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Maps in Part 3

Strategic framework map - SFM - 01:05 (Strategic framework map)

Part 3 Strategic framework

3.1 Preliminary

- (1) The strategic framework sets the policy direction for the planning scheme and forms the basis for ensuring appropriate development occurs in the planning scheme area for the life of the planning scheme.
- (2) Mapping for the strategic framework is included in Schedule 2 (Mapping).
- (3) For the purpose of describing the policy direction for the planning scheme, the strategic framework is structured in the following way:
 - (a) a strategic intent;
 - (b) the following five themes that collectively represent the policy intent of the scheme:
 - (i) liveable communities and housing;
 - (ii) economic growth;
 - (iii) environment and heritage;
 - (iv) safety and resilience to hazards; and
 - (v) infrastructure;
 - (c) the strategic outcome proposed for development in the planning scheme area for each theme; and
 - (d) the land use strategies for achieving these outcomes.
- (4) Although each theme has its own section, the strategic framework in its entirety represents the policy intent for the planning scheme. Zones organise the planning scheme area in a way that facilitates the location of preferred or acceptable land uses.

3.2 Strategic Intent

- (1) In 2036 and beyond, the Whitsundays is a prosperous, liveable and sustainable region where people live, work, play and invest. The region, extending over 23,862 square kilometres, will be built on the integration of the unique attributes and competitive advantages of Airlie, Bowen, Collinsville, Proserpine and their surrounds as shown in Strategic Framework Map - SFM - 01:05 (Strategic framework maps).
- (2) The region's major townships and communities have a strong and proud social identity, being sustainable and well supported through the provision of variety of housing and lifestyle options and appropriate community and utility infrastructure. Risks to the community (including life and property) from hazardous activities and natural hazards are appropriately mitigated or avoided; ensuring disaster management response capabilities and capacities are supported.
- (3) The major townships of the region operate as a network of centres, each maintaining relatively strong levels of growth supported by the ongoing strengthening and development of the key economic sectors of agriculture, mining and tourism and associated development and construction activities. The strength of these industry sectors will continue to be supported by maintaining and protecting the resources and values upon which these sectors rely, promoting business innovation and increasing accessibility to robust road, rail, port and aviation facilities.
- (4) The promotion and protection of the region's cultural heritage and unique aquatic, coastal and inland environmental values continues as developmental and environmental pressures increase cumulatively. All matters of ecological, environmental and scenic value (including key urban gateways, views and vistas) are valued and preserved, ensuring the health and resilience of the regions overall biodiversity.

3.2.1 Liveable communities and housing

3.2.1.1 Strategic outcome

- (1) The life-enriching (educational, health, cultural and recreational) capacities and resilience of the community and community infrastructure are enhanced or restored for present and future generations in a way which supports the regions settlement pattern and hierarchy of centres.

3.2.1.2 Land use strategies

- (1) The settlement pattern of the region ensures that urban uses are primarily located within the established urban areas of Airlie, Bowen, Collinsville and Proserpine. New residential expansion will occur in Cannon Valley (to the west of Airlie), Mount Bramston and Mount Gordon (to the south of Bowen) and Moongunya Springs (to the north of Collinsville).
- (2) Limited Accommodation activities and low order Community and convenience Business activities are located within the settlements of Brisk Bay, Conway Beach, Dingo Beach, Gumlu, Guthalungra, Hideaway Bay, Shutehaven, Merinda, Mt Coolon and Wilson Beach.
- (3) The community of each major urban area will be supported by a hierarchy of centres. The highest order, Major centres are provided at Paluma Road/Galbraith Avenue (Cannonvale), Herbert Street (Bowen) and Main Street (Proserpine). Communities of the region are further serviced by a series of lower order, smaller scale centres. Business activities are only located outside of centres if they cannot be practicably

located within nominated centres due to their nature, scale, effects or necessary relationship to other activities or particular features, resources or infrastructure.

- (4) Primary and/or secondary schools are co-located with existing facilities in Bowen, Cannonvale, Collinsville, Gumlu, Hamilton Island, Hayman Island and Proserpine, with new facilities in Cannon Valley and Mount Gordon and higher order educational facilities such as a secondary boarding school and a tertiary educational facility located within the established urban area of Proserpine.
- (5) A regionally significant health facility is located in Proserpine with supporting health facilities in Airlie Beach, Bowen, Cannonvale, Collinsville and Hamilton Island.
- (6) Urban uses are only located away from identified urban areas if they cannot be practicably located within the existing settlement pattern due to their nature, scale, effects or necessary relationship to other activities or particular features, resources or infrastructure.
- (7) Rural residential areas will continue to occur on the fringes of urban areas and will generally not expand into adjacent rural areas.
- (8) Non-resident workers accommodation is only utilised for the workforce associated with the construction phase of a project. This form of accommodation activity is not to be utilised for workers associated with the operational phase of a project. Accommodation activities for an operational workforce are to be integrated into existing urban areas.

3.2.2 Economic growth

3.2.2.1 Strategic outcome

- (1) The economic resilience, wealth creating and employment generating capacities of the regions key sectors are protected and enhanced for present and future generations.

3.2.2.2 Land use strategies

- (1) Agricultural land (including stock routes) and existing rural activities are protected and diversified with rural activities being intensified in areas to the west of Collinsville along the Bowen River, west and south-west of Proserpine and between Gumlu and Bowen. The long term viability of this agricultural land is enhanced through sustainable land management practices, the use of new technology and the improvement and expansion of supporting infrastructure such as water storage and irrigation infrastructure.
- (2) Rural activities are located outside the existing and proposed urban and environmental areas with only Business and Industry activities that support or supplement the primary rural activity being located within rural areas.
- (3) The integrity and functionality of the mining and extractive resource industry, including that within Abbot Point and Galilee Basin State Development Areas is maintained and protected to reduce potential conflict with incompatible uses.
- (4) Major industrial expansion is appropriately accommodated where the scale, intensity and nature of the Industry activity can be adequately supported. New expansion will predominantly occur within the Abbot Point State Development Area, around the Delta intersection, between Collinsville and the mines to the south, east of Proserpine and within the vicinity of the Whitsunday Coast Airport.
- (5) Bulk loading and supporting multi-commodity port facilities are established at the Port of Abbot Point. High impact industry is primarily located adjacent to Port of Abbot

Point within the Abbot Point State Development Area, particularly where Industry activities value-add to commodities being exported or imported through the Port of Abbot Point.

- (6) Marine industry servicing the fishing and recreational boating fleet of central and north Queensland is primarily located within the Bowen Boat Harbour with limited facilities of a smaller nature and scale located at Abel Point Marina and Port of Airlie. A public passenger ferry facility servicing the Whitsunday Islands is primarily located at the Port of Airlie with supplementary facilities at Abel Point Marina and Shute Harbour. A freight (barge) facility servicing the Whitsunday Islands is primarily located at Shute Harbour.
- (7) Tourism accommodation and ancillary Business activities are primarily located within the established island resorts at Daydream, Hayman, Hook, Long and South Molle Islands. New or expanded tourist accommodation and ancillary Business activities are located at Airlie Beach, Bowen Front Beach, Funnel Bay, Hamilton Island, Horseshoe Bay, Murray Bay, Rose Bay and Shute Harbour with limited nature-based tourism at the northernmost point of Cape Gloucester. A major regional function facility is located adjacent to the Airlie Beach Main Street and Esplanade area. Tourism accommodation and related activities are only located away from these areas if their nature, scale and effects are small and they have a necessary relationship to other activities or particular natural features.

3.2.3 Environment and heritage

3.2.3.1 Strategic outcome

- (1) The cultural heritage and life-supporting capacities of air, ecosystems, soil and water are conserved, enhanced or restored for present and future generations; and biological resilience is protected.

3.2.3.2 Land use strategies

- (1) The key ecological values of the Great Barrier Reef, Brigalow Belt, Central Queensland Coast and Einasleigh Uplands and the fauna and flora they support are protected. The protection of key endangered species such as the Black-throated finch (white-rumped subspecies), Leatherback turtle, Loggerhead turtle, Olive Ridley turtle and Proserpine rock-wallaby and the habitat on which they rely continues to be enhanced as development and environmental pressures increase.
- (2) The core landscape values within the Whitsundays are protected, and if practicable enhanced. The core landscape values include the urban gateways to Airlie, Bowen, Collinsville, Proserpine and the Whitsunday Coast Airport, as well as the significant visual backdrops as viewed from major scenic routes of the Bowen Development Road, Bruce Highway, Lascelles Avenue, Shute Harbour Road and the boating routes along the coastline and through the Whitsunday Islands.
- (3) Places of cultural significance are appropriately preserved and promoted to enhance community identify and maintain important connections to the past for the benefit of current and future generations.

3.2.4 Safety and Resilience to Hazards

3.2.4.1 Strategic outcome

- (1) The safety of the community, property and infrastructure is protected and enhanced for present and future generations; and the community's resilience to hazards is enhanced.

3.2.4.2 Land use strategies

- (1) Risks to people and property are minimised in areas within or adjacent to natural hazard areas particularly escarpments behind Airlie Beach and Hideaway Bay (landslide); Bells Gully, Campbell Creek, Don River, and Proserpine River (flooding); Bowen Front Beach, Cannonvale Beach, Conway Beach, Greys Bay, Rose Bay, Queens Beach, Queens Bay and Wilsons Beach (coastal erosion and storm surge).
- (2) Community health and safety, sensitive land uses and the natural environment are appropriately planned and managed to avoid or mitigate potential adverse impacts of emissions (air, noise and odour) and hazardous activities, whilst ensuring the long term viability of such activities (Industry and Recreation activities).

3.2.5 Infrastructure

3.2.5.1 Strategic outcome

- (1) The service-supporting capacities of infrastructure are coordinated, efficient and orderly. Infrastructure provision and operation is financially sustainable.

3.2.5.2 Land use strategies

- (1) An international airport (runway and terminal), remote mine operations centre, air freight and supporting education and Industry activities are located within the vicinity of the Whitsunday Coast Airport, with a secondary regional airport (runway and terminal) at Hamilton Island. Smaller scale and supplementary facilities are provided at Bowen, Collinsville, Flametree and Mount Coolon Airports.
- (2) Existing road and rail corridors are protected and operate efficiently. New road connections are established from Cannonvale to Gregory-Cannon Valley Road as a parallel network to Shute Harbour Road, from Collinsville to Proserpine and between Abbot Point State Development Area and the North West Minerals Province. New railway connections are established from Abbot Point State Development area to the north Bowen Basin, the Galilee Basin State Development Area and the North West Minerals Province.
- (3) Significant power generation facilities are established and expanded near Collinsville (base-load power station) and the Burdekin Falls Dam (hydro-electric) connecting to the north-south transmission lines which traverse the Whitsunday region. Existing transmission corridors are protected and new corridors are provided from the Collinsville Power Station to the Galilee Basin and the North West Minerals Province. Gas pipeline(s) are established from gas fields in the Bowen Basin to the Collinsville Power Station and where practical new development aligns with existing or future linear corridors.
- (4) The water resource catchments of the Bowen River Weir, Burdekin Falls Dam, Peter Faust Dam (Lake Proserpine) and the potential water resource catchments of the Andromache River and Urannah Creek are protected for future use with water pipelines established from Lake Dalrymple and the Burdekin River to Bowen and Abbot Point State Development Area, and from the Bowen River catchment to the Galilee Basin State Development Area.