

Still time to comment.

GREAT SANDY REGION

DISCUSSION PAPER ON PLANNING
ISSUES AND OPTIONS
FOR
THE PREPARATION OF TOWN
PLANNING CONTROLS

AUGUST 1996

(Incorporating preliminary review comments of the Department of Environment, Department of Local Government and Planning and Department of Natural Resources).

1 November 1996

Mrs Jan Scudamore
34 Rinora Street
CORINDA QLD 4075

Dear Mrs Soudamore

**RE: COMMUNITY ADVISORY COMMITTEE AND SCIENTIFIC
ADVISORY COMMITTEE WORKSHOP TO BE HELD ON
WEDNESDAY 6 NOVEMBER, 1996**

As the Department of Environment have no doubt explained, part of your meeting programme next week will involve a workshop on the current Great Sandy Region Planning Process.

Please find attached a suggested agenda for this workshop.

Attached is a draft summary table of public submissions received on the August 1996 Discussion Paper on Issues and Options and also feedback from our recent series of public meetings. It is proposed that the submissions will be discussed at the workshop. This table includes all submissions which have been summarised to date; more submissions continue to be received and are being assessed. Please note that this summary table contains the names and addresses of those who made the submissions. These submissions have been made in confidence and your discretion would be appreciated.

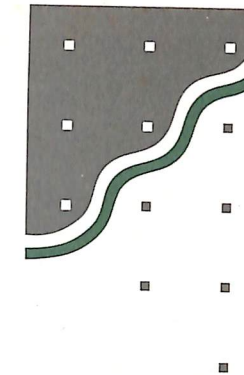
We hope you will have the opportunity to peruse the attached information prior to the workshop and we look forward to your involvement on Wednesday.

Yours faithfully
BUCKLEY VANN
Town Planning Consultants



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95-329.Let



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Recd. 5/11/96

AGENDA

COMMUNITY ADVISORY COMMITTEE/ SCIENTIFIC ADVISORY COMMITTEE

- GREAT SANDY REGION PLANNING PROCESS - WORKSHOP

Wednesday 6 November 1996
9:30 am

1. Welcome and Outline of Proceedings
2. Overview of Public Submissions
3. Discussion of Key Issues:
 - Access (bridge, roads, traffic);
 - water (water quality, supply);
 - Population and Urban Form;
 - Environment and Environmental Management;
 - Fraser Island Township;
 - Other
4. Planning Process
5. Other Matters
6. Thank You and Close

Morning, Afternoon Tea and Lunch will be provided.



Minister for Environment

Hon. Brian Littleproud, MLA

160 Ann Street • Brisbane Queensland • PO Box 155 • BRISBANE ALBERT STREET QLD 4002
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MINISTER'S MESSAGE

The preparation of Development Control Plans (DCPs) for lands within and adjacent to the Great Sandy Region was a recommendation of the Great Sandy Region Management Plan, adopted by the previous Government in April 1994. The process of preparing these town planning documents was commenced with the appointment of a consultant in late 1994.

The Government recognises that there is a community expectation that there will be public involvement in the planning process. The release of the "Discussion Paper on Planning Issues and Options of the Preparation of Town Planning Controls" provides an opportunity for that involvement.

The objective of the Discussion Paper is to facilitate public comment on a range of issues such as:

- the planning controls necessary to protect and enhance the visual amenity and livability of the communities within the study area;
- the need for improved community infrastructure for residents and visitors;
- future development options and the form and desirable size of townships; and
- the role of communities in relation to the servicing of visitor needs.

The Discussion Paper has been produced by the consultant in collaboration with the relevant local governments and State Government departments. This publication is for discussion and comment only, and does not commit the Government to the views expressed or to any future policy or action.

I encourage everyone with an interest in the Great Sandy Region to read the Discussion Paper and contribute to the settling of a planning framework for the future development of the area.

Brian Littleproud
Minister for Environment

GREAT SANDY REGION
DISCUSSION PAPER ON PLANNING ISSUES AND OPTIONS
FOR
THE PREPARATION OF TOWN PLANNING SCHEME CONTROLS

This paper is part of the Queensland Department of Environment consultancy to prepare Development Control Plans for Land Use Change within and adjacent to the Great Sandy Region.

The paper is a summary of the issues relevant to the future planning for the region, and a summary of possible options to address these issues.

Accordingly, the paper does not represent the preferred land use planning policy of the Queensland Government or the local governments responsible for that part of the Great Sandy Region to which this paper will apply viz; of Cooloolool Shire, Hervey Bay City and Maryborough City.

This paper has been placed on public display to encourage comment by residents, visitors, land owners, government agencies and all interested persons prior to the Development Control Plan process proceeding any further.

Nothing in this discussion paper is intended to diminish or extinguish native title and associated rights.

Prepared for
Queensland Department of Environment

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AUGUST 1996

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1.0 INTRODUCTION

The Department of Environment, as part of the State Government's commitment to management of the Great Sandy Region, commissioned consultants to prepare town planning scheme instruments to manage land use change within and adjacent to part of the Great Sandy Region.

This Issues and Options Paper is a pre-cursor to the production of the town planning scheme instruments.

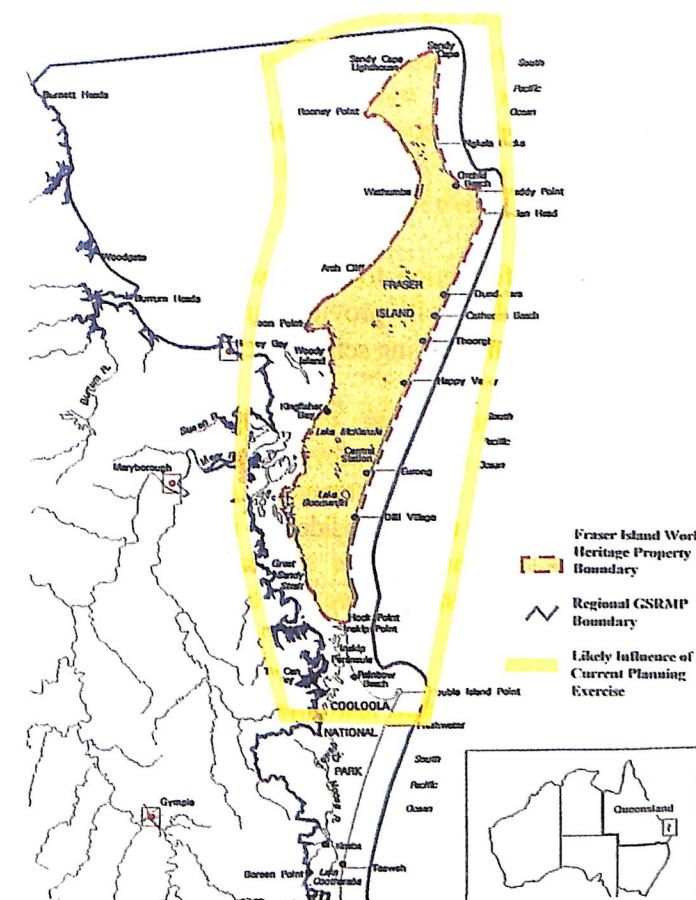
The preparation of town planning scheme instruments is one of the recommendations of Strategy 2 - Community Infrastructure and Development from the "Great Sandy Region Management Plan" (April 1994). The preparation of the Great Sandy Region Management Plan was prepared as a consequence of the "Commission of Inquiry Into the Conservation, Management and Use of Fraser Island and the Great Sandy Region" which reported to the Queensland Government in May 1991.

Accordingly, the preparation of town planning scheme instruments is an important next step in land use management in this part of the region.

The part of the Great Sandy Region subject to this current planning exercise is shown on the adjoining figure.

The boundary shown in the figure does not include all the Great Sandy Region. The town planning scheme instruments produced in this current planning exercise will apply to the Fraser Island, Great Sandy Strait and Tin Can Bay communities for which the Great Sandy Region Management Plan made particular recommendations. The Noosa North Shore area, also mentioned in the Management Plan, is currently subject to a Development Control Plan, the aims and objectives of which are generally endorsed by the Management Plan.

To prepare sustainable land use planning controls for coastal areas, it is important to consider the catchment of the coast. Accordingly, planning issues beyond the boundary of this investigation are relevant.



The Great Sandy Region Management Plan (GSRMP) required that the final town planning scheme instruments should comply with the Management Plan and should contain appropriate standards for ecologically sustainable development and for minimal environmental, social and economic impacts. Subsequent development applications will be required to comply with these standards.

As part of the preparation of town planning scheme instruments for the Region, the GSRMP recommended town planning studies be conducted for Fraser Island and the Rainbow Beach/Inskip Peninsula/Tin Can Bay/Coolooloolo Village area. The studies are to include an assessment of the following matters:

- topography;
- natural and/or built environment;
- fire risk;
- regional land use patterns;
- public utility infrastructure systems and transport systems;

- regional or local economic and employment factors;
- the social and cultural features of the populations including housing;
- any constraints and opportunities in respect of development; and
- other matters where required.

As supporting information to land use control in the region, these studies will provide the basis for the recommended town planning scheme instruments.

The GSRMP requires that the planning scheme instruments should regulate development so that a desirable character of the area is enhanced and maintained. Matters to be considered, in consultation with the local community, are standards of design, themes, character and future direction for the townships.

The town planning scheme instruments are to include the following provisions:

- a statement of preferred land uses, commercial services and facilities desired;
- preferred construction styles for buildings, including building height and setbacks;
- preferred types or styles of advertising material (sign design, construction, location and use) to ensure that they are not obtrusive, are consistent with the character of the area and appropriate to the setting;
- guidelines to ensure that all facilities within a Coastal Management Control District comply with the conditions set by the Beach Protection Authority;
- strategies to ensure that domestic animals are confined to approved areas;
- minimisation of earthworks associated with building access and service provision;
- provisions to minimise the visual impact of developments;

- provisions to upgrade electricity supply to and within Rainbow Beach using underground power reticulation; and
- provision of bikeways in Rainbow Beach and along Inskip Peninsula;

1.1 Role of Local Government

The implementation of town planning schemes is primarily a function of local governments and accordingly this process of planning scheme instrument preparation is one which necessitates local government and community input.

Three local governments are involved in this study area viz Hervey Bay City Council, Maryborough City Council and Cooloola Shire Council.

The outputs of this consultancy will be statutory development control plans, local planning policies, scheme provisions and policy directions which will be implemented largely through local government decision-making.

1.2 Public Comment on this Paper

The planning process has reached a stage whereby the issues and options have been considered by the local governments of Hervey Bay City, Maryborough City and Cooloola Shire and by the Queensland Government Departments of Environment, Natural Resources and Local Government and Planning.

The purpose of this Issues and Options Paper is to present:

- a summary of the issues identified in research conducted by the study team, and those issues raised by the local governments and the community; and
- options for future planning and the implications of these options;

with a view to obtaining comment from residents, visitors, land owners, government agencies and all persons interested in the future planning of this part of the Great Sandy Region.

1.3 Where to Send Submissions

Submissions and comments on this Issues and Options Paper may be sent to:

- The Director
Queensland National Parks and Wildlife Service
Queensland Department of Environment
PO Box 155
BRISBANE ALBERT STREET Q 4002

Direct contact can be made at any time with the Department's consultants, or with each Local Government. State Government contacts are as follows:

- Department of Environment
Queensland National Parks and Wildlife Service
Mark Gough - Ph: (07) 3227-6205
Fax: (07) 3227-7676
- Department of Environment Consultant
(Buckley Vann Town Planning Consultants)
Chris Buckley - Ph: (07) 3852-1822
Fax: (07) 3852-1750

This public comment period is intended to conclude on Monday, 14 October 1996.

Submissions on this paper will be taken into consideration in the preparation of draft Development Control Plans and/or Planning Scheme amendments and supporting information. However, this will not be the last opportunity to have input into the Planning Scheme preparation process.

1.4 Future Public Comment

Once draft town planning scheme instruments are prepared and adopted by local government with Queensland Government input, there are formal statutory notification processes which must be followed.

The draft instruments will be advertised and placed on public display by each of the Local Governments for not less than 60 days. Members of the public will be able to make submissions relating to the documents to the Local Governments at that time.

The Local Governments will consider all submissions received prior to forwarding the draft Development Control Plans and/or Planning Scheme amendments and supporting information to the Queensland Department of Local Government and Planning for consideration and approval, subject to any appropriate amendments, by the Governor in Council.

2.0 BACKGROUND

2.1 The Dynamics of the Great Sandy Region

The Great Sandy Region is located in close proximity to major population centres which are growing rapidly. Of these Hervey Bay City has featured an average annual growth rate of 7.7% from 1981 to 1991.

A small permanent population of 1,300 people, predominantly in Rainbow Beach/Tin Can Bay and with several small communities on Fraser Island, is overwhelmed by approximately 500,000 visitors a year.

Visitor numbers have increased quite markedly. Between the end of the 1960's and the mid 1970's visitor numbers to Fraser Island increased from 5,000 to 20,000 people per annum. This had increased to almost 200,000 by 1985. Recent activity (see Queensland Tourism and Travel Trends Issue 5 1995) indicates a continuation in visitor growth. There were 282,000 overnight visitors to the Hervey Bay/Maryborough region in 1993/94. 73% of these visitors travelled for holiday/recreation purposes. The focus of visitor activities and the growth in visitor numbers suggest the Great Sandy Region itself is a principal attraction.

The increase in visitor numbers in the Great Sandy Region has implications for the future of the area.

2.2 Land Use Management in the Great Sandy Region

The outcomes of previous investigations provide the context for the consultancy, and directly influence the preparation of this paper.

Key previous investigations are:

- *Great Sandy Region Management Plan (1994); and the*
- *Report of the Commission of Inquiry into the Conservation Management and Use of Fraser Island and the Great Sandy Region (1991).*

2.3 Great Sandy Region Management Plan

The Great Sandy Region Management Plan (GSRMP) is State Government policy for the region. The Plan was prepared to protect natural, cultural and economic values and to provide a framework for decision-making so that four outcomes can be achieved in the Great Sandy Region by or before the year 2010.

These outcomes are stated as:

1. a secure future for the natural and cultural environment;
2. a secure community setting for residents;
3. community access to resources and opportunities; and
4. a basis for sustainable use of renewable resources.

The GSRMP affects many activities, not just those involving the use of land. For example, while the GSRMP provides direction on the protection of natural systems, landscapes and cultural heritage values (all of which involve land use management on private land), it also makes recommendations on recreational and visitor activities such as camping, fishing, hang-gliding and horse riding, which primarily involve use of public land and waters. These public areas are subject to separate management frameworks.

Some guidelines and recommendations of the GSRMP which involve land use control on private land, and which therefore provide direction to this planning exercise include:

For Fraser Island:

- To limit the size of the Happy Valley and Eurong township reserves to provide for existing and appropriate future development and essential services. Areas within the current town reserves in excess of these requirements to be gazetted National Park;
- Appropriate future development could include service facilities for the visitor population and the residential community associated with visitor activity. It would not include residential development unrelated to economic activity generated by Fraser Island.

- No further land to be made available for residential development at Orchid Beach.

For the Mainland:

- The design population for Rainbow Beach/Inskip Peninsula/Tin Can Bay/Cooloolo Village is limited to 16,500 people (subject to water supply demand management strategies).
- In view of the development leases in the vicinity of Rainbow Beach (existing at the time the GSRMP was released), a development master plan be prepared prior to approval of further development on Inskip Peninsula.
- The planning for the future demands on the road network in the Great Sandy Region has identified the possibility of constructing a high standard linkage between Tewartin and Rainbow Beach including a bridge link across Tin Can Bay.
- The airstrip on Inskip Peninsula will be closed and a new airstrip developed in a location to be determined in the course of preparation of the Master Plan.
- Cultural sites to be managed in accordance with the principles of the Burra Charter.
- All developed areas or areas disturbed by human activity within the region to be visually integrated with the surrounding natural landscape.

2.4 Commission of Inquiry Report

The Commission of Inquiry Report, prepared in May 1991, provides an historical and managerial context for the GSRMP. It highlighted the importance, for future planning purposes, of adopting a regional approach in preparing management policies. It noted that many planning issues transcend local government boundaries, but stressed the need to positively involve local government in any regional planning process.

This planning exercise, working under the "umbrella" of the Great Sandy Region Management Plan, is an example of this approach.

2.5 Local Government Town Planning Schemes

In addition to the above regional studies, each local government has town planning schemes applying to the Great Sandy Region.

Hervey Bay City Council's reviewed its 1985 town planning scheme culminating in the gazettal of the City's first Strategic Plan in 1996. Hervey Bay City Council is responsible for the northern half of Fraser Island including the communities of Happy Valley and Orchid Beach.

Maryborough City Council's current town planning scheme, which includes a Strategic Plan and a Development Control Plan for its mainland coastal townships (Maaroom, Boonooroo, Tuan and Poona) has been in place since 1990. Maryborough City Council is responsible for the Southern half of Fraser Island including the communities of Eurong and Dilli Village.

That part of Cooloolo Shire in the study area (the Cooloolo Coast including the communities of Tin Can Bay and Rainbow Beach) was part of the former Widgee Shire. The current Scheme which includes a Strategic Plan is currently being reviewed along with the former Gympie City Town Planning Scheme, into one Planning Scheme document. A draft Strategic Plan and Town Planning Scheme for the consolidated Council area is expected to be on public display in 1996.

2.6 Unallocated State Land

The extent of Unallocated State Land in the Great Sandy Region and the role State Land has played in developing existing communities in the region, such as Rainbow Beach, are unusual features of the study area.

Approximately 4,000 hectares of Unallocated State Land, exclusive of Fraser Island and other islands in the Sandy Straits, exists within the Great Sandy Region.

The proximity and extent of Unallocated State Land to the towns of Rainbow Beach and Tin Can Bay indicates that land of this tenure may continue to play a major role in the future growth of the region.

Development of Unallocated State Land is generally subject to the resolution of Native Title issues. This is an important and overriding context within which the future use of Unallocated State Land will need to be considered.

2.7 Specialist Advice

The consultant team contains specialist consultants in:

- urban design and landscape architecture;
- cultural heritage and ecology;
- environmental planning and natural resource management;
- planning law;
- statutory planning.

Their input is reflected in this Issues and Options Paper.

2.8 Consultation Prior to Preparation of Issues Paper

Informal discussions with residents, Aboriginal and developer groups and government agencies have been effected since the consultation began in late December 1994.

Formal public meetings were held on Fraser Island in December 1994 and briefings were conducted with the advisory committees established pursuant to the Great Sandy Region Management Plan, and with Hervey Bay City, Maryborough City and Cooloola Shire Councils. Written submissions have also been received.

3.0 ISSUES TO BE ADDRESSED IN FUTURE LAND USE PLANNING

3.1 Approach

This section briefly describes the issues that need to be resolved through the preparation of Development Control Plans and/or Planning Scheme amendments or provisions. Some issues apply to the whole study area, some just to individual local government areas, and others to particular sites or categories of use.

There are issues discussed in this section which are contrary to the policy reflected in the GSRMP. These are highlighted.

3.2 General Strategic Issues

Strategic planning issues are best described as those which influence future land use allocation and the structure of future communities. Even though this planning exercise relates to one study area, there are topographical and administrative circumstances which favour the discussion of these issues by area.

3.2.1 Issues Applying to the Cooloola Coast

• Population and Water Supply

The Great Sandy Region Management Plan recommends a population limit of 16,500 persons for the Cooloola Coast.

This limit was based on the research current at the time, and in the knowledge of likely development proposals on Inskip Point. It was also based on an understanding of water supply limits imposed by existing licenses and the complex issues relative to the extraction of water from the Cooloola sand mass.

Since the preparation of the Management Plan, the Queensland Government has acquired certain leases on Inskip Point. Development pursuant to these leases would have facilitated a major tourist resort.

Also, considerable additional investigations have occurred into the water resources in the Cooloola sand mass.

The Cooloola Shire Council considers the positive encouragement of urban development in this locality as desirable and that populations of between 30,000 and 35,000 are sustainable. This position conflicts with the provisions of the GSRMP.

Information relative to water supply capacity and extraction is discussed in Section 3.3.3. However, it is important to note that a sustainable population limit is based not only on water supply availability and sewerage capacities, but also on other environmental, social and economic considerations. For example, while total water availability may not be a constraint, land need not be released for residential purposes if there is no demand, or if other constraints such as visual amenity (one of the Great Sandy Region's natural values) are given higher priority.

• Community Infrastructure

As part of a consideration of appropriate population levels in the Cooloola Coast, there are major infrastructural issues which will need to be addressed. These include:

- a possible bridge crossing between Tin Can Bay and the Rainbow Beach Road. Raised in the GSRMP as a regional road infrastructure consideration, a bridge would dramatically alter accessibility for local residents to community facilities and directly influence government infrastructure planning. A bridge would be a marked change to the local landscape and might impact upon cultural heritage values;
- the funding of the bridge crossing. A funding option submitted to the Queensland Government envisages the release of Unallocated State Land at Teewah Point for urban development in return for contributions towards construction of the bridge. Development of approximately 1,400 residential lots and a tourist resort at Teewah Point would represent a new development node on the Cooloola Coast. It would have impacts on local visual amenity and cultural heritage values, and local land supply dynamics. Its release for development, however, would enable the Tin Can Bay township to expand on contiguous land and bring with it the associated benefits of orderly sequential growth;

- the preferred location for a major solid waste disposal area;
- the preferred structure of community uses (shops, schools and employment centres), with and without a bridge. This is an important issue relative to the provision of necessary government infrastructure to meet local community needs, in particular schools;
- the preferred location for key infrastructural uses such as the airstrip and sewage treatment plant, and to a lesser extent, a golf course.

In considering the above issues, it is relevant to note that the history of existing development patterns on the Cooloola Coast is quite different to other urban growth areas in Queensland. The amount of privately owned land is small, and one of the major developers has been the Department of Natural Resources. There are only two privately owned development areas and one of these is occurring by lease over State Land. These circumstances create both opportunities and constraints to the future form of development. For example, land supply and housing choice is potentially limited, yet the containment of environmental impacts may be optimised by the restriction of development to as few areas as possible. As foreshadowed in Section 2.6, Unallocated State Land (in the context of the need to resolve Native Title Issues) is likely to play a major role in future regional growth and in the provision of infrastructure.

• Inskip Point

The role of Inskip Point as a natural connection or "link" between Fraser Island and the Cooloola section of the Great Sandy National Park, and as the major access point for tourist and recreational use of Fraser Island, makes the resolution of future land use on the Point regionally significant. This issue was foreshadowed in the GSRMP.

The maintenance of the natural "link" between the mainland national park and the Island is a desirable objective, now potentially achievable with the acquisition of the development leases, (mentioned previously in this section). The retention of the airstrip in this location remains an option. Although not favoured by the GSRMP, there are few alternative unconstrained locations.

Also the clearing associated with a new airstrip may not be compensated by rehabilitating the existing cleared runway. If it remains in its current location, the co-location of a sewage treatment plant may still occur. (See Section 5.3 for further discussion of the development options).

3.2.2 Fraser Island

• Community Infrastructure

A broad strategic issue on the island relates to the provision of necessary community infrastructure and essential services. In each of the Island townships, the community has expressed a desire to encourage the location of as many community facilities as possible. This was raised at the public meetings (in December 1994) by residents, landowners and visitors alike. A formal submission was received relative to the Orchid Beach locality, wherein an area was requested to be set aside for the following purposes:

- rural fire brigade;
- state emergency services;
- community hall;
- library;
- school; and
- parkland.

The issue of land availability is one which the Hervey Bay City Council considers may warrant a review of the approach taken in the GSRMP. The township reserves are substantial in size when compared to existing commitments; this is particularly the case in Happy Valley. The Council considers it appropriate that these reserves be retained in their current size to cater for future planning options (such as a variety of tourist experiences, unforeseen community infrastructure), and that their conversion to national park not be considered as a short term priority.

This position is contrary to the recommendations of the GSRMP.

The full development of the town reserves would represent a significant change in the character and amenity of the township and the world heritage experience gained by visitors. The natural environment of Happy Valley is of significance (see Section 3.4) and the effects of development on dune stability, ground cover and water quality are important considerations.

The Hervey Bay City Council considers that a limitation on land may constrain the development of various forms of accommodation which in turn may restrict wide community access to the island. This issue is complex and potentially difficult to resolve. The type, mix and scale of community facilities is dependent on visitation levels and the socio-economic make-up of visitors. Also, demand for formal accommodation on the island may be influenced by a range of policy and practical options on camping.

• Cost of Infrastructure

The Hervey Bay City Council considers that the cost of maintaining appropriate water quality systems as well as other community infrastructure is one which should be shared in a bipartisan approach between local and state government.

Refuse collection and storage on the island and its ultimate removal is co-ordinated and funded by the Department of Environment. There are no reticulated water, power or sewerage facilities. The strain placed by campers and visitors on public toilet and water facilities in the townships during peak tourist times supports the need to address this issue across levels of government. Road maintenance, beach access and safety are other issues which impact on government funding and expenditure.

• Water Extraction

Water extraction from the Island for use on the mainland is one issue which the Hervey Bay City Council considers should remain open for public comment.

The concept of water extraction from Fraser Island for use by communities on the mainland varies from the Policy expressed in the Great Sandy Region Management Plan.

3.2.3 Regional Water Quality

The Hervey Bay City Council considers the control of water quality in the Great Sandy Straits is not solely the responsibility of Hervey Bay City and Maryborough City. All local governments in the Mary River catchment are considered to share the responsibility.

Future policy initiatives will therefore affect other local governments not directly involved in this planning exercise.

3.3 Issues Raised through Public Consultation and Submissions

The following issues have been raised by written and verbal submissions through the consultation conducted to date. These issues overlap with many regional and strategic issues already canvassed, however they provide a focus for future planning and policy options.

3.3.1 Regional Issues

A submission on cultural heritage issues promoted the concept of a "Development Free Zone" or embargo on new development until appropriate cultural heritage assessments have been conducted. This concept is reflected in appropriate planning practice which requires at Strategic Plan or Development Control Plan stage, a broad identification of cultural heritage values, and the incorporation of a strategy to ensure these values can be more accurately assessed.

This planning process will provide an opportunity to resolve cultural heritage issues, but it is not considered to be exhaustive. As is normally required as part of the impact assessment process, detailed investigations of particular sites is necessary at development application stage.

The control of development abutting or within the catchment of the Great Sandy Region was highlighted in some written submissions. Analysis of the relationship of land uses within the coastal strip is a fundamental coastal planning principle.

3.3.2 Fraser Island

On the Island, and particularly at Orchid Beach, current town planning provisions appear unable to control the scale and form of Residential A development, much of which is taking on a 'de facto' backpackers/bed and breakfast role.

It would appear the Town Planning Scheme is clear in its provisions, but the use of approved structures and buildings requires closer scrutiny.

Accommodation and facilities on the Island may impact on natural, cultural and social values by:

- increasing the level of intrusion into the natural environment;
- degrading the visual amenity, particularly if their style or concept is not appropriate to the natural setting;
- putting pressure on existing services, eg. sewage and garbage disposal;
- contributing to fire risk, particularly when they are sited close to the National Park and Unallocated State Land;
- sometimes creating social discontent by the changes which they cause;
- causing property values to rise.

Concentrating development at existing townships would achieve economies of scale, particularly in the provision of physical and social infrastructure.

Generally there are problems with the increase in multiple unit construction associated with increased visitation relating to the Island's ability to support increased density in an ecologically sustainable manner.

Tourist season is now virtually all year round in the region (school holidays, Tailor fishing season during the winter months, whale watching August to October).

Need for emergency facilities (eg. helicopter) and services to be located centrally.

Road maintenance is a problem.

Interest has been expressed (through development applications and enquiries) for service type facilities in the townships on the Islands (eg. mechanical and repair service stations).

Land is required for an airstrip at Orchid Beach to service the resident and visitor communities on the island.

Houses should be required to be constructed in such a manner as to minimise their intrusion on the landscape.

Continued access to all parts of the island is sought.

Need to provide land for service industries in each community.

A concern over effluent disposal facilities at Happy Valley. The whole issue of services is a matter that will require substantial government input, or facilitation by the private sector.

A facility for disposing of left over building materials and rubbish and the encouragement of the recycling of facilities.

Parking and congestion a major problem throughout Fraser Island.

Overall congestion of buses and cars and the deteriorating condition of the roads (including the wooden pallet roads) is of concern.

Need for control of reflective materials on new buildings on the island and for controls on building heights.

3.3.3 Cooloola Coast

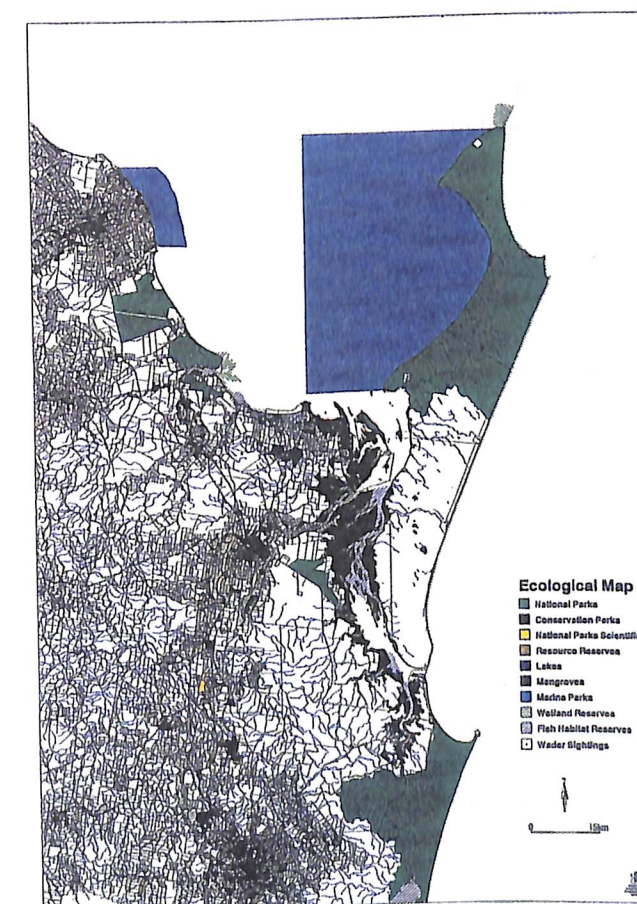
A major submission, in the form of a report dated 14/9/95 by Max Winders and Associates to the Peterson Corporation Pty Ltd (developers of Cooloola Village) related to the issue of water supply in the Cooloola Coast. The report "Feasibility Study of the Potential Use of Groundwater From the Cooloola Sand Mass for Urban Water Supplies in the Cooloola Region" contends that water supply can be secured, by appropriately located bores in the Cooloola National Park, which may support a population in excess of 30,000 persons.

The Great Sandy Region Management Plan indicates that no further licenses for extraction will be issued. The need for land to be dedicated for urban purposes beyond the 16,500 person limit of the GSRMP should be established before further extraction should be contemplated.

As discussed in Section 3.2.1, the Cooloola Shire Council's position on this issue does not accord with the provisions of the GSRMP.

3.4 Natural Environment

The Great Sandy Region is recognised internationally for its natural values. The figure below provides a summary of some of its important features.



The following is a summary of the special environmental and recreational values and related issues which need to be acknowledged in the future planning of the Great Sandy Region. These are summarised by local government area.

• Hervey Bay City

Sandy Cape Lighthouse Reserve:

- fronts Fraser Island's remote northern beach between Rooney Point and Sandy Cape and has 'wilderness' and historic value;
- includes good intact examples of mixed eucalypt and mixed shrubland communities; and
- potential exists for use for alternative uses such as tourism.

Orchid Beach Township:

- need to ensure township does not adversely impact on environmental qualities and other values of the northern part of Fraser Island particularly:
 - * the unusual combination of dune and coastline features;
 - * the patterns of shrubland vegetation and sandblows;
 - * the environmental values of Marloo Swamp;
 - * ground water quality;
- many of the impacts (run-off, garbage, etc.) occur "off site"; that is, at a distance from the development; and
- the area provides good opportunities for recreational beach fishing.

Freehold land near Moon Point:

- contains good, intact examples of wetland communities and a high degree of biodiversity; and
- area at the mouth of Puthoo Creek is a major wading or roosting site.

Happy Valley Township Reserve:

- need to ensure township does not interfere with dune vegetation, dune stability and the quality of groundwater;
- many of the impacts eg. run-off, garbage, etc. occur "off site"; and
- good opportunities for recreational beach fishing.

Thooragine Educational and Cultural Centre:

- designed to have low impact on the environment, particularly native dune vegetation and dune stability, groundwater quality and intact areas of coastal shrubland;
- "environmentally friendly" design and management; and
- a good example of cultural tourism and the way in which Aboriginal communities contribute to economic development.

Cathedral Beach Resort:

- development includes a store and a camp ground with a maximum capacity of 400 persons;
- need to consider impact of development and visitors on the environment, particularly groundwater quality and native dune vegetation on the adjacent ocean beach;
- many of the impacts eg. run-off, garbage, and recreational use etc. occur "off site"; and
- the area provides good opportunities for recreational beach fishing.

Big and Little Woody Islands:

- popular local dive site and good anchorage for recreational boating. These activities need to be balanced against protecting the coral beds and the major roosting site for wading birds (at Little Woody Island).

Urangan:

- this serves as a major commercial and recreational boating node and embarkation point for ferry services to Kingfisher Bay Resort and Moon Point; and
- the impacts on water quality in the boat harbour and adjacent waters of the Great Sandy Strait and the high turtle and whale population need to be considered.

River Heads:

- need to ensure that the settlement of Bingham and boating facilities do not adversely impact on environmental values including water quality in the estuary and at the mouth of the Mary River, wading bird roost sites in the estuary (Kangaroo Island), and at Mangrove Point in the South Head area, and the turtle population; and
- the estuary provides good opportunities for recreational fishing.

• Maryborough City

Kingfisher Bay Resort and Village:

- need to ensure hotel, holiday units and jetty facilities do not detrimentally affect the environmental values of:
 - * wetland areas;
 - * the representative and intact areas of eucalypt forest;
 - * groundwater quality;
 - * water quality in Great Sandy Strait;
 - * turtle feeding areas;
 - * minor roost site for wading birds;
- opportunity to control new development may be limited due to existing planning approvals;
- area provides opportunities for education and interpretation; and
- demand for mooring facilities and associated land-based servicing an issue.

Eurong Township Reserve:

- development occurs on the mixed shrubland behind the low coastal dunes and there is a need to protect the native dune vegetation, dune stability and the quality of groundwater;
- recreational and scenic amenity and safety on the ocean beach is an issue; and
- many of the impacts eg. run-off, garbage, loss of landscape vistas etc. occur "off site".

Dilli Village:

- former mining camp which is now a recreation camp with self-contained units and camping facilities;
- need to protect rehabilitated and natural coastal dunes, the quality of groundwater, and the environmental values of the adjacent wetland;
- off site impacts, recreational amenity and safety on the ocean beaches are issues; and

- the setting, style of accommodation and accessibility provides an opportunity for the consolidation and enhancement of facilities at this location for large group, dormitory and family style facilities. Catering for school/educational groups, budget family holidays and backpackers, this location could be developed in this manner. Internal design would need to acknowledge the importance of separating high turnover accommodation areas from long term stay groups.

Turkey Island, Walsh Island and Bookar Island:

- these contain particularly extensive and diverse mangrove communities which need to be protected as does the water quality in Great Sandy Strait; and
- opportunities for recreational boating and fishing.

Thomas Island, Slain Island, Tooth Island, New Island, Roundbush Island, Garden Island and Moonboom Island:

- collection of mainly mangrove islands which contain extensive and diverse mangrove communities which need to be protected;
- Garden Island includes a major wading bird roost site which needs to be protected as does the water quality in Great Sandy Strait; and
- good opportunities for recreational boating and fishing.

Dream Island and Stewart Island:

- good sheltered anchorage available and recreational boating and fishing opportunities;
- this anchorage is to be improved by construction of land based facilities;
- includes extensive mangrove communities and a diversity of vegetation and habitat which need to be protected; and
- water quality in Great Sandy Strait needs to be protected.

Maaroom:

- need to ensure residential and holiday township exists in harmony with:
 - * the biodiversity of this section of coast line;
 - * the mangrove estuary of Maaroom Creek;
 - * turtle feeding areas;
 - * water quality in Maaroom Creek and Great Sandy Strait;
 - * quality of ground water; and

- the area offers sheltered moorings, recreational boating, and fishing and a peaceful and relaxed holiday atmosphere.

Boonooroo and Tuan:

- includes two small residential and holiday townships;
- significant from the perspective of conservation of natural resources, this area is the southern limit of the tropics along the Queensland coast and represents the interface of tropical and sub-tropical flora;
- contain a range of environmental and recreational values which need to be protected including:
 - * the biodiversity of this section of coastline;
 - * the mangrove estuary of Big Tuan Creek;
 - * turtle feeding areas;
 - * water quality in Big Tuan Creek and Great Sandy Strait;
 - * quality of groundwater;
 - * sheltered moorings;
 - * recreational fishing and boating;
 - * peaceful and relaxed holiday atmosphere;
 - * potential ground parrot habitat; and
 - * major wading bird roost sites.

Poona:

- small residential and holiday township which is undergoing expansion;
- need to ensure expansion does not affect the special environmental and recreational values, including:

- * the diversity of coast and terrestrial vegetation and habitat;
- * some unusual vegetation communities of special biological interest;
- * major wading bird roost site at the mouth of Poona Creek;
- * turtle feeding areas;
- * water quality in Poona Creek and Great Sandy Strait;
- * quality of groundwater;
- * recreational fishing and boating; and
- * peaceful and relaxed holiday atmosphere.

• Cooloolo Shire

Inskip Peninsula and Pannikin Island:

- Inskip Point is the major southern barge access point to Fraser Island. The point is also a popular peak period camping area in the northern section and provides sheltered boating areas and anchorages;
- need to ensure that 'low-key' camping and recreational opportunities are protected and also that environmental and public health values are not adversely impacted on, including:
 - * dune stability along narrow sections of the peninsula;
 - * major wading bird roost sites at Inskip Point western side of Pannikin Island and saltmarsh foreshores on the peninsula to the north of Cockatoo and Carlo Islands;
 - * interesting mangrove communities where there is groundwater seepage;
 - * seagrass beds in Pelican Bay;
 - * feeding areas for turtles;
 - * water quality in Tin Can Inlet; and
- Cooloolo Shire Council have supported the use of the Recreation Area Management Act 1988 applying in this area to improve informal camping and public use practices. Separation of access to barge and camping considered desirable.

Carlo:

- small sheltered beach front community with popular boat launching and mooring areas;

- includes areas of environmental and recreational values which need to be protected:

- * the diverse and relatively untouched estuarine ecosystem of Tin Can Inlet;
- * major wading bird roost sites on saltmarsh foreshores north of Cockatoo and Carlo Islands;
- * feeding areas for turtles;
- * sheltered boating areas and anchorages;
- * quality of groundwater; and
- * water quality in Tin Can Inlet.

Rainbow Beach:

- residential and tourist village serving as the major gateway to Fraser Island and an emerging tourist destination in its own right;
- need to ensure the special environmental and recreational values of the area are protected including:
 - * the high conservation values of the adjacent Cooloolo National Park;
 - * protection of native dune and coastal vegetation and dune stability;
 - * water quality in Tin Can Inlet;
 - * quality of groundwater;
 - * recreational amenity and safety on the ocean beach; and
- appropriateness of the location of the airstrip and the sewage treatment plant is a strategic land use issue.

Golf Course Lease on Rainbow Beach Road:

- this area contains intact scribbly gum-wallum forest/woodland/shrubland vegetation on relatively high dunes and is surrounded on three sides by Cooloolo National Park;
- need to ensure the special vegetation and habitat values associated with intact forests and the high conservation values of the adjoining Cooloolo National Park are protected;
- Queensland Government has decided that a golf course in this location is inappropriate. This is supported on ecological grounds; and

- alternative location of or access to a course an issue.

Tin Can Bay and Toolara:

- experiencing rapid growth as a coastal residential and holiday community, and also has very good boating facilities; and
- need to ensure growth in this area does not adversely impact on special environmental areas including:
 - * the diverse and relatively untouched estuarine ecosystem of Tin Can Bay Inlet including areas of seagrass;
 - * major wading bird roost site at Smooger Point;
 - * feeding areas for turtles;
 - * water quality in Tin Can Inlet; and
 - * quality of groundwater.

Cooloolo Village:

- newly developing residential area which is ultimately intended to provide more than 4,000 residential allotments with a proposed marina and waterfront facilities;
- similarly to Tin Can Bay and Toolara there are recreational and environmental areas which need to be protected:
 - * the diverse and relatively untouched estuarine ecosystem of Tin Can Bay Inlet including areas of seagrass;
 - * major wading bird roost site at Smooger Point;
 - * feeding areas for turtles;
 - * water quality in Tin Can Inlet; and
 - * quality of groundwater.

Double Island Point Lighthouse Reserve:

- historic structures displaying high cultural heritage values;
- adjoins Cooloolo National Park; and
- environmental values of Cooloolo National Park, the coastal forest and dune vegetation and recreational fishing values need protection.

3.5 Cultural Heritage and Social Issues

3.5.1 General Issues

Aboriginal association with the region extends back more than 5,500 years and is ongoing. Recorded European association with the region extends back to Captain Cook's voyage of 1770. European use of the rich resources of the region commenced not long after European settlement of Queensland. As outlined in the Introduction of the GSRMP, the region has been the subject of sometimes controversial community attention since the 1970's.

Past commercial activities of sand mining; and timber getting have ceased on Fraser Island and in some forests on the Cooloolo Coast mainland.

Logging represented one of the early components of European activity or industry in the region, following dugong harvesting. Records indicate such activities commenced in the region in the 1850's (see "Winds of Change" I. Pedley 1979). A strong fishing industry, and now a vibrant tourist industry has brought a permanent population and a network of social and business activities. As the GSRMP states:

"The region is the setting for the lives and activities of many people. Some have driven the process of change; some have been caught up and become a willing or unwilling part of the process; and some have been attracted by new opportunities emerging."

A major issue for this planning process is the manner in which the social attitude and historical network of the region is protected and enhanced. This does not simply imply the need to protect sites and places of both European (eg. World War II "Z Force" commando site on Fraser Island, historical sawmills such as the Elanda/Mill Point complex, and lighthouses) and Aboriginal (places of substantial archaeological, social and spiritual connection) significance; it implies a need to balance the aspirations of existing and future generations to meet an overall aim of ensuring the region develops in a sustainable manner, and in accord with community attitudes.

3.5.2 Aboriginal Issues and Considerations

Issues expressed by Aboriginal people relating to the indigenous history and culture of the Great Sandy Region can be divided into a number of categories as follows:

- (i) recognition of Aboriginal cultural values;
- (ii) re-establishing an Aboriginal presence on the landscape;
- (iii) access to Aboriginal sites on freehold and leasehold land;
- (iv) protocols for responding to the discovery of culturally sensitive material;
- (v) pollution control and environmental protection;
- (vi) native title;
- (vii) national, state and local policies and obligations; and
- (viii) participation of Aboriginal people in developing and implementing planning mechanisms.

Of these issues (i), (iv), (v) and (viii) have most opportunity to be addressed through the Town Planning Scheme and Development Control Plan process.

- Recognition of Aboriginal cultural values:
 - need for substantial Aboriginal involvement in the management of the region, over and above their involvement on advisory committees or employment as rangers/managers;
 - need to recognise Aboriginal ownership of significant areas within the region, through native title, land grants and leases;
 - need to recognise rights to traditional natural and cultural resources, including fishing, hunting and gathering rights;
 - need to recognise a substantial and sustainable stake in the economic future of the region; and
 - need for protection and interpretation of cultural heritage, including archaeological sites, language and traditional knowledge.
- Aboriginal desire to re-establish a presence on the landscape.

Aboriginal people have expressed a strong interest in and relationship with the Great Sandy Region. This is demonstrated in a number of ways, including:

- a continued presence of Aboriginal people in the region, including on Fraser Island;
- continuation of Aboriginal belief systems and practices;
- continuation and revival of use of Aboriginal language names for animals, plants, places, cultural practices, etc;
- continuation and transmission between generations of traditional knowledge, including bush foods, medicines, stories, location and significance of sites, kinship and connections to country;
- Aboriginal participation in management and advisory committees;
- Aboriginal contributions to inquiries and planning processes for the region; and
- the presence of burials, middens, canoe trees and other archaeological sites, which indicate both past Aboriginal occupation and continuing cultural heritage significance.
- Access to Aboriginal sites on freehold and leasehold land:
 - many freehold and leasehold grants and purchases of land have been made over the last 150 years without regard to the location, management and significance of Aboriginal sites;
 - current state legislation makes ownership and protection of cultural sites a State responsibility and public access is controlled by landholders.
- Protocols for responding to discoveries of culturally sensitive material:
 - there are presently few protocols in place to involve Aboriginal organisations in the assessment and management of culturally sensitive material found in the region;

- two separate circumstances need to be considered. These are:

- * the importance of ensuring Aboriginal consultation as part of the Terms of Reference for Environmental Impact Studies; and
- * the incidental discovery of human skeletal remains.

The formal role of Aboriginal groups and the manner of responding to these circumstances is a matter for resolution.

- Pollution control and environmental protection concerns expressed by Aboriginal people during preliminary consultations include:
 - pollution of freshwater streams and general environmental contamination from effluent disposal systems on Fraser Island;
 - threat of oil spills from fuel tankers;
 - excessive clearing of vegetation during the construction of some resorts and other buildings, and at access points such as River Heads and Wanggoolba Creek;
 - existing inappropriate developments which are out of character with the landscape; and
 - excessive numbers of people currently visiting the Region (especially Fraser Island) at one time and the effect this may have on Aboriginal access to the island.
- Native Title
 - extent of native title land is not known at this stage. A claim relating to land near North White Cliffs on the western side of Fraser Island is current and is yet to be determined.
- National and State policies and obligations

Future planning will need to be cognisant of:

- state planning legislation, state and commonwealth policies and obligations with respect to the recognition of Aboriginal peoples' interests;

- recommendations developed at various conferences, inquiries and working groups involving indigenous people and local government; and

- Australia's international obligations including The International Covenant on Civil and Political Rights and The International Covenant on Economic Social and Cultural Rights.

- Participation of Aboriginal people in developing planning mechanisms:

- the extent and nature of involvement of Aboriginal people is itself an issue; and
- need for direct involvement in the planning process in order to accord with the Management Plan which envisages "meaningful involvement" and negotiation with Aboriginal people.

3.6 Urban Environment

3.6.1 General

This section addresses townscape issues for the region and provides a more detailed assessment of Hervey Bay City, Maryborough City and Cooloolba Shire. Figures 1 to 11 attached to this paper provide an annotated description of the issues canvassed in the text.

A number of overall comments apply to the region as a whole:

- The current standard and style of the villages and towns in the Great Sandy Region can be improved in recognition of the status of Fraser Island as a World Heritage area;
- Some townships, areas of development and a number of roads intrude on landscape values;
- The use of some garden species within the townships need to be considered where they represent a threat to the surrounding natural vegetation communities;
- Temporary scars on the landscape exist as a result of grazing, mining, logging, airfields and construction of facilities; and

- Noise emissions (within Island communities in particular) can impact on quality of experience.

3.6.2 Hervey Bay City

- Hervey Bay (refer Figures 1 and 2)

- regional bayside city experiencing rapid population growth over the past thirty years resulting from local tourism and retirement related development due to its unique location, proximity to Fraser Island and amenable regional climate;
- most of the prominent landscape features in Hervey Bay city are being covered by urban development; this is adversely affecting visual amenity from the bay to the shoreline;
- vistas from the bay to the City may be compromised by possible high rise development on the ridge line behind Pialba to Torquay. Further development on the major district ridge lines behind the City will adversely affect the whole landscape setting of Hervey Bay; and
- city shore edge is highly vulnerable to potential inappropriate development. Existing heights of structures are screened by relatively narrow and thin existing vegetation band behind the shoreline.
- Orchid Beach (refer Figures 3 and 5)
- Orchid Beach is a northern Fraser Island tourism and residential village which has recently been expanded by further substantial subdivision and development. The village overlooks the ocean to the north and is uniquely sited west of Waddy Point;
- as the northern-most Fraser Island village it has the same needs for basic community facilities as a mainland location and additional special needs caused by its remote location;
- new housing tends to be of a large scale, at a higher level on the hillside at the expense of the landscape and more intrusive than the development in the other villages; and

- development impacts include:

- * visual impacts;
- * fire management problems;
- * garbage and sewage disposal problems;
- * deterioration of water quality;
- * pressure on the natural features of the area;
- * need for provision of appropriate access; and
- * parking problems.

- Happy Valley (refer Figures 1, 4 and 5)

- popular tourism and residential village;
- the village is a growing service centre but still retains its village scale and quality;
- tourist vehicle circulation and parking is becoming an increasing problem together with provision of service facilities including truck and bus servicing; and
- toilet, showering and laundry facilities for tourists are currently inadequate.

- Urangan

- Urangan boat harbour site and car parks do not present an appealing gateway image for national and international visitors to the world heritage area on Fraser Island.

- Bingham, River Heads (refer Figures 1 and 5)

- satellite development area south of Hervey Bay at the entrance to the Mary River and narrows of Great Sandy Strait. It is a major ferry gateway to Fraser Island;
- it presents as a poorly managed site, incompatible with its unique landscape features and its role as a gateway to the world heritage area; and
- remnant rainforest area adjacent to the ferry ramp contains rare species and requires the development of a management plan.

3.6.3 Maryborough City

- Eurong (refer Figures 1, 5 and 6)

- popular Fraser Island tourism and residential village nestled into the sand dunes providing tourism support facilities to visitors. Under increasing development pressure to expand and redevelop from original ownership and settlement base;

- the village is the major service and tourist centre on Fraser Island including a substantial accommodation complex and island transport system. It is also the administrative centre for the island's ferry company. The Queensland Department of Environment has a Ranger base and Information Centre just north of the village;

- tourism demand is forcing the quality and standard of development to grow in an ad hoc manner not in keeping with the island's status as a world heritage listed area;

- traffic congestion occurs around the store; and

- the physical form of the existing development is inappropriate in this unique setting. The development is exposed due to lack of screening vegetation and the choice of building materials is inappropriate.

- Maaroom, Boonooroo, Tuan, Poona (refer Figure 5)

- holiday and fishing settlements between Maryborough and Tin Can Bay facing the western side of Fraser Island over the southern half of the Great Sandy Strait. Though lacking major services and facilities, these settlements are becoming more popular and are developing as tourism and retirement destinations. This will increase as more people discover the secluded appeal of the Great Sandy Straits. Recent pine forest development and wallum scrub fringe these settlements to the west;

- each of these villages has its own unique landscape character based on their coastal aspect and vegetation, semi remote seclusion off the highway and views across the Strait to Fraser Island; and

- the settlements provide a strong sense of arrival after travel through significant areas of low scenic quality such as pine forest. The semi rural coastal character with a minimum of development infrastructure has been part of their appeal and popularity. However this is rapidly changing as urban development expands out of the villages particularly at Poona. The physical presentation of development for these destinations is considered inappropriate having regard to the values of the Great Sandy Region.

3.6.4 Cooloolool Shire

- Rainbow Beach (refer Figures 5 and 7-10)

- Department of Natural Resources developed subdivision and township overlooking Wide Bay and the Coral Sea, adjacent to the Cooloolool National Park. The township is a popular holiday and retirement centre, the southern gateway to Fraser Island, and 4WD service and supply base for campers and fishermen on their way to Fraser Island, Inskip Point, Cooloolool National Park and Double Island Point to Noosa north shore;

- its oceanside position close to Tin Can Inlet, Fraser Island, Inskip Point and Cooloolool National Park ensures it will be subject to intense future development pressure;

- Rainbow Beach has a variety of landform and scenic assets surrounding the township which add to its overall landscape character. This scenery includes the wide sandy beaches, high sandy cliffs and dunes, the Cooloolool National Park forests and Tin Can Inlet. It is also the primary surfing centre for the region with the town centre focussed on the beach;

- its evolution as a resort destination and centre is being compromised by the concentration and style of tourism development in and around the town centre together with a proliferation of inappropriate signs, power poles, car parks and pavements;

- townscape currently dominated by signage and "wirescape";

- poorly defined edge to township;

- development standards of Crown subdivision (whilst sound in engineering terms and consistent with Australian Standards) detract from township character and unique location;
- Rainbow Beach central commercial area; signage and lack of sign discipline creates a negative image in key area of township. Signage on public land an issue;
- older subdivision (ie. on the hill) can have a more positive townscape character;
- escarpment is a green backdrop to township;
- remnant vegetation fringing main road provides strong positive character element; and
- important fringing vegetation provides link between township and national park.
- Tin Can Bay (refer Figures 5 and 11)
 - originally a dugong fishing and timber getting village and local holiday destination on Tin Can Inlet. Subject to increasing development pressure as a result of its unique location, landscape and seascape assets, cultural qualities and protected waterways;
 - the village is uniquely located on Tin Can Inlet and provides a variety of vistas over the Inlet and from the Inlet. It is a holiday and tourist destination which has evolved from a fishing village base which still provides much of its wider appeal as a destination. It is the largest of all the villages having an orientation over the Great Sandy Strait; and
 - the newer urban development and long straight townscape entrance have compromised much of the landscape and visual qualities which support the town.
- Coolooloa Village (refer Figure 5)
 - recent private subdivision located between Tin Can Bay township and the Rainbow Beach Road on the primary ridgeline at the southern head of Tin Can Inlet. The large development lacks basic township amenities and is the only settlement in the Great Sandy Region not integrally related to the coast.

- The missing amenities are likely to be established over time;
- located at a critical junction on the sandstone ridges adjacent to the Coolooloa National Park, and estuarine edges of Tin Can Inlet. The scale of proposed development and its visual prominence compromises the differing landscapes at this point and is unrelated to the regional settlement patterns;
- exposed development through lack of vegetation, inappropriate development standards, poor integration of new development with local character; and
- because of low rate of house starts on developed allotments, the estate lacks community character.

3.7 Statutory Town Planning Framework

The Great Sandy Region is subject to three Town Planning Schemes for the local government areas of Hervey Bay, Maryborough and Coolooloa.

3.7.1 Hervey Bay Planning Scheme

The following are extracts from the recently gazetted town planning scheme which influence planning for the Great Sandy Region:

- From Strategic Plan

"1.2.16.9 To avoid development which detracts from the natural scenic qualities of the Great Sandy Straits Region"

Implementation

- (i) *Development adjacent to the foreshores and along ridges which are visible from Hervey Bay and the Great Sandy Strait have the potential to detract from the scenic qualities of the area. Building development shall not be permitted to intrude visually into the Great Sandy Region, and the Planning Scheme includes specific controls on the height of buildings. A Local Planning Policy will be developed in order to give further effect to this intention. (Refer Section 3.3 of the Planning Scheme).*

- (ii) *Retention of a predominantly vegetated foreshore is of primary importance and this shall be achieved generally through public ownership of the foreshore. New development adjacent to the foreshore shall be required to dedicate to the Crown the Erosion Prone Area, where applicable, or other zone with a minimum width of 40 metres from the high water mark. These areas will be retained generally as public open space with provision for retention and/or rehabilitation of native vegetation.*
- (iii) *The Takura State Forest shall be retained as a naturally vegetated backdrop to Hervey Bay in accordance with the management practices of the Department of Primary Industries. The following ridges shall only be developed with small scale, low-rise development with retention/rehabilitation of vegetation as far as is practicable in the context of the intent of the preferred dominant land use designation of the land:*

1. Dunowran/Craignish
2. Ghost Hill/Urraween
3. River Heads/Booral

1.2.7.5 To protect the World Heritage values of Fraser Island and the environmental quality of the Great Sandy Region

- (i) *Development within the Great Sandy Region shall only be permitted if it is in accordance with the intent and provisions of the Great Sandy Region Management Plan. Development on Fraser Island shall only be permitted in accordance with the DCP for the area, once it has been adopted. In the interim, the advice of the Department of Environment and Heritage will be sought in relation to any application within the region."*

- From Planning Scheme

"4.2.10 Restriction on Building Height (from Part 4 General Development Requirements)

4.2.10.1 *Subject to compliance with the following provisions, the absolute maximum building height shall be six storeys above ground level.*

4.2.10.2 *No more than one storey should extend above the general height of foreshore vegetation as seen by an observer at Point Vernon, Urangan Pier or at water level on the Great Sandy Strait.*

4.2.10.3 *Where there is no foreshore vegetation in the line of sight, or the elevation itself exceeds the general height of such vegetation, the maximum building height shall be two storeys unless a design solution can establish to the satisfaction of Council that the development will not detract from the predominantly natural visual amenity of the Great Sandy Region.*

4.2.10.4 *Above the general height of foreshore vegetation, landscaping and/or natural or visually recessive building colouring and materials may be required to minimise the visual impact of any development on the broader regional landscape as seen from Hervey Bay or the Great Sandy Strait.*

4.2.10.5 *Development on Fraser Island shall not exceed the heights provided for in the DCP for the island once it is prepared. In the interim, the advice of the Department of Environment and Heritage (DEH) will be sought in relation to acceptable building heights at the particular location, before determining any application. Council's decision in this regard will be consistent with the Great Sandy Region Management Plan."*

3.7.2 Maryborough Planning Scheme

The portion of the GSR within the City of Maryborough is the southern half of Fraser Island which is predominantly zoned Crown Purposes being vacant crown land proposed for National Park. Small pockets of Residential A zoned land are scattered along the eastern coast of Fraser Island.

The township of Eurong is a mix of zones including Residential A, Rural B, Special Facilities (Group Title Development, Tourist Complex, Fire Brigade) with small portions of Residential B and Parks and Recreation zoned land.

Kingfisher Bay resort is located on the western side of the island and outlined on an integrated resort development plan.

Mainland villages reflect a mix of zonings, primarily residential. The Coastal Township DCP provides direction on the preferred strategic extent of development. Improvements on design guidelines, to be specified in this planning exercise, are appropriate.

3.7.3 Widgee (Cooloola) Shire Planning Scheme

The Strategic Plan for the portion of the study area located in Cooloola Shire illustrates a predominant designation of Special Uses and Reserves which covers the State Forest, National Park and the Wide Bay Military Reserve.

There are areas designated Urban at Rainbow Beach, Cooloola Village and Tin Can Bay, with a smaller designation of Special Development Area nearby. Pockets of Rural and Rural Residential designations complete the pattern of dominant land use designation. Commercial and Business Centres are designated at Rainbow Beach, Cooloola Village and Tin Can Bay.

As discussed in Section 2, this scheme is currently being reviewed.

4.0 IMPLICATIONS FOR FUTURE PLANNING

4.1 Natural Environment

The area contains significant environmental and recreational values which need to be acknowledged in all future planning instruments (refer Section 3.4).

Significant values include:

- dune and coastline features;
- groundwater quality;
- wading bird roost sites;
- recreational beach fishing;
- fishing and boating opportunities;
- water quality in the Great Sandy Strait and creeks;
- turtle and dugong populations;
- recreational amenity and safety on the ocean beaches;
- peaceful and relaxed holiday atmosphere; and
- estuarine ecosystems.

Consideration needs to be given to the impacts of development abutting the study area boundary. Development in adjoining areas can impact substantially on environmental values particularly the quality of groundwater and the water quality of the Great Sandy Strait and creeks.

4.2 Cultural Heritage and Social Considerations

The following options to address historical and cultural issues are based on the consultant's interpretation of suggestions from Aboriginal people during preliminary meetings and submissions from Aboriginal organisations in previous planning inquiries. These options have been considered by the Heritage Advisory Committee set up under the Great Sandy Region Management Plan. They are options for discussion which the Committee considered appropriate for this stage of the study. Further consultation with Aboriginal people during the planning process may provide additional and/or alternative options.

- Aboriginal desire to re-establish a presence on the landscape:

- planning mechanisms can contribute to an awareness of the GSR as an Aboriginal landscape by the use of appropriate signage, Aboriginal language place names, and the allocation of public space and display areas for Aboriginal interpretation of the environment to be passed on to visitors;
- street signage was seen as an easy and appropriate response.
- Developing protocols for the recognition of the rights, interests and cultural values of Aboriginal People:
- planning mechanisms could provide for the negotiation of a range of protocols which could address issues such as:
 - * the interpretation and presentation of information on Aboriginal history, cultural heritage and contemporary interests in public places, Local Government publications, events etc.
 - * the protection of sacred sites and other places and objects of cultural significance;
 - * processes for negotiating access to private, leasehold and public land for the purpose of visiting and caring for cultural sites, places and objects; protocols could also specify dispute resolution mechanisms for occasions when agreement between Aboriginal people and landholders cannot be reached¹;
 - * involvement of Aboriginal organisations following the discovery of culturally sensitive material; and
 - * the use of Aboriginal language names for places, streets, facilities, events, etc;
- all these mechanisms have resourcing implications.

¹ Such dispute resolution exists in New South Wales under State Legislation; some NSW Local Governments have also negotiated protocols with Aboriginal Land Councils for the assessment, management and protection of cultural sites.

- Using appropriate technology to recognise and protect Aboriginal cultural values and world heritage values:

- the environmentally friendly designs and installations at the Thoorgine Educational and Cultural Centre illustrate Aboriginal respect for the environment; and

- environmentally friendly techniques should be the focus throughout the planning mechanisms which should provide priorities and guidelines for the use of environmentally friendly designs.

- Native Title

- the uncertainty regarding native title in the area challenges the distinctions between private and government land which form the basis for proposed planning area boundaries. Four alternative strategies for addressing these uncertainties are suggested, along with the implications of each approach:

1. Limit the extent of planning to current areas of freehold and leasehold land, with the explicit understanding that the planning mechanisms would not necessarily apply to "Crown land" subsequently determined to be native title land. The effect of this approach would be to make native title land subject to further planning processes and/or subject to other management regimes already in place over those lands, such as national parks and recreation areas.

or

2. Develop planning mechanisms with the explicit intent that guidelines applicable to leasehold and freehold land will also apply to any land subsequently determined to be native title land. The effect of this approach would be to subject native title holders to development and land use guidelines equivalent to those applicable to other landholders in the region, although without their participation as landholders in the development of the planning mechanisms.

or

3. Involve Aboriginal people in the development of planning mechanisms and the planning and management of all potential native title land. The effect of this approach would be to reduce the administrative, planning and management impacts of subsequent determinations of native title, since the needs, interests and aspirations of native titleholders would have already been addressed in both the planning process and broader regional management arrangements.

Consistent with Queensland Government policy and legislation, the planning mechanisms should be framed in such a way as to protect existing native title rights and interests. It is suggested that each planning scheme provision or policy should contain a disclaimer similar to that appearing at the beginning of the GSRMP, such as:

Nothing on this Plan is intended to diminish or extinguish native title and associated rights.

- Strategic planning for the renomination of parts of the Great Sandy Region for World Heritage listing:
 - planning mechanisms should be guided by not only the current World Heritage listing but also by the prospect of future listing;
 - criteria for assessing world heritage nominations now includes an amended cultural landscapes category which provides for the interconnectedness of nature and culture in many indigenous environments and in Aboriginal environments in particular;
 - whether or not the Fraser Island and/or Great Sandy Region ever become listed as a cultural world heritage area, the management of the region must benefit from substantial recognition of its cultural values;
 - it is possible that future management plans will provide for greater Aboriginal involvement and give greater prominence to Aboriginal issues, if the region were to be inscribed on the world heritage list for cultural landscape values. The possibility of enhanced recognition of Aboriginal cultural values should be considered in the development of the DCPs for the region; and

- the area has "wilderness" values for Aboriginal people.

4.3 Urban Environment

4.3.1 Hervey Bay City

- Hervey Bay City
 - future development of Hervey Bay should be contained by local district ridge lines. This appears to be addressed in the Council's draft Strategic Plan.
 - Orchid Beach
 - with recent subdivision now complete, and the National Park boundaries extended, the GSRMP recommendation of providing no further land for housing has been achieved; and
 - providing a community facility core, now likely to be within the National Park, is the principal strategic land use decision to be addressed.
 - Happy Valley
 - development should be contained and controlled to ensure Happy Valley retains its village image while still providing services and stopover facilities; and
 - the need for community facilities; power supply options available with new development.
 - Urangan
 - requires guidelines to improve the visual amenity of this important 'gateway' to the world heritage area.
 - Bingham, River Heads
 - requires guidelines to improve the visual amenity and visitor facilities of this important 'gateway' to the World Heritage area. This locality is adjacent to a potential marina site. Land use approvals exist which may facilitate marina development, however the appropriateness of this location for marine facilities is subject to further investigations required by the Great Sandy Region Management Plan.

4.3.2 Maryborough City

- Eurong
 - Eurong should continue to grow as the island's main centre within tight development control limitations for building height, form and character, and which protect its landscape setting; and
 - traffic and parking management measures should be put in place.
- Maaroom, Boonooroo, Tuan, Poona
 - urban development should be contained to maintain the semi-rural coastal character of these villages.

4.3.3 Cooloolool Shire

- General
 - extent and containment of facilities on Inskip Point is positively influenced by the State Government's decision to acquire a tourist development lease near Pelican Bay. Opportunities should be identified to contain development as far as practicable;
 - the Management Plan identified a 16,500 person limit for the Cooloolool Coast. Current studies indicate that the quantity of water that may be extracted from the National Park, provided that environmental and other concerns are resolved, may service in excess of 30,000 persons. The Great Sandy Region Management Plan opposed any further extraction from the National Park; and
 - the possible bridge link from Teewah Point to Rainbow Beach Road would provide an opportunity to improve accessibility to the local community. However, one option for funding the bridge relies on new urban development. Options not involving the ancillary urban development may achieve accessibility objectives whilst maintaining visual, natural and cultural heritage qualities.
- Rainbow Beach
 - arrival point at the ocean which provides a key opportunity to enhance public perceptions of the Great Sandy Region;

- an opportunity exists to establish a more positive character for the commercial area by addressing signage, building design, provision of shade, landscape design and overhead lines;
- review design of parking area and link to beach;
- review pedestrian access between beach and town centre;
- major opportunity for arrival statement at oceanfront which is marred visually by poor streetscape, signage, visual clutter and unco-ordinated facilities;
- opportunity to rationalise foreshore open space and public facilities and car parking;
- open space design requires resolution; and
- reinforce and protect vegetation link with national park along foreshore.
- Tin Can Bay
 - identify key character elements such as mature trees, housing style, scale and location foreshore and relationship of road to waters edge. Protect in new development;
 - design guidelines required to maintain unique character of older township;
 - enhance foreshore walkway linkages to township;
 - retain important remnant vegetation elements within township, especially within roads interface;
 - review development guidelines for new subdivisions to ensure that existing character is not compromised;
 - consider roadscape approach to township and control ribbon development; and
 - at the commercial port areas, there exists unique cultural landscape values and therefore an opportunity to enhance intimate relationship with township.
- Cooloola Village
 - capacity for development is extensive in accordance with overall indicative planning;
 - rate of take up in terms of constructed dwellings is modest and in view of site's proximity to Tin Can Bay and Pipeclay National Park any extensions to development should only be approved upon a measurable assessment of need;
 - possible changes to indicative development layout are appropriate having regard to proximity to Pipeclay National Park; and
 - a need to encourage community facilities to service residents and to remove reliance on external road patterns.

- the area has "wilderness" values for Aboriginal people.

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 - possible changes to indicative development layout are appropriate having regard to proximity to Pipeclay National Park; and
 - a need to encourage community facilities to service residents and to remove reliance on external road patterns.

5.0 OPTIONS - LAND USE STRUCTURE AND PLANNING SCHEME MECHANISMS

5.1 Hervey Bay

• Fraser Island

At the strategic level the options which need to be canvassed relate to the:

- planning for the use and size of the town reserves for future purposes;
- the extent of community facilities to be provided in each township; and
- the provision of essential services in each community.

There are opposing positions outlined in this report concerning the future utilisation of the town reserves. The GSRMP considers that the growth of the townships of Happy Valley and Eurong should be driven directly by the economic activity relating to tourism to the Island. Future development in this scenario will not include residential development unrelated to economic activity; only that which is required to support visitors. Local government has recommended that the existing town reserves be retained to allow for future development.

The future level of visitor activity cannot be predicted with any certainty. The policy directions adopted in with any certainty. The policy directions adopted in future may significantly alter visitor numbers and patterns of use, for example, vehicular access and camping on the beach.

It is critical however, that land be identified in either scenario for service industries and support facilities for the communities and for visitors. It would be desirable to allow some flexibility to accommodate changing the future circumstances, but the full development of the Town Reserves of Eurong and Happy Valley is unlikely to satisfy the landscape and environmental issues canvassed in Section 3.

The use of an area approximately 2 to 3 times the existing committed development of each township will provide sufficient flexibility for altered camping and/or accommodation demands whilst providing sufficient land for land consumptive service facilities such as essential service infrastructure, vehicle parking and servicing areas and future housing related to serving economic activity.

Such an area, in each centre, provides sufficient land for buffering, screening and separation purposes and flexibility for alternative road and access/by-pass options to be examined in detail at the time of construction.

The separation between Happy Valley and Orchid Beach, and the long travel time involved, is such that no one centre should be regarded as the more dominant in terms of the provision of community facilities. Community facilities are those uses of a commercial, industrial and governmental nature which are required to service the resident and visitor needs. It is considered appropriate that the final Planning Scheme provisions should allow for the growth of such facilities in response to demand at each local community. It is equally important that the preferred detailed concept plans describe the structure and preferred manner in which those facilities are to be provided.

At Orchid Beach, an appropriate location for a community centre is shown on Figure 12, which also illustrates the airstrip. The Queensland Government is considering options for the reinstatement of this airstrip. The facilitation of these developments will require special tenure considerations as the area is national park.

The cost of maintaining existing, and providing new infrastructure is one which involves considerations outside those of the Planning Scheme. It would be appropriate as part of future development control activities on the Island for local governments to collect monies (on a "user pays" principle) to help fund future essential and social infrastructure.

The form and style of planning scheme amendments also involves a number of options. The GSRMP proposed Development Control Plans as one option. The draft Planning Environment and Development Assessment Bill widens the scope of planning scheme instruments appropriate for small communities such as Happy Valley.

In some respects, similar prescriptive provisions to those discussed in Section 3.7.1 relative to the height of buildings on the mainland would be appropriate in such a small community where the fixing of certain limits to growth are considered appropriate.

Criteria such as building heights, setbacks from fire risk areas and the provision of effluent treatment systems are examples where prescriptive approaches may be appropriate.

In all future amendments and policies that may be prepared, the matters canvassed in Section 4.2 of this paper should be accommodated.

Comment is requested on the available options.

- Mainland

Many of the mainland issues have been overtaken by the provisions of the recently gazetted Town Planning Scheme.

Those which this process can still address relate to:

- water quality;
- detailed planning of River Heads; and
- landscaping guidelines for the urban area.

The water quality issues extend beyond the boundaries of Hervey Bay City and it is considered that preparation of local planning policies relative to impact assessment and the identification of types of development which will impact on water quality are the only realistic opportunities to address this issue. This will necessitate direct consultation with all local governments in the Mary River catchment.

The visual presentation of River Heads, in its capacity as a major gateway to Fraser Island is a matter that is best addressed outside the Planning Scheme because it would involve expenditure of monies by government agencies. It would be appropriate for guidelines to be prepared concerning the manner in which this "world heritage" entrance can be improved, and for such guidelines to be included in the scheme.

A marina proposal at River Heads near the mouth of the Susan River and Mary Rivers, is under consideration. The land-based zoning for this use is in place, however, State and Local Government approvals for the water-based facilities have not been granted.

It provides an alternative location for boat access to the Island and Straits, but may not have sufficient land area and appropriate access (in terms of protecting local residential amenity) for bus and vehicle parking for day trippers.

If this marina proposal proceeds, it remains desirable that the existing barge facility be upgraded.

5.2 Maryborough City

- Island

Issues discussed in Section 5.1 pertaining to Orchid Beach and Happy Valley apply equally to Eurong. Full development of the town reserves is not supported. The retention of only a relatively small area of the reserve for future use is considered appropriate.

Arrival points at Wanggoolba Creek and at Hook Point etc. should be examined to improve their entrance statements; this will be achieved in part by mechanisms outside the planning scheme. However, in a similar manner to the discussion on River Heads above, the outputs of this study should set standards to guide future improvements.

- Mainland

Local planning provisions (Coastal Townships DCP) for the small mainland communities along the Great Sandy Strait require amendments to contain development and to control "off site" impacts.

The impacts of recent uncontrolled development in these areas will reduce the scenic amenity of the Straits and the ecological values of the immediate surrounds of the particular developments. It is recommended that the local planning policy, with respect to water quality (discussed in Section 3.1), also apply to communities such as Tinnanbar in Tiaro Shire.

5.3 Cooloola Shire

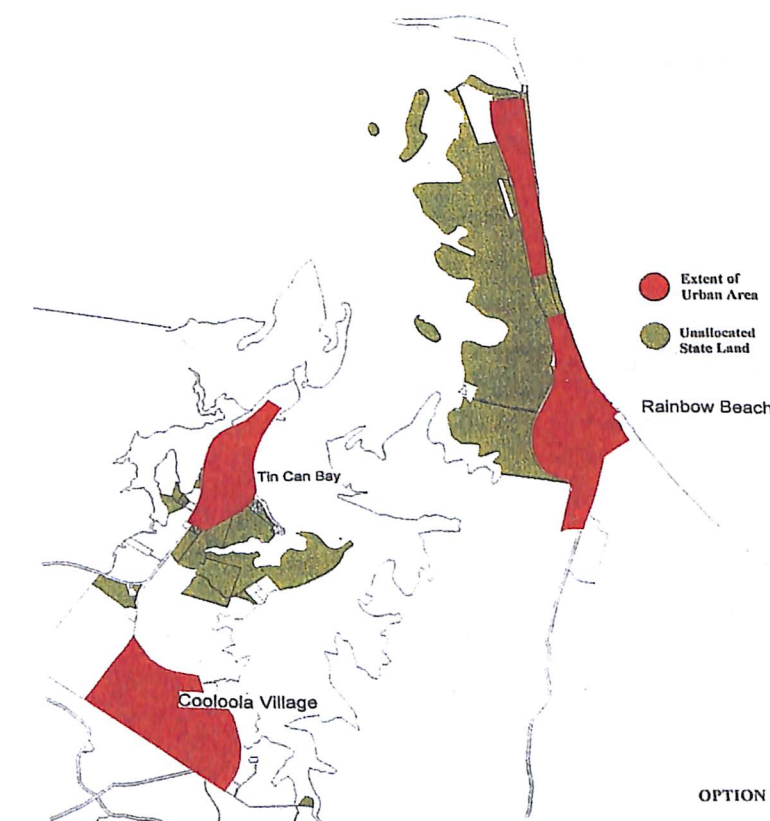
Sections 2, 3 and 4 of this report identify the varying competing issues affecting the Cooloola Coast.

Three options have been prepared which illustrate the strategic effect of accommodating the GSRMP's preferred upper limit of 16,500 persons, taking into account the localities' opportunities and constraints.

In all three options, the boundaries shown are indicative. Minor take up of population commitments by zoning at Carlo Point is common in all options. Also all options are constrained by the need to resolve Native Title issues for the use of Unallocated State Land.

All options can function with or without a bridge. Developing the bridge will enable a more efficient allocation of community uses. Without the bridge, each community will rely on local services and travel time to other centres will remain unchanged.

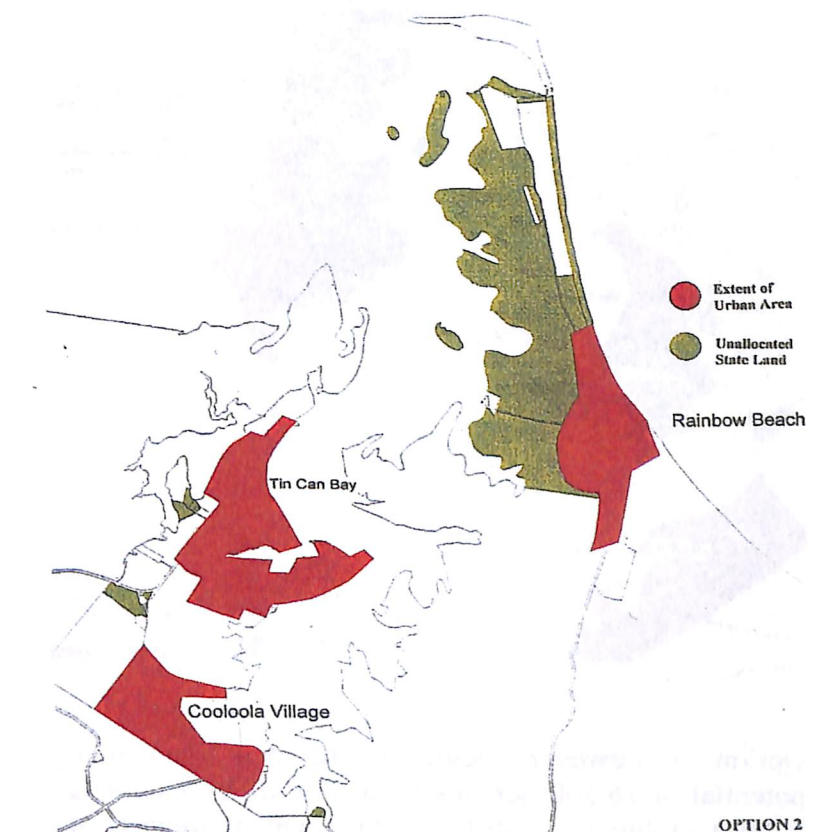
All 3 options can achieve a natural link between the Cooloola National Park and Fraser Island. It is considered desirable that the airstrip (and future treatment plant) remain in this link area. In future a golf course may be accommodated in the expansion of Rainbow Beach.



Option 1 involves the expansion of Rainbow Beach, including full development of leased land on Inskip Point. It envisages containment of future growth at Tin Can Bay within existing town limits and a significant expansion of Cooloola Village.

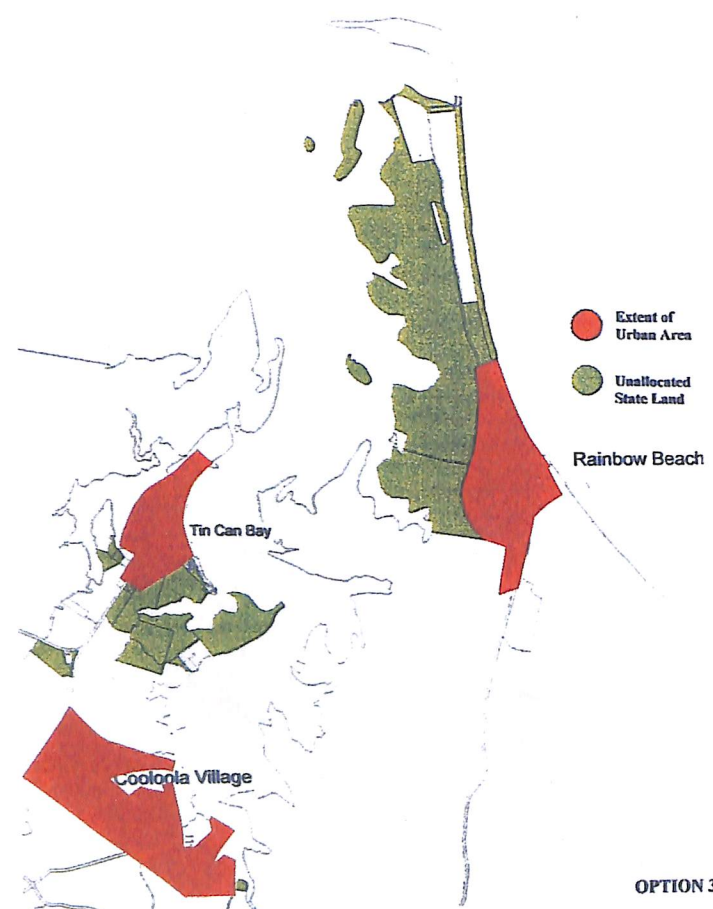
Provided that water quality issue are satisfactorily addressed within development plans for Cooloola Village, this option retains the natural and cultural heritage values of the region more than Option 2.

The potential visual and environmental impacts of linear expansion along Inskip Point would not be conducive to maintaining world heritage values.



Option 2 contains growth around Rainbow Beach. Subject to the resolution of any administrative constraints afforded by the existing zoning of leased land north of Rainbow Beach, this is a desirable environmental and planning option. To meet the 16,500 person limit, Option 2 involves use of Unallocated State Land at Teewah Point for residential purposes.

Only a moderate expansion of Cooloola Village is anticipated. Compared to Option 1, this option impacts on the qualities of Tin Can Inlet significantly, but will enable Tin Can Bay township to develop to a significant size within which a full range of community facilities can be provided.



This requirement would be in addition to any land demands of tourist development and arterial roads. Such land requirements would result in the opening up of substantial new areas of development which are likely to prejudicially affect the natural values of the inlet.

Water quality issues, in addition to considerations of cultural heritage, Native Title and landscape amenity make the likelihood of such a scenario difficult to support.

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Option 3 however, achieves the full population potential of 16,500 persons by use of all the Cooloola Village Holdings. Whilst containment of impacts at Tin Can Bay and Rainbow Beach (and also on the Island) is achieved, this option adversely impacts on the cultural heritage qualities of Pipe Clay National Park.

Comment is requested on the relative benefit of each option. On balance, a combination of Options 1 and 2 would appear to provide an acceptable planning response.

If populations of 30,000-35,000 people are facilitated, it will result in a minimum land requirement for:

Housing	-	1,750 hectares
Open Space	-	140 hectares
Schools	-	69 hectares
Commercial	-	40 hectares
Industrial	-	40 hectares

(Based on various "Land Budget" standards - Buckley Vann Pty Ltd)

FIGURES

RIVER HEADS

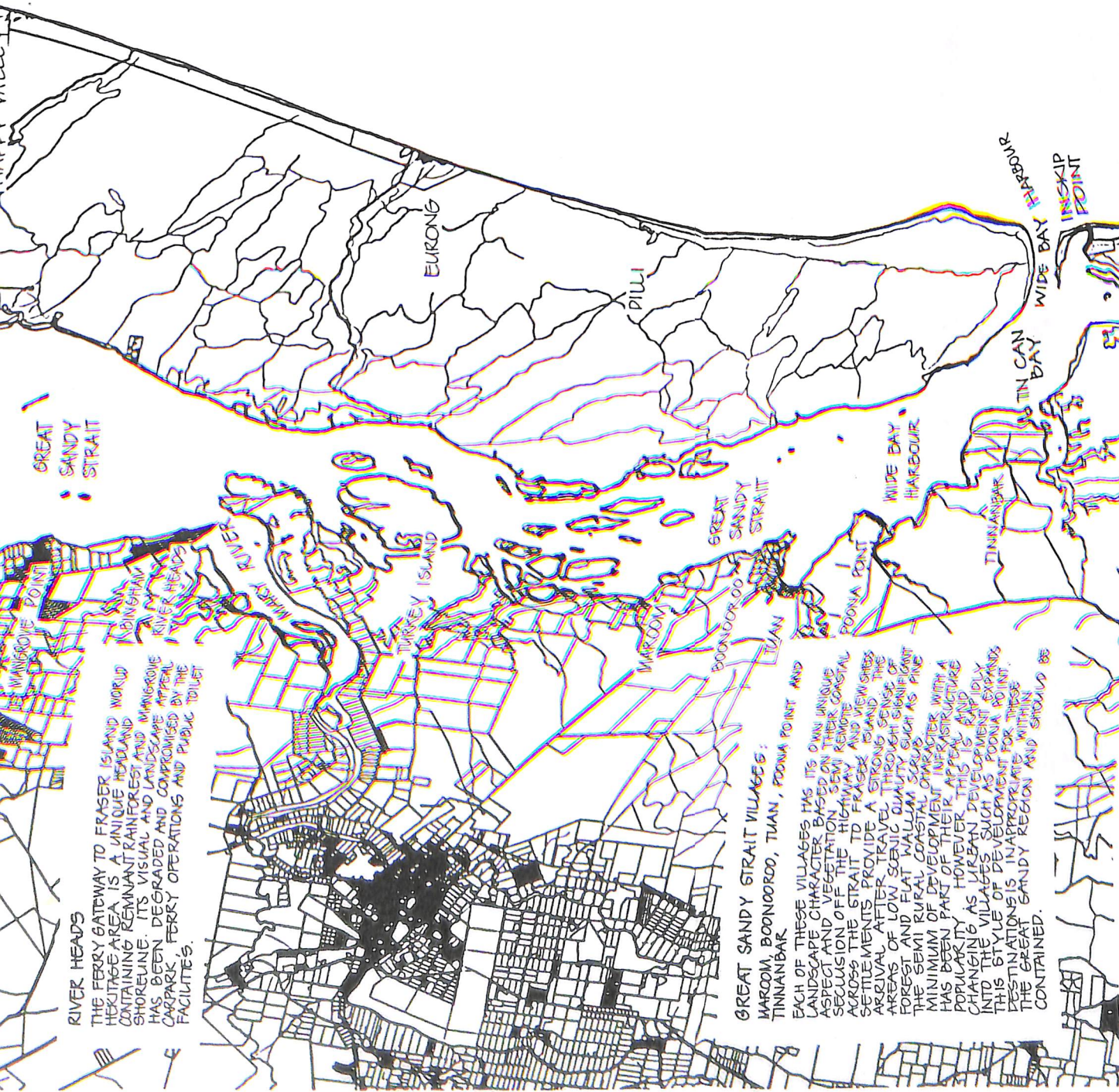
THE FERRY GATEWAY TO FRASER ISLAND HERITAGE AREA IS A UNIQUE HEADLAND CONTAINING REMNANT RAINFOREST AND MANGROVE SHORELINE. ITS VISUAL AND LANDSCAPE APPEAL HAS BEEN DEGRADED AND COMPROMISED BY THE CARPARK, FERRY OPERATIONS AND PUBLIC TOILET FACILITIES.

GREAT SANDY STRAIT VILLAGES:

WARRUM, BOONDOORO, TUAN, POONIA POINT AND TINNANBAR.

EACH OF THESE VILLAGES HAS ITS OWN UNIQUE LANDSCAPE CHARACTER BASED ON THEIR COASTAL ASPECT AND VEGETATION. SEMI REMOTE SITUATION OFF THE HIGHWAY AND REMOTE SETTLEMENTS PROVIDE A STRONG SENSE OF ARIAL AFTER TRAVEL THROUGH SIGNIFICANT AREAS OF LOW SCENIC QUALITY SUCH AS PINE FOREST AND FLAT WALLUM SCRUB.

THE SEMI RURAL COASTAL CHARACTER WITH A MINIMUM OF DEVELOPMENT INFRASTRUCTURE HAS BEEN PART OF THEIR APPEAL AND POPULARITY. HOWEVER THIS IS CHANGING AS URBAN DEVELOPMENT SPILLS INTO THE VILLAGES SUCH AS POONIA POINT. THIS STYLE OF DEVELOPMENT FOR THESE DESTINATIONS IS INAPPROPRIATE FOR THESE THE GREAT SANDY REGION AND SHOULD BE CONTAINED.



MAJOR SETTLEMENT ISSUES

THE CURRENT STANDARD STYLE AND PRESSURE OF DEVELOPMENT OF THE VILLAGES AND TOWNS IN THE GREAT SANDY REGION IS GENERALLY INCOMPATIBLE WITH THE STATUS OF FRASER ISLAND AS A WORLD HERITAGE AREA.

WOOLGOLUBA CREEK

FERRY DESTINATION ON FRASER ISLAND DEGRADED BY FERRY OPERATIONS.

FRASER ISLAND VILLAGES:

BURONG, HAPPY VALLEY, ORCHID BEACH.

THE VILLAGES ARE DEVELOPING RAPIDLY AT A SCALE WHICH IS INCOMPATIBLE WITH THE VISUAL AND LANDSCAPE QUALITIES RECOGNISED WITHIN FRASER ISLANDS WORLD HERITAGE STATUS.

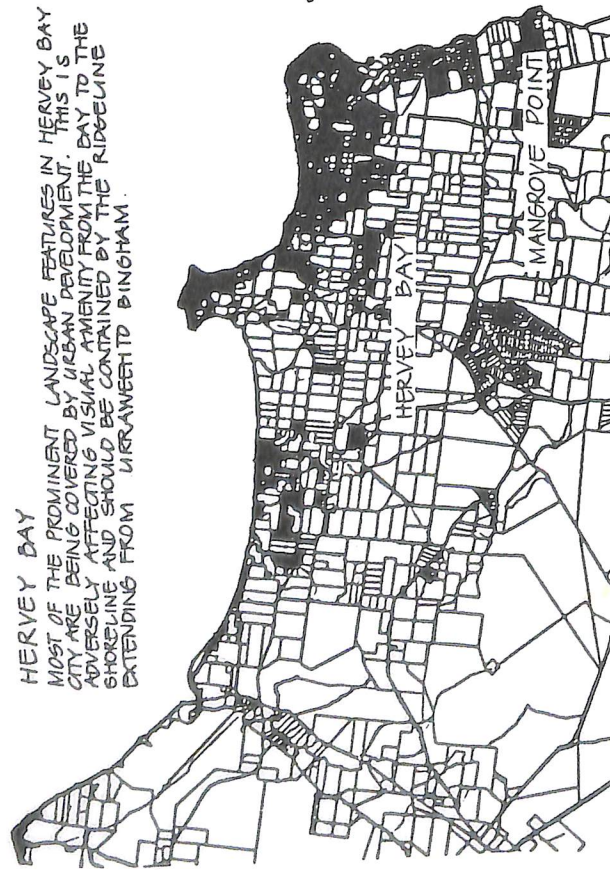
RAINBOW BEACH

THE END OF THE LINE MAJOR GATEWAY AND THE BEACH ITSELF IS A VARIETY OF SERVICES AND SCENIC ASSETS IMMEDIATELY AROUND THE TOWNSHIP WHICH ADD TO THE OVERALL LANDSCAPE CHARACTER. THESE INCLUDE THE WIDE SANDY BEACHES, SANDY CLIFFS AND DUNES, THE COASTAL NATIONAL PARK FORESTS AND TINNANBAR. IT IS ALSO THE PRIMARY SURFING CENTRE IN THE REGION WITH THE TOWN CENTRE LOCATED SURF-SIDE.

ITS EVOLUTION AS A RESORT DESTINATION HAS

HERVEY BAY

MOST OF THE PROMINENT LANDSCAPE FEATURES IN HERVEY BAY CITY ARE BEING COVERED BY DEVELOPMENT. THIS IS ADVERSELY AFFECTING VISUAL QUALITY FROM THE BAY TO THE SHORELINE AND VICES VERSA. BE CONTAINED BY THE RIDGELINE EXTENDING FROM MARRAMBERT BINGHAM.



RIVER HEADS

THE FERRY GATEWAY TO FRASER ISLAND WORLD HERITAGE AREA IS A UNIQUE HEADLAND MANGROVE CONTAINING REMNANT FOREST. VISUAL QUALITY IS BEING DEGRADED AND COMPROMISED BY THE CARPARK, FERRY OPERATIONS AND PUBLIC TOILET FACILITIES.



GREAT SANDY STRAIT VILLAGES:

MARRAM, BOONDOOROO, TUAN, POONA POINT AND TINNANBAR.

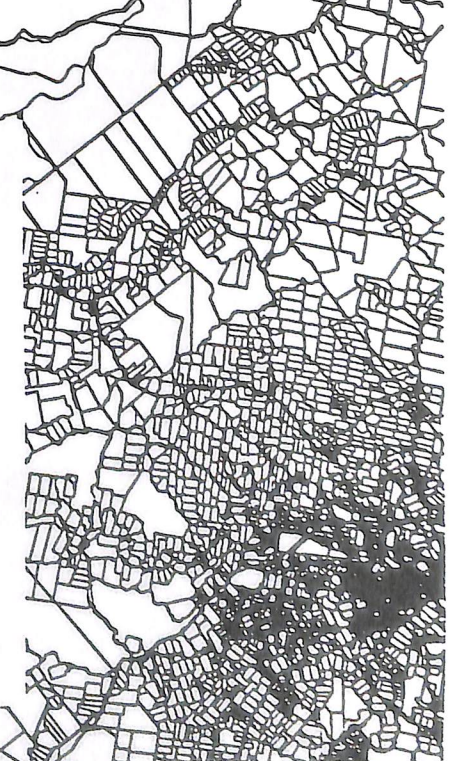
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TIN CAN BAY

THE VILLAGE IS UNIQUELY LOCATED ON TIN CAN INLET AND PROVIDES A VARIETY OF VISTAS OVER THE INLET AND FROM THE INLET. IT IS A HOLIDAY AND TOURIST DESTINATION WHICH HAS EVOLVED FROM A FISHING VILLAGE BASE WHICH STILL PROVIDES MUCH OF ITS WIDER APPEAL AS A DESTINATION. THAN THE SMALLER VILLAGES OVERLOOKING THE GREAT SANDY STRAIT.

THE NEWER URBAN DEVELOPMENT AND LONG STRAIGHT TOWNSCAPE ENTRANCE HAVE COMPROMISED MUCH OF THE LANDSCAPE VISUAL QUALITIES WHICH SUPPORT THE VILLAGE.

COOLLOOLA VILLAGE
THIS RECENT SUBDIVISION IS LOCATED AT A CRITICAL JUNCTION ON THE SANDSTONE PLATEAU, ADJACENT TO THE COASTAL TOWN CAN INLET. THE SCALE OF PROPOSED DEVELOPMENT AND ITS VISUAL PROMINENCE COMPROMISES THE Juxtaposed LANDSCAPES AT THIS POINT AND IS UNRELATED TO THE REGIONAL SETTLEMENT PATTERNS.



MAJOR SETTLEMENT ISSUES
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WOOLGOOLBA CREEK
FERRY DESTINATION ON FRASER ISLAND DEGRADED BY FERRY OPERATIONS.

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ITS EVOLUTION AS A RESORT DESTINATION AND CENTRE IS BEING COMPROMISED BY THE CONCENTRATION AND STYLE OF TOURISM DEVELOPMENT IN AND AROUND THE TOWN CENTRE TOGETHER WITH A PROLIFERATION OF INAPPROPRIATE SIGNS, POWER LINES, CAR PARKS AND FRAGMENT.



GILLESPIES ASIA PACIFIC

Buckley Vann Town Planning Consultants

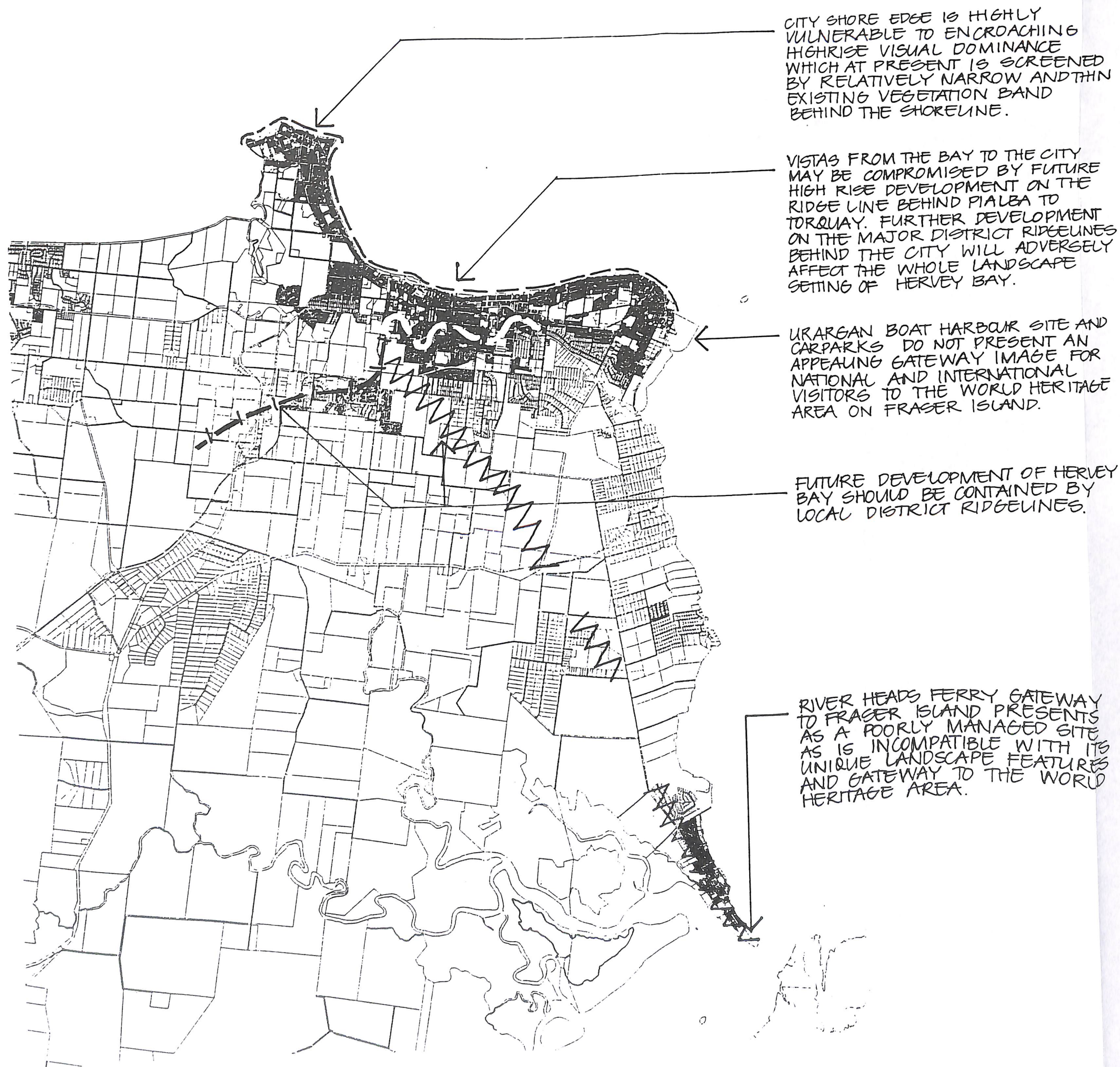
**GREAT SANDY REGION
DEVELOPMENT CONTROL PLAN**

MAJOR SETTLEMENT ISSUES

MAY 1995

FIGURE 1

NOT
TO SCALE



GILLESPIES ASIA PACIFIC

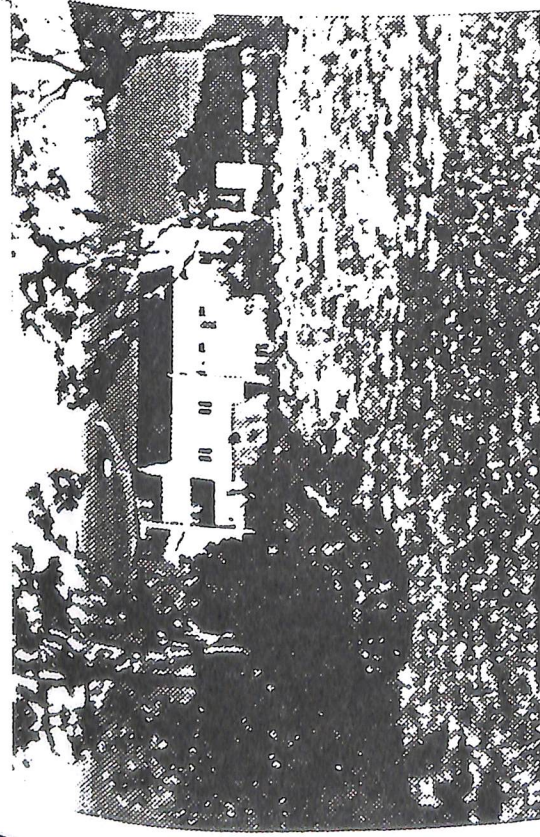
Buckley Vann Town Planning Consultants

GREAT SANDY REGION
DEVELOPMENT CONTROL PLAN

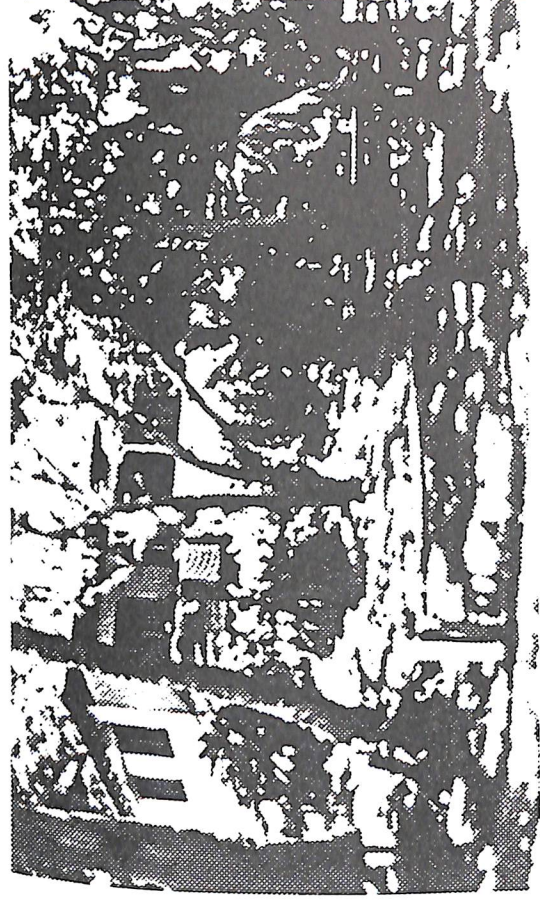
HERVEY BAY:
REGIONAL LANDSCAPE AND
VISUAL ISSUES.

MAY 1995

FIGURE 2



NEW HOUSING TENDS TO BE LARGE SCALE, MORE EXPOSED AT A HIGHER LEVEL AND AT THE EXPENSE OF THE LANDSCAPE.

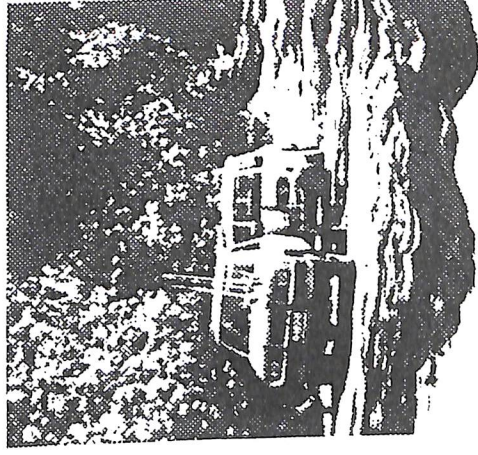


ORIGINAL BEACH COTTAGES SMALL IN SCALE AND BLENDING WITH LANDSCAPE AT THE LOWER DUNE LEVEL.

TIMBER CORDUROY ROADS IN NEW RESIDENTIAL AREA. A HINT OF DEVELOPMENT PRESSURE?



MANAGED 4WD TRACKS: A SUSTAINABLE ROAD?



ORCHID BEACH

AS THE NORTHERNMOST FRASER ISLAND VILLAGE IT IS FAST DEVELOPING AS AN EXCLUSIVE RESIDENTIAL ENCLAVE WITH ALL OF THE FACILITIES DEMANDS OF THE MAINLAND AUGMENTED BY THOSE OF ITS REMOTE LOCATION.

WITH RECENT SUBDIVISION NOW COMPLETE, NEW BUILDING DEVELOPMENT AND A VILLAGE CORE REQUIRES CONTROL TO ENSURE IT DOES NOT GROW BEYOND ITS CURRENT LEVEL.



FIGURE 3

HAPPY VALLEY

THE VILLAGE IS A GROWING SERVICE CENTRE BUT STILL RETAINS ITS VILLAGE SCALE AND QUALITY.

TOURIST VEHICLE CIRCULATION AND PARKING IS BECOMING AN INCREASING PROBLEM TOGETHER WITH PROVISION OF SERVICE FACILITIES INCLUDING TRUCK AND BUS SERVICING.

DEVELOPMENT SHOULD BE CONTAINED AND CONTROLLED TO ENSURE HAPPY VALLEY RETAINS ITS VILLAGE IMAGE WHILE STILL PROVIDING SERVICES AND STOPOVER FACILITIES.



HAPPY VALLEY HOTEL AND VILLAGE CENTRE.

FIGURE 4



HERVEY BAY

REGIONAL BAYSIDE CITY EXPERIENCING RAPID POPULATION GROWTH OVER PAST THIRTY YEARS RESULTING FROM LOCAL TOURISM AND RETIREMENT RELATED DEVELOPMENT. DUE TO ITS UNIQUE LOCATION, PROXIMITY TO FRASER ISLAND AND AVAILABLE REGIONAL CLIMATE.

BINGHAM, RIVER HEADS

SATELLITE DEVELOPMENT AREA SOUTH OF HERVEY BAY TERMINATED BY THE ROCKY HEADLAND AT ENTRANCE TO MARY RIVER AND NARROWS OF GREAT SANDY STRAIT WHICH IS A MAJOR FERRY GATEWAY TO FRASER ISLAND.

GREAT SANDY REGION

KINGFISHER BAY

INTEGRATED RESORT DEVELOPMENT WITH SOME PRIVATE RESIDENCES BUT PRIMARILY ORIENTED TO PROVIDING HOLIDAY ACCOMMODATION AND SUPPORT FACILITIES ON THE WESTERN SIDE OF FRASER ISLAND.

WANGGOLUBA CREEK

PREVIOUSLY AN AIRSTRIP SITE ON THE WESTERN SIDE OF FRASER ISLAND OPPOSITE RIVER HEADS AND NOW A FERRY GATEWAY TO THE CENTRE OF THE ISLAND.

HERVEY BAY

ORCHID BEACH
NORTHERN FRASER ISLAND TOURISM AND RESIDENTIAL VILLAGE WHICH HAS SUBSTANTIAL SUBDIVISION AND DEVELOPMENT INTO THE HILLSIDE WEST OF THE ORIGINAL VILLAGE. THE VILLAGE OVERLOOKS THE OCEAN TO THE NORTH AND IS UNIQUELY SITED WEST OF WADDY POINT.

EURONG, HAPPY VALLEY

POPULAR FRASER ISLAND TOURISM AND RESIDENTIAL VILLAGES NESTED INTO THE SAND DUNES PROVIDING TOURISM SUPPORT FACILITIES TO VISITORS. UNDER INCREASING DEVELOPMENT PRESSURE TO EXPAND AND REDEVELOP FROM ORIGINAL OWNERSHIP AND SETTLEMENT BASE.

PILI VILLAGE

LOW DENSITY CAMPING AND HOLIDAY VILLAGE AT SOUTHERN END OF FRASER ISLAND MANAGED BY QDET.

MAROOM, BOONJLOOROO, TUAN, POONA POINT, AND TINNANBAR.

HOLIDAY AND FISHING SETTLEMENTS BETWEEN WANGGOLUBA AND TIN CAN BAY. FACING THE WESTERN SIDE OF FRASER ISLAND, OVER THE SOUTHERN HALF OF THE GREAT SANDY STRAIT. THOUGH LACKING MAJOR SERVICES AND FACILITIES, THESE SETTLEMENTS ARE BECOMING MORE POPULAR AND DEVELOPED AS TOURISM AND RETIREMENT DESTINATIONS. THIS WILL INCREASE AS MORE PEOPLE DISCOVER THE SECLUDED APPEAL OF THE GREAT SANDY STRAIT'S. RECENT PINE FOREST DEVELOPMENT AND WALLUM SCRUB FRINGE THESE SETTLEMENTS TO THE WEST.

TIN CAN BAY

ORIGINALLY A FISHING VILLAGE AND LOCAL HOLIDAY DESTINATION ON TIN CAN INLET. SUBJECT TO INCREASING DEVELOPMENT PRESSURE AS A RESULT OF ITS UNIQUE LOCATION, LANDSCAPE AND SEASCAPE ASSETS, CULTURAL QUALITIES AND PROTECTED WATERWAYS.

COOLLOOLA VILLAGE

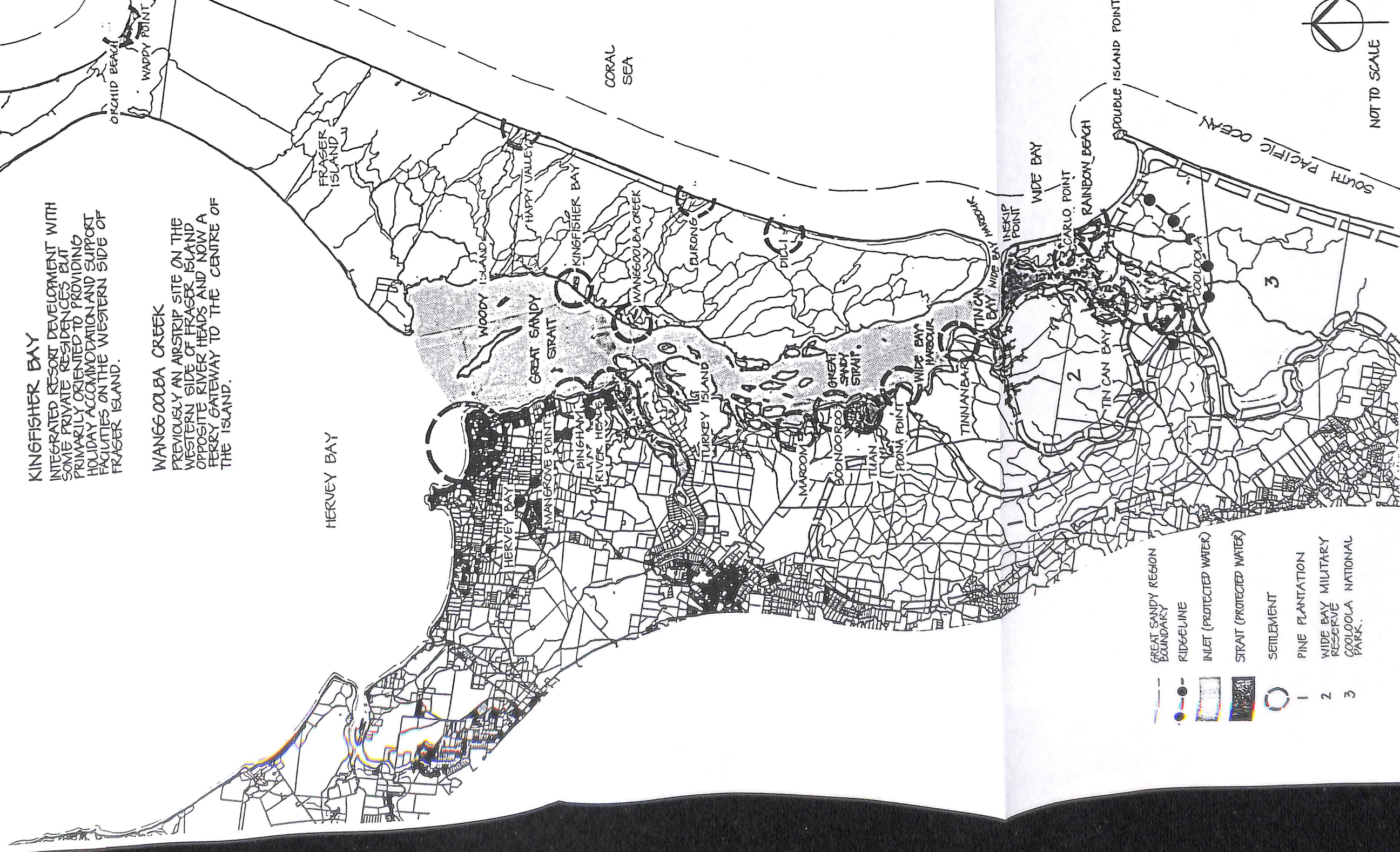
RECENT DEVELOPMENT COMPANY SUBDIVISION LOCATED BETWEEN TIN CAN BAY TOWNSHIP AND THE RAINBOW BEACH ROAD ON THE PRIMARY RIDGELINE AT THE SOUTHERN HEAD OF TIN CAN BAY INLET. THE LARGE DEVELOPMENT LACKS BASIC TOWNSHIP AMENITIES AND IS THE ONLY SETTLEMENT IN THE GREAT SANDY REGION NOT INTEGRALLY RELATED TO THE COAST.

RAINBOW BEACH

LANDS DEPARTMENT DEVELOPED SUBDIVISION AND TOWNSHIP OVERLOOKING WIDE BAY AND THE CORAL SEA, ADJACENT TO THE COOLLOOLA NATIONAL PARK. THE TOWNSHIP IS A POPULAR HOLIDAY AND RETIREMENT CENTRE. THE SOUTHERN GATEWAY TO FRASER ISLAND AND SERVICE AND SUPPLY BASE FOR CAMPERS AND FISHERMEN ON THEIR WAY TO FRASER ISLAND, INSKIP POINT, COOLLOOLA NATIONAL PARK AND DOUBLE ISLAND POINT TO NOOSA NORTH SHORE. TIN CAN INLET, FRASER ISLAND INSKIP POINT AND COOLLOOLA NATIONAL PARK ENSURES IT WILL BE SUBJECT TO INTENSE FUTURE DEVELOPMENT PRESSURE.

CARLO POINT

CARAVAN PARK, BOAT LAUNCHING AND WOODING DESTINATION ON TIN CAN BAY CLOSE TO RAINBOW BEACH.



GILLESPIES ASIA PACIFIC

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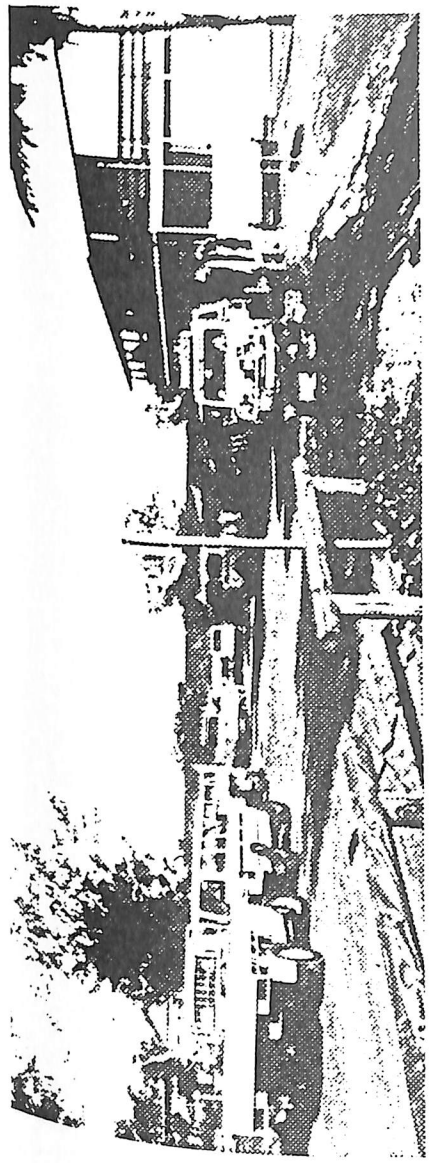
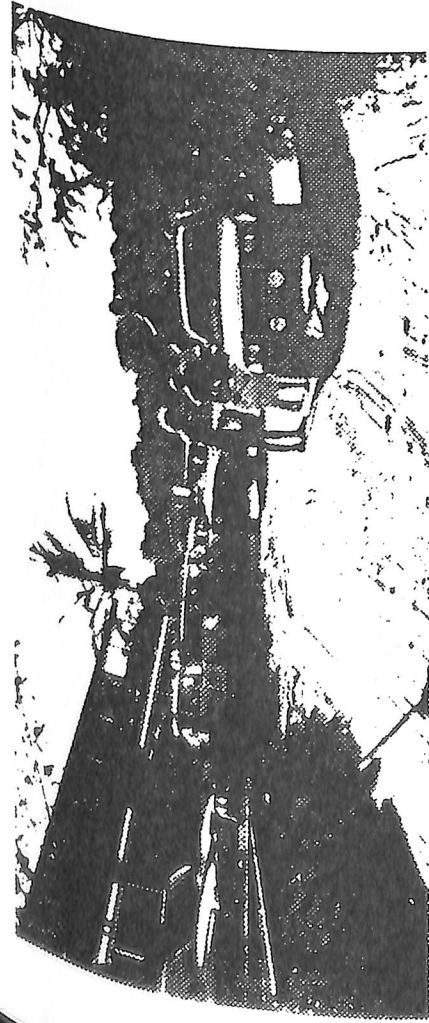
GREAT SANDY REGION DEVELOPMENT CONTROL PLAN

REGIONAL CONTEXT:

SETTLEMENT CHARACTERISTICS

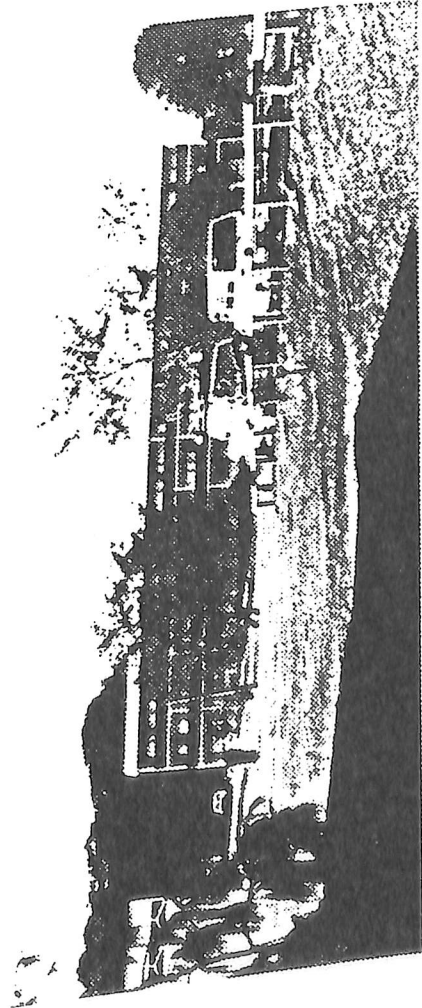
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FIGURE 5



TRAFFIC CONGESTION AND MOVEMENT AROUND THE EURONG STORE

SCALE OF DEVELOPMENT IS INAPPROPRIATE
IN ITS UNIQUE SETTING.



EURONG.

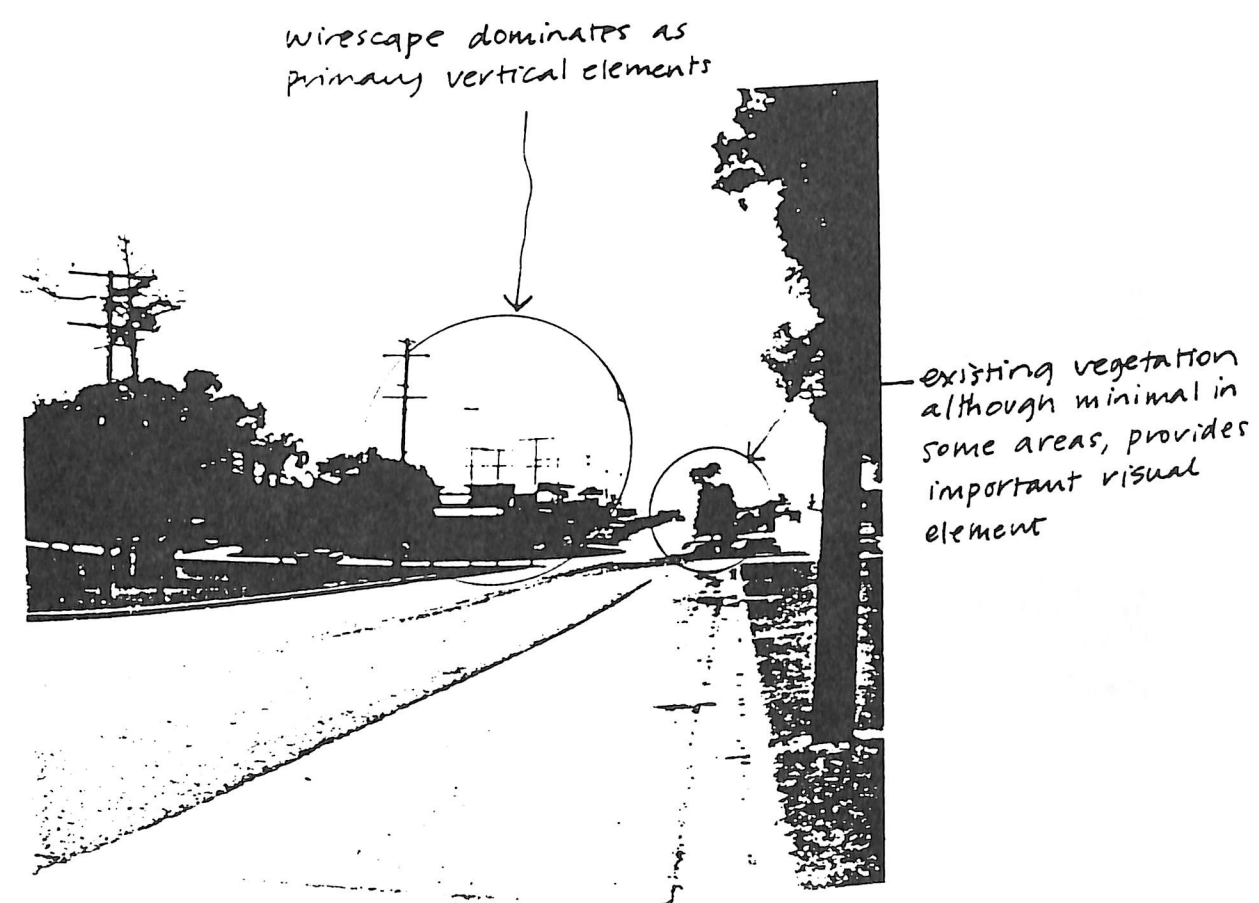
THE VILLAGE IS THE MAJOR SERVICE AND TOURIST CENTRE ON FRAGER ISLAND INCLUDING A SUBSTANTIAL ACCOMODATION COMPLEX AND ISLAND TRANSPORT SYSTEM. IT IS ALSO THE ADMINISTRATIVE CENTRE FOR THE ISLAND'S FERRY COMPANY AND THE QUEENSLAND DEPARTMENT OF ENVIRONMENT AND HERITAGE RANGER AND TOURIST INFORMATION CENTRE.

TOURISM DEMAND IS FORGING THE QUALITY AND STANDARD OF DEVELOPMENT TO GROW IN AN UNPLANNED AND UNCONTROLLED MANNER NOT IN KEEPING WITH THE ISLAND'S STATUS AS A WORLD HERITAGE LISTED AREA.

EURONG SHOULD CONTINUE TO GROW AS THE ISLAND'S MAIN CENTRE WITHIN TIGHT DEVELOPMENT CONTROL LIMITATIONS.



FIGURE 6



APPROACH TO RAINBOW BEACH


FIGURE 7



RAINBOW BEACH CENTRAL COMMERCIAL AREA:
SIGNAGE AND LACK OF SIGN DISCIPLINE CREATES
NEGATIVE IMAGE IN KEY AREA OF TOWNSELF

FIGURE 8

POORLY DEFINED EDGE
TO TOWNSHIP.

 TOWNSHIP
CURRENTLY
DOMINATED BY
WIRESCAPE: ENCOURAGE
UNDERGROUNDING
DISTRIBUTION SYSTEM
TO ALLOW APPROPRIATE
STREET TREE PLANTING
AND REMOVE MAJOR
ELEMENTS CONTRIBUTING
TO VISUAL CLUTTER.

POOR EDGE TO MAIN
ACCESS.

OPPORTUNITY TO ENHANCE
VISITOR EXPERIENCE OF
LINKS TO INSKIP POINT
AND CORRO PIER AREA

POORLY DEFINED EDGE
TO TOWNSHIP

INAPPROPRIATE DEVELOP-
MENT STANDARDS TO
NEW SUBDIVISION
DETRACT FROM TOWNSHIP
CHARACTER AND UNIQUE
LOCATION.



REVIEW DESIGN
AND LINK TO BEACH.
REVIEW PEDESTRIAN ACCESS
STATEMENT OF OPPORTUNITY
BY VISUAL CLUTTER AND
FACILITIES.

OPPORTUNITY TO ENHANCE
VISITOR EXPERIENCE OF
LINKS TO INSKIP POINT
AND CORRO PIER AREA

OPEN SPACE AND DESIGN
REQUIREMENTS.

REINFORCE LINK WITH
FORESHORE FACILITIES.

OLDER CHARACTERISTICS
CHARACTERISTICS.

ESCAPE FROM BACKDRAINAGE
BACKDRAINAGE.

REMAIN POSITIVE IMPROVEMENT
AND VISUAL CLUTTER.

ARRIVAL OF VISITORS

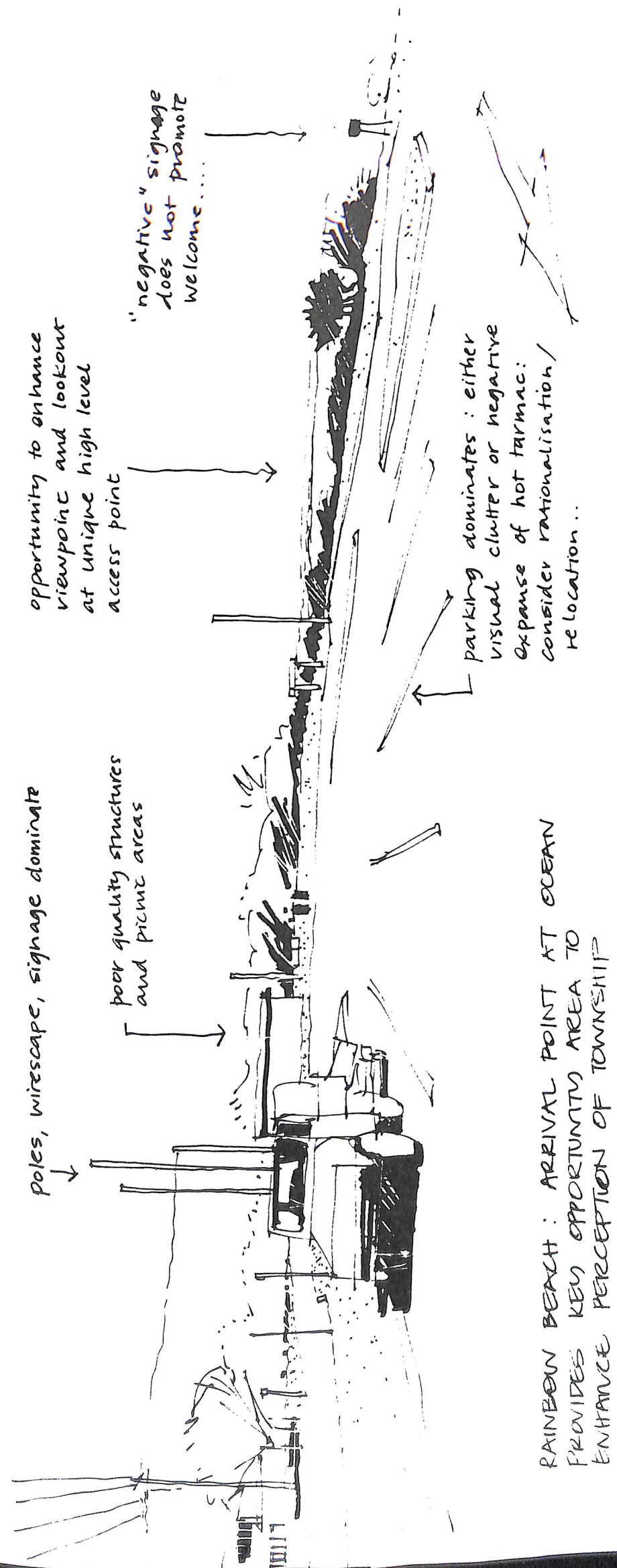


FIGURE 9

POORLY DEFINED EDGE
TO TOWNSHIP.



TOWNSHIP
CURRENTLY
DOMINATED BY
WIRESCAPE: ENCOURAGE
UNDERGROUNDING
DISTRIBUTION SYSTEM
TO ALLOW APPROPRIATE
STREET TREE PLANTING
AND REMOVE MAJOR
ELEMENTS CONTRIBUTING
TO VISUAL CLUTTER.

POOR EDGE TO MAIN
ACCESS.

OPPORTUNITY TO ENHANCE
VISITOR EXPERIENCE OF
LINKS TO INSKIP POINT
AND CORRILO PIER AREA

POORLY DEFINED EDGE
TO TOWNSHIP

INAPPROPRIATE DEVELOP-
MENT STANDARDS TO
NEW SUBDIVISION
DETRACT FROM TOWNSHIP
CHARACTER AND UNIQUE
LOCATION.

COMMERCIAL AREA: OPPORTUNITY TO
ESTABLISH POSITIVE CHARACTER BY
ADDRESSING SIGNAGE, BUILDING
DESIGN, PROVISION OF SHADE,
LANDSCAPE DESIGN AND OVERHEAD
LINES.

REVIEW DESIGN OF PARKING AREA
AND LINK TO BEACH.

REVIEW PEDESTRIAN ACCESS BETWEEN
BEACH AND TOWN CENTRE.

MAJOR OPPORTUNITY FOR ARRIVAL
STATEMENT AT OCEANFRONT: MARRED
BY POOR STREETSCAPE, SIGNAGE,
VISUAL CLUTTER AND UNCOORDINATED
FACILITIES.

OPPORTUNITY TO RATIONALISE
FORESHORE OPENSPACE AND PUBLIC
FACILITIES AND CARPARKING.

OPEN SPACE DESIGN REQUIRES
RESOLUTION:

REINFORCE AND PROTECT VEGETATION
LINK WITH NATIONAL PARK ALONG
FORESHORE.

OLDER SUBDIVISION CHARACTER
HAS MORE POSITIVE TOWNSCAPE
CHARACTER.

ESCARPMENT IS A GREEN
BACKDROP TO TOWNSHIP.

REMNANT VEGETATION FRINGING
MAIN ROAD PROVIDES STRONG
POSITIVE CHARACTER ELEMENT.

IMPORTANT FRINGING VEGETATION
PROVIDES LINK BETWEEN TOWNSHIP
AND NATIONAL PARK

ARRIVAL / DEPARTURE
OPPORTUNITY



GILLESPIES ASIA PACIFIC

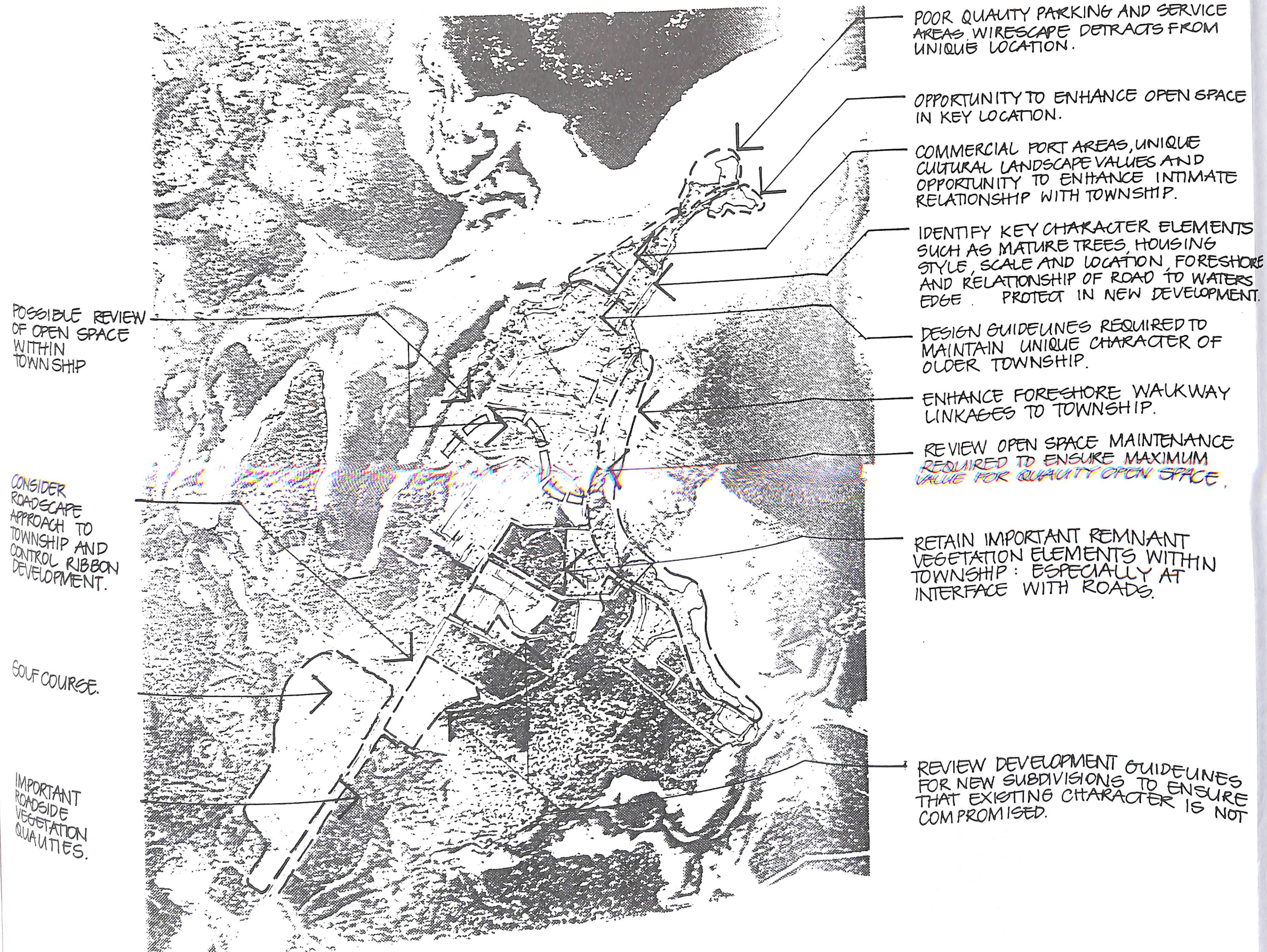
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DEVELOPMENT CONTROL PLAN

RAINBOW BEACH:
TOWNSCAPE ISSUES.

MAY 1995

FIGURE 10



GILLESPIES ASIA PACIFIC

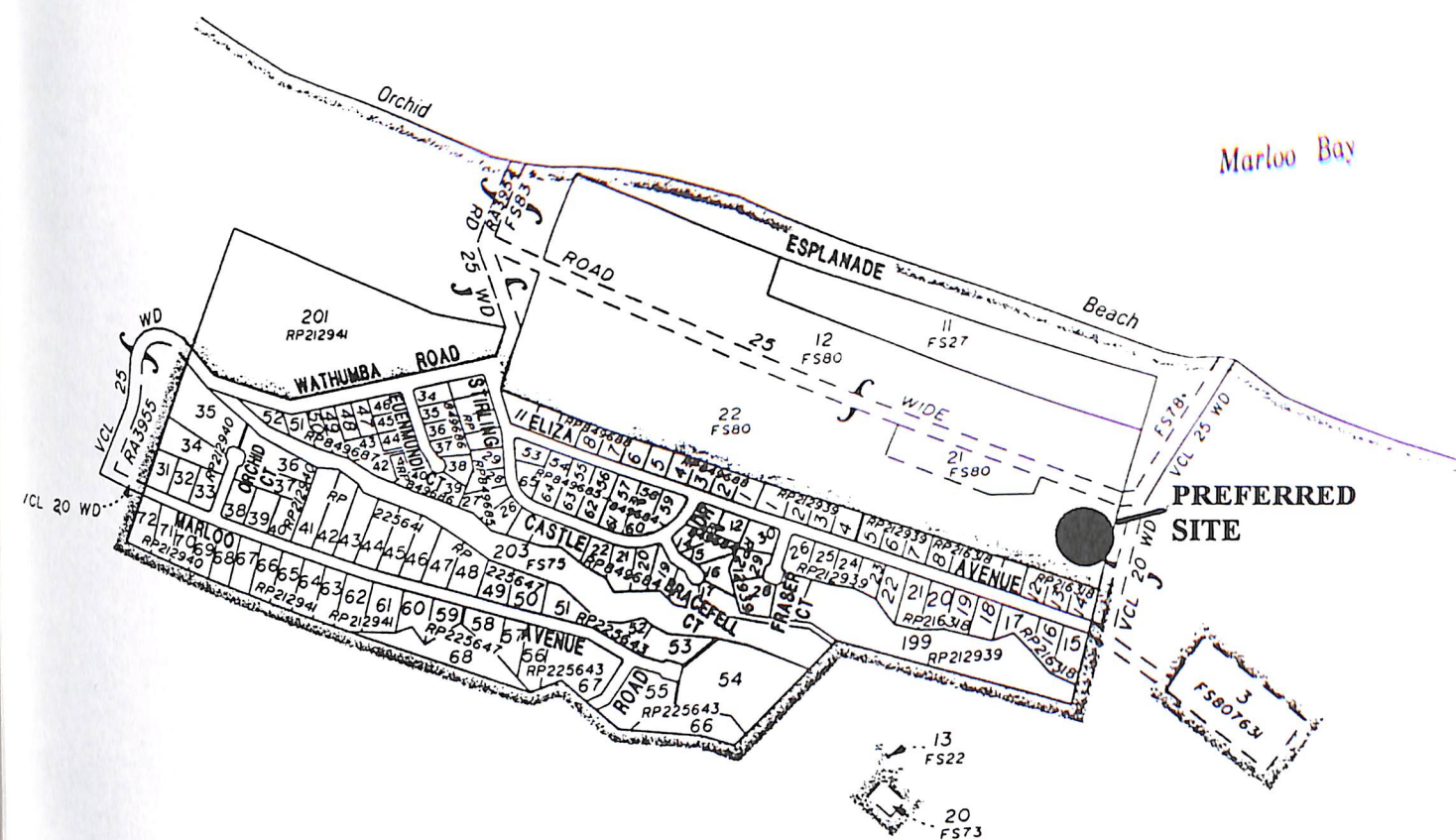
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GREAT SANDY REGION
DEVELOPMENT CONTROL PLAN

TIN CAN BAY:
TOWNSCAPE ISSUES

FIGURE 11

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INSET A
1:10 000

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GREAT SANDY REGION DEVELOPMENT
CONTROL PLAN

PREFERRED LOCATION FOR
COMMUNITY CENTRE

OCTOBER 1995

Figure 12