within land in the Industry Precinct, a more commercially-oriented mix of industrial, showroom, and compatible activities may be appropriate.

#### **DEVELOPMENT CHARACTERISTICS**

9. Development proposals are to provide solutions in relation to siting, design, building materials, environmental performance, landscaping, buffering and screening, and vehicle access arrangements appropriate to the following sensitive locations:
  - (a) land in an industrial precinct adjoining other land not proposed for industrial development;
  - (b) sites directly visible from and close to residential areas or other sensitive receiving environments;
  - (c) sites fronting a heavily trafficked road.
10. Activities generating high volumes of traffic, particularly heavy vehicle traffic, should have direct access to the City's major road network or provide access other than through residential or other sensitive areas. Where traffic from the site has the potential to adversely affect residential or other sensitive uses, any development proposal must mitigate these impacts satisfactorily. Possible mitigation measures include:
  - (a) installation of local area traffic management devices;
  - (b) agreement regarding preferred routes for service and delivery traffic;
  - (c) scheduling of deliveries to times that are compatible with surrounding uses; and
  - (d) other fleet and vehicle management practices.

## 2.4 Commercial Strategy

### 2.4.1 Background

Maintaining the viability of Bundaberg’s Central Business District (CBD) and existing suburban centres is an important part of the Desired Environmental Outcomes for the City. It is intended that major shopping, business, government and entertainment activities will be located within the CBD to increase vitality and ensure that these facilities are accessible to the majority of the City’s residents. All proposals should be well designed and contribute positively to the streetscape. Council recognises that uses that contribute to the economic prosperity of the City may generate other benefits. Accordingly, economic investment in the City is facilitated where such investment is in development that is ecologically sustainable.

### 2.4.2 Primary Measures

#### KEY STRATEGIES

- 3.1 The primacy of the CBD is protected and enhanced to serve its role as the business, retailing, government, entertainment, civic and community focus for the City and the Bundaberg region.
- 3.2 The vitality, accessibility, efficiency and visual appearance of the CBD is enhanced and its links to the Burnett River are strengthened through innovative design.
- 3.3 Suburban and local centres are located and designed to efficiently serve the needs of their catchments, without compromising the economic viability of the CBD and the residential amenity of the surrounding areas.
- 3.4 Entertainment and community facilities are predominantly located within or adjacent to the existing commercial centres.
- 3.5 Design in commercial centres, particularly along major roads and other prominent locations contributes to the character of the City as a whole.
- 3.6 Commercial ribbon development is limited by encouraging the consolidation of commercial activity into existing centres.
- 3.7 Development within the CBD is consistent with maintaining a high level of amenity including perceptions of the CBD as a pleasant, safe and healthy place to work in, live in and visit.
- 3.8 Further major commercial centres in the City are inappropriate during the life of this planning scheme

#### PREFERRED SETTLEMENT PATTERN AND DEVELOPMENT CHARACTERISTICS

##### CENTRAL BUSINESS DISTRICT (CBD)

1. The CBD is intended to remain the predominant centre in the City and region, serving as a major employment area, and the preferred location for specialist and major retailing, regional government offices, and major commercial, community and entertainment uses. These uses are important in sustaining and enhancing vital, attractive and pedestrian-oriented streets and other public spaces.
2. Design, treatment of public spaces, car parks and signage is to be of high quality and consistent with the Commercial Activity Code and Signs Code.
3. The design of new development is to provide visual and functional links to the river where possible through the siting of buildings, pedestrian paths and the provision of activities along the river bank, while retaining the environmental values of the river bank.

4. High quality mixed use developments that provide for residential uses above the ground level of commercial or retail buildings are sought in the CBD.
5. Places of heritage and/or social significance should be conserved and enhanced.
6. Development within the CBD should facilitate the use of public transport, cycling and walking as viable transport alternatives through the provision of features such as:
  - (a) Through block pedestrian connections;
  - (b) Bicycle storage and shower facilities;
  - (c) Bus setdown areas.
7. Development should be consistent with the CBD Local Area Planning Intents for the various precincts within the CBD.

#### SUBURBAN CENTRES

8. Suburban Centres are intended to provide for retailing, personal services and entertainment facilities that are smaller in scale than those found in the CBD.
9. The locations of suburban shopping centres are shown diagrammatically on the Structure Plan (Map 2.1) and in more detail on the Local Area precinct maps.
10. Proposals for new or additional retail floor space will be required to prove that there is sufficient population and need to support additional floor space and that existing facilities (including in the CBD and Local Centres) will not be unacceptably impacted upon.
11. In addition to retailing activities, the following uses are intended to be established in Suburban Centres:
  - (a) professional and personal service offices which the public regularly visit, such as medical practitioners, banks and real estate agencies;
  - (b) a range of eating establishments including cafes, coffee-shops, restaurants and fast food stores;
  - (c) government and statutory authority customer service agencies (not major offices);
  - (d) small-scale service industrial activities which have a low environmental impact and occupy a limited floor area; and
  - (e) indoor recreation.

Uses should be of a scale or nature that do not compromise the Planning Intent of Local Areas 2, 5 or 7.

12. Suburban centres shall be located and designed to efficiently serve the needs of their catchments, without compromising the economic viability of the CBD or residential amenity of the surrounding areas.
13. Commercial activities should be concentrated in and around existing centres to preserve the amenity of surrounding areas and major thoroughfares.

#### LOCAL CENTRES

14. Local centres are intended to provide local or neighbourhood shopping, personal services and community facilities at convenient locations which meet the needs of the immediately surrounding residents, generally at central or 'entry' locations within each neighbourhood. The extent and nature of development at each local centre should comply with the Local Area provisions.
15. Major retail and entertainment uses such as showrooms, large shopping centres, licensed clubs and cinemas, are not considered appropriate in Local Centres.

16. Development within local centres is to be sited and designed to reflect the character of surrounding residential areas and to protect the amenity of such areas. Industrial uses are not likely to be consistent with the intended character of local centres.
17. A two-storey height limit (maximum 8.0m) is appropriate for development in local centres.
18. Proposals for new or additional retail floorspace will need to prove there is sufficient population in the local trade area to support the additional floorspace and that existing facilities within the trade area will not be unacceptably impacted upon.

GENERAL

19. New commercial developments in the CBD, suburban centres or local centre require connection to the city's reticulated water supply and sewerage systems.



## 2.5 Open Space and Environmental Management Strategy

### 2.5.1 Background

The City’s open space and natural characteristics should be protected to advance the achievement of ecological sustainability. The availability of land for recreation is important for social wellbeing and attractive open spaces contribute towards the overall image of the City. Preservation of places of significant social, cultural, historical, and ecological value will also assist in achieving the Desired Environmental Outcomes for the City.

### 2.5.2 Primary Measures

#### KEY STRATEGIES

- 4.1 Bundaberg’s ecosystems particularly in areas adjacent to the Burnett River and creek corridors, and areas of remnant native vegetation are protected and managed so that their ecological processes and biological diversity are conserved, enhanced or restored.
- 4.2 A comprehensive open space system is developed and maintained to enhance the environmental qualities of the City, meet some of the diverse recreational needs of the City’s residents, and create a visual break from continuous urban development.
- 4.3 A compact city form is maintained with an extensive open space network including river and creek corridors, urban parkland and well-landscaped public and private spaces, and remnant native vegetation corridors.
- 4.4 Highly visible open space and attractive landscaped areas are provided and maintained, and these areas contribute positively to visual amenity and the creation of an attractive local character.
- 4.5 Development is designed, constructed and operated in a manner that achieves energy efficiency and high levels of amenity.
- 4.6 Places of significant social, cultural, historical or ecological value are preserved within both the natural and built environments.

#### OPEN SPACE AND RECREATION

1. The intended structure of the City’s recreation and open space network is shown on the Structure Plan (Map 2.1) and in the various Local Area provisions. The network comprises:
  - (a) open space along the Burnett River;
  - (b) creek open space corridors;
  - (c) major areas of public parkland;
  - (d) major outdoor sporting and recreational facilities; and
  - (e) buffering between urban and rural areas.

The network is intended to be linked as much as possible in order to facilitate and enhance the environmental values and pedestrian/cyclist use of these spaces.
2. The range of open space areas to be provided within the City to meet local, City and regional needs includes:
  - (a) civic spaces and formal gardens;
  - (b) parks and playgrounds;
  - (c) sports facilities;
  - (d) casual recreational areas;

- (e) creek and riverside corridors; and
  - (f) bushland.
3. It is also intended that open space areas will have one or more of the following functions:
- (a) watercourse and floodplain management,
  - (b) the conservation of the natural environment and habitat
  - (c) enhancing the appearance of the City,
  - (d) walking and cycling, and
  - (e) buffering for sensitive receiving environments.
4. The Burnett River and the Bundaberg, Saltwater, O'Connell's, Palmer's, McCoy's and Yellow Waterholes Creeks and their tributaries, provide opportunities to develop a linked network of "green spaces" through the City. The management and use of these major watercourse corridors is intended to be in accordance with the following priorities:
- (a) conservation of the natural environment and resources,
  - (b) accommodation of flood events,
  - (c) filtering runoff before it enters a natural waterway,
  - (d) recreation/movement,
  - (e) other public purposes, and
  - (f) commercial purposes.
5. Other open space and landscaped areas are intended to be provided at conveniently accessible and visible locations in order to:
- (a) meet the recreational needs of residents and visitors,
  - (b) enhance the City's appearance,
  - (c) provide a more pleasant and healthier environment, and
  - (d) provide for walkways and cycleways.
6. In addition to the open space areas shown on the Structure Plan, local/neighbourhood parks and other smaller areas of open space are intended to be developed and maintained throughout the City where they are conveniently accessible to their catchment populations and can properly serve their intended functions.
7. On open space land along the Burnett River, particularly in the vicinity of the CBD, a wider range of uses than is considered appropriate elsewhere may be allowed. Such uses would include water-related attractions and facilities for residents and visitors, like restaurants, cafes, kiosks, boat hire facilities, and wharves/landings.

#### **ENVIRONMENTAL MANAGEMENT AND DEVELOPMENT CHARACTERISTICS**

8. Development proposals must show how significant physical and functional characteristics of the natural environment will not be subject to significant adverse impacts, or alternatively, that an Environmental Management Plan can be put in place to avoid adverse impacts or manage them to achieve acceptable levels
9. Lands subject to inundation by the DFE shall be excluded from urban development in order to provide an acceptable level of flood immunity. Lands subject to inundation by the 1% AEP Local Rainfall Event shall be protected from urban development in order to conserve the capacity and hydraulic and ecological functions of the water course and to provide an acceptable level of flood immunity.
10. Any site which incorporates or adjoins sensitive receiving environments (including watercourses, freshwater and marine wetlands and established residential areas) should be developed and used in accordance with best available and practicable technology and best management practices reflecting community expectations.

## 2.6 Community Facilities Strategy

### 2.6.1 Background

The Planning Scheme seeks to maintain the cultural, economic, physical and social wellbeing of communities. The following strategy provides for a range of government services and facilities including education, health, cultural and recreational facilities to promote the social wellbeing of Bundaberg’s residents.

### 2.6.2 Primary Measures

#### KEY STRATEGIES

- 5.1 The timely and adequate provision of municipal, institutional and other community facilities is achieved.
- 5.2 The timely and adequate allocation, provision and distribution of schools, health facilities, other government services and public utilities is achieved.
- 5.3 Opportunities that can benefit the City in relation to tourism, education, cultural facilities and recreational facilities are recognised and promoted.
- 5.4 Community and cultural facilities are provided which are accessible (for all users), attractive and respond to the needs of the community.
- 5.5 New development is suitably integrated with or effectively buffered from existing development in ways that benefit the whole community.

#### PREFERRED SETTLEMENT PATTERN AND DEVELOPMENT CHARACTERISTICS

1. The social wellbeing of the City’s residents will be promoted in the Planning Scheme through:
  - (a) providing adequate land, infrastructure and facilities;
  - (b) providing attractive, safe and convenient places for people to gather;
  - (c) protection of places with architectural, cultural, historical or other characteristics;
  - (d) enhancing urban areas and streetscapes;
  - (e) providing increased opportunities for recreation, pedestrians and cycling; and
  - (f) providing recreational facilities for all age groups.
2. Residential development should seek to create neighbourhood/village areas defined by an open space network to enable the residents to develop an ownership of their community.
3. New development should be suitably integrated with or effectively buffered from existing development in ways which benefit the whole community, particularly in relation to the road network, open space linkages and the provision of community facilities and employment opportunities.
4. Land not required for urban or conservation purposes should continue to be used for rural purposes. Where development occurs, buffering will need to be provided to ensure adequate separation between incompatible activities.
5. New land uses should provide effective buffering from areas of incompatible land use and environmental sensitivity. Any area, structure or physical feature provided to serve as a buffer is to be designed to be visually attractive and compatible with the desired character of the locality.

## 2.7 Transport Strategy

### 2.7.1 Background

The operation of the City requires the establishment and maintenance of a safe and efficient transport network for the movement of people and goods. This network should support identified settlement patterns, minimise environmental impact and be appropriate to the needs of urban and rural communities. The Bundaberg Airport and railway are important commercial transportation links.

### 2.7.2 Primary Measures

#### KEY STRATEGIES

- 6.1 A transport network is planned for and provided within the City, which enables the efficient, safe and convenient movement of people and goods by public and private transport
- 6.2 A network of safe and accessible bicycle and pedestrian paths is established throughout the City, linking where possible the major activity nodes.
- 6.3 An improved level of public transport services is supported
- 6.4 The efficient operation of the railway is maintained by protecting the corridor from incompatible land uses.
- 6.5 Maximum flexibility with respect to the future operations of the Airport is maintained.
- 6.6 Adequate carparking is provided to service developments.
- 6.7 Equal opportunity exists for access and mobility of all people (including people with disabilities and people with limited mobility or a disability).

#### PREFERRED SETTLEMENT PATTERN AND DEVELOPMENT CHARACTERISTICS

1. The major existing and proposed roads through the City are shown on the Structure Plan (Map 2.1), together with the railway line. The alignments of any proposed roads are indicative only and subject to more detailed route planning.

The following existing and future major road links have been identified through the City:

- (a) the Isis Highway (Takalvan Street);
- (b) Bundaberg Ring Road (Southern By-pass);
- (c) Bundaberg-Bargara Road;
- (d) Walker Street;
- (e) FE Walker Street/Bundaberg Port Road;
- (f) Barolin Street/Goodwood Road;
- (g) Bourbong Street;
- (h) Quay Street;
- (i) George Street (Eastern Section);
- (j) Walla Street;
- (k) Enterprise Street/Maynard Road;
- (l) Fairymead Road;
- (m) Elliott Heads Road;
- (n) Thabeban Road;
- (o) Clayton Road;
- (p) Commercial Avenue;
- (q) Moore Park Road;

- (r) Johanna Boulevard; and
- (s) Bundaberg-Gin Gin Road/Hinkler Avenue.

These have been classified on the Council's Road Hierarchy Map forming part of the Lot Reconfiguration Code.

Proposals adjacent or in the vicinity of these road links should be appropriate for the location and should not impact on the safety or efficiency of the road link.

2. Establishment of an integrated bikeway and pedestrian network with end of trip facilities (such as bicycle storage) in the City is intended to continue as funding permits and through provision as part of the development assessment process, particularly along linked open space corridors and to schools, shops and recreation facilities.
3. Access to State Controlled Roads will be limited to defined intersections so that the function of these roads as corridors for through-traffic is not compromised. Access, speed and design characteristics of all state-controlled roads remain the responsibility of the Department of Main Roads.
4. Reconfiguring of Lot development applications will need to show how the proposal:
  - (a) fits into an overall major road network for the locality;
  - (b) provides good connectivity to ensure safe and convenient circulation of vehicular, cycle and pedestrian traffic;
  - (c) supports the efficient provision of public transport and school transport networks; and
  - (d) preserves the operational capacity of the railway from incompatible or noise-sensitive land uses adjacent to the rail corridor.
5. The City's major entry roads will be retained and enhanced as visually distinctive and attractive corridors. The following roads are designated on the Structure Plan:
  - (a) Takalvan Street (the Isis Highway)/Bourbong Street, Bundaberg-Gin Gin Road/ Hinkler Avenue;
  - (b) Princess Street and Bargara Road;
  - (c) Barolin Street/Goodwood Road; and
  - (d) Walker Street/Bundaberg Port Road.

For land fronting these corridors, visual amenity is enhanced through quality building siting, design and materials, suitable advertising signage, and extensive landscaping. Where a mix of land uses has emerged, the continued development of a range of land use types may be appropriate.

6. Residential development and other noise sensitive places adjoining rail corridors and existing and future major road links identified above in 1 is intended to include effective noise buffering measures and visual screening, through effective separation distances, building orientation, and landscape treatment. Fences and blank walls are intended to be kept to a minimum along existing and future major roads. Any fences and blank walls are to be designed, finished and maintained so as to be visually attractive. Where practicable, vegetated earth mounds should be used in preference to fencing.
7. Non-residential development along these roads must be well landscaped and visually appealing in views from the road. Particular consideration is to be given to:
  - (a) building design, siting and finish;
  - (b) signage design and visibility; and
  - (c) vegetation retention and additional planting.
8. A landscape/visual assessment study may be required to support development applications on land along these roads where warranted by the nature or scale of the proposal.

9. The operations of the Airport and the railway will be protected and, where possible, enhanced. The operational needs of these facilities are intended to be protected from encroachment by incompatible forms of development. Development, which can enhance use of these facilities, will be supported. Development adjacent to the Airport should be consistent with the Bundaberg Airport Code.
10. Council supports the future upgrading of the Airport to accommodate jet aircraft operation, and the retention of the existing branch railway reserves to maintain future transport options. Development proposals in the vicinity of this transport infrastructure will be required to allow for these desired future transport infrastructure opportunities to be maintained.

In relation to development proposals on land surrounding the airport, and especially to the north and south of the main runway, Council will give particular consideration to issues of noise impacts, building/structure heights, bird-strike hazards, and lighting.

**OTHER MEASURES (NOT PART OF THE PLANNING SCHEME)**

- i. Council will liaise with the State Government:*
  - *to maintain limited access to the:*
    - *Isis Highway*
    - *Goodwood Road: McCarthy Street – City Boundary*
    - *Elliott Heads Road: Walker Street – City Boundary*
    - *Bundaberg – Port Road: Glover Street – City Boundary*
    - *Bundaberg – Gin Gin Road: Fairymead Road – City Boundary*
  - *to achieve a continuous vegetated corridor along batters and roadside areas in accordance with safety standards.*
- ii. A future opportunity to provide a rail link to Port of Bundaberg is recognised and should be pursued with the State Government.*
- iii. A future opportunity to provide a freight interchange to the west of the City is recognised and should be pursued.*
- iv. The Department of Main Roads 'Code of Practice for Road Traffic Noise' applies to all development along state-controlled roads.*

## 2.8 Non Urban Strategy

### 2.8.1 Background

In accordance with the principles of ecological sustainability the Planning Scheme seeks to protect Bundaberg’s resources or areas of economic value such as good quality agricultural land. Agriculture is important to the region’s economy and the current cane assignment should be protected from incompatible land uses (i.e. rural residential development) to maintain flexibility in future use.

### 2.8.2 Primary Measures

#### KEY STRATEGIES

- 7.1 Good Quality Agricultural Land is protected from incompatible development.
- 7.2 Land currently used for agriculture is to be retained unless an overriding and demonstrable need for an alternative land use can be substantiated.
- 7.3 New urban development does not compromise the existing productive agricultural use of land in the Non Urban Precinct.
- 7.4 Land shown as Non Urban on the Structure Plan (not being under cane assignment or existing rural residential use) is not used for urban development during the life of the Planning Scheme.
- 7.5 The fragmentation of Non Urban areas by the creation of residential allotments is inappropriate during the life of this Planning Scheme.

#### PREFERRED SETTLEMENT PATTERN AND DEVELOPMENT CHARACTERISTICS

1. Land included in the Non Urban Precinct in the Local Area maps are generally expected to continue in current use over the next 10 to 15 years and these lands will not be approved for closer subdivision or urban purposes.
2. The creation of residential allotments in Non Urban area often fragments farmland and may lead to land use conflicts between residential and rural uses. Single residential allotments ie concessional lots and family excisions, should not be located in Non Urban areas, particularly in good quality agricultural land.
3. Non-Urban land is also intended to identify areas that are generally unsuitable for urban purposes because of physical constraints, particularly those related to flooding or drainage problems and existing land use commitments. Development of land within this area is intended to be mainly for land uses that are unlikely to be affected by or affect flooding.

## 2.9 Development Servicing & Sequencing Strategy

### 2.9.1 Background

In order to achieve the vision of the City for the cost-effective provision of infrastructure, development needs to occur in an orderly manner.

### 2.9.2 Primary Measures

#### KEY STRATEGIES

- 8.1 Development occurs in a manner that allows for the efficient and affordable provision and on-going maintenance of utility infrastructure.

#### PREFERRED SETTLEMENT PATTERN AND DEVELOPMENT CHARACTERISTICS

1. All reasonable costs (other than development infrastructure, which is covered by the Infrastructure Charges Plan,) which are generated by development should be borne by that development without community subsidy.

Development is to be directly responsible for contributing its reasonable and relevant share to the cost of providing a water supply service; sewerage; a road system including access to the State controlled road network; a stormwater drainage system and associated environmental protection measures; electricity and telecommunication services and local community facilities, as provided for in the Infrastructure Charges Plans and the Infrastructure Services Code.

2. Urban developments will not be approved unless they can be connected to the City's reticulated water and sewerage systems.

#### LINKAGES TO PLANNING SCHEME POLICIES

3. Development will need to have regard to planning scheme policies relating to water supply, sewerage and open space/recreation contributions.



## 2.10 City Image and Cultural Heritage Strategy

### 2.10.1 Background

The image of a City is influenced by the built form, natural landscape, cultural elements, streetscapes, public spaces and the interrelationship between buildings and the street. These elements combine to define the character of a particular place. The City Image and Cultural Heritage Strategy seeks to enhance the visual appearance of both the City and the surrounding areas (both urban and rural) to encourage investment and tourism, and enhances community well-being.

### 2.10.2 Primary Measures

#### KEY STRATEGIES

- 9.1 Bundaberg’s image is strengthened and improved through particular attention to the form and appearance of development in those areas that are most significant to people’s image of the City.
- 9.2 Development along key transport corridors and the main approaches to the City centre is designed to contribute to the character of the City as a whole.
- 9.3 Landmarks, buildings or places with cultural heritage values are protected.
- 9.4 Built forms are consistent with the desired local area character.

#### PREFERRED SETTLEMENT PATTERN AND DEVELOPMENT CHARACTERISTICS

1. The assessment of all development applications in areas identified with a City Image corridor on the Structure Plan (Map 2.1) will take account of the impact of that proposal on the overall City Image. In particular, development applications relating to land: -
  - (a) along Takalvan Street;
  - (b) along Bourbong Street;
  - (c) in the CBD, particularly in Bourbong Street and Quay Streets;
  - (d) near the Burnett River;
  - (e) along Isis Highway/Childers Road;
  - (f) along Princess Street/Bargara Road;
  - (g) along Mt Perry/Hinkler Avenue/Queen Street;
  - (h) along Elliott Heads Road;
  - (i) along Barolin Street/Goodwood Road; and
  - (j) along Walker Street/Bundaberg Port Road.

will be carefully assessed in terms of their impact on the City Image. In particular, proposed development in these areas which is likely to be unsightly, or which is not compatible with the standard of development that is sought in these areas, will not be acceptable unless suitable modifications are made. Improved building design and site layout (including building setbacks), better landscaping, and use of specified materials, may be required in appropriate situations.

2. In general terms, the following principles apply:
  - (a) development along the City Image corridors will be required to exhibit a higher than average, standard of appearance, through set-back, landscaping and design;
  - (b) the character of land use in different areas may be controlled to achieve a particular desirable visual effect (for example, along Takalvan Street);
  - (c) intensive and visually striking proposals are preferred in key areas, such as in the CBD, particularly between Bourbong Street and Quay Street, and at certain important nodes.

3. Roads and areas important to the City Image are shown on the Structure Plan (Map 2.1) and are listed in this section.
4. Proposals should not compromise the conservation and protection of places of cultural heritage or character areas.

***OTHER MEASURES (NOT PART OF THE PLANNING SCHEME)***

- i. Council will strengthen the City Image, primarily through landscaping treatment in key areas. Special attention will be paid to the banks of the Burnett River, in the vicinity of the City Centre, and to the creation of visual links through park and landscaping development, between this area, and Bourbong Street.*
- ii. Street planting adjacent to well trafficked routes will also be carried out, with particular attention to Takalvan Street, Walker Street, the Bundaberg-Gin Gin Road, and the route from the CBD towards Bargara.*

## 2.11 Relationship of Key Strategies to Local Areas

The following table provides a guide to the likely relevance of the Key Strategies identified above, to each of the eight Local Areas of Bundaberg City.

**Table 2.1**  
Relevance of Key Strategies to Local Areas

Key Strategies	LA 1 Western Bundaberg	LA 2 Southern Industrial	LA 3 Takalvan Street	LA 4 Higher Density Residential	LA 5 CBD	LA 6 Eastern Bundaberg	LA 7 Eastern Industrial	LA 8 Northern Bundaberg
1.1	M	L	R	M	-	M	-	M
1.2	M	-	-	L	-	M	-	M
1.3	R	-	R	M	L	R	-	R
1.4	R	-	L	R	-	R	-	R
1.5	R	L	-	-	-	R	-	R
2.1	L	M	R	-	-	L	M	R
2.2	R	M	R	-	-	R	M	R
2.3	L	M	R	-	-	R	M	R
2.4	L	M	M	-	-	L	M	R
2.5	-	M	R	-	-	-	M	R
3.1	-	-	-	-	M	-	-	-
3.2	-	-	-	-	M	-	-	-
3.3	L	-	-	-	L	R	-	L
3.4	L	-	R	-	L	L	-	L
3.5	R	-	M	-	L	L	-	L
3.6	R	R	M	L	R	R	L	R
3.7	-	-	-	-	M	-	-	-
3.8	L	-	M	R	M	L	-	L
4.1	M	R	M	R	R	M	R	M
4.2	R	L	L	L	-	R	L	R
4.3	R	L	L	R	R	R	L	R
4.4	R	R	R	R	R	R	R	R
4.5	R	L	R	R	M	R	L	R
4.6	R	R	L	R	M	R	L	R
5.1	L	-	-	L	M	L	-	L
5.2	R	-	-	L	M	R	-	R
5.3	L	L	L	L	R	L	L	L
5.4	L	L	L	L	R	L	L	L
5.5	R	R	R	R	R	R	R	R
6.1	L	R	R	R	R	L	L	R
6.2	M	R	R	R	R	M	R	M
6.3	R	L	R	R	R	R	L	R
6.4	L	R	-	L	L	R	-	R
6.5	R	M	R	-	-	-	-	-
6.6	R	R	R	R	R	R	R	R
6.7	R	R	R	R	R	R	R	R
7.1	R	R	-	-	-	R	-	R
7.2	R	-	-	-	-	M	-	R
7.3	L	L	-	-	-	R	L	R
7.4	R	-	-	-	-	R	-	R
7.5	M	L	-	-	-	M	-	M
8.1	M	L	R	R	R	M	R	M
9.1	R	L	M	R	M	R	L	R

Key Strategies	LA 1 Western Bundaberg	LA 2 Southern Industrial	LA 3 Takalvan Street	LA 4 Higher Density Residential	LA 5 CBD	LA 6 Eastern Bundaberg	LA 7 Eastern Industrial	LA 8 Northern Bundaberg
9.2	R	R	R	R	M	R	R	R
9.3	R	R	R	R	M	R	R	R
9.4	R	R	R	R	R	R	R	R

- M** Most Relevant
- R** Relevant
- L** Limited or possible relevance
- No relevance