




The draft Whitsunday Regional Council Planning Scheme

Submission Analysis Report

October 2016



| Title | Version No. | Date | Author | Reviewer | Approved by |
|--------------|--------------------|------------------|------------------|-----------------|--------------------|
| Draft Report | 0.1 | 25 November 2016 | Jonathan Cutting | Kylie Drysdale | |
| Final Report | | | | | |

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1. Introduction

The Submission Analysis Report identifies issues raised as a result of recent public consultation of the draft Planning Scheme occurring from 29 August to 14 October 2016.

The objectives of the Submissions Analysis Report are to:

- a) Consider every properly made submission about the proposed planning scheme;
- b) Identify changes to the proposed planning scheme as a result of public submissions;
- c) Provide a framework to respond to submissions; and
- d) Determine whether or not the proposed planning scheme is significantly different from the version which has undertaken public consultation.

The results of this Submissions Analysis Report are intended to inform the Council's land use planning, infrastructure coordination and investment attraction for the Whitsunday local government area. The results of this submission analysis may also inform potential amendments to the proposed planning scheme (prior and post adoption) and are intended to provide information for the community regarding future development in the Whitsunday local government area.

2. Background

This consultation period was undertaken following amendments to the draft Planning Scheme that arose out of the 2015 public consultation. From the 2015 consultation period, 693 were received submissions on topics including:

- Objections to building heights in Airlie Beach;
- More mixed use zones in Bowen Marina;
- Objections to rural residential minimum lot sizes; and
- Several re-zoning requests.

Following the 2015 consultation, Council made the following major amendments that triggered the need for a second round of public consultation to advertise the changes:

- Reduced building heights in Airlie Beach Precincts C, D, F and G;
- Removal of the Airlie Beach Local Plan for further investigation;
- Several minor zoning amendments including more mixed use zones in Bowen Marina; and
- Several minor administrative amendments

The most recent public consultation focused upon the core issues from submissions in the 2015 consultation that resulted in the aforementioned changes. In an effort to determine if the amendments that were made met the concerns of submitters from the 2015 consultation period, Council completed the following consultation activities to ensure a high level of community involvement and awareness:

- Direct mail outs to ratepayers prior to the consultation period beginning notifying them of the upcoming consultation period;

- Production and distribution of media releases, newspaper advertisements and social media postings;
- Public release of key studies informing the planning scheme, including the proposed planning scheme lodged with the Queensland Government for state interest review as well as the Airlie Beach Structure Plan;
- A telephone survey of 370 local residents to confirm community acceptance of proposed Airlie Beach building heights in the draft planning scheme;
- Production and distribution of website and factsheets;
- Utilisation of yoursay.whitsunday for online submissions and draft Planning Scheme information material;
- Production of an interactive video describing potential future development under the proposed building heights;
- Council planning officers staffing at customer service centres across the region during the public consultation period;
- Six 'meet a planner' community display stalls held at the Airlie Beach Markets (2), Bowen Markets (2), Whitsunday Shopping Centre and Whitsunday Plaza;
- Engagement workshops held with community groups Proserpine Chamber of Commerce, Airlie Beach Chamber of Commerce, Save our Foreshore and Hydeaway Bay Progress Association; and
- Internal sausage sizzle to answer questions from Council staff.

3. Submission Summary

During the most recent public consultation period, **128 submissions** were received with predominant topics being:

- Building heights in Airlie Beach;
- Objections to population growth in Airlie Beach;
- Requests for more building design and urban design elements within Airlie Beach; and
- Objections to Low-medium Residential Zone minimum lot sizes.

Table 1 provides a statistical breakdown of the major topics from this consultation period with a full statistical breakdown of all submissions received in **Appendix C**.

Table 1: Statistical breakdown of submissions on major topics

| Topic | Sub-Topic | Total Submissions Referencing Each Topic |
|---|--|--|
| Building Heights – Airlie Beach | Decrease Building Heights | 65 |
| | Support Building Heights | 11 |
| | Increase Building Heights | 3 |
| Draft Planning Scheme Specific Sections | Greater focus on scenic amenity in District Centre and Mixed Use Zones | 16 |
| | Other *(Table 5) | 14 |
| Growth | Against Airlie Beach Growth | 26 |

| | | |
|--------------------------------|---|-----------|
| Airlie Beach Local Plan | Separate Planning Scheme Airlie Beach/Removal of Local Plan | 23 |
| | More Building Design Elements and Urban Design focus | 20 |
| Zoning Amendments | Various Site Specific | 18 |
| Minimum Lot Sizes | Low-medium Zone Against | 22 |
| | Rural Residential Support | 2 |
| | Rural Residential Against | 1 |

Submitters were spread throughout the region and outside of the region as shown by **Table 2** below.

Table 2: Location of submitters

| Location of Submitters | Total Submissions |
|---------------------------------------|--------------------------|
| Airlie Beach | 37 |
| Town of Whitsunday (excluding Airlie) | 38 |
| Bowen | 10 |
| Proserpine and surrounds | 20 |
| Collinsville | 2 |
| Outside of Region | 21 |
| Total | 128 |

3.1. Submission Topic and Council's response

3.1.1. Airlie Beach Building Heights and Airlie Beach Local Plan

3.1.1.1. Description

Airlie Beach building heights have been a controversial topic in both public consultation periods. The 2015 public consultation drew 611 submissions on building heights which resulted in Council reducing heights in four precincts; Precinct C, D, F and G. The 2016 consultation period resulted in far less submissions on building heights with 65 requesting a further reduction in building heights, 11 supporting the proposed heights and 3 requesting heights be increased.

A number of submissions also referenced the Airlie Beach Local Plan which has been removed in the draft Planning Scheme 2016 as the prescribed outcomes were considered to be a replication of other areas of the draft Planning Scheme. Submitters were aggrieved by the removal of the Airlie Beach Local Plan as they felt it was in place to maintain the character of the Township and outline the manner in which development will preserve and enhance pedestrian connections throughout. Council is presently undergoing further investigations into a new Airlie Beach Local Plan that better protects the character of Airlie Beach and sets out how development will provide for access and movement throughout the township.

3.1.1.2. Analysis

Table 3 breaks down the submissions on Airlie Beach building heights in greater detail. With regard to reductions in building heights, 44 submissions were made to reduce heights in all precincts with 21 submissions referencing specific Precincts for reductions. Of these

21 submissions, Precinct B and C were the most common Precincts where residents objected to the proposed heights. The majority of these residents objecting to Precinct B and C were located behind Precinct B on Nara Avenue, Orana St, Lamond St and Lewis Street. Residents felt their views and property prices would be affected.

Table 3: Breakdown of submissions on Airlie Beach building heights

| Topic | Total Submissions | Submissions Referencing Each Precinct | |
|---------------------------|-------------------|---------------------------------------|------------------------------|
| Decrease Building Heights | 65 | Precinct | Submissions on each Precinct |
| | | ALL Precincts | 44 |
| | | Broadwater Avenue (not a precinct) | 3 |
| | | B | 15 |
| | | C | 10 |
| | | D | 4 |
| | | E | 3 |
| | | F | 3 |
| | | G | 2 |
| Support Building Heights | 11 | Precinct | Submissions on each Precinct |
| | | ALL Precincts | 10 |
| | | B | 0 |
| | | C | 1 |
| | | D | 1 |
| | | E | 0 |
| | | F | 1 |
| | | G | 1 |
| Increase Building Heights | 3 | Precinct | Submissions on each Precinct |
| | | ALL Precincts | 1 |
| | | B | 0 |
| | | C | 0 |
| | | D | 0 |
| | | E | 0 |
| | | F | 2 |
| | | G | 0 |

Table 4 below provides an analysis of where submitters are expected to reside.

Table 4: Locations of building height submitters

| Location of Submitters | Decrease Building Heights | Support Building Heights | Increase Building Heights |
|------------------------|---------------------------|--------------------------|---------------------------|
| Town of Whitsunday | 47 | 7 | 2 |
| Bowen | 0 | 0 | 0 |

| | | | |
|---|----|---|---|
| Proserpine and Surrounds | 11 | 2 | 0 |
| Collinsville | 0 | 1 | 0 |
| Outside of the Whitsunday Region | 7 | 1 | 1 |

3.1.1.3. Primary matters raised

Those opposing the proposed building heights provided a number of factors that would be detrimentally impacted should the proposed building heights be adopted. These matters include, but are not limited to:

- Airlie Beach becoming Surfer's Paradise / Gold Coast;
- Loss of ocean views;
- Loss of village atmosphere;
- Loss of view corridors
- Unwanted historical change;
- Poor scenic amenity;
- Damaging to Airlie's tourism brand;
- Density/unwanted population growth;
- Lack of car parking;
- Lack of road infrastructure to cater for increased traffic;
- Lack of green space to support growth; and
- Need to portray building heights in both storeys and metres.

With regards to the removal of the Airlie Beach Local Plan, submitters were concerned for the following:

- Lack of vision for Airlie Beach;
- Lack of pedestrian access and movement policies;
- 'Village atmosphere' and town's character not protected;
- No unique design elements for Airlie Beach to protect and enhance character; and
- No protection of view corridors

3.1.1.4. Response

Building Heights / Design Elements / Airlie Beach Local Plan Removal:

It is anticipated that the proposed building heights will facilitate the renewal of the Airlie Beach commercial district. Main St for example, has seen limited new buildings with the exception of the Heart Hotel, for over 20 years. Without the incentive for renewal, Airlie Beach may become stagnant, lose jobs and miss the opportunity to capitalise on tourism growth afforded by the expansion of the Whitsunday Airport and additional mainland tourist activities.

Under the draft Planning Scheme, future developments will incorporate design elements that foster the tropical character of the town by creating active and pedestrian friendly streetscapes, attractive and articulated building facades, and podiums on buildings over 8.5m that reduce the canyon effect and nullify the growth of wind tunnels.

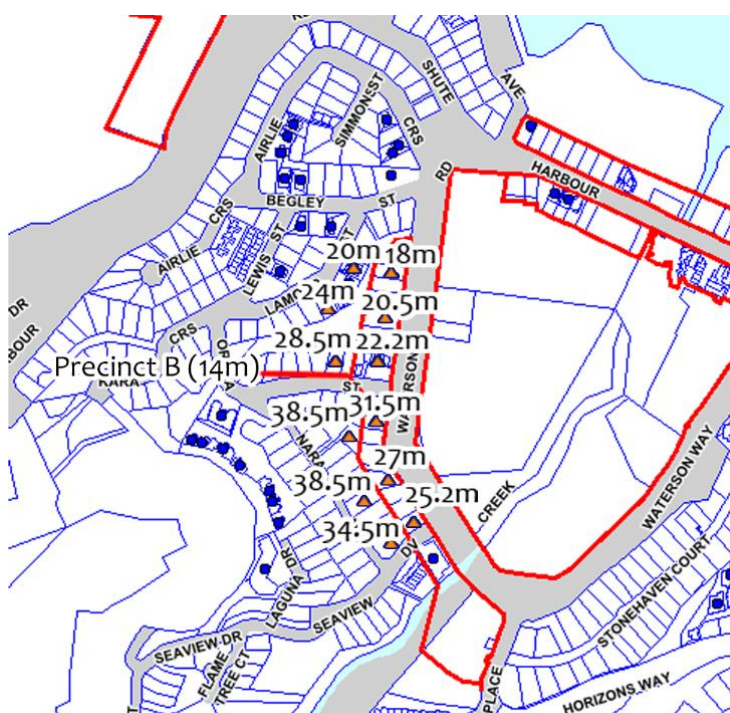
The Airlie Beach Local Plan was removed not in response to submissions but as a result of further analysis into the plan which revealed many of the performance and acceptable outcomes were duplicated in other areas of the draft Planning Scheme. Council will investigate an Airlie Beach Local Plan that will better capture Airlie Beach's tropical character with design elements that distinguish Airlie Beach as its own unique destination.

Submissions offered a number of recommendations for improved building façade elements, setbacks for maximal view corridors, lagoon side frontages and the need for outcomes surrounding access and pedestrian movement through the precincts. These recommendations will be considered in greater detail during the development of the future Airlie Beach Local Plan that Council seeks to include in future amendments to the draft Planning Scheme.

Precinct B Response

Council was mindful of the impact on residences behind Precinct B when deciding its maximum building height of 14m for this precinct (rather than the normal Low-Medium Density Residential Zone height of 12m). It was considered that the residences on Nara Avenue, Orana St, Lamond St and Lewis St would not significantly lose their views as a result of the proposed height in Precinct B given the natural contouring of the land and up-zoning of their own properties to Low-medium residential. The properties on the aforementioned streets behind Precinct B slope upward at least 3m AHD (Australian Height Datum) higher than any lots within Precinct B as shown by **Figure 1**; in most instances the slope upward is much more than 3m.

In addition to this, all properties behind Precinct B have been up-zoned from Low Density Residential in the existing scheme to Low-medium density residential, increasing their development potential by increasing the maximum building height in these areas from 8m to 12m in the draft Planning Scheme. In summary, factoring in the contour of the land and 12m maximum building height of properties behind Precinct B, it is considered that views of concerned residents will still be maintained when fully developed.



Note: All measurements taken from the centre of each respective lot.

Figure 1: Contour points (AHD) for lots in and behind Precinct B.

3.1.2. Draft Planning Scheme Specific Sections

3.1.2.1. Description

A total of 30 submissions requested the removal, rewording or addition of elements to specific sections of the draft Planning Scheme including the Strategic Framework, Tables of Assessment, District Centre Zone, Mixed Use Zone, Tourist Accommodation Zone, Reconfiguring a Lot Code, Home Based Business Code and Extractive Resources Code. **Table 5** below breaks down the number of submissions regarding each section of the draft Planning Scheme. Of note, 16 submissions requested additional statements and rewordings in the District Centre and Mixed Use Zone Codes.

3.1.2.2. Analysis

Table 5: Breakdown of submissions on specific sections of the draft Planning Scheme

| Draft Planning Scheme Section | Key Issues | Submissions Referencing Each Section |
|--|--|--------------------------------------|
| Strategic Framework | <ul style="list-style-type: none"> Various rewordings around Tourism and Industry | 3 |
| Tables of Assessment | <ul style="list-style-type: none"> Allow Church in Low-medium residential areas Renewable Energy more accepted | 3 |
| District Centre Zone and Mixed Use zone | <ul style="list-style-type: none"> More focus on scenic amenity Reword some elements | 16 |
| Tourist Accommodation Zone | <ul style="list-style-type: none"> Greater flexibility and diversity | 1 |
| Reconfiguring a lot Code | <ul style="list-style-type: none"> Less restrictive outcomes Tourism Accommodation zone min lot size too restrictive | 2 |
| Home Based Business (B&B) | <ul style="list-style-type: none"> Tighter controls | 3 |
| Extractive Resources | <ul style="list-style-type: none"> Lighter controls | 1 |

3.1.2.3. Primary matters raised

The predominant submissions against specific sections of the draft Planning Scheme were in regard to rewording elements of the District Centre Zone and Mixed Use Zone Overall Outcomes.

1. Submitters recommend District Centre Zone 6.2.2.2 (f) is reworded from:
 “Unless otherwise specified in a local plan code or Table 6.2.2.2.1 (Maximum building heights in District Centre Zone), development has a low to medium rise built form that is compatible with the intended scale and character of the streetscape and surrounding area, with a maximum building height of 12.0m above ground level;”
 Reworded to:
 “Development has a low to medium rise built form that is compatible with the intended scale and character of the streetscape and surrounding area, with a maximum building height of 12.0m above ground level unless otherwise specified in a local plan code or Table 6.2.2.2.1 (Maximum building heights in District centre zone);”
2. Submitters recommend that the Mixed use zone code and District Centre Zone Code include the following overall outcome:
 “Development sensitively responds to scenic values and landscape character elements, particularly prominent ridgelines, foreshores, coastal landforms, significant landmarks, prominent stands of vegetation and rural and coastal views and vistas.”

Other submissions included additional elements in the Strategic Framework regarding tourism and industry, reduced levels of assessment for some uses, and more stringent controls of Bed and Breakfast. Council will investigate submissions regarding greater flexibility within the Tourist Accommodation Zone, rewordings in the Strategic Framework

and opportunities for reducing red tape for Renewable Energy for future amendments to the draft Planning Scheme

3.1.2.4. Response

With regard to submissions for the District Centre Zone in recommendation one; no changes will be made as it is considered that the proposed re-wording in 6.2.2.2 (f) translates to the same policy outcome as what is stated in the draft Planning Scheme at present.

With regard to recommendation two, an Overall Outcome addressing preserving areas of high scenic amenity will not be incorporated as Council is presently undertaking a Scenic Amenity Study for future consideration.

3.1.3. Airlie Beach Population Growth

3.1.3.1. Description

A total of 26 submissions were recorded against population growth and greater densities within Airlie Beach. The submitters were concerned that higher densities would destroy the Town's character, natural beauty and amenity that tourists specifically come to experience.

3.1.3.2. Analysis

Table 6: Breakdown of submissions against the growth of Airlie Beach

| Topic | Total Submissions Referencing Topic | Location of Submitters | | | | |
|---------------------------------------|-------------------------------------|------------------------|-------|--------------------------|--------------|----------------|
| | | Town of Whitsunday | Bowen | Proserpine and Surrounds | Collinsville | Outside Region |
| Against Growth in Airlie Beach | 26 | 17 | 0 | 5 | 0 | 4 |

3.1.3.3. Primary matters raised

Submitters objected to the re-zoning of residential areas to increase population density. Residents also rejected that the proposed increases in density fail to enhance the natural environment or conform to the character of the area.

Submitters stated that residents have been arguing against the growth of Airlie Beach for decades and believed that tourists that visit the region come largely for the natural assets i.e. green hills, blue sea and 'village atmosphere' that would be compromised by growth.

3.1.3.4. Response

Proposed densities within the draft Planning Scheme are significantly lower than what was proposed by the Airlie Beach Structure Plan 2014. The Structure Plan suggested building heights that informed the 2015 draft Planning Scheme Public Consultation that were opposed and subsequently amended.

Whilst the Structure Plan states, 'building heights are not seen to improve return on costs', it also states that 'building heights may inspire existing land owners to develop and renew old sites where a sudden increase in potential could catalyse interest.'

The outcomes of the proposed building heights seek to not only afford a boost in local employment, renew an aging town centre but also increase density to create a more energy efficient and walkable centre which is considered more sustainable planning than the alternative of urban sprawl, which results in inefficient expensive infrastructure and a greater environmental impact.

3.1.4. Minimum Lot Size- Low-medium Zone

3.1.4.1. Description

Submitters objected to the minimum lot size in the Low-medium zone changing from 600m² in the existing Whitsunday Shire Scheme to 450m² in the draft Planning Scheme. There were no submissions on this topic during the first round of consultation in 2015, and it is considered in this instance, submitters lodging a templated submission may not have fully understood what can be constructed in Low-medium zones minimum lot size.

3.1.4.2. Analysis

Table 7: Breakdown of submissions regarding Low-medium minimum lot sizes

| Topic | Total Submissions Referencing Topic | Location of Submitters | | | | |
|---|-------------------------------------|------------------------|-------|--------------------------|--------------|----------------|
| | | Town of Whitsunday | Bowen | Proserpine and Surrounds | Collinsville | Outside Region |
| Object to Low-medium Minimum Lot Sizes | 22 | 16 | 0 | 5 | 0 | 1 |

3.1.4.3. Primary matters raised

Submitters stated that they "objected to the minimum lot size in the Low-medium residential zone changing from 600m² within the existing scheme to 400m² and 450m² in the draft Planning Scheme." Submitters also voiced concerns about the amenity and lack of privacy from a multi-unit dwelling being constructed on a 400m² lot (NB: minimum lot size is actually 450m² in this zone).

3.1.4.4. Response

Minimum lot size within the Low-medium residential zone, that is the equivalent to the Multiple Dwelling zone of the existing scheme, has reduced from 600m² (multiple dwelling zone) to 450m² (low medium zone) in the draft Planning Scheme. Note that only single dwellings can be constructed on this minimum lot size with dual occupancies and multi-unit dwellings only code assessable on lots that have a minimum area of 800m² within the Low-medium zone. Minimum lot size of 450m² in the Low-medium Zone is consistent with Planning Schemes throughout Queensland and in place to reduce urban sprawl.

With regard to preserving amenity, privacy and overshadowing of neighbouring properties; the draft Planning Scheme's Multi-unit Dwelling Code specifies requirements that development must comply with to minimise impacts. The requirements include setbacks to reduce overshadowing, regulation surrounding 'light spill' into adjacent sites and several design outcomes including screening for developments with windows or balconies that overlook neighbouring private open space. The assessment manager at Council will consider how each development complies with these requirements that preserve neighbouring amenity before considering an approval.

3.1.5. General Matters

3.1.5.1. Department of Natural Resources and Mines Rezoning Requests

Council has given special consideration to DNRM whom lodged a submission for the re-zoning of several allotments to preserve ecologically significant land from residential development. **Table 8** below summarises the proposed zone changes.

Table 8: DNRM submission requested re-zonings.

| Lot/Plan | Existing | Amended |
|---|-------------------------|---|
| Lot 164 SP285380 – Jubilee Pocket | Low Density Residential | Split Zoning: Low density residential and Environmental management and Conservation zone over ecologically significant area |
| Lot 200 SP244953 – Cannonvale | Low Density Residential | Split Zoning: Low density residential and Rural zoning over ecologically significant area |
| Lot 7 RP729788 & Lot 259 HR1534 - Cannonvale | Low Density Residential | Split Zoning: Low density residential and Rural zoning over ecologically significant area |
| Lot 75 SP164939 & Lot 55 HR99 - Cannonvale | Emerging Communities | Rural |
| Lot 24 D93514 – Dingo Beach | Community Facilities | Recreation and Open Space |

These changes have been enacted by a State Department and Council has been directed that these changes will not trigger further public consultation. However, individual land-owners will be notified of the proposed change.

3.1.5.2. Submitter Rezoning Requests

Council will consider all requests for re-zoning in the first amendment package of the draft Planning Scheme. It will not be considered for immediate re-zoning as any minor zoning changes at this point would trigger Council to undergo a third round of public consultation, delaying the adoption of the entire draft Planning Scheme by approximately 12 months.

3.1.5.3. Rolling Amendments

The planning scheme will have rolling amendments every few years, to ensure the data/information is accurate and up to date with the needs and requirements of the

community. This also ensure the data does not get out of date and allows Council to include new mapping and codes according to studies done on behalf of the community.

4. Outcomes

In comparison to the previous consultation undertaken in 2015, Council received 18% of the total number of submissions (128 compared to 693) in the most recent consultation. The common issue shared by both consultation periods was the objection to building heights in Airlie Beach as shown by **Table 9** below.

Table 9: Comparison of key issues from the 2015 and 2016 public consultations.

| 2015 Consultation – 693 Submissions | | 2016 Consultation – 128 Submissions | |
|---|-------------|--|-------------|
| Issue | Submissions | Issue | Submissions |
| Reduce Airlie Beach Building Heights | 611 | Decrease Building Heights | 65 |
| | | Support Building Heights | 11 |
| | | Increase Building Heights | 3 |
| Zoning Amendments | 40 | Zoning Amendments | 18 |
| Various (Whole of Planning Scheme) | 22 | Various (Whole of Planning Scheme) | 30 |
| More mixed use areas Bowen Marina | 9 | Airlie Beach Local Plan Removal and future design elements | 43 |
| Object to Rural Residential Minimum Lot sizes | 4 | Against Airlie Beach Growth | 26 |

Far fewer submissions were received regarding building heights in Airlie Beach, with a number of residents noting their support of (11) or requesting increases (3) to proposed building heights. It is considered from this Submission Analysis Report that Council has found the perfect middle ground in its proposed building heights, with building design and urban design elements to be included in a future Airlie Beach Local Plan considered to offset the potential loss of character in the township that submitters against heights were most concerned about.

Aside from building heights, Council have identified a number of other issues that will require further investigation before being considered for the first amendment package estimated to be completed 12 months after adoption. These investigations will include several requests for zoning amendments, an Airlie Beach Local Plan, Bowen Local Plan, rewordings within the Strategic Framework, more flexibility for renewable energy uses and consideration of more flexibility within the Tourism Zone.

It is recommended that Council make no significant changes in response to this consultation period, respond to submitters via this Submission Analysis Report and seek to adopt the draft Planning Scheme following approval from the State Government in accordance with Statutory Guideline 04/14: Making and amending local planning instruments (MALPI).

Appendix A – Consultation Matters

Sustainable Planning Act 2009

Public Notification of the Proposed Planning Scheme

Whitsunday Regional Council is required to publicly notify a proposed planning scheme under the *Sustainable Planning Act 2009*. The public notification is required to follow the process stated in Statutory Guideline 04/14: Making and amending local planning instruments (MALPI). MALPI requires:

- a) The Council to publish at least once in a newspaper circulating in the local government's area, notice about a proposal to make a planning scheme;
- b) The Council to carry out public consultation for a period (the consultation period) of at least 30 business days;
- c) If public consultation about a proposal must be carried out—
 - (i) the local government is to have available for inspection and purchase during all of the consultation period a copy of the proposed planning scheme; and
 - (ii) members of the public to make submissions to the local government about the proposed planning scheme; and
 - (iii) the local government to consider all properly made submissions about the proposed planning scheme or planning scheme policy; and
 - (iv) the local government to advise persons who make a properly made submission about how the local government has dealt with the submission; and
 - (v) the local government to give the Minister a notice containing a summary of matters raised in the properly made submissions and stating how the local government dealt with the matters.

Particularly, the local government must carry out public consultation about the proposed planning scheme, including in accordance with any proposed communication strategy submitted to the Minister, for a period (consultation period) of at least 30 business days. However, if a planning scheme is made in substantial compliance with the process stated in MALPI, the planning scheme is valid so long as any noncompliance has not—

- a) Adversely affected the awareness of the public of the existence and nature of the proposed planning scheme; or
- b) Restricted the opportunity of the public to make properly made submissions about the proposed planning scheme under the guideline; or
- c) Restricted the opportunity of the Minister to consider whether State interests would be adversely affected.

Ministerial Consideration of the Proposed Planning Scheme

MALPI requires the Minister to make four considerations prior to allowing a local government to proceed to adoption, the Minister must consider:

- a) If conditions imposed prior to public notification of the proposed planning scheme have been appropriately complied with, or
- b) If the version is being considered for adoption is significantly different to a version which has undertaken public consultation;

- c) If sufficient information has been provided for the Minister's consideration;
- d) If the proposed planning scheme achieves the purpose of the SPA, and addresses the key elements of a planning scheme mentioned in section 88 of the SPA, and is consistent with the State Planning Statutory Provisions (SPSP) (where relevant), and appropriately integrates any relevant regional plan or State Planning Policy (SPP), and does not adversely affect a state interest.

Consideration of Properly Made Submissions

The local government must consider every properly made submission about the proposed planning scheme in accordance with the *Sustainable Planning Act 2009* and MALPI. After considering the submissions, the local government:

- a) May make changes to the proposed planning scheme to:
 - (i) address issues raised in a properly made submission
 - (ii) amend a drafting error, or
 - (iii) address new or changed planning circumstances or information
- b) Must ensure any changes continue to appropriately integrate any relevant regional plan or SPP, including the state interests expressed in those instruments, as confirmed by the Minister at state interest review of the proposed planning scheme, and
- c) Must advise each person in writing who made a properly made submission about how the local government has dealt with their submission.

Of the 128 submissions examined in this report, all submissions from this consultation period were considered properly made.

Consideration of State Interests

The Minister must consider whether or not any changes to the proposed planning scheme continue to appropriately integrate the Mackay, Isaac and Whitsunday Regional Plan or the SPP, including the state interests expressed in those instruments, as confirmed by the Minister during State Interest Review of the proposed planning scheme.


In April 2016, Council did an informal self-assessment of the changes to the draft planning scheme and found the proposed planning scheme appropriately integrated the Mackay, Isaac and Whitsunday Regional Plan and the State Planning Policy, including the state interests expressed in those instruments subject to the conditions contained within correspondence from the Minister dated 17 July 2015.

Consideration of "Significantly Different"

The Minister must consider whether or not Council must re-notify the planning scheme or part thereof, if the planning scheme for adoption is "significantly different" to the planning scheme that was publicly notified.

MALPI defines that "significantly different" as:

"for a proposed planning scheme:

- 
- a) *does not include a change to a proposed planning scheme as a result of a new state planning instrument that has been introduced since the process started, or*
 - b) *being made by a continuing local government, does not include a change to the proposed planning scheme to include all or part of an IPA planning scheme for the part of the local government area that will become the new local government area on the changeover day”*

The aforementioned definition does not definitively exclude or include particular types of changes to the proposed planning scheme, however, MALPI does allow the local government to make changes to the proposed planning scheme following public notification of the changes:

- a) Address issues raised in a properly made submission; or
- b) Amend a drafting error, or
- c) Address new or changed planning circumstances or information.

Council has made some minor zoning changes following public consultation in response to a submission and collaboration with the Department of Natural Resources and Mines; however, given the nature of these changes, Council has been directed by the State that these changes will not trigger further consultation.



Attachment 1

Appendix B – Summary of Issues Raised in Submissions and Council’s Response

Find by Ctrl+F and type submission number or submission topic:

| Submission No. | Submission Topic | Point of Submission | Council Response | Plan Change? | Mapping Change? | Deferred for Future Action? |
|----------------|---|--|---|--------------|-----------------|-----------------------------|
| 1 | Building Heights Decrease - Airlie Beach | Higher buildings within Airlie Beach would detract from the natural beauty of the area and damage the present 'village atmosphere'. Some isolated higher buildings should be located on some farmland to the west of Centro at Cannonvale approximately 500m-600m away from Shute Harbour Road. | <p>Council has proposed higher building heights within Airlie Beach as it is the prime mainland tourist destination within the Whitsunday region that visitors prefer to stay at. Therefore, accommodating greater densities and creating a stronger core feel within Airlie Beach will enhance the tourist industry as well as supporting more successful business activities due to the high population density and walkability of the neighbourhood.</p> <p>Under the draft Planning Scheme, future developments will incorporate design elements that foster the tropical character by creating active and pedestrian friendly streetscapes, attractive and articulated building facades, and podiums on buildings over 8.5m that reduce the canyon effect and nullify the growth of wind tunnels.</p> <p>In future, Council will investigate an Airlie Beach Local Plan that will set out design elements and placemaking initiatives with the goal of better distinguishing Airlie Beach as its own unique destination.</p> | No | No | No |
| 2 | Rural Residential - Supported | Supports infill of rural residential areas rather than the subdivision of more rural areas that come at a cost to the community in infrastructure. | The reduction of rural residential minimum lot sizes to 4,000m ² from the existing Whitsunday Shire Scheme of 20,000m ² will facilitate greater infill of rural residential areas to ensure that Council is not burdened with high infrastructure costs associated with urban sprawl into rural land. | No | No | No |
| 3 | Infrastructure | Notes that Council adopted some recommendations they made in November 2014 (as part of the first State interest review) and has provided additional feedback regarding the Strategic framework, Tables of assessment, Infrastructure overlay map, Infrastructure overlay code and Zone maps. | Noted. Council acknowledges this additional information; however, the proposed planning scheme adequately addresses the State interest for infrastructure as per the State Interest Review. Council will consider the re-zoning of two allotments within industrial zones containing existing substations outlined within the submission in the first amendment to the draft Planning Scheme. | No | No | No |
| 4 | Building Heights Decrease - Airlie Beach | Notes the short term benefits for the region for increasing building heights, but suggests that the long term development potential on the rising area behind the foreshore is of greater importance and would be threatened if high rises were built along the foreshore. | Council has considered the views of residents in the atrium known as Airlie Hill and responded by reducing building heights from the 2015 consultation to low and mid-rise development. It is considered that the proposed building heights will not significantly affect the views of the ocean and islands for residents behind Waterson Way or Port of Airlie given the contouring of the land. Council considers it has struck a balance between promoting investment and preserving existing views. | No | No | No |
| 5 | Building Heights Increase (Precinct D, E, F and G) - Airlie Beach | <p>Outlines concerns regarding the present mining downturns impact on the regional economy and investment, and lack of employment opportunities available that results in families moving to other metropolitan areas in order to support a lifestyle. Airlie Beach is reliant on tourism and needs investment to move forward and generate jobs.</p> <p>Submitter strongly supports increasing building heights in Precincts D, E, F and G to attract future development from major investors and supply future employment prospects for the local residents and families and in turn support local business.</p> | Noted. | No | No | No |
| 6 | Advertising Devices | 1. Recommends modification of the definition of 'Advertising Device Types' in Tables 9.4.1.3.1 and Table 9.4.1.4.2 so that there is no distinction between 'Freestanding Signs' for 'on premises' and 'third party' use. Currently table 9.4.1.4.2 does not permit any Freestanding Signs for 'third party' use within the | 1. The definition of a free standing sign includes a billboard on which the advertising may not directly relate to the business, activity or occupation carried on, in or upon the site on which the structure is located. Existing use rights will remain for approved third party advertising devices. It should also be noted that the Department of | No | No | No |

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| | | <p>planning scheme area.</p> <p>2. Include provision for the upgrading of existing signs to industry standards once existing signs have reached end of operational life within the planning scheme area.</p> <p>3. Provide specific guidance for the development of digital media signage within the planning scheme area.</p> | <p>Transport and Main Roads has guidelines and restrictions relating to advertising devices visible from a State controlled road, pursuant to the Transport and Infrastructure Act.</p> <p>2. This is considered to be outside the jurisdiction of a planning scheme. If a sign is not compliant with industry standards, it is a development compliance issue that can be addressed by Council.</p> <p>3. Noted. Council will endeavour to investigate this recommendation over the next 12 months to be implemented within the first amendment to the draft Planning Scheme</p> | | | |
| 7 | Zoning Amendment | <p>Lot 1 RP727724 is presently zoned Rural, despite a material change of use over the site approved in 2009 (DA09/226) for a Truss and Frame Manufacturing operation. The use has been operating for 6 years. Submitter requests that the lot be re-zoned Low Impact Industry to reflect the existing use of the land.</p> | <p>Council will consider this re-zoning in the first amendment package of the draft Planning Scheme. It will not be considered for immediate re-zoning as any minor zoning changes at this point would trigger Council to undergo a third round of public consultation, delaying the adoption of the entire draft Planning Scheme by approximately 12 months.</p> | No | No | Yes |
| 8 | Zoning Amendment | <p>Lot 18 on A8597 is presently zoned Low Density Residential. Submitter requests the lot be rezoned mixed use in accordance with surrounding area.</p> | <p>Council will consider this re-zoning in the first amendment package of the draft Planning Scheme. It will not be considered for immediate re-zoning as any minor zoning changes at this point would trigger Council to undergo a third round of public consultation, delaying the adoption of the entire draft Planning Scheme by approximately 12 months.</p> | No | No | Yes |
| 9 | <p>Growth</p> <p>Building Heights Decrease - Airlie Beach</p> <p>Employment</p> <p>Other</p> <p>Poor Consultation</p> <p>Vegetation Protection</p> <p>Turtles</p> | <p><i>Growth:</i> Objects to the growth of Airlie Beach, Cannonvale and Jubilee Pocket. Residents have been arguing against the growth of the town for decades and the submitter believes that tourists that visit the region come largely for the natural assets i.e. green hills, blue sea and village atmosphere that would be compromised by growth.</p> <p><i>Building Heights:</i> Objects to the proposed building heights, particularly along the Main Street Precincts D and E for fear that it will result in an urban canyon that creates a wind tunnels and shades existing buildings. Objects to the Heart Hotel and other 'tower blocks' that will be constructed that will take away from the exclusive and unique character of the town.</p> <p><i>Employment:</i> Whilst new developments and a growing tourism industry will create jobs it is doubted that these jobs will go to locals as many jobs in the tourist industry go to temporary residents or overseas workers whom save money and move away once the tourism industry burns out. The submitter also doubts that Council's assumed population growth estimates will result in the projected number of jobs as the majority of residents are retirees, non-permanent residents with a holiday home and people who travel away from home for work. Very few of these people are looking for work in this area and the low paid jobs in the tourist industry are no of interest to them.</p> <p><i>Separate Planning Scheme for Airlie Beach:</i> Recommends that Council separate the proposed planning scheme so that Airlie Beach (including Cannonvale and Jubilee Pocket) is considered completely separately from the other towns.</p> <p><i>Poor Consultation:</i> Failure to undertake proper community consultation with no genuine consultation with the community of Airlie Beach residents</p> | <p><i>Growth:</i> The draft Planning Scheme seeks to accommodate projected future growth in a manner that is sustainable and protects the natural assets of the region. The draft Planning Scheme seeks to enhance the local tourism industry by facilitating the growth of tourist activities and allowing for the development of new accommodation to meet the projected demand of visitors to the region to 2036.</p> <p><i>Building Heights:</i> It is anticipated that the proposed building heights within Precinct D and E will facilitate the renewal of Airlie Beach Main St that has seen limited new buildings with the exception of the Heart Hotel in the past 20 years. Without the incentive for renewal, Airlie Beach may become stagnant, lose jobs and miss the opportunity to capitalise on tourism growth afforded by the expansion of the Whitsunday Airport and additional mainland tourist activities.</p> <p>Under the draft Planning Scheme, future developments will incorporate design elements that foster the tropical character of the town by creating active and pedestrian friendly streetscapes, attractive and articulated building facades, and podiums on buildings over 8.5m that reduce the canyon effect and nullify the growth of wind tunnels.</p> <p>In future, Council will investigate an Airlie Beach Local Plan that will set out design elements and placemaking initiatives with the goal of better distinguishing Airlie Beach as its own unique destination.</p> <p><i>Employment:</i> The nature of this point is considered to be outside the jurisdiction of the draft Planning Scheme.</p> <p><i>Separate Planning Scheme for Airlie Beach:</i> The proposed planning scheme is a whole of region document and is intended to provide the same rules with the exception of those contained within Local Plans across the region. Council is investigating an Airlie Beach Local Plan that may be implemented in</p> | No | No | No |

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| | | <p>to ascertain their needs, values and aspirations. Consultation was only limited to the private and industry sector that stand to profit from the development of high rise buildings.</p> <p><i>Vegetation Protection:</i> Draft Planning Scheme does not prioritise the use of local native plant species in landscaping and rehabilitation. Use of local species will promote a 'Whitsunday' look and feel, and require less resources to maintain.</p> <p><i>Turtles:</i> Notes that development along the foreshore in the Whitsunday region needs to cater for the needs of sea turtles by mandating turtle friendly lighting to avoid deterring nesting turtles.</p> | <p>the first amendment to the draft Planning Scheme that will seek to capture the essence of the character of Airlie Beach through design.</p> <p><i>Poor Consultation:</i> Council endeavours to implement best practices when consulting the community. Council undertook Public Consultation over and above the requirements of the Sustainable Planning Act 2009 and the Making or Amending a Local Planning Instrument State Statutory Guideline.</p> <p>Prior to the first round of consultation in 2015, Council consulted with a variety of local community stakeholders including all local Chambers of Commerce (local business owners) and the Whitsunday Ratepayers Association to ascertain their needs, values and aspirations. After completing this high level of consultation prior to the first round, it was deemed that the second round of consultation shall focus predominately on the grass roots community not associated with these community or industry groups identified in the 2015 consultation. Council conducted six market stalls at Bowen Markets, Airlie Beach Markets, Whitsunday Plaza, Whitsunday Shopping Centre and also completed engagement workshops with Save Our Foreshore, Hydeaway Bay Progress Association, Proserpine Chamber of Commerce and Airlie Beach Chamber of Commerce.</p> <p><i>Vegetation Protection:</i> The draft Planning Scheme sets out a planting species list within Schedule 6.4.5 that is composed of a variety of native plants and trees that all development must have regard to.</p> <p><i>Turtles:</i> The proposed planning scheme recognises all matter of state environmental significance (MSES) including environment and heritage. Development within a Coastal Management District will be referred to the State Assessment Referral Agency to consider and condition these key state interests.</p> | | | |
| 10 | <p>Growth</p> <p>Amenity Building Heights</p> <p>Rural Residential Objects</p> <p>Vegetation Protection</p> <p>Turtles</p> <p>Tourism Management</p> | <p><i>Growth:</i> Objects to the planning scheme assuming economic growth is only possible via endless population growth. Objects to population growth as being good for Airlie Beach due to the natural constraints and highly valued amenity that would be tarnished by new multi-storey buildings that are over 4 storeys.</p> <p><i>Building Heights/ Protecting Values and Attractions of Airlie Beach:</i> The draft Planning Scheme does not capture the will of key stakeholders being local residents and tourists that come to Airlie for its unique tropical low rise village feel. Submitter suggests Airlie Beach should aim to be a low key and high quality tourist destination, maintaining the values that attract people; rather than a high volume, low value concrete jungle style development.</p> <p><i>Rural Residential:</i> Objects to minimum lot sizes being reduced from 10,000m² to 4,000m² as it will increase the impacts on biodiversity, and scenic values, as subsequent land-clearing and weed invasion impacts on local vegetation communities. It will increase the density of uncontrolled dogs and cats in these areas that has flow on impacts for local wildlife. This density will greatly reduce the</p> | <p><i>Growth:</i> The draft Planning Scheme cannot cap population growth, but seeks to facilitate projected future growth in a manner that is sustainable and protects the natural assets of the region. The draft Planning Scheme seeks to enhance the local tourism industry by facilitating the growth of tourist activities and allowing for the development of new accommodation to meet the projected demand of visitors to the region to 2036.</p> <p><i>Building Heights/ Protecting Values and Attractions of Airlie Beach:</i> It is anticipated that the proposed building heights will facilitate the renewal of Airlie Beach. Main St for example, has seen limited new buildings with the exception of the Heart Hotel in the past 20 years. Without the incentive for renewal, Airlie Beach may become stagnant, lose jobs and miss the opportunity to capitalise on tourism growth afforded by the expansion of the Whitsunday Airport and additional mainland tourist activities.</p> <p>Under the draft Planning Scheme, future developments will incorporate design elements that foster the tropical character of the town by creating active and pedestrian friendly streetscapes, attractive and articulated building facades, maintain view corridors via setbacks and podiums for buildings over 8.5m that reduce the</p> | No | No | Vegetation Protection and Planting Species List consider for future amendment |

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| | | <p>liveability of rural residential communities for those who are already there, and who went there because they wanted a life outside suburbia. The resulting subdivisions to much smaller lot sizes will bring suburbia to them.</p> <p><i>Vegetation Protection:</i> Identifies <i>Murraya paniculata</i>, <i>Roystonea regia</i>, <i>Sabal palmetto</i> within draft Planning Scheme SC6.4.5 planting species list as potentially weedy species listed in the 'Weeds of the Mackay Whitsunday Region', published by the Mackay Regional Pest Management Group. Also notes that the draft Planning Scheme fails to protect significant trees that are critical in retaining biodiversity for birds bats and insects.</p> <p>Better provisions are also required to ensure that plantings required by planning provisions are actually carried out and properly maintained.</p> <p><i>Turtles:</i> Notes that development along the foreshore in the Whitsunday region needs to cater for the needs of sea turtles by mandating turtles friendly lighting to avoid deterring nesting turtles.</p> <p><i>Tourism Management:</i> Submitter identifies the need to better define and protect characteristics and values that visitors and residents wish to preserve to ensure that growth does not harm our assets. Noosa and Kangaroo Island Tourism Optimisation Management Model are quoted as examples of this. Submitter believes that Airlie Beach should define itself as a high value, small scale destination that preserves the environment, amenity and liveability rather than a mass tourism town full of high rise hotels and mass development.</p> | <p>canyon effect and nullify the growth of wind tunnels.</p> <p>In future, Council will investigate an Airlie Beach Local Plan that will set out design elements and placemaking initiatives with the goal of better distinguishing Airlie Beach as its own unique destination.</p> <p><i>Rural Residential:</i> The objective of the proposed planning scheme was to create one policy framework for the whole of the region. In doing so, the proposed planning scheme takes existing elements from both the Bowen and Whitsunday Shire Planning Schemes. The proposed lot sizes for rural residential are consistent with the current Bowen Shire Planning Scheme 2006 requirements.</p> <p>There are additional benefits to reducing the lots sizes and constraining additional rural residential lots to the existing rural residential zoned land. These are:</p> <ul style="list-style-type: none"> • Reduced urban sprawl, impacting on the significant environmental and agricultural areas; • Introduction of more manageable lot sizes to reduce introduction of pests; and • Offering housing diversity options for future residents. <p>It is important to note, the proposed lots sizes are a “minimum” and it is up to individual landowners to address environmental and design constraints to propose additional rural residential lots.</p> <p><i>Vegetation Protection:</i> Noted, Council will investigate updating its Planting Species List to replace these species considered pests by the Mackay Regional Pest Management Group with other similar native species. Regarding protecting ecologically significant trees, the draft Planning Scheme's Landscaping Code, Construction Management Code and Environmental Significance Overlay seek to protect or offset existing vegetation, however, it is noted that Council does not have a specific statutory policy that can prohibit the removal of significant vegetation not within the ecologically significant vegetation overlay. This will be explored in coordination with Council's Environment Department.</p> <p>Nonetheless, Council is dedicated to greening the region via the aforementioned development codes and via a future stormwater code entitled Healthy Waterways to be implemented in the first amendment that will put further requirements on developers to implement street trees, swales and bio-retention systems that contribute to biodiversity and remove pollutants from stormwater.</p> <p><i>Turtles:</i> The proposed planning scheme recognises all matter of state environmental significance (MSES) including environment and heritage.</p> <p><i>Tourism Management:</i> Council is presently undertaking a Scenic Amenity Study to map areas of high landscape value as an additional map overlay in the draft Planning Scheme to ensure that development occurs in a manner that preserves prominent and attractive views throughout the region. Further to the Scenic Amenity Study, a future Airlie Beach Local Plan will set out design elements for maintaining the unique character of the township. These two elements will be</p> | | | |
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| | | | considered for the first amendment to the draft Planning Scheme and help to better define and protect the unique attributes of Airlie Beach that make it a prime tourist destination on the Queensland coast. | | | |
| 11 | Building Heights Decrease - Airlie Beach | Objects to the proposed high rise building heights within Airlie Beach as they are visually unattractive, will damage Airlie Beach's panoramic views and destroy the village lifestyle that the community presently enjoys. | <p>It is anticipated that the proposed building heights will facilitate the renewal of Airlie Beach. Main St for example, has seen limited new buildings with the exception of the Heart Hotel in the past 20 years. Without the incentive for renewal, Airlie Beach may become stagnant, lose jobs and miss the opportunity to capitalise on tourism growth afforded by the expansion of the Whitsunday Airport and additional mainland tourist activities.</p> <p>Under the draft Planning Scheme, future developments will incorporate design elements that foster the tropical character of the town by creating active and pedestrian friendly streetscapes, attractive and articulated building facades, maintain view corridors via setbacks and podiums for buildings over 8.5m that reduce the canyon effect and nullify the growth of wind tunnels.</p> <p>In future, Council will investigate an Airlie Beach Local Plan that will set out design elements and placemaking initiatives with the goal of better distinguishing Airlie Beach as its own unique destination.</p> | No | No | No |
| 12 | Building Heights Supported - Airlie Beach Parking Building Design – Airlie Beach | <p><i>Airlie Beach Building Heights:</i> Supports proposed building heights</p> <p><i>Airlie Beach Car Parking:</i> There is presently insufficient car parking within Airlie Beach, specifically around the markets where Council proposes to close the gravel car park as part of the Market Rejuvenation project. Submitter proposes that Council retain the 'Chinatown' site to build a state of the art landscaped three storey car park that is well connected to the Main Street via landscaped pedestrian pathways.</p> <p><i>Building Design:</i> Council should allow Airlie Main Street to have awnings to create more alfresco dining and protect pedestrians from the rain and sun.</p> | <p><i>Airlie Beach Building Heights:</i> Noted</p> <p><i>Airlie Beach Car Parking:</i> Public car parking strategies and parking surrounding the Draft Airlie Beach Foreshore Project is considered outside the realm of the draft Planning Scheme. The draft Planning Scheme moderates parking rates for new developments that are calculated at the time of a development application in accordance with Table 9.4.7.3.3 Minimum on-site parking requirements.</p> <p>With regard to future public car parking strategies, Council has recently completed an Airlie Beach car parking study that revealed there are sufficient car parks within Airlie Beach in the interim; however, there is an impending shortage within the Port of Airlie precincts. The study provided recommendations to improve the efficiency of the existing parking layout and explore additional parking options in the Port of Airlie. These recommendations to improve parking efficiency will be implemented in the future.</p> <p><i>Building Design:</i> The draft Planning Scheme encourages the use of awnings and activated frontages within the use codes to facilitate the development of attractive streetscapes that protect pedestrians from the elements. As Main St is steadily renewed, new developments will have to comply with the development codes and the design elements will become a core feature of the street.</p> | No | No | No |
| 13 | Zoning Amendment | <p>Requests the re-zoning of Lot 7 SP144396 from Low Density Residential to Major Centre Zone.</p> <p>The subject land immediately adjoins major centre zoned land adjoining McDonalds Restaurant, and several commercial businesses. The property is presently accessed by a service road running parallel to Shute Harbour Road, from an entry at Big 4 Adventure Whitsunday Caravan Park. This service road is also serviced by a bus stop. Expanding developments on the adjacent Major Centre Zone land indicate that there is demand and the subject lot would be best located to accommodate the continued development of Major Centre Zoned land at Whitsunday Plaza.</p> | Council will consider this re-zoning in the first amendment package of the draft Planning Scheme. It will not be considered for immediate re-zoning as any minor zoning changes at this point would trigger Council to undergo a third round of public consultation, delaying the adoption of the entire draft Planning Scheme by approximately 12 months. | No | No | Yes |

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| 14 | Zoning Amendment | Requests the re-zoning of Lot 20 SP 157782 from Low Density Residential to Low-medium Density Residential. The parcel of land was created as a larger subdivision pre 2006. It was created larger than the other lots (2,491m ²) in order to accommodate a multi-unit development as requested by Council at the time. An application for 6 units was lodged in 2010 (DA08/064) that was approved but has since lapsed. It is now requested that the lot be re-zoned Low-medium in line with its original purpose and previous approval for multi-unit dwellings. | Council will consider this re-zoning in the first amendment package of the draft Planning Scheme. It will not be considered for immediate re-zoning as any minor zoning changes at this point would trigger Council to undergo a third round of public consultation, delaying the adoption of the entire draft Planning Scheme by approximately 12 months. | No | No | Yes |
| 15 | Public Consultation | Recommends Council establish a database of all residents living in the region inclusive of ratepayers and renters so that all can be informed of Council's consultation events or news by mail. | This is considered outside the jurisdiction of the draft Planning Scheme. As part of its consultation process, Council conducted six community display stalls, directly mailed all ratepayers, and released a variety of media releases, newspaper advertisements and Facebook postings via public portals to raise awareness for the consultation event. Unfortunately, our mail-out database only consists of ratepayers, not renters due to the transient nature of the town and technical difficulty in maintaining a renter's database. Also, please note that mail-outs only occur for large consultation events due to the cost to Council and ratepayers | No | No | No |
| 16 | Overlay Amendment - Environmental Significance Overlay | Requests the removal of 'wildlife habitat' in the Environmental Significance Overlay be removed from over the dwelling at Lot 3 SP133872. | Environmental Significance Overlay mapping only applies to future development and will not affect any current approvals onsite. The overlay is provided by State Government satellite mapping that identifies key habitat areas as a method to conserve and enhance biodiversity within the region. Development should avoid areas of wildlife habitat, regulated vegetation and protected areas; or provide an ecological assessment report that details why the parcel of land is not an essential piece of habitat. To change the mapping, a request would have to be made to the State. | No | No | No |
| 17 | Zoning Amendment | Requests the re-zoning of rural parcel Lot 297 RP846453 to Rural Residential in alignment with the proposed subdivision referenced in DA2014-1011 of one (1) into four (4) lots. This request was submitted in the first round of consultation; however, no survey plan had been prepared. Presently, the development has further progressed obtaining operational works approval for the internal access roads which are currently under construction. Preliminary survey plan is attached to submission and expected to be registered late 2016. | Council will consider this re-zoning in the first amendment package of the draft Planning Scheme. It will not be considered for immediate re-zoning as any minor zoning changes at this point would trigger Council to undergo a third round of public consultation, delaying the adoption of the entire draft Planning Scheme by approximately 12 months. | No | No | Yes |
| 18 | Zoning Amendment | Requests the re-zoning of Rural parcel Lot 5 RP738979 to Rural Residential in alignment with the proposed subdivision referenced in Court Order Approval Ref:60/2015 of one (1) into six (6) lots. The development is expected to have a registered survey plan in 2017. Applicant requests a full re-zoning of the subdivision, not just the smaller Rural Residential lots to be created fronting Allan Road. | Council will consider this re-zoning in the first amendment package of the draft Planning Scheme. It will not be considered for immediate re-zoning as any minor zoning changes at this point would trigger Council to undergo a third round of public consultation, delaying the adoption of the entire draft Planning Scheme by approximately 12 months. | No | No | Yes |
| 19 | Zoning Amendment | Requests the re-zoning of Rural parcel Lot 8 SP274029 to Rural Residential in alignment with the proposed subdivision referenced in DA2014-429 of one (1) into nine (9) lots that is the second stage of a broader development. Stage 2, which is the subject of this submission, is presently finalising operational works approvals with construction due to start in early 2017. | Council will consider this re-zoning in the first amendment package of the draft Planning Scheme. It will not be considered for immediate re-zoning as any minor zoning changes at this point would trigger Council to undergo a third round of public consultation, delaying the adoption of the entire draft Planning Scheme by approximately 12 months. | No | No | Yes |
| 20 | Zoning Amendment | Requests the re-zoning of rural Lots 8-14 SP277860 to Rural Residential in alignment with the proposed subdivision referenced in DA2010-0511 of one (1) into seven (7) lots. The development is completed and survey plan registered. | Council will consider this re-zoning in the first amendment package of the draft Planning Scheme. It will not be considered for immediate re-zoning as any minor zoning changes at this point would trigger Council to undergo a third round of public consultation, delaying the adoption of the entire draft Planning Scheme by approximately 12 months. | No | No | Yes |

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| 21 | Zoning Amendment | Requests that the site at Lot 19 SP214856 and Lots 1 - 5 SP121140 be included within a new Airlie Beach precinct that allows for eight (8) storey code assessable development. | The request to increase the maximum building height to 8 storeys will result in intensification of the property. Council do not support further intensification of the site as the site is in keeping with the Low-medium Density Residential Zone. | No | No | No |
| 22 | Zoning Amendment | Requests the re-zoning of Rural parcel Lot 900 SP248486 to Low Density Residential. The lot is part of a future application considered as Stage 3 of approved and registered development application DA09035 that outlines Stage 1 and 2. No development application has been submitted for Stage 3; however, infrastructure in the ground as part of the Stage 1 and 2 applications was constructed for the purpose of three stages with the third stage being the development of the subject lot. | Council will consider this re-zoning in the first amendment package of the draft Planning Scheme. It will not be considered for immediate re-zoning as any minor zoning changes at this point would trigger Council to undergo a third round of public consultation, delaying the adoption of the entire draft Planning Scheme by approximately 12 months. | No | No | Yes |
| 23 | Building Heights Decrease - Airlie Beach Design Elements - Airlie Beach Zone Code Outcomes Population Growth and Density | <p><i>Building Heights:</i> Submitter opposes the proposed building heights and states that the draft Planning Scheme does not preserve the characteristics, landscape features and views within Airlie Beach. Also requests that building heights are portrayed in both storeys and metres within the draft Planning Scheme.</p> <p><i>Design Elements:</i> Submitter is also concerned with the lack of detail guiding design outcomes, setbacks and access and movement to foreshore and public car parking that are present with the existing town plan. Considers that the draft Planning Scheme fails to protect the liveability of Main St with a lack of provisions activating both foreshore and Main St; lack of setbacks to provide visual privacy and view corridors; lack of pedestrian movement outcomes; and inadequate building articulation outcomes that allow too much of a façade to be unarticulated. Also requests that the terms 'village atmosphere' and 'small town scale' are included within acceptable outcomes of the Airlie Beach Local Plan.</p> <p><i>Zone Code Outcomes:</i> Recommends District Centre Zone 6.2.2.2 (f) is reworded from: unless otherwise specified in a local plan code or Table 6.2.2.2.1 (Maximum building heights in District centre zone), development has a low to medium rise built form that is compatible with the intended scale and character of the streetscape and surrounding area, with a maximum building height of 12.0m above ground level; Reworded to: "development has a low to medium rise built form that is compatible with the intended scale and character of the streetscape and surrounding area, with a maximum building height of 12.0m above ground level unless otherwise specified in a local plan code or Table 6.2.2.2.1 (Maximum building heights in District centre zone);"</p> <p><i>Population Growth and Density</i> Submitter objects to the re-zoning of residential areas to increase population density. Also rejects that the proposed increases in density fail to enhance the natural environment or conform to the Airlie Beach Structure Plan 2014 that states: "Building heights are not seen to improve return on costs, in the market conditions of Airlie Beach. As such it is not considered a driver for development profit, and in fact scenarios that vary only height are seen to perform worse. This is attributed to additional cost of construction and car parking."</p> | <p><i>Building Heights/Design Elements:</i> It is anticipated that the proposed building heights will facilitate the renewal of Airlie Beach. Main St for example, has seen limited new buildings with the exception of the Heart Hotel in the past 20 years. Without the incentive for renewal, Airlie Beach may become stagnant, lose jobs and miss the opportunity to capitalise on tourism growth afforded by the expansion of the Whitsunday Airport and additional mainland tourist activities.</p> <p>Under the draft Planning Scheme, future developments will incorporate design elements that foster the tropical character of the town by creating active and pedestrian friendly streetscapes, attractive and articulated building facades, maintain view corridors via setbacks and podiums for buildings over 8.5m that reduce the canyon effect and nullify the growth of wind tunnels.</p> <p>Council considers that specifying storeys and metres is too ambiguous where buildings of specific uses/types may require smaller or larger storey heights. Ultimately, specifying both storeys and metres will not change the visual impact of a development as the height of the building doesn't change whether it has four storeys or five storeys within an 18m height limit.</p> <p>Please note that the draft Planning Scheme 2016 does not include an Airlie Beach Local Plan that was referenced in the submission as it was removed following the first round of public consultation. In future, Council will investigate an Airlie Beach Local Plan that will set out design elements and placemaking initiatives with the goal of better distinguishing Airlie Beach as its own unique destination. Submissions have offered a number of recommendations for improved building façade elements, setbacks for maximal view corridors and the need for outcomes surrounding access and pedestrian movement through the precincts. These recommendations will be considered in greater detail during the development of the future Airlie Beach Local Plan that Council seeks to include in future amendments to the planning scheme.</p> <p><i>Zone Code Outcomes:</i> It is considered that the proposed re-wording translates to the same policy outcome as what is stated in the draft Planning Scheme at present.</p> <p><i>Population Growth and Density:</i> Proposed densities within the draft Planning Scheme are significantly lower than what was proposed by the Airlie Beach Structure Plan 2014. The Structure Plan suggested building heights that informed the 2015 draft Planning Scheme Public Consultation that were opposed and subsequently amended.</p> | No | No | No |

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| | | | <p>Whilst the Structure Plan states, 'building heights are not seen to improve return on costs', it also states that 'building heights may inspire existing land owners to develop and renew old sites where a sudden increase in potential could catalyse interest.'</p> <p>The outcomes of the proposed building heights seek to not only afford a boost in local employment, renew an aging town centre but also increase density to create a more energy efficient and walkable centre which is considered more sustainable planning than the alternative of urban sprawl, which results in inefficient expensive infrastructure and a greater environmental impact.</p> | | | |
| 24 | <p>Building Heights Decrease - Airlie Beach</p> <p>Design Elements - Airlie Beach</p> <p>Removal of Airlie Beach Local Plan</p> <p>Residential Minimum Lot Size</p> <p>Zone Code Outcomes</p> <p>Population Growth and Density</p> <p>Other</p> | <p><i>Building Heights:</i> Submitter opposes the proposed building heights and states that the draft Planning Scheme does not preserve the characteristics, landscape features and views within Airlie Beach. Also requests that building heights are portrayed in both storeys and metres within the draft Planning Scheme.</p> <p><i>Design Elements:</i> Submitter is also concerned with the lack of detail guiding design outcomes, setbacks and access and movement within Airlie Beach. Considers that the draft Planning Scheme fails to protect the liveability of Main St with a lack of provisions activating both foreshore and Main St; lack of setbacks to provide visual privacy and view corridors; lack of pedestrian movement outcomes; and inadequate building articulation outcomes that allow too much of a façade to be unarticulated. Also requests that the terms 'village atmosphere' and 'small town scale' are included within acceptable outcomes of the Airlie Beach Local Plan.</p> <p><i>Removal of Airlie Beach Local Plan:</i> Objects to the removal of the Airlie Beach Local Plan.</p> <p><i>Residential Minimum Lot Size</i> Objects to the minimum lot size in residential zone changing from 600m² within the existing scheme to 400m² and 450m² in the draft Planning Scheme. (N.B minimum lot size stated by submitter is incorrect)</p> <p><i>Zone Code Outcomes:</i> Recommends District Centre Zone 6.2.2.2 (f) is reworded from: unless otherwise specified in a local plan code or Table 6.2.2.2.1 (Maximum building heights in District centre zone), development has a low to medium rise built form that is compatible with the intended scale and character of the streetscape and surrounding area, with a maximum building height of 12.0m above ground level; Rworded to: "development has a low to medium rise built form that is compatible with the intended scale and character of the streetscape and surrounding area, with a maximum building height of 12.0m above ground level unless otherwise specified in a local plan code or Table 6.2.2.2.1 (Maximum building heights in District centre zone);"</p> <p>Recommends that the Mixed Use Zone Code and District Centre Zone Code include the following overall outcome: "development sensitively responds to scenic values and landscape character elements, particularly prominent ridgelines,</p> | <p><i>Building Heights/Design Elements/Airlie Beach Local Plan Removal:</i> It is anticipated that the proposed building heights will facilitate the renewal of Airlie Beach. Main St for example, has seen limited new buildings with the exception of the Heart Hotel in the past 20 years. Without the incentive for renewal, Airlie Beach may become stagnant, lose jobs and miss the opportunity to capitalise on tourism growth afforded by the expansion of the Whitsunday Airport and additional mainland tourist activities.</p> <p>Under the draft Planning Scheme, future developments will incorporate design elements that foster the tropical character of the town by creating active and pedestrian friendly streetscapes, attractive and articulated building facades, maintain view corridors via setbacks and podiums for buildings over 8.5m that reduce the canyon effect and nullify the growth of wind tunnels.</p> <p>Council considers that specifying storeys and metres is too restrictive where buildings of specific uses/types may require smaller or larger storey heights. Ultimately, specifying both storeys and metres will not change the visual impact of a development as the height of the building doesn't change whether it has four storeys or five storeys within an 18m height limit.</p> <p>The Airlie Beach Local Plan was removed not in response to submissions but as a result of further analysis into the plan which revealed many of the performance and acceptable outcomes were duplicated in other areas of the draft Planning Scheme. In future, Council will investigate an Airlie Beach Local Plan that will set out design elements and placemaking initiatives with the goal of better distinguishing Airlie Beach as its own unique destination.</p> <p>Submissions have offered a number of recommendations for improved building façade elements, setbacks for maximal view corridors, lagoon side frontages and the need for outcomes surrounding access and pedestrian movement through the precincts. These recommendations will be considered in greater detail during the development of the future Airlie Beach Local Plan that Council seeks to include in future amendments to the planning scheme.</p> <p><i>Residential Minimum Lot Size</i> Minimum lot size within the Low-medium residential zone, that is the equivalent to the Multiple Dwelling zone of the existing scheme, has reduced from 600m² (multiple dwelling zone) to 450m² (low medium zone) in the draft Planning Scheme. Note that only single dwellings can be constructed on this minimum lot size with dual occupancies and multi-unit dwellings only code assessable on lots</p> | No | No | No |

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| | | <p>foreshores, coastal landforms, significant landmarks, prominent stands of vegetation and rural and coastal views and vistas.”</p> <p><i>Population Growth and Density</i> Submitter objects to the re-zoning of residential areas to increase population density. Also rejects that the proposed increases in density fails to enhance the natural environment or conform to the Airlie Beach Structure Plan 2014 that states: “Building heights are not seen to improve return on costs, in the market conditions of Airlie Beach. As such it is not considered a driver for development profit, and in fact scenarios that vary only height are seen to perform worse. This is attributed to additional cost of construction and car parking.”</p> <p><i>Other</i> Objects to the draft Planning Scheme advancing the outcomes of the Mackay Whitsunday Isaac Regional Plan</p> <p>Objects to several items within the Submission Analysis Report 2015.</p> <p>Objects to the Norling Hotel Feasibility Study.</p> | <p>that have a minimum area of 800m² within the Low-medium zone. Minimum lot size of 450m² in the Low-medium Zone is consistent with Planning Schemes throughout Queensland and in place to reduce urban sprawl.</p> <p><i>Zone Code Outcomes:</i> It is considered that the proposed re-wording in 6.2.2.2 (f) translates to the same policy outcome as what is stated in the draft Planning Scheme at present.</p> <p>With regard to an overall outcome addressing preserving areas of high scenic amenity, Council is presently undertaking a study to map areas of high landscape value as an additional overlay in the draft Planning Scheme to ensure that development occurs in a manner that preserves prominent and attractive views throughout the region.</p> <p><i>Population Growth and Density:</i> Proposed densities within the draft Planning Scheme are significantly lower than what was proposed by the Airlie Beach Structure Plan 2014. The Structure Plan suggested building heights that informed the 2015 draft Planning Scheme Public Consultation that were opposed and subsequently amended.</p> <p>Whilst the Structure Plan states, ‘building heights are not seen to improve return on costs’, it also states that ‘building heights may inspire existing land owners to develop and renew old sites where a sudden increase in potential could catalyse interest.’</p> <p>The outcomes of the proposed building heights seek to not only afford a boost in local employment, renew an aging town centre but also increase density to create a more energy efficient and walkable centre which is considered more sustainable planning than the alternative of urban sprawl, which results in inefficient expensive infrastructure and a greater environmental impact.</p> <p><i>Other</i> The proposed planning scheme has undertaken a State Interest Review where the Minister of Planning, supported by the Department of Infrastructure, Local Government and Planning considers State Interests. As a result of the review the Minister was satisfied the relevant State interests have been integrated, and Council may consult on this version of the proposed planning scheme.</p> <p>Points regarding the Submission Analysis Report 2015 and Norling Hotel Feasibility Study outside the jurisdiction of the draft Planning Scheme 2016.</p> | | | |
| 25 | <p>Building Heights Decrease - Airlie Beach</p> <p>Design Elements - Airlie Beach</p> <p>Zone Code Outcomes</p> <p>Population Growth and Density</p> | <p><i>Building Heights:</i> Submitter opposes the proposed building heights and states that the draft Planning Scheme does not preserve the characteristics, landscape features and views within Airlie Beach. Also requests that building heights are portrayed in both storeys and metres within the draft Planning Scheme.</p> <p><i>Design Elements</i> Submitter is also concerned with the lack of detail guiding design outcomes, setbacks and access and movement to foreshore and public car parking that are present with the existing town plan. Considers that the draft Planning Scheme fails to protect the</p> | <p><i>Building Heights/Design Elements:</i> It is anticipated that the proposed building heights will facilitate the renewal of Airlie Beach. Main St for example, has seen limited new buildings with the exception of the Heart Hotel in the past 20 years. Without the incentive for renewal, Airlie Beach may become stagnant, lose jobs and miss the opportunity to capitalise on tourism growth afforded by the expansion of the Whitsunday Airport and additional mainland tourist activities.</p> <p>Under the draft Planning Scheme, future developments will incorporate design elements that foster the tropical character of the town by creating active and pedestrian friendly streetscapes,</p> | No | No | No |

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| | | <p>liveability of Main St with a lack of provisions activating both foreshore and Main St; lack of setbacks to provide visual privacy and view corridors; lack of pedestrian movement outcomes; and inadequate building articulation outcomes that allow too much of a façade to be unarticulated. Also requests that the terms 'village atmosphere' and 'small town scale' are included within acceptable outcomes of the Airlie Beach Local Plan.</p> <p><i>Zone Code Outcomes</i> Recommends District Centre Zone 6.2.2.2 (f) is reworded from: unless otherwise specified in a local plan code or Table 6.2.2.2.1 (Maximum building heights in District centre zone), development has a low to medium rise built form that is compatible with the intended scale and character of the streetscape and surrounding area, with a maximum building height of 12.0m above ground level;</p> <p>Reworded to: “development has a low to medium rise built form that is compatible with the intended scale and character of the streetscape and surrounding area, with a maximum building height of 12.0m above ground level unless otherwise specified in a local plan code or Table 6.2.2.2.1 (Maximum building heights in District centre zone);”</p> <p><i>Population Growth and Density</i> Submitter objects to the re-zoning of residential areas to increase population density. Also rejects that the proposed increases in density fail to enhance the natural environment or conform to the Airlie Beach Structure Plan 2014 that states: “Building heights are not seen to improve return on costs, in the market conditions of Airlie Beach. As such it is not considered a driver for development profit, and in fact scenarios that vary only height are seen to perform worse. This is attributed to additional cost of construction and car parking.”</p> | <p>attractive and articulated building facades, maintain view corridors via setbacks and podiums for buildings over 8.5m that reduce the canyon effect and nullify the growth of wind tunnels.</p> <p>Council considers that specifying storeys and metres is too restrictive where buildings of specific uses/types may require smaller or larger storey heights. Ultimately, specifying both storeys and metres will not change the visual impact of a development as the height of the building doesn't change whether it has four storeys or five storeys within an 18m height limit.</p> <p>Please note that the draft Planning Scheme 2016 does not include an Airlie Beach Local Plan that was referenced in the submission as it was removed following the first round of public consultation. In future, Council will investigate an Airlie Beach Local Plan that will set out design elements and placemaking initiatives with the goal of better distinguishing Airlie Beach as its own unique destination.</p> <p>Submissions have offered a number of recommendations for improved building façade elements, setbacks for maximal view corridors and the need for outcomes surrounding access and pedestrian movement through the precincts. These recommendations will be considered in greater detail during the development of the future Airlie Beach Local Plan that Council seeks to include in future amendments to the planning scheme.</p> <p><i>Zone Code Outcomes:</i> It is considered that the proposed re-wording translates to the same policy outcome as what is stated in the draft Planning Scheme at present.</p> <p><i>Population Growth and Density:</i> Proposed densities within the draft Planning Scheme are significantly lower than what was proposed by the Airlie Beach Structure Plan 2014. The Structure Plan suggested building heights that informed the 2015 draft Planning Scheme Public Consultation that were opposed and subsequently amended.</p> <p>Whilst the Structure Plan states, 'building heights are not seen to improve return on costs', it also states that 'building heights may inspire existing land owners to develop and renew old sites where a sudden increase in potential could catalyse interest.'</p> <p>The outcomes of the proposed building heights seek to not only afford a boost in local employment, renew an aging town centre but also increase density to create a more energy efficient and walkable centre which is considered more sustainable planning than the alternative of urban sprawl, which results in inefficient expensive infrastructure and a greater environmental impact.</p> | | | |
| 26 | Building Heights Decrease (Precinct C, F and G) - Airlie Beach | <p>Objects to the proposed development scheme and associated building heights for Precinct C, F, and G. Submitter's two properties in Raintree Place and Laguna Court will be directly affected by building heights above 4 storeys. As a business and property owner, ratepayer and advocate of the Airlie Beach region, the submitter looks forward to seeing high end shopping and mixed use complexes being developed, however due to the negative impact of those on the submitter's views, their investment and rental income will be reduced.</p> | <p>The Airlie Beach Structure Plan 2014 states that building heights may inspire existing land owners to develop and renew old sites where a sudden increase in potential could catalyse interest.' The outcomes of the proposed building heights seek to not only afford a boost in local employment, renew an aging town centre but also increase density to create a more energy efficient and walkable centre which is considered more sustainable planning than the alternative of urban sprawl, which results in inefficient expensive infrastructure and a greater environmental impact.</p> <p>Unfortunately, some property's views may be affected by the</p> | No | No | No |

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| | | | proposed building heights, however, the draft Planning Scheme specifies boundary setbacks, attractive roofline design elements, and façade design elements to try and minimise the visual impact and preserve view corridors between buildings for residents on Airlie Hill. Fortunately, the natural amphitheatre of Airlie Beach allows for many properties to retain their views or be subject to minimal change from the proposed building heights. | | | |
| 27 | Building Heights Decrease - Airlie Beach | <p>Objects to the proposed building heights on Airlie Main St within Precinct's D and E for the following reasons:</p> <ul style="list-style-type: none"> • Destroy the village atmosphere that council states in its publications it wants to preserve; • Make it easier for developers to argue for even greater heights in all precincts; • Make it impossible to create corridors for light and vegetation; • Provide excessive extra accommodation for tourists for whom we already lack sufficient public green space carrying capacity; • Exacerbate the parking problems created by poor planning in the past; and • Create shadows and wind turbulence that will affect the enjoyment of tourists. <p>Submitter requests that Council consider putting quality before quantity in order to attract tourists and avoid past mistakes that resulted in bankruptcy and disillusioned investors.</p> | <p>It is anticipated that the proposed building heights will facilitate the renewal of Airlie Beach Main St that has seen limited new buildings with the exception of the Heart Hotel in the past 20 years. Without the incentive for renewal, Airlie Beach may become stagnant, lose jobs and miss the opportunity to capitalise on tourism growth afforded by the expansion of the Whitsunday Airport and additional mainland tourist activities.</p> <p>Under the draft Planning Scheme, future developments will incorporate design elements that foster the tropical character of the town by creating active and pedestrian friendly streetscapes, attractive and articulated building facades, maintain view corridors via setbacks and podiums for buildings over 8.5m that reduce the canyon effect and nullify the growth of wind tunnels.</p> <p>In future, Council will investigate an Airlie Beach Local Plan that will set out design elements and placemaking initiatives with the goal of better distinguishing Airlie Beach as its own unique destination.</p> | No | No | No |
| 28 | <p>Building Heights Decrease (Precinct B) – Airlie Beach</p> <p>Other Precincts are Supported Airlie Beach</p> | <p>Submitter commends Council on reducing building heights within Precinct C, D, F and G; however, objects to the proposed building height of 14m within Precinct B on the basis that it is not in keeping with the surrounding residences on Nara Avenue, Orana St, Lamond St and Lewis St. The proposed height will overshadow properties on the aforementioned streets and severely impact the amount of sunlight, privacy, breeze and views available to these residences</p> <p>It is requested that Precinct B is kept low with stylish development not impacting on residences behind them. Also, the submitter asks; can each separate development application be looked at thoroughly to see exactly how many surrounding properties will have their simple amenities of life affected before approval?</p> | <p>Council was mindful of the impact on residences behind Precinct B when deciding its maximum building height of 14m. It was considered that the residences on Nara Avenue, Orana St, Lamond St and Lewis St would not significantly lose their views as a result of the proposed height in Precinct B given the natural contouring of the land and up-zoning of their own properties to Low-medium residential.</p> <p>The properties on the aforementioned streets behind Precinct B slope upward at least 3m AHD (Australian Height Datum) higher than any lots within Precinct B; in most instances the slope upward is much more than 3m. In addition, all properties behind Precinct B have been up-zoned from Low Density Residential in the existing scheme to Low-medium Density Residential, increasing their development potential by increasing maximum building height in these areas from 8m to 12m in the draft Planning Scheme. In summary, Council considered the increased building height for properties behind Precinct B and the natural contouring of the land allows for concerned property owners to maintain ocean views from top levels when fully developed.</p> <p>With regard to preserving amenity, privacy and overshadowing of neighbouring properties; the draft Planning Scheme's Multi-unit Dwelling Code specifies requirements that development must comply with to minimise impacts. The requirements include setbacks to reduce overshadowing, regulation surrounding 'light spill' into adjacent sites and several design outcomes including screening for developments with windows or balconies that overlook neighbouring private open space. Council as the assessment manager will consider how each development complies with these requirements that preserve neighbouring amenity before considering an approval on a case by case basis.</p> | No | No | No |

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| 29 | Building Heights Decrease (Precinct B) – Airlie Beach | Objects to the proposed building height of 14m within Precinct B as it will result in the submitter losing their views. Requests that Precinct B is retained at the existing 12m height limit. | <p>Council was mindful of the impact on residences behind Precinct B when deciding its maximum building height of 14m. It was considered that the residences on Nara Avenue, Orana St, Lamond St and Lewis St would not significantly lose their views as a result of the proposed height in Precinct B given the natural contouring of the land and up-zoning of their own properties to Low-medium residential.</p> <p>The properties on the aforementioned streets behind Precinct B slope upward at least 3m AHD (Australian Height Datum) higher than any lots within Precinct B; in most instances the slope upward is much more than 3m. In addition, all properties behind Precinct B have been up-zoned from Low Density Residential in the existing scheme to Low-medium Density Residential, increasing their development potential by increasing maximum building height in these areas from 8m to 12m in the draft Planning Scheme. In summary, Council considered the increased building height for properties behind Precinct B and the natural contouring of the land allows for concerned property owners to maintain ocean views from top levels when fully developed.</p> | No | No | No |
| 30 | | | | | | |
| 31 | Building Heights Decrease (Precinct B and C) – Airlie Beach | Objects to the proposed building height of 14m within Precinct B and 21m in Precinct C as it will result in the submitter losing their views and having a negative impact on their investment on Lamond Street. | <p><i>Precinct B</i></p> <p>Council was mindful of the impact on residences behind Precinct B when deciding its maximum building height of 14m. It was considered that the residences on Nara Avenue, Orana St, Lamond St and Lewis St would not significantly lose their views as a result of the proposed height in Precinct B given the natural contouring of the land and up-zoning of their own properties to Low-medium residential.</p> <p>The properties on the aforementioned streets behind Precinct B slope upward at least 3m AHD (Australian Height Datum) higher than any lots within Precinct B; in most instances the slope upward is much more than 3m. In addition, all properties behind Precinct B have been up-zoned from Low Density Residential in the existing scheme to Low-medium Density Residential, increasing their development potential by increasing maximum building height in these areas from 8m to 12m in the draft Planning Scheme. In summary, Council considered the increased building height for properties behind Precinct B and the natural contouring of the land allows for concerned property owners to maintain ocean views from top levels when fully developed.</p> <p><i>Precinct C</i></p> <p>It is anticipated that the proposed building heights will facilitate the renewal of Airlie Beach. Main St for example, has seen limited new buildings with the exception of the Heart Hotel for over 20 years. Without the incentive for renewal, Airlie Beach may become stagnant, lose jobs and miss the opportunity to capitalise on tourism growth afforded by the expansion of the Whitsunday Airport and additional mainland tourist activities.</p> <p>Under the draft Planning Scheme, future developments will incorporate design elements that foster the tropical character of the town by creating active and pedestrian friendly streetscapes, attractive and articulated building facades, maintain view corridors via setbacks and podiums for buildings over 8.5m that reduce the canyon effect and nullify the growth of wind tunnels.</p> <p>Please note that the draft Planning Scheme 2016 does not include an Airlie Beach Local Plan that was referenced in the submission as</p> | No | No | No |

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| | | | <p>it was removed following the first round of public consultation. In future, Council will investigate an Airlie Beach Local Plan that will set out design elements and placemaking initiatives with the goal of better distinguishing Airlie Beach as its own unique destination.</p> <p>Submissions have offered a number of recommendations for improved building façade elements, setbacks for maximal view corridors and the need for outcomes surrounding access and pedestrian movement through the precincts. These recommendations will be considered in greater detail during the development of the future Airlie Beach Local Plan that Council seeks to include in future amendments to the planning scheme.</p> | | | |
| 32 | <p>Building Heights Decrease - Airlie Beach</p> <p>Environmentally Sustainable Growth</p> | <p>Submitter believes we need our local government to support & maybe even set an example when considering State & Federal interests.</p> <ul style="list-style-type: none"> • No increase in building heights. • Define appropriate site capacity & cap visitor numbers. • Work with state & federal government. • Improve visitor experience - give a quality product. Improve water quality. • Regulate coastal development (make best practice). • Commit to environmental compliance. • Stop being 'greedy' & support your constituents. | <p><i>Building Heights:</i> Council has proposed higher building heights within Airlie Beach as it is the prime mainland tourist destination within the Whitsunday region that visitors prefer to stay in. Therefore, accommodating greater densities and creating a stronger core feel within Airlie Beach will enhance the tourist industry as well as support more successful business due to the high population density and walkability of the neighbourhood.</p> <p>Under the draft Planning Scheme, future developments will incorporate design elements that foster the tropical character by creating active and pedestrian friendly streetscapes, attractive and articulated building facades, and podiums on buildings over 8.5m that reduce the canyon effect and nullify the growth of wind tunnels. In future, Council will investigate an Airlie Beach Local Plan that will set out design elements and connections with the goal of better distinguishing Airlie Beach as its own unique destination.</p> <p><i>Environmentally Sustainable Growth:</i> The draft Planning Scheme has a number of overlays and planning scheme policies that seek to preserve and enhance the natural environment to make growth as sustainable as possible. These include:</p> <ul style="list-style-type: none"> • Environmental Significance Overlay • Coastal Environment Overlay • Waterways and Wetlands Overlay <p>These overlays align with State Planning Policy and seek to preserve key habitat areas, riparian zones and coastal environments from the impacts of development. These overlays are state driven from state mapping. In addition to these overlays, Council is working on a Healthy Waterways Planning Scheme Policy to be implemented in the first amendment to the draft Planning Scheme that will outline run-off pollutant thresholds and Water Sensitive Urban Design strategies that developers must comply with in order to limit the amount of nutrient, heavy metal and sediment run off into streams and the Great Barrier Reef.</p> | No | No | No |
| 33 | Whitsunday Coast Airport Expansion | <p>Objects to the proposed International Airport expansion and the amount of money that it will cost to ratepayers, for which so few will actually benefit from the increase in tourism that it may provide.</p> <p>Objects to the consultation process undertaken for the Whitsunday Coast Airport International Export Hub Project as it did not comply with MALPI and was extremely poorly carried out with no effort made to actually get feedback from the community.</p> | <p>This is considered to be outside the jurisdiction of a planning scheme. The draft planning scheme only identifies land that may be suitable to support airport expansion, should it occur.</p> <p>The Whitsunday Coast Airport International Export Hub Project does not fall under MALPI as it is not a planning instrument. At its current stage, the project is under investigation and may inform future amendments to the draft Planning Scheme to zone further land for Airport facilities or undertake a local plan for the area. These re-zonings or local planning processes that are informed by the project investigation, may be implemented in a future amendment to the draft Planning Scheme, and at this stage,</p> | No | No | No |

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| | | | <p>consultation will comply with the requirements of MALPI.</p> <p>Nonetheless, Council endeavours to implement best practices when consulting with the community, it is understood that feedback and comments from the community are critical in improving these processes. These comments will be forward onto the Whitsunday Coast Airport Corporation.</p> | | | |
| 34 | Building Heights Decrease (Precinct B, D and E) – Airlie Beach | <p>Objects to Precinct B having a higher building height than the Low-medium density area around it.</p> <p>Objects to the proposed building heights in Airlie Beach Main Street Precinct D and E as it is not consistent with the intent of the area and will detract from Airlie's natural beauty, quality of life, village atmosphere and cast shadows over the lagoon foreshore area. Furthermore, it is not consistent with the 'small town scale' outlined in the Airlie Beach Local Plan Code.</p> | <p><i>Precinct B</i> Council was mindful of the impact on residences behind Precinct B when deciding its maximum building height of 14m. It was considered that the residences on Nara Avenue, Orana St, Lamond St and Lewis St would not significantly lose their views as a result of the proposed height in Precinct B given the natural contouring of the land and up-zoning of their own properties to Low-medium residential.</p> <p>The properties on the aforementioned streets behind Precinct B slope upward at least 3m AHD (Australian Height Datum) higher than any lots within Precinct B; in most instances the slope upward is much more than 3m. In addition, all properties behind Precinct B have been up-zoned from Low Density Residential in the existing scheme to Low-medium Density Residential, increasing their development potential by increasing maximum building height in these areas from 8m to 12m in the draft Planning Scheme. In summary, Council considered the increased building height for properties behind Precinct B and the natural contouring of the land allows for concerned property owners to maintain ocean views from top levels when fully developed.</p> <p><i>Precinct D and E</i> It is anticipated that the proposed building heights will facilitate the renewal of Airlie Beach Main St that has seen limited new buildings with the exception of the Heart Hotel in the past 20 years. Without the incentive for renewal, Airlie Beach may become stagnant, lose jobs and miss the opportunity to capitalise on tourism growth afforded by the expansion of the Whitsunday Airport and additional mainland tourist activities.</p> <p>Under the draft Planning Scheme, future developments will incorporate design elements that foster the tropical character of the town by creating active and pedestrian friendly streetscapes, attractive and articulated building facades, maintain view corridors via setbacks and podiums for buildings over 8.5m that reduce the canyon effect and nullify the growth of wind tunnels.</p> <p>Please note that the draft Planning Scheme 2016 does not include an Airlie Beach Local Plan that was referenced in the submission as it was removed following the first round of public consultation. In future, Council will investigate an Airlie Beach Local Plan that will set out design elements and placemaking initiatives with the goal of better distinguishing Airlie Beach as its own unique destination.</p> <p>Submissions have offered a number of recommendations for improved building façade elements, setbacks for maximal view corridors and the need for outcomes surrounding access and pedestrian movement through the precincts. These recommendations will be considered in greater detail during the development of the future Airlie Beach Local Plan that Council seeks to include in future amendments to the planning scheme.</p> | No | No | No |

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| 35 | Zoning Amendment | Submitter requests Lot 959 on SP194473 is re-zoned from Low Density Residential to Local Centre zone to reflect the proposed use identified in the Preliminary Approval Masterplan (DA04/398) which identifies lot 959 as a Commercial Medical Precinct. | Council will consider this re-zoning in the first amendment package of the draft Planning Scheme. It will not be considered for immediate re-zoning as any minor zoning changes at this point would trigger Council to undergo a third round of public consultation, delaying the adoption of the entire draft Planning Scheme by approximately 12 months. | No | No | Yes |
| 36 | Zoning and Overlay Amendment | Submitter commends Council for making zone changes in response to their previous submission in 2015 to reflect an existing approval (DA20080693). Submitter notes that Council failed to amend all proposed changes in response to their 2015 submission. Hence, this re-submission requesting: <ul style="list-style-type: none"> Re-zone lot 203 SP201439 from rural to Emerging Communities to reflect existing approval for Stage 4 of the development. Remove agricultural land overlay from Lot 200 SP260203 and Lot 201 SP256297 due to the nature of development being residential and remove the flood hazard overlay from a portion of the site in response to engineering reports that have been completed as part of the approval. Amend the cadastre over lot 201 SP256297 to reflect properties that have been endorsed by Council prior to lodgement with the Minister for approval. | Council will consider this re-zoning in full or in part for the first amendment package of the draft Planning Scheme. It will not be considered for immediate re-zoning as any minor zoning changes at this point would trigger Council to undergo a third round of public consultation, delaying the adoption of the entire draft Planning Scheme by approximately 12 months. Council will amend the cadastre within the zoning maps as an administrative amendment prior adopting the scheme. | No | No | Yes |
| 37 | Zoning Amendment | The property at Lot 22 SP204655 is currently zoned as Rural, yet it is flanked on one side by the Bowen Airport and an earthmoving company on the other side. The submitter requests the property is re-zoned to Low Impact Industry for future development opportunities. | Council will consider this re-zoning in the first amendment package of the draft Planning Scheme. It will not be considered for immediate re-zoning as any minor zoning changes at this point would trigger Council to undergo a third round of public consultation, delaying the adoption of the entire draft Planning Scheme by approximately 12 months. | No | No | Yes |
| 38 | Building Heights Decrease (Precinct D and F) – Airlie Beach | Objects to the proposed building heights in Port of Airlie Precinct F and Main St Precinct D as it is not consistent with the intent of the area and will detract from Airlie's natural beauty, quality of life, and unique village atmosphere that tourists are attracted too. Objects to Council allowing developers to drive the planning agenda under the ill-considered economic benefit argument despite Council's own Structure Plan 2014 stating. "Building heights are not seen to improve return on costs, in the market conditions of Airlie Beach. As such it is not considered a driver for development profit, and in fact scenarios that vary only height are seen to perform worse. This is attributed to additional cost of construction and car parking." Submitter outlines several positive examples of controlled development, such as Palm Cove and Byron Bay that Council should aspire too. | <i>Building Heights/Design Elements:</i> It is anticipated that the proposed building heights will facilitate the renewal of Airlie Beach. Main St for example has seen limited new buildings with the exception of the Heart Hotel in the past 20 years. Without the incentive for renewal, Airlie Beach may become stagnant, lose jobs and miss the opportunity to capitalise on tourism growth afforded by the expansion of the Whitsunday Airport and additional mainland tourist activities. Under the draft Planning Scheme, future developments will incorporate design elements that foster the tropical character of the town by creating active and pedestrian friendly streetscapes, attractive and articulated building facades, maintain view corridors via setbacks and podiums for buildings over 8.5m that reduce the canyon effect and nullify the growth of wind tunnels. Please note that the draft Planning Scheme 2016 does not include an Airlie Beach Local Plan that was referenced in the submission as it was removed following the first round of public consultation. In future, Council will investigate an Airlie Beach Local Plan that will set out design elements and placemaking initiatives with the goal of better distinguishing Airlie Beach as its own unique destination. Submissions have offered a number of recommendations for improved building façade elements, setbacks for maximal view corridors and the need for outcomes surrounding access and pedestrian movement through the precincts. These recommendations will be considered in greater detail during the development of the future Airlie Beach Local Plan that Council seeks to include in future amendments to the planning scheme. <i>Airlie Beach Structure Plan:</i> | No | No | No |

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| | | | <p>Whilst the Structure Plan states, 'building heights are not seen to improve return on costs', it also states that 'building heights may inspire existing land owners to develop and renew old sites where a sudden increase in potential could catalyse interest.'</p> <p>The outcomes of the proposed building heights seek to not only afford a boost in local employment, renew an aging town centre but also increase density to create a more energy efficient and walkable centre which is considered more sustainable planning than the alternative of urban sprawl, which results in inefficient expensive infrastructure and a greater environmental impact.</p> | | | |
| 39 | Building Heights Decrease – Airlie Beach | <ul style="list-style-type: none"> No buildings above the maximum height of the existing port of Airlie approved application needed. Cairns have an oversupply of high-rise accommodation, an international airport and have been in a perpetual recession for over 20 years. Presently, most of our accommodation houses run at 50% occupancy across the year. Why the need for high-rise's in Airlie Beach? | The draft Planning Scheme provides the conditions for development to occur. Tourism growth projections suggest that over 2,500 additional rooms will be required within Airlie Beach over the next 20 years, creating over 3,900 more jobs and increasing the population by 4,000 within Airlie Beach and Cannonvale. Hence, the draft Planning Scheme proposes greater densities to accommodate this projected growth to 2036; however, the market will decide the rate at which development occurs. | No | No | No |
| 40 | <p>Strategic Framework</p> <p>Tables of Assessment</p> <p>Tourist Accommodation Zone</p> <p>Overlay Amendment</p> <p>Reconfiguring a Lot Code</p> | <p>The context of this submission is in regard to Lot 246, 502 and 504 on HR1226, formerly known as Stone Island.</p> <p><i>Strategic Framework</i> Considers that 3.2.2 (7) should state: "identifying tourism as making a much stronger contribution to the regional economy than in the past with new and expanded tourism opportunities encouraged and supported in all parts of the region but particularly in the coastal areas", to account for the downturn in the resource sector and growing focus upon tourism in our region.</p> <p>In addition to identifying Daydream, Hayman, Hook, Long and South Molle for tourism development, 3.2.2 (7) should also consider Stone Island and other areas where "there is convenient access to population centres such as Bowen, no environmental constraints or potential to restrict mining and extractive resource industries and the development is self-sufficient from an infrastructure perspective".</p> <p><i>Tourist Accommodation Zone</i> To allow greater flexibility and diversity within the zone, and meet the needs of the contemporary tourist industry, amend 6.2.19 (1) to: 1. "The purpose of the code is to ensure adequate development is available to support the range of accommodate types required in the contemporary tourism market, in locations where there is a high level of attraction for tourist with a range of support land uses and activities to enhance the experience of the visitor." Amend 6.2.19 (1) to: 2. "development provides for a range of accommodation types to support and promote variety in visitor accommodation" Amend 6.2.19 (3a) to: 3. "development provides for a range of accommodation types to support and promote variety in visitor accommodation" Amend 6.2.19 (3c) to: 4. "development may include a range of supporting Business, Community, Entertainment, Recreational and Other activities which enhance the experience for visitors." Amend 6.2.19 (3d) to: 5. "development must be of a scale and intensity, compatible</p> | <p>The draft Planning Scheme recognises the importance of tourism to the region as a key economic driver. The submission outlines a number of valid points about the lack of flexibility and diversity afforded within the Tourist Accommodation Zone. Hence, in the interest of facilitating quality tourism development, Council will consider the recommendations from this submission in the first amendment package of the draft Planning Scheme. It will not be considered for an immediate amendment as any minor change at this point would trigger Council to undergo a third round of public consultation, delaying the adoption of the entire draft Planning Scheme by approximately 12 months.</p> <p><i>Overlays</i> These overlays maps are provided by State Government satellite mapping that identifies key habitat areas as a method to conserve and enhance biodiversity within the region. Whilst not all of the Island may be considered environmentally significant, satellite images show that there are several areas of key habitat scattered around the Island that perhaps should be protected. With regard to the coastal protection overlay, it is unreasonable to say that no part of the Island would be impacted by a coastal hazard. These overlays will remain in place to trigger further reports at the time of development from ecologists and coastal engineers to protect key habitat and development from coastal hazards, respectively.</p> <p><i>Reconfiguration of a Lot Code</i> The minimum lot size of 800m² may be reconsidered as part of a wider investigation to increase the flexibility within the Tourism Accommodation Zone.</p> | No | No | Yes |

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| | | <p>where appropriate, with; the existing built environment, the existing residential amenity and the character of the natural landscape in the locality.”</p> <p><i>Tables of Assessment</i> Amend Table 5.5.19 Tourist Accommodation Zone TOA to make:</p> <ol style="list-style-type: none"> 1. All Accommodation Activities code assessable except for dwelling houses which can be self-assessable; 2. Most Uses which support the dominant use (Accommodation) should also be code assessable, i.e. Business, Recreational and Entertainment activities. 3. Business activities reference to code assessment “if complying with the acceptable outcomes of the applicable codes” should be amended to “if on ground level and as part of a mixed use development”. 4. Remove limit for code assessable business activities of 1500m². 5. Allow all entertainment and recreational uses to be code assessable. <p><i>Overlays</i></p> <ol style="list-style-type: none"> 1. Remove Environmental Significance as the land is cleared of natural vegetation; 2. Remove Coastal Protection Overlay as the island is not at risk of inundation or erosion. <p><i>Reconfiguration Code</i> Minimum lot size of 800m² for Tourist Accommodation zone is not appropriate for the zone and limits the opportunity for diverse developments such as small weekend style cabins. Requests that table 9.4.6.3.2 say ‘not specified’ (at least on any islands) to allow greater flexibility in the tourist accommodation zone.</p> | | | | |
| 41 | Building Heights Decrease – Airlie Beach | <p>Submitter objects to the building heights proposed in the draft Planning Scheme for the Airlie Beach Precinct. The proposals conflict with the following clear statements in documents issued by Council:</p> <p>Planning Scheme Overview: “the natural beauty of Airlie Beach is a major draw card for residents and the tourist industry. To maintain the beaches and lush hinterland terrain, development is required to protect the natural features such as the foreshore, hillside views, ridgelines and vegetated gullies’.</p> <p>2014 Structure Plan: “building heights that preserve character and views”</p> <p>Submitter supports these statements and believes they should be followed strictly in the Planning Scheme. In particular, for Precincts D & E there should be no height increases, and for Precinct F the heights for new buildings should be such that they preserve the views from the residential buildings on the hillside above i.e a maximum of 4 storeys.</p> | <p><i>Building Heights/Design Elements:</i> It is anticipated that the proposed building heights will facilitate the renewal of Airlie Beach. Main St for example has seen limited new buildings with the exception of the Heart Hotel in the past 20 years. Without the incentive for renewal, Airlie Beach may become stagnant, lose jobs and miss the opportunity to capitalise on tourism growth afforded by the expansion of the Whitsunday Airport and additional mainland tourist activities.</p> <p>Under the draft Planning Scheme, future developments will incorporate design elements that foster the tropical character of the town by creating active and pedestrian friendly streetscapes, attractive and articulated building facades, maintain view corridors via setbacks and podiums for buildings over 8.5m that reduce the canyon effect and nullify the growth of wind tunnels.</p> <p>Please note that the draft Planning Scheme 2016 does not include an Airlie Beach Local Plan that was referenced in the submission as it was removed following the first round of public consultation. In future, Council will investigate an Airlie Beach Local Plan that will set out design elements and placemaking initiatives with the goal of better distinguishing Airlie Beach as its own unique destination.</p> <p>Submissions have offered a number of recommendations for improved building façade elements, setbacks for maximal view corridors and the need for outcomes surrounding access and pedestrian movement through the precincts. These recommendations will be considered in greater detail during the</p> | No | No | No |

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| | | | development of the future Airlie Beach Local Plan that Council seeks to include in future amendments to the planning scheme. | | | |
| 42 | Table of Assessment - Low-medium Zone Local Heritage Overlay Removal | The context of the submission surrounds the St James Presbyterian Church on Lot 83 on B663. Submitter requests that: <ul style="list-style-type: none"> Place of worship is identified as code assessable within the Low-medium zone table of assessment Local heritage overlay is removed from the site structural instability of the building, deemed unsafe and too expensive to fix by Northern Consulting Engineers | Places of worship are considered impact assessable within the Low-medium zone due to the potential impacts that the use carries with regard to traffic, noise, amenity and parking. Therefore, in order to manage these impacts, places of worship are impact assessable in all zones in the draft Planning Scheme. The submission states that the applicant will be lodging an application with Council to remove the local heritage listing from the site. This application will be assessed and considered separately to the draft Planning Scheme. | No | No | Yes |
| 43 | Liveable Sheds – Hydeaway Bay | Submitter requests that Council address the ongoing problem of sheds being erected as liveable dwellings. Submitter understands that this may happen as a temporary measure with plans for a dwelling to be submitted and that sheds may only be occupied for a maximum of two years. Submitter suggests that people living in sheds has been a serious issue for over 20 years. | Council has three measures for controlling liveable sheds/temporary homes: <ul style="list-style-type: none"> the Planning Scheme in the event of an application outside the normal uses of the property (eg oversize shed, natural hazards onsite), the Building Code of Australia for legal building requirements; and the Local Laws Policy, Whitsunday Regional Council Subordinate Local Law No. 1 (Administration) 2014 The process for Council to be aware of people doing the incorrect thing on their land is complaint based and Council will investigate all complaints on a case by case basis. It must be noted if the person/s have made all the correct applications and are in accordance with the Planning Scheme, the building code and the local law, they are allowed to live in a temporary accommodation for the duration of their applicable approval/permit. It must be noted that Council has addressed this issue over a number of years and acknowledges it is an ongoing issue for the entire region. | No | No | No |
| 44 | Building Heights Decrease (Precinct B) – Airlie Beach | Objects to the proposed building height of 14m within Precinct B as it will result in the submitter losing their views. Requests that Precinct B is retained at the existing 12m height limit. | Council was mindful of the impact on residences behind Precinct B when deciding its maximum building height of 14m. It was considered that the residences on Nara Avenue, Orana St, Lamond St and Lewis St would not significantly lose their views as a result of the proposed height in Precinct B given the natural contouring of the land and up-zoning of their own properties to Low-medium residential. The properties on the aforementioned streets behind Precinct B slope upward at least 3m AHD (Australian Height Datum) higher than any lots within Precinct B; in most instances the slope upward is much more than 3m. In addition, all properties behind Precinct B have been up-zoned from Low Density Residential in the existing scheme to Low-medium Density Residential, increasing their development potential by increasing maximum building height in these areas from 8m to 12m in the draft Planning Scheme. In summary, Council considered the increased building height for properties behind Precinct B and the natural contouring of the land allows for concerned property owners to maintain ocean views from top levels when fully developed. | No | No | No |
| 45 | Building Heights Decrease - Airlie Beach | <i>Building Heights:</i> Submitter opposes the proposed building heights and states that the draft Planning Scheme does not preserve the characteristics, landscape features and views within Airlie Beach. Also requests | <i>Building Heights/Design Elements:</i> It is anticipated that the proposed building heights will facilitate the renewal of Airlie Beach. Main St for example, has seen limited new buildings with the exception of the Heart Hotel in the past 20 years. | No | No | No |

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| | <p>Design Elements - Airlie Beach</p> <p>Zone Code Outcomes</p> <p>Population Growth and Density</p> | <p>that building heights are portrayed in both storeys and metres within the draft Planning Scheme.</p> <p><i>Design Elements:</i> Submitter is also concerned with the lack of detail guiding design outcomes, setbacks and access and movement to foreshore and public car parking that are present with the existing town plan. Considers that the draft Planning Scheme fails to protect the liveability of Main St with a lack of provisions activating both foreshore and Main St; lack of setbacks to provide visual privacy and view corridors; lack of pedestrian movement outcomes; and inadequate building articulation outcomes that allow too much of a façade to be unarticulated. Also requests that the terms 'village atmosphere' and 'small town scale' are included within acceptable outcomes of the Airlie Beach Local Plan.</p> <p><i>Zone Code Outcomes:</i> Recommends District Centre Zone 6.2.2.2 (f) is reworded from: unless otherwise specified in a local plan code or Table 6.2.2.2.1 (Maximum building heights in District centre zone), development has a low to medium rise built form that is compatible with the intended scale and character of the streetscape and surrounding area, with a maximum building height of 12.0m above ground level; Reworded to: "development has a low to medium rise built form that is compatible with the intended scale and character of the streetscape and surrounding area, with a maximum building height of 12.0m above ground level unless otherwise specified in a local plan code or Table 6.2.2.2.1 (Maximum building heights in District centre zone);"</p> <p><i>Population Growth and Density</i> Submitter objects to the re-zoning of residential areas to increase population density. Also rejects that the proposed increases in density fail to enhance the natural environment or conform to the Airlie Beach Structure Plan 2014 that states: "Building heights are not seen to improve return on costs, in the market conditions of Airlie Beach. As such it is not considered a driver for development profit, and in fact scenarios that vary only height are seen to perform worse. This is attributed to additional cost of construction and car parking."</p> | <p>Without the incentive for renewal, Airlie Beach may become stagnant, lose jobs and miss the opportunity to capitalise on tourism growth afforded by the expansion of the Whitsunday Airport and additional mainland tourist activities.</p> <p>Under the draft Planning Scheme, future developments will incorporate design elements that foster the tropical character of the town by creating active and pedestrian friendly streetscapes, attractive and articulated building facades, maintain view corridors via setbacks and podiums for buildings over 8.5m that reduce the canyon effect and nullify the growth of wind tunnels.</p> <p>Please note that the draft Planning Scheme 2016 does not include an Airlie Beach Local Plan that was referenced in the submission as it was removed following the first round of public consultation. In future, Council will investigate an Airlie Beach Local Plan that will set out design elements and placemaking initiatives with the goal of better distinguishing Airlie Beach as its own unique destination.</p> <p>Submissions have offered a number of recommendations for improved building façade elements, setbacks for maximal view corridors and the need for outcomes surrounding access and pedestrian movement through the precincts. These recommendations will be considered in greater detail during the development of the future Airlie Beach Local Plan that Council seeks to include in future amendments to the planning scheme.</p> <p><i>Zone Code Outcomes:</i> It is considered that the proposed re-wording translates to the same policy outcome as what is stated in the draft Planning Scheme at present.</p> <p><i>Population Growth and Density:</i> Proposed densities within the draft Planning Scheme are significantly lower than what was proposed by the Airlie Beach Structure Plan 2014. The Structure Plan suggested building heights that informed the 2015 draft Planning Scheme Public Consultation that were opposed and subsequently amended.</p> <p>Whilst the Structure Plan states, 'building heights are not seen to improve return on costs', it also states that 'building heights may inspire existing land owners to develop and renew old sites where a sudden increase in potential could catalyse interest.'</p> <p>The outcomes of the proposed building heights seek to not only afford a boost in local employment, renew an aging town centre but also increase density to create a more energy efficient and walkable centre which is considered more sustainable planning than the alternative of urban sprawl, which results in inefficient expensive infrastructure and a greater environmental impact.</p> | | | |
| 46 | <p>Building Heights Decrease - Airlie Beach</p> <p>Other – Scenic Amenity and Hotel Feasibility Studies</p> | <p>Submitter requests:</p> <ul style="list-style-type: none"> Whitsunday Regional Council amends the Draft Planning Scheme to reduce the building heights within the Airlie Beach Precincts to ensure the values of the area are maintained. Objects to the absence of public through fares and access to proposed parking solutions behind Main Street of Airlie Beach. Requests that the draft Planning Scheme outcomes continue to mention village atmosphere and small town scale. Requests that the draft Planning Scheme continues to | <p><i>Building Heights/Design Elements:</i> It is anticipated that the proposed building heights will facilitate the renewal of Airlie Beach. Main St for example, has seen limited new buildings with the exception of the Heart Hotel in the past 20 years. Without the incentive for renewal, Airlie Beach may become stagnant, lose jobs and miss the opportunity to capitalise on tourism growth afforded by the expansion of the Whitsunday Airport and additional mainland tourist activities.</p> <p>Under the draft Planning Scheme, future developments will</p> | No | No | No |

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| | | <p>mention both foreshore and Main Street frontage (6.1.8.2 Overall Outcomes Town Plan 2009) when dealing with building heights in Precinct E. Building height should be measured from lowest public frontage rather than natural ground level.</p> <ul style="list-style-type: none"> Requests that the Draft Planning Scheme is not finalised or accepted until the Scenic Amenity Study and the Norling Hotel Report are presented to the community with time given to review and understand their recommendations. That an international tourism expert in town planning be contracted to make an assessment of how to viably grow and develop Airlie Beach without destroying the very essence of the town. Although WRC is attempting to combine the planning scheme of two shires and have conformity across the board I believe that Airlie Beach is a unique jewel which must be protected and treated in a different way to the normal policies and procedures applied to planning of a regular town. | <p>incorporate design elements that foster the tropical character of the town by creating active and pedestrian friendly streetscapes, attractive and articulated building facades, maintain view corridors via setbacks and podiums for buildings over 8.5m that reduce the canyon effect and nullify the growth of wind tunnels.</p> <p>Please note that the draft Planning Scheme 2016 does not include an Airlie Beach Local Plan that was referenced in the submission as it was removed following the first round of public consultation. In future, Council will investigate an Airlie Beach Local Plan that will set out design elements and placemaking initiatives with the goal of better distinguishing Airlie Beach as its own unique destination.</p> <p>Submissions have offered a number of recommendations for improved building façade elements, setbacks for maximal view corridors and the need for outcomes surrounding access and pedestrian movement through the precincts. These recommendations will be considered in greater detail during the development of the future Airlie Beach Local Plan that Council seeks to include in future amendments to the planning scheme.</p> <p><i>Scenic Amenity</i> The outcomes of the Scenic Amenity Study will be incorporated into the first amendment of the draft Planning Scheme in the format of a new mapping overlay and corresponding overlay code that seeks to preserve areas of high landscape value.</p> <p><i>Hotel Feasibility Study</i> The Hotel Feasibility Study is outside the jurisdiction of the draft Planning Scheme.</p> | | | |
| 47 | <p>Building Heights Decrease - Airlie Beach</p> <p>Residential Minimum Lot Size</p> | <p><i>Building Heights</i> Submitter opposes the proposed building heights and states that the draft Planning Scheme does not preserve the characteristics, landscape features and views within Airlie Beach. Strongly believes that Council should not allow Airlie Beach to continually expand as it will compromise Airlie Beach's natural beauty and laid back feel that tourists presently enjoy.</p> <p><i>Residential Minimum Lot Size</i> Submitter objects to the minimum lot size in Low-medium density residential areas being reduced from 600m² in the existing scheme to 400m². (N.B minimum lot size stated by submitter is incorrect)</p> | <p><i>Building Heights/Design Elements:</i> It is anticipated that the proposed building heights will facilitate the renewal of Airlie Beach. Main St for example, has seen limited new buildings with the exception of the Heart Hotel in the past 20 years. Without the incentive for renewal, Airlie Beach may become stagnant, lose jobs and miss the opportunity to capitalise on tourism growth afforded by the expansion of the Whitsunday Airport and additional mainland tourist activities.</p> <p>Under the draft Planning Scheme, future developments will incorporate design elements that foster the tropical character of the town by creating active and pedestrian friendly streetscapes, attractive and articulated building facades, maintain view corridors via setbacks and podiums for buildings over 8.5m that reduce the canyon effect and nullify the growth of wind tunnels.</p> <p>Please note that the draft Planning Scheme 2016 does not include an Airlie Beach Local Plan that was referenced in the submission as it was removed following the first round of public consultation. In future, Council will investigate an Airlie Beach Local Plan that will set out design elements and placemaking initiatives with the goal of better distinguishing Airlie Beach as its own unique destination.</p> <p>Submissions have offered a number of recommendations for improved building façade elements, setbacks for maximal view corridors and the need for outcomes surrounding access and pedestrian movement through the precincts. These recommendations will be considered in greater detail during the development of the future Airlie Beach Local Plan that Council seeks to include in future amendments to the planning scheme.</p> | No | No | No |

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| | | | <p><i>Residential Minimum Lot Size</i> Minimum lot size within the Low-medium residential zone, that is the equivalent to the Multiple Dwelling zone of the existing scheme, has reduced from 600m² (multiple dwelling zone) to 450m² (low medium zone) in the draft Planning Scheme. Note that only single dwellings can be constructed on this minimum lot size with dual occupancies and multi-unit dwellings only code assessable on lots that have a minimum area of 800m² within the Low-medium zone. Minimum lot size of 450m² in the Low-medium Zone is consistent with Planning Schemes throughout Queensland and in place to reduce urban sprawl.</p> | | | |
| 48 | Zoning Amendments | Submitter requests that Lot 12 RP745336 be re-zoned from Rural to Rural Residential. | Council will consider this re-zoning in the first amendment package of the draft Planning Scheme. It will not be considered for immediate re-zoning as any minor zoning changes at this point would trigger Council to undergo a third round of public consultation, delaying the adoption of the entire draft Planning Scheme by approximately 12 months. However, please note that the proposed re-zoning will not change the development potential of the land as the lots are presently 4,000m ² , which is the minimum lot size allowed within the Rural Residential Zone. | No | No | Yes |
| 49 | <p>Building Heights Decrease - Airlie Beach</p> <p>Other- Schools</p> <p>Vegetation Protection</p> <p>Rural Residential lot size Support</p> | <p><i>Building Heights</i> Objects to the proposed building heights.</p> <p><i>Schools</i> Requests that Council zone additional land for public schools and playing fields within Airlie Beach and Cannonvale area.</p> <p><i>Vegetation Protection</i> Council should better protect vegetation from being removed and should take lead in creating a boulevard of plantings along Shute Harbour Road.</p> <p><i>Rural Residential</i> Changing 5 acre blocks to allow one house per acre eg Tucker Road as it markedly changes the rural character of the places, reversely affects the ground water quality and Bore pressure. Would it be Council's plan to pipe town water and sewage disposal to these regions?</p> | <p><i>Building Heights</i> Noted</p> <p><i>Schools</i> Council in collaboration with the Queensland School Planning Reference Committee have identified the need for 1 new primary school and 1 new secondary school within Airlie - Cannonvale between 2021 and 2031 and 1 new secondary school within Proserpine between 2021 and 2031 to meet projected growth. Presently Council in collaboration with the State Government have not identified a location for these future schools.</p> <p><i>Vegetation Protection</i> The draft Planning Scheme has several overlays and planning scheme policies that seek to preserve and enhance the natural environment to make growth as sustainable as possible. These include:</p> <ul style="list-style-type: none"> • Environmental Significance Overlay • Coastal Environment Overlay • Waterways and Wetlands Overlay <p>These overlays align with State Planning Policies and seek to preserve key habitat areas, riparian zones and coastal environments from the impacts of development. In addition to these overlays, Council is working on a Healthy Waterways Planning Scheme Policy to be implemented in the first amendment to the planning scheme that will outline run-off pollutant thresholds and Water Sensitive Urban Design strategies that developers must comply with in order to limit the amount of nutrient, heavy metal and sediment run off into streams and the Great Barrier Reef.</p> <p>Plantings along the length of Shute Harbour Road are considered outside the jurisdiction of the draft Planning Scheme, however, this submission has been forwarded to Council's Parks and Gardens Department for consideration.</p> <p><i>Rural Residential</i> The objective of the draft Planning Scheme was to create one policy framework for the whole of the region. In doing so, the draft</p> | No | No | No |

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| | | | <p>Planning Scheme takes existing elements from both the Bowen and Whitsunday Shire Planning Schemes. The proposed lot sizes for the rural residential zone are consistent with the current Bowen Shire Planning Scheme 2006 requirements.</p> <p>There are additional benefits to reducing the lots sizes and constraining additional rural residential lots to the existing rural residential zoned land. These are:</p> <ul style="list-style-type: none"> • Reduced urban sprawl, impacting on the significant environmental and agricultural areas; • Introduction of more manageable lot sizes to reduce introduction of pests; and • Offering housing diversity options for future residents. <p>It is important to note, the proposed lots sizes are a “minimum” and it is up to individual landowners to address environmental and design constraints to propose additional rural residential lots.</p> <p>Council has reduced the minimum lot size within the Rural Residential Zone (e.g. parts of Tucker Road) to 4,000m²; this will allow one house per acre. At present, Tucker Road is outside of the Local Government Infrastructure Area that delineates where Council provides trunk infrastructure such as town water and sewerage disposal.</p> | | | |
| 50 | Building Heights Decrease(Precinct B, D and E) - Airlie Beach | <p><i>Building Heights – Precinct B</i> Submitter objects to the proposed height level of 14 metres – it should stay at the current definition in the 2009 Shire Planning Scheme – the same as other similar residential buildings in similar positions in surrounding locations and topography.</p> <p><i>Building Heights - Precinct D and E</i> Submitter objects to the proposed building heights in Precinct D and E on the basis that the proposed planning scheme is not consistent with the intent of the area and increased Main Street building heights will detract from Airlie’s natural beauty, coastal resources and areas of environmental significance.</p> <p>Loss of the current village atmosphere in Airlie Beach is of concern. By this, the submitter is referring to the existing community (quality of life) and current relaxed environment (both built and natural). The increase in building heights is not consistent with “small town scale” as recommended in the Airlie Beach Local Plan Code.</p> <p>In the previous version of the Plan some recommended that maximum building height be limited to below the height of the existing tree canopy and not exceed the existing building height on surrounding allotments. Such a feature would maintain the green backdrop afforded by nearby trees and avoid overshadowing of the lagoon.</p> | <p><i>Precinct B</i> Council was mindful of the impact on residences behind Precinct B when deciding its maximum building height of 14m. It was considered that the residences on Nara Avenue, Orana St, Lamond St and Lewis St would not significantly lose their views as a result of the proposed height in Precinct B given the natural contouring of the land and up-zoning of their own properties to Low-medium residential.</p> <p>The properties on the aforementioned streets behind Precinct B slope upward at least 3m AHD (Australian Height Datum) higher than any lots within Precinct B; in most instances the slope upward is much more than 3m. In addition, all properties behind Precinct B have been up-zoned from Low Density Residential in the existing scheme to Low-medium Density Residential, increasing their development potential by increasing maximum building height in these areas from 8m to 12m in the draft Planning Scheme. In summary, Council considered the increased building height for properties behind Precinct B and the natural contouring of the land allows for concerned property owners to maintain ocean views from top levels when fully developed.</p> <p><i>Building Heights - Precinct D and E</i> It is anticipated that the proposed building heights will facilitate the renewal of Airlie Beach. Main St for example, has seen limited new buildings with the exception of the Heart Hotel in the past 20 years. Without the incentive for renewal, Airlie Beach may become stagnant, lose jobs and miss the opportunity to capitalise on tourism growth afforded by the expansion of the Whitsunday Airport and additional mainland tourist activities.</p> <p>Under the draft Planning Scheme, future developments will incorporate design elements that foster the tropical character of the town by creating active and pedestrian friendly streetscapes, attractive and articulated building facades, maintain view corridors via setbacks and podiums for buildings over 8.5m that reduce the</p> | No | No | No |

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| | | | <p>canyon effect and nullify the growth of wind tunnels.</p> <p>Please note that the draft Planning Scheme 2016 does not include an Airlie Beach Local Plan that was referenced in the submission as it was removed following the first round of public consultation. In future, Council will investigate an Airlie Beach Local Plan that will set out design elements and placemaking initiatives with the goal of better distinguishing Airlie Beach as its own unique destination.</p> <p>Submissions have offered a number of recommendations for improved building façade elements, setbacks for maximal view corridors and the need for outcomes surrounding access and pedestrian movement through the precincts. These recommendations will be considered in greater detail during the development of the future Airlie Beach Local Plan that Council seeks to include in future amendments to the planning scheme.</p> | | | |
| 51 | <p>Building Heights Increase – Airlie Beach</p> <p>Port of Airlie Local Plan</p> <p>Strategic Framework</p> <p>Reconfiguring a Lot Code</p> <p>Overlay Amendment</p> <p>Development Codes</p> <p>Other</p> | <p>Submitter requests: <i>Port of Airlie Local Plan</i></p> <ol style="list-style-type: none"> 1. The Port of Airlie (POA) is identified as a local plan area to incorporate zonings, overlays, assessment levels, criteria and definitions that recognise the POA unique character, status and development potential. Submitter identifies various points that should be included in a future Port of Airlie Local Plan: 2. (Point within submission #2) Schedule 4 of the draft planning scheme should be expanded to include The Cove, The Point and The Landing Section 242 approvals. <p><i>Strategic Framework</i></p> <ol style="list-style-type: none"> 3. (#3) Land Use Strategy 3.2.2.2 (7) should be amended to delete the word “primarily” from the first sentence, to eliminate any doubt and confusion as to the equal status of the islands and the mainland as areas for the provision of tourism development. 4. (#4) Land Use Strategy 3.2.2.2(7) should be amended to refer to high-order functions facilities being located in the Airlie Beach Town Centre or Port of Airlie areas. 5. (#5) Supports the identification of Whitsunday Coast Airport as having the potential to include international flight operations. <p><i>Reconfiguring a Lot Code</i></p> <ol style="list-style-type: none"> 6. (#12) the assignment of impact assessment to any lot reconfiguration development, specifically in the community facilities zone, is not supported, as developments of this nature generally do not have high-level strategic implications. 7. (#13) The application of impact assessment to reconfigurations within the Mixed-Use Zone, involving any lot(s) less than 800m², is not supported for various reasons, including those outlined above under Submission 12. Reconfigurations in the Mixed-Use Zone should be made code assessable, at most, irrespective of lot size. 8. (#29) The Reconfiguration of a Lot Code incorporates POs and AOs restricting the provision and number of residential lots in a subdivision that are less than 600m², which would restrict future developments such as The Cove. These provisions should be re-drafted as they defeat the purpose of the Low-medium density residential zone code and are inconsistent with the 450m² minimum lot size specified for this | <ol style="list-style-type: none"> 1. Council will consider these points and seek to work with key stakeholders such as Port of Airlie in the formation of a new Airlie Beach Local Plan to be included within the first amendment to the draft Planning Scheme. 2. Noted, Council will further investigate this request. 3. Noted, Council will further investigate this request. 4. Noted, Council will further investigate this request. 5. Noted. 6. Impact assessment is triggered for ROL applications within Community facilities, Environmental management and Recreation and open space zones as it is not the intent for these areas to be reconfigured. 7. Minimum lot size of 800m² for the Mixed Use Zone is considered most appropriate for mixed use zones throughout the region. Noted that this may not be as relevant to Airlie Beach Township, and a reduction may be considered in Airlie Beach Local Plan investigations. 8. PO3 facilitates good design outcomes by ensuring a diverse range of housing with a mixed streetscape character by preventing more than 50% of all lots being any one type and not more than four lots of a particular type located in a row. 9. PO5 facilitates good design outcomes by mitigating the creation of irregular lots that can affect the structure and connectivity of a neighbourhood. 10. Where small developments cannot comply with this outcome, they may make a contribution in accordance with the Local Government Infrastructure Plan to Council to provide adequate open space for the community. | No | No | Yes |

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| | | <p>zone.</p> <p>9. (#30) PO5 and AO5.1 is unreasonable restricting boundary realignments that do not necessarily “result in an improvement of the existing situation” by improving compliance with specified minimum lot size, and/or in matters such as access, regularity and elimination of encroachments.</p> <p>10. (#31) PO9 is unreasonable requiring development to provide parks and open space, without necessarily distinguishing between larger subdivisions that would achieve this outcome, as smaller reconfigurations would not be practically able to.</p> <p><i>Overlays</i></p> <p>11. (#20) Amend several overlay mapping errors that will unnecessarily capture and/or restrict future developments within POA.</p> <ul style="list-style-type: none"> a) POA is extensively mapped as being subject to coastal erosion, storm tide inundation and/or permanent inundation due to sea level rise. POA has been constructed to mitigate coastal hazards and signed off by RPEQ engineers and Environmental Protection Agency (EPA) b) Remove Maritime Development Area (MDA) from Lot 104 (future maritime academy site), Lot 111 (existing ferry terminal), Lot 115 (future onshore boat storage facility) (subject to agreement by the owners and operators of that facility), and Lot 116 (public boat ramp facility). MDA excludes residential, accommodation, business and entertainment uses which exist or are intended for POA. c) The Boathouse precinct is included within the Landslide Hazard overlay; however, it is not subject to any hazard. d) POA is included within infrastructure overlay delineating a buffer area to public passenger transport facilities, including transit and ferry terminals. The buffer area has no apparent purpose and is not references in the overlay code; thus should be removed to avoid confusion. e) Lot 105 and 106 are mapped as containing a buffer to major electricity infrastructure. Infrastructure is within an underground conduit and poses no amenity or safety risk to any POA lots, thus there is no need to impose a buffer area on these lots and no setbacks should be required. <p><i>Development Codes</i></p> <p>12. (#26) (#27) Industry Activities Code contains two overly onerous PO's that are impractical to achieve and thus should be included as AO's rather than PO's. These include:</p> <ul style="list-style-type: none"> a) In table 9.3.8.3.2, PO5 requiring that industrial activities provide pedestrian walkways that will be sheltered from rain and inclement weather and another PO requiring This is overly onerous and b) In table 9.3.8.3.2, PO6 requiring that industrial activities are contained in buildings that activate streets and public places <p>13. (#32) (#33) Transport and Parking Code requirements are not supported by current research, specifically;</p> <ul style="list-style-type: none"> a) Short term accommodation rates being identical | <p>11. Council will consider these overlay amendments in the first amendment package of the draft Planning Scheme. It will not be considered for immediate amendment as any minor changes at this point would trigger Council to undergo a third round of public consultation, delaying the adoption of the entire draft Planning Scheme by approximately 12 months.</p> <p>12. These performance outcomes seek to facilitate good urban design outcomes that should not be discounted because it is an industrial zone. Active and pedestrian friendly streetscapes contribute to safer environments and make active travel options more desirable.</p> <p>13. Council will review recommendations from this submission to inform future amendments to the draft Planning Scheme car parking rates set out in table 9.4.7.3.3</p> | | | |
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| | | <p>to multiple dwelling units.</p> <p>b) Rates for mixed use buildings do not take into account shared car parking and uses with differing peak periods.</p> <p>c) A bar is required to provide car parking more than double the rate of a food and drink outlet which is inaccurate given strict drink driving laws.</p> <p>d) The rates for club, hotel and nightclubs make reference to the provision of queuing areas which is not necessary.</p> <p>e) No car parking study was undertake to inform specified car parking rates.</p> <p>f) AO3.1 should be amended to acknowledge that the car parking rates specified in Table 9.4.7.3.3 can be varied to account for shared car parking in integrated or missed-use developments or precincts.</p> <p><i>Other</i></p> <p>14. (#19) The cadastral base of all zoning and overlay maps must be updated to reflect the current configuration within POA.</p> | 14. Council will update cadastre from the titles registry on zoning maps prior to adoption of the draft Planning Scheme. | | | |
| 52 | Building Heights Decrease - Airlie Beach | <p>Submitter objects the proposed building heights and the removal of the Airlie Beach Local Plan from the draft Planning Scheme 2016. Submitter favours the unique, unspoiled, low rise nature of Airlie Beach as it is now. If the town goes in the direction of the draft Planning Scheme it will become a pale shadow of so many other resort towns sacrificed for the short term expediency of high-rise, it will destroy the very thing that makes our location special. Therefore, Council should remove all height increases from the Draft Planning Scheme 2016 and revert to the height limits contained in the Whitsunday Shire Planning Scheme 2009.</p> | <p><i>Building Heights/Design Elements/Airlie Beach Local Plan Removal:</i></p> <p>It is anticipated that the proposed building heights will facilitate the renewal of Airlie Beach. Main St for example, has seen limited new buildings with the exception of the Heart Hotel in the past 20 years. Without the incentive for renewal, Airlie Beach may become stagnant, lose jobs and miss the opportunity to capitalise on tourism growth afforded by the expansion of the Whitsunday Airport and additional mainland tourist activities.</p> <p>Under the draft Planning Scheme, future developments will incorporate design elements that foster the tropical character of the town by creating active and pedestrian friendly streetscapes, attractive and articulated building facades, maintain view corridors via setbacks and podiums for buildings over 8.5m that reduce the canyon effect and nullify the growth of wind tunnels.</p> <p>In future, Council will investigate an Airlie Beach Local Plan that will set out design elements and placemaking initiatives with the goal of better distinguishing Airlie Beach as its own unique destination.</p> <p>Submissions have offered a number of recommendations for improved building façade elements, setbacks for maximal view corridors and the need for outcomes surrounding access and pedestrian movement through the precincts. These recommendations will be considered in greater detail during the development of the future Airlie Beach Local Plan that Council seeks to include in future amendments to the planning scheme.</p> | No | No | No |
| 53 | Building Heights Supported - Airlie Beach | <p>Submitter is very pleased to see that the building heights for Airlie Beach have been measured in metres and have reduced the excessive heights in the previous version. Maintaining and improving our area's character is very important.</p> <p>Submitter is also pleased that Heritage protection and expert assessment with reference to the <i>Burra Charter</i> has been incorporated into this scheme. Further measures to protect or enhance the character of our region and towns would be welcome.</p> | Noted. | No | No | No |

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| 54 | Other | Submitter objects to the sale of blocks and the blocking of gazetted road past the Eco Resort at Cape Gloucester. What is the Strategic Plan applying to this area and what is the process that the Council will adopt to police regulations that will: | <p><i>Development Application Enquiry</i> This request is a development application enquiry. There is no specific strategic plan beyond the normal zonings for the area of Cape Gloucester, Dingo Beach and Hideaway Bay.</p> <p>All enquiries regarding current and past development applications should be directed through Council's normal avenues. Please note all Applications are currently assessed with under the current Planning Scheme (being Whitsunday Shire Planning Scheme 2009) and any enquiries regarding applications should be addressed to the relevant section of Council. This has been forwarded onto the appropriate section on your behalf.</p> <p><i>Building Enquiries</i> Council has three measures for controlling development, in this case people living in sheds/temporary homes:</p> <ul style="list-style-type: none"> the Planning Scheme in the event of an application outside the normal uses of the property (eg oversize shed, natural hazards onsite), the Building Code of Australia for legal building requirements; and the Local Laws Policy, Whitsunday Regional Council Subordinate Local Law No. 1 (Administration) 2014 <p>The process for Council to be aware of people doing the incorrect thing on their land is complaint based and Council will investigate all complaints on a case by case basis.</p> <p>It must be noted if the person/s have made all the correct applications and is in accordance with the Planning Scheme, the building code and the local law, they are allowed to live in a temporary accommodation for the duration of their applicable approval/permit.</p> <p>It must be noted that Council has addressed this issue over a number of years and acknowledges it is an ongoing issue for the entire region.</p> <p><i>Humpies</i> This is outside the jurisdiction of the Planning Scheme however if a complaint is raised with Council regarding illegal structures on the foreshore and beach it will be redirected to the appropriate section to be dealt with.</p> | No | No | No |
| 55 | | <ul style="list-style-type: none"> Permit travel around that scenic route toward Sunset Beach and the Resort; Preserve the 50m buffer to the water required by State and Federal Legislation; and That will remove the obstructions to travel. | | | | |
| 56 | | | | | | |
| 57 | | <p>What are the parameters applying to the approval of this development and what is the strategic plan the council has developed that applies to this area?</p> <p>What is the Strategic Plan for policing regulations as it applies to people living in sheds?</p> <p>Is there a plan that the Council will adopt to remove humpies from the beach?</p> | | | | |
| 58 | Building Heights Decrease - (Broadwater Avenue) - Airlie Beach | <p>Submitter objects to the re-zoning of allotments bordering Shute Harbour Road, Broadwater Avenue, Summit Avenue and Mazlin Street to Low-medium density with a maximum building height of twelve (12) metres. This proposed building height will significantly degrade the character and appeal of the locality and severely impact on the vista as seen from Summit Avenue and Airlie Crescent lookout.</p> <p>This lookout is critical in providing 'free marketing' for the Whitsundays and Airlie Beach with tourists venturing to the lookout daily to see the Ocean and Main St vista. The viewpoint has been blazoned on websites, social media sites, emails, photo albums and marketing material across the globe, and may potentially be blocked by the construction of a twelve (12) metre building in the parcels between Broadwater Avenue and Shute Harbour Road.</p> | <p>The subject lots were re-zoned to reflect an approved development application. The Submission Analysis Report does not comment on approved development applications as they have already been assessed for impacts.</p> <p>The lookout is outside the scope of the draft planning scheme.</p> | No | No | No |
| 59 | Other | Submitter owns a waste removal business, however, has been unable to take his business to the next level by employing new | The subject lot is not suitable to be re-zoned medium impact industry. Council will investigate the availability of industrial land to | No | No | No |

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| | | people and securing a property in the correct zone. Wishes to re-zone existing property at Lot 6 RP749206 to medium impact industry to lawfully operate a Waste Removal Business. | ensure that adequate land is available within the region for the purposes of a Waste Removal Business and if necessary re-zone further industrial land as part of the first amendment to the draft Planning Scheme. | | | |
| 60 | Building Heights Decrease - Airlie Beach | Submitter believes that four storeys should be the maximum building height within Airlie Beach, particularly now the risk of earthquakes is higher. | <p><i>Building Heights/Design Elements</i></p> <p>It is anticipated that the proposed building heights will facilitate the renewal of Airlie Beach. Main St for example, has seen limited new buildings with the exception of the Heart Hotel in the past 20 years. Without the incentive for renewal, Airlie Beach may become stagnant, lose jobs and miss the opportunity to capitalise on tourism growth afforded by the expansion of the Whitsunday Airport and additional mainland tourist activities.</p> <p>Under the draft Planning Scheme, future developments will incorporate design elements that foster the tropical character of the town by creating active and pedestrian friendly streetscapes, attractive and articulated building facades, maintain view corridors via setbacks and podiums for buildings over 8.5m that reduce the canyon effect and nullify the growth of wind tunnels.</p> <p>In future, Council will investigate an Airlie Beach Local Plan that will set out design elements and placemaking initiatives with the goal of better distinguishing Airlie Beach as its own unique destination.</p> <p>Submissions have offered a number of recommendations for improved building façade elements, setbacks for maximal view corridors and the need for outcomes surrounding access and pedestrian movement through the precincts. These recommendations will be considered in greater detail during the development of the future Airlie Beach Local Plan that Council seeks to include in future amendments to the planning scheme.</p> | No | No | No |
| 61 | Building Heights Increase (Precinct F) – Airlie Beach | Submitter objects to the reduction in building heights within Precinct F and wishes that Council increase the proposed height to 42m in this Precinct. | Noted. | No | No | No |
| 62 | Building Heights Decrease - Airlie Beach Design Elements - Airlie Beach Removal of Airlie Beach Local Plan Residential Minimum Lot Size Zone Code Outcomes Population Growth and Density Other | <p><i>Building Heights:</i></p> <p>Submitter opposes the proposed building heights and states that the draft Planning Scheme does not preserve the characteristics, landscape features and views within Airlie Beach. Also requests that building heights are portrayed in both storeys and metres within the draft Planning Scheme.</p> <p><i>Design Elements:</i></p> <p>Submitter is also concerned with the lack of detail guiding design outcomes, setbacks and access and movement within Airlie Beach. Considers that the draft Planning Scheme fails to protect the liveability of Main St with a lack of provisions activating both foreshore and Main St; lack of setbacks to provide visual privacy and view corridors; lack of pedestrian movement outcomes; and inadequate building articulation outcomes that allow too much of a façade to be unarticulated. Also requests that the terms ‘village atmosphere’ and ‘small town scale’ are included within acceptable outcomes of the Airlie Beach Local Plan.</p> <p><i>Removal of Airlie Beach Local Plan:</i></p> <p>Objects to the removal of the Airlie Beach Local Plan and key outcomes included such as:</p> <ul style="list-style-type: none"> “the maximum vertical elevation of building is 15m after which the façade is to be further setback 2.5m” “Cross block pedestrian arcades having a minimum width of 3m are provided on sites with frontages greater than | <p><i>Building Heights/Design Elements/Airlie Beach Local Plan Removal:</i></p> <p>It is anticipated that the proposed building heights will facilitate the renewal of Airlie Beach. Main St for example, has seen limited new buildings with the exception of the Heart Hotel in the past 20 years. Without the incentive for renewal, Airlie Beach may become stagnant, lose jobs and miss the opportunity to capitalise on tourism growth afforded by the expansion of the Whitsunday Airport and additional mainland tourist activities.</p> <p>Under the draft Planning Scheme, future developments will incorporate design elements that foster the tropical character of the town by creating active and pedestrian friendly streetscapes, attractive and articulated building facades, maintain view corridors via setbacks and podiums for buildings over 8.5m that reduce the canyon effect and nullify the growth of wind tunnels.</p> <p>Council considers that specifying storeys and metres is too restrictive where buildings of specific uses/types may require smaller or larger storey heights. Ultimately, specifying both storeys and metres will not change the visual impact of a development as the height of the building doesn’t change whether it has four storeys or five storeys within an 18m height limit.</p> <p>The Airlie Beach Local Plan was removed not in response to submissions but as a result of further analysis into the plan which</p> | No | No | No |

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| | | <p>30m.”</p> <p><i>Zone Code Outcomes:</i> Recommends that the Mixed use zone code and District Centre Zone Code include the following overall outcome: “development sensitively responds to scenic values and landscape character elements, particularly prominent ridgelines, foreshores, coastal landforms, significant landmarks, prominent stands of vegetation and rural and coastal views and vistas.”</p> <p>Recommends District Centre Zone 6.2.2.2 (f) is reworded from: unless otherwise specified in a local plan code or Table 6.2.2.2.1 (Maximum building heights in District centre zone), development has a low to medium rise built form that is compatible with the intended scale and character of the streetscape and surrounding area, with a maximum building height of 12.0m above ground level; Reworded to: “development has a low to medium rise built form that is compatible with the intended scale and character of the streetscape and surrounding area, with a maximum building height of 12.0m above ground level unless otherwise specified in a local plan code or Table 6.2.2.2.1 (Maximum building heights in District centre zone);” .</p> <p><i>Population Growth and Density</i> Submitter objects to the re-zoning of residential areas to increase population density. Also rejects that the proposed increases in density fails to enhance the natural environment or conform to the Airlie Beach Structure Plan 2014 that states: “Building heights are not seen to improve return on costs, in the market conditions of Airlie Beach. As such it is not considered a driver for development profit, and in fact scenarios that vary only height are seen to perform worse. This is attributed to additional cost of construction and car parking.”</p> <p><i>Residential Minimum Lot Size</i> Objects to the minimum lot size in residential zone changing from 600m² within the existing scheme to 400m² and 450m² in the draft Planning Scheme. (N.B minimum lot size stated by submitter is incorrect)</p> <p><i>Other</i> Objects to mapping being updated as an administrative amendment prior to being sent to the Minister.</p> <p>Objects to the draft Planning Scheme advancing the outcomes of the Mackay Whitsunday Isaac Regional Plan</p> <p>Objects to several items within the Submission Analysis Report 2015.</p> <p>Objects to the Norling Hotel Feasibility Study.</p> | <p>revealed many of the performance and acceptable outcomes were duplicated in other areas of the draft Planning Scheme. In future, Council will investigate an Airlie Beach Local Plan that will set out design elements and placemaking initiatives with the goal of better distinguishing Airlie Beach as its own unique destination.</p> <p>Submissions have offered a number of recommendations for improved building façade elements, setbacks for maximal view corridors and the need for outcomes surrounding access and pedestrian movement through the precincts. These recommendations will be considered in greater detail during the development of the future Airlie Beach Local Plan that Council seeks to include in future amendments to the planning scheme.</p> <p><i>Zone Code Outcomes:</i> With regard to an overall outcome addressing preserving areas of high scenic amenity, Council is presently undertaking a study to map areas of high landscape value as an additional overlay in the draft Planning Scheme to ensure that development occurs in a manner that preserves prominent and attractive views throughout the region.</p> <p>It is considered that the proposed re-wording in 6.2.2.2 translates to the same policy outcome as what is stated in the draft Planning Scheme at present</p> <p><i>Population Growth and Density:</i> Proposed densities within the draft Planning Scheme are significantly lower than what was proposed by the Airlie Beach Structure Plan 2014. The Structure Plan suggested building heights that informed the 2015 draft Planning Scheme Public Consultation that were opposed and subsequently amended.</p> <p>Whilst the Structure Plan states, ‘building heights are not seen to improve return on costs’, it also states that ‘building heights may inspire existing land owners to develop and renew old sites where a sudden increase in potential could catalyse interest.’</p> <p>The outcomes of the proposed building heights seek to not only afford a boost in local employment, renew an aging town centre but also increase density to create a more energy efficient and walkable centre which is considered more sustainable planning than the alternative of urban sprawl, which results in inefficient expensive infrastructure and a greater environmental impact.</p> <p><i>Residential Minimum Lot Size</i> Minimum lot size within the Low-medium residential zone, that is the equivalent to the Multiple Dwelling zone of the existing scheme, has reduced from 600m² (multiple dwelling zone) to 450m² (low medium zone) in the draft Planning Scheme. Note that only single dwellings can be constructed on this minimum lot size with dual occupancies and multi-unit dwellings only code assessable on lots that have a minimum area of 800m² within the Low-medium zone. Minimum lot size of 450m² in the Low-medium Zone is consistent with Planning Schemes throughout Queensland and in place to reduce urban sprawl.</p> <p><i>Other</i> Council is permitted to make administrative amendments to reflect updated cadastre maps as it is not considered as a policy change,</p> | | | |
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| | | | <p>which would result in the need to re-consult with the community under state legislation Making and Amending a Local Planning Instrument (MALPI).</p> <p>The proposed planning scheme has undertaken a State Interest Review where the Minister of Planning, supported by the Department of Infrastructure, Local Government and Planning considers State Interests. As a result of the review the Minister was satisfied the relevant State interests have been integrated, and Council may consult on this version of the proposed planning scheme.</p> <p>Points regarding the Norling Hotel Feasibility Study are outside the jurisdiction of the draft Planning Scheme 2016.</p> | | | |
| 63 | Bowen Boat Harbour | The submitter commends Council on listening to submitters in the 2016 consultation period and creating new Mixed Use areas within the Bowen Boat Harbour that is largely zoned Waterfront Marine Industry. The submitter requests more flexibility within the Bowen Boat Harbour with regard to building accommodation, entertainment and small business activities that are presently impact assessable within the Waterfront Marine Industry Zoning. Submitter suggests that Council develop a local area plan to overlay the Harbour to ensure that it can be developed in a manner that mitigates the impacts of incompatible uses whilst maximising its opportunity to include tourism activities as well as existing marine industry. | Council is presently in the investigation phase of a proposed Bowen Local Plan to understand the constraints and opportunities present within the Bowen Boat Harbour, foreshore and Herbert Street. It is the aim of Council to prepare the Bowen Local Plan for the first amendment of the draft Planning Scheme to provide greater certainty and facilitate investment within the Bowen CBD and the Bowen Boat Harbour. | No | No | Yes |
| 64 | Zoning Amendment | Submitter requests the rezoning of Lot 4 RP741865 from Low Density Residential to Low-medium Density Residential. | The surrounding area and character of this neighbourhood is low density. Council does not support the proposed change in zoning. | No | No | No |
| 65 | Building Heights Decrease - Airlie Beach | <p>Building Heights: Submitter opposes the proposed building heights and states that the draft Planning Scheme does not preserve the characteristics, landscape features and views within Airlie Beach. Also requests that building heights are portrayed in both storeys and metres within the draft Planning Scheme.</p> <p>Design Elements: Submitter is also concerned with the lack of detail guiding design outcomes, setbacks and access and movement within Airlie Beach. Considers that the draft Planning Scheme fails to protect the liveability of Main St with a lack of provisions activating both foreshore and Main St; lack of setbacks to provide visual privacy and view corridors; lack of pedestrian movement outcomes; and inadequate building articulation outcomes that allow too much of a façade to be unarticulated. Also requests that the terms 'village atmosphere' and 'small town scale' are included within acceptable outcomes of the Airlie Beach Local Plan.</p> <p>Removal of Airlie Beach Local Plan: Objects to the removal of the Airlie Beach Local Plan and key outcomes included such as:</p> <ul style="list-style-type: none"> “the maximum vertical elevation of building is 15m after which the façade is to be further setback 2.5m” “Cross block pedestrian arcades having a minimum width of 3m are provided on sites with frontages greater than 30m.” <p>Zone Code Outcomes: Recommends that the Mixed use zone code and District Centre Zone Code include the following overall outcome: “development sensitively responds to scenic values and</p> | <p>Building Heights/Design Elements/Airlie Beach Local Plan Removal: It is anticipated that the proposed building heights will facilitate the renewal of Airlie Beach. Main St for example, has seen limited new buildings with the exception of the Heart Hotel in the past 20 years. Without the incentive for renewal, Airlie Beach may become stagnant, lose jobs and miss the opportunity to capitalise on tourism growth afforded by the expansion of the Whitsunday Airport and additional mainland tourist activities.</p> <p>Under the draft Planning Scheme, future developments will incorporate design elements that foster the tropical character of the town by creating active and pedestrian friendly streetscapes, attractive and articulated building facades, maintain view corridors via setbacks and podiums for buildings over 8.5m that reduce the canyon effect and nullify the growth of wind tunnels.</p> <p>Council considers that specifying storeys and metres is too restrictive where buildings of specific uses/types may require smaller or larger storey heights. Ultimately, specifying both storeys and metres will not change the visual impact of a development as the height of the building doesn't change whether it has four storeys or five storeys within an 18m height limit.</p> <p>The Airlie Beach Local Plan was removed not in response to submissions but as a result of further analysis into the plan which revealed many of the performance and acceptable outcomes were duplicated in other areas of the draft Planning Scheme. In future, Council will investigate an Airlie Beach Local Plan that will set out design elements and placemaking initiatives with the goal of better distinguishing Airlie Beach as its own unique destination.</p> | No | No | No |
| 66 | Design Elements - Airlie Beach | | | | | |
| 67 | Removal of Airlie Beach Local Plan | | | | | |
| 68 | Residential Minimum Lot Size | | | | | |
| 69 | Zone Code Outcomes | | | | | |
| 70 | Population Growth and Density | | | | | |
| 71 | Other | | | | | |
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| | | <p>landscape character elements, particularly prominent ridgelines, foreshores, coastal landforms, significant landmarks, prominent stands of vegetation and rural and coastal views and vistas.”</p> <p>Recommends District Centre Zone 6.2.2.2 (f) is reworded from: unless otherwise specified in a local plan code or Table 6.2.2.2.1 (Maximum building heights in District centre zone), development has a low to medium rise built form that is compatible with the intended scale and character of the streetscape and surrounding area, with a maximum building height of 12.0m above ground level;</p> <p>Reworded to: “development has a low to medium rise built form that is compatible with the intended scale and character of the streetscape and surrounding area, with a maximum building height of 12.0m above ground level unless otherwise specified in a local plan code or Table 6.2.2.2.1 (Maximum building heights in District centre zone).”</p> <p><i>Population Growth and Density</i> Submitter objects to the re-zoning of residential areas to increase population density. Also rejects that the proposed increases in density fails to enhance the natural environment or conform to the Airlie Beach Structure Plan 2014 that states: “Building heights are not seen to improve return on costs, in the market conditions of Airlie Beach. As such it is not considered a driver for development profit, and in fact scenarios that vary only height are seen to perform worse. This is attributed to additional cost of construction and car parking.”</p> <p><i>Residential Minimum Lot Size</i> Objects to the minimum lot size in residential zone changing from 600m² within the existing scheme to 400m² and 450m² in the draft Planning Scheme. (N.B minimum lot size stated by submitter is incorrect)</p> <p><i>Other</i> Objects to mapping being updated as an administrative amendment prior to being sent to the Minister.</p> <p>Objects to the draft Planning Scheme advancing the outcomes of the Mackay Whitsunday Isaac Regional Plan</p> <p>Objects to several items within the Submission Analysis Report 2015.</p> <p>Objects to the Norling Hotel Feasibility Study.</p> | <p>Submissions have offered a number of recommendations for improved building façade elements, setbacks for maximal view corridors and the need for outcomes surrounding access and pedestrian movement through the precincts. These recommendations will be considered in greater detail during the development of the future Airlie Beach Local Plan that Council seeks to include in future amendments to the planning scheme.</p> <p><i>Zone Code Outcomes:</i> With regard to an overall outcome addressing preserving areas of high scenic amenity, Council is presently undertaking a study to map areas of high landscape value as an additional overlay in the draft Planning Scheme to ensure that development occurs in a manner that preserves prominent and attractive views throughout the region.</p> <p>It is considered that the proposed re-wording in 6.2.2.2 translates to the same policy outcome as what is stated in the draft Planning Scheme at present</p> <p><i>Population Growth and Density:</i> Proposed densities within the draft Planning Scheme are significantly lower than what was proposed by the Airlie Beach Structure Plan 2014. The Structure Plan suggested building heights that informed the 2015 draft Planning Scheme Public Consultation that were opposed and subsequently amended.</p> <p>Whilst the Structure Plan states, ‘building heights are not seen to improve return on costs’, it also states that ‘building heights may inspire existing land owners to develop and renew old sites where a sudden increase in potential could catalyse interest.’</p> <p>The outcomes of the proposed building heights seek to not only afford a boost in local employment, renew an aging town centre but also increase density to create a more energy efficient and walkable centre which is considered more sustainable planning than the alternative of urban sprawl, which results in inefficient expensive infrastructure and a greater environmental impact.</p> <p><i>Residential Minimum Lot Size</i> Minimum lot size within the Low-medium residential zone, that is the equivalent to the Multiple Dwelling zone of the existing scheme, has reduced from 600m² (multiple dwelling zone) to 450m² (low medium zone) in the draft Planning Scheme. Note that only single dwellings can be constructed on this minimum lot size with dual occupancies and multi-unit dwellings only code assessable on lots that have a minimum area of 800m² within the Low-medium zone. Minimum lot size of 450m² in the Low-medium Zone is consistent with Planning Schemes throughout Queensland and in place to reduce urban sprawl.</p> <p><i>Other</i> Council is permitted to make administrative amendments to reflect updated cadastre maps as it is not considered as a policy change, which would result in the need to re-consult with the community under state legislation Making and Amending a Local Planning Instrument (MALPI).</p> <p>The proposed planning scheme has undertaken a State Interest Review where the Minister of Planning, supported by the</p> | | | |
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| | | | <p>Department of Infrastructure, Local Government and Planning considers State Interests. As a result of the review, the Minister was satisfied the relevant State interests have been integrated, and Council may consult on this version of the draft Planning Scheme.</p> <p>Points regarding the Norling Hotel Feasibility Study are outside the jurisdiction of the draft Planning Scheme 2016.</p> | | | |
| 73 | Building Heights Decrease - Airlie Beach | <p>Submitter objects to the proposed building height increases and requests that the draft Planning Scheme return to three, four and five storey limits that have served the area well in the past. Submitter states that Airlie Beach has a unique selling point in its village atmosphere, natural beauty, unspoilt environment and low rise development. High rise development would significantly impact the town's unique characteristics that are its main selling point for tourists.</p> <p>Submitter rejects the Norling Hotel Demand Study and Airlie Beach Structure Plan assumptions that informed proposed building heights that were rejected in the 2015 consultation. However, does note that the Structure Plan states: "Building heights are not seen to improve return on costs, in the market conditions of Airlie Beach. As such it is not considered a driver for development profit, and in fact scenarios that vary only height are seen to perform worse. This is attributed to additional cost of construction and car parking".</p> <p>Submitter states that the proposed heights lack justification or evidence supporting them and strongly rejects the argument that the proposed heights will address Airlie Beach's economic challenges.</p> | <p><i>Building Heights/Design Elements/Airlie Beach Local Plan Removal:</i></p> <p>It is anticipated that the proposed building heights will facilitate the renewal of Airlie Beach. Main St for example, has seen limited new buildings with the exception of the Heart Hotel in the past 20 years. Without the incentive for renewal, Airlie Beach may become stagnant, lose jobs and miss the opportunity to capitalise on tourism growth afforded by the expansion of the Whitsunday Airport and additional mainland tourist activities.</p> <p>Under the draft Planning Scheme, future developments will incorporate design elements that foster the tropical character of the town by creating active and pedestrian friendly streetscapes, attractive and articulated building facades, maintain view corridors via setbacks and podiums for buildings over 8.5m that reduce the canyon effect and nullify the growth of wind tunnels.</p> <p>In future, Council will investigate an Airlie Beach Local Plan that will set out design elements and placemaking initiatives with the goal of better distinguishing Airlie Beach as its own unique destination.</p> <p>Submissions have offered a number of recommendations for improved building façade elements, setbacks for maximal view corridors and the need for outcomes surrounding access and pedestrian movement through the precincts. These recommendations will be considered in greater detail during the development of the future Airlie Beach Local Plan that Council seeks to include in future amendments to the planning scheme.</p> <p>Whilst the Structure Plan states, 'building heights are not seen to improve return on costs', it also states that 'building heights may inspire existing land owners to develop and renew old sites where a sudden increase in potential could catalyse interest.'</p> <p>The outcomes of the proposed building heights seek to not only afford a boost in local employment, renew an aging town centre but also increase density to create a more energy efficient and walkable centre which is considered more sustainable planning than the alternative of urban sprawl, which results in inefficient expensive infrastructure and a greater environmental impact.</p> <p>The Norling Hotel Study is outside the jurisdiction of the draft Planning Scheme.</p> | No | No | No |
| 74 | Building Heights Supported – Airlie Beach | <p>The submitter accepts the draft Planning Scheme and the policies within that will support growth in the Whitsunday region for the next 20 years. The submitter acknowledges the need to balance the wishes of the community in accommodating expected growth whilst maintaining the natural ambience and visual appeal of the region. The submitter supports:</p> <ul style="list-style-type: none"> • Additional residential areas in the Cannon Valley precinct; • Proposed building heights that seek to facilitate the development of hotel rooms in the Airlie CBD, rather than replicate the existing strata title apartment model. | Noted. | No | No | No |

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| | | <ul style="list-style-type: none"> Supports the development of a major high rise hotel within the Port of Airlie as long as it is designed, sited and orientated to minimise visual impact to existing accommodation. | | | | |
| 75 | Building Heights Decrease - Airlie Beach | <p>The submitter objects to the proposed building heights as the low rise scale of development, and natural beauty of Airlie Beach is its major attraction that should be promoted. With growth and development there may or may not be a need for increased heights in the Airlie Beach town centre. However, without a supporting VISION of how the features will be maintained, there should not be any height increase at the moment. It is more important to protect the assets that we know are irreplaceable, the human capacity of the community, the unique tourism assets, the quality of life, agricultural capacity etc and be flexible to adapt to changes and be realistic about the geography, capacity and limitations of the area.</p> <p>Submitter rejects the proposed increases in density given the lack of justification from the Urban Growth Study and Airlie Beach Structure Plan 2014 that states: “Building heights are not seen to improve return on costs, in the market conditions of Airlie Beach. As such it is not considered a driver for development profit, and in fact scenarios that vary only height are seen to perform worse. This is attributed to additional cost of construction and car parking.”</p> | <p><i>Building Heights/Design Elements/Airlie Beach Local Plan Removal:</i></p> <p>It is anticipated that the proposed building heights will facilitate the renewal of Airlie Beach. Main St for example, has seen limited new buildings with the exception of the Heart Hotel in the past 20 years. Without the incentive for renewal, Airlie Beach may become stagnant, lose jobs and miss the opportunity to capitalise on tourism growth afforded by the expansion of the Whitsunday Airport and additional mainland tourist activities.</p> <p>Under the draft Planning Scheme, future developments will incorporate design elements that foster the tropical character of the town by creating active and pedestrian friendly streetscapes, attractive and articulated building facades, maintain view corridors via setbacks and podiums for buildings over 8.5m that reduce the canyon effect and nullify the growth of wind tunnels.</p> <p>In future, Council will investigate an Airlie Beach Local Plan that will set out design elements and placemaking initiatives with the goal of better distinguishing Airlie Beach as its own unique destination.</p> <p>Submissions have offered a number of recommendations for improved building façade elements, setbacks for maximal view corridors and the need for outcomes surrounding access and pedestrian movement through the precincts. These recommendations will be considered in greater detail during the development of the future Airlie Beach Local Plan that Council seeks to include in future amendments to the planning scheme.</p> <p>Whilst the Structure Plan states, ‘building heights are not seen to improve return on costs’, it also states that ‘building heights may inspire existing land owners to develop and renew old sites where a sudden increase in potential could catalyse interest.’</p> <p>The outcomes of the proposed building heights seek to not only afford a boost in local employment, renew an aging town centre but also increase density to create a more energy efficient and walkable centre which is considered more sustainable planning than the alternative of urban sprawl, which results in inefficient expensive infrastructure and a greater environmental impact.</p> | No | No | No |

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| 76 | <p>Building Heights Decrease - Airlie Beach</p> <p>Design Elements - Airlie Beach</p> <p>Removal of Airlie Beach Local Plan</p> <p>Residential Minimum Lot Size</p> <p>Zone Code Outcomes</p> <p>Population Growth and Density</p> <p>Other</p> | <p><i>Building Heights:</i> Submitter opposes the proposed building heights and states that the draft Planning Scheme does not preserve the characteristics, landscape features and views within Airlie Beach. Also requests that building heights are portrayed in both storeys and metres within the draft Planning Scheme.</p> <p><i>Design Elements:</i> Submitter is also concerned with the lack of detail guiding design outcomes, setbacks and access and movement within Airlie Beach. Considers that the draft Planning Scheme fails to protect the liveability of Main St with a lack of provisions activating both foreshore and Main St; lack of setbacks to provide visual privacy and view corridors; lack of pedestrian movement outcomes; and inadequate building articulation outcomes that allow too much of a façade to be unarticulated. Also requests that the terms ‘village atmosphere’ and ‘small town scale’ are included within acceptable outcomes of the Airlie Beach Local Plan.</p> <p><i>Removal of Airlie Beach Local Plan:</i> Objects to the removal of the Airlie Beach Local Plan and key outcomes included such as:</p> <ul style="list-style-type: none"> “the maximum vertical elevation of a building is 15m after which the façade is to be further setback 2.5m” “Cross block pedestrian arcades having a minimum width of 3m are provided on sites with frontages greater than 30m.” <p><i>Zone Code Outcomes:</i> Recommends that the Mixed use zone code and District Centre Zone Code include the following overall outcome: “development sensitively responds to scenic values and landscape character elements, particularly prominent ridgelines, foreshores, coastal landforms, significant landmarks, prominent stands of vegetation and rural and coastal views and vistas.”</p> <p>Recommends District Centre Zone 6.2.2.2 (f) is reworded from: unless otherwise specified in a local plan code or Table 6.2.2.2.1 (Maximum building heights in District centre zone), development has a low to medium rise built form that is compatible with the intended scale and character of the streetscape and surrounding area, with a maximum building height of 12.0m above ground level; Reworded to: “development has a low to medium rise built form that is compatible with the intended scale and character of the streetscape and surrounding area, with a maximum building height of 12.0m above ground level unless otherwise specified in a local plan code or Table 6.2.2.2.1 (Maximum building heights in District centre zone);”</p> <p><i>Population Growth and Density</i> Submitter objects to the re-zoning of residential areas to increase population density. Also rejects that the proposed increases in density fails to enhance the natural environment or conform to the Airlie Beach Structure Plan 2014 that states: “Building heights are not seen to improve return on costs, in the market conditions of Airlie Beach. As such it is not considered a driver for development profit, and in fact scenarios that vary only height are seen to perform worse. This is attributed to additional</p> | <p><i>Building Heights/Design Elements/Airlie Beach Local Plan Removal:</i> It is anticipated that the proposed building heights will facilitate the renewal of Airlie Beach. Main St for example, has seen limited new buildings with the exception of the Heart Hotel in the past 20 years. Without the incentive for renewal, Airlie Beach may become stagnant, lose jobs and miss the opportunity to capitalise on tourism growth afforded by the expansion of the Whitsunday Airport and additional mainland tourist activities.</p> <p>Under the draft Planning Scheme, future developments will incorporate design elements that foster the tropical character of the town by creating active and pedestrian friendly streetscapes, attractive and articulated building facades, maintain view corridors via setbacks and podiums for buildings over 8.5m that reduce the canyon effect and nullify the growth of wind tunnels.</p> <p>Council considers that specifying storeys and metres is too restrictive where buildings of specific uses/types may require smaller or larger storey heights. Ultimately, specifying both storeys and metres will not change the visual impact of a development as the height of the building doesn’t change whether it has four storeys or five storeys within an 18m height limit.</p> <p>The Airlie Beach Local Plan was removed not in response to submissions but as a result of further analysis into the plan which revealed many of the performance and acceptable outcomes were duplicated in other areas of the draft Planning Scheme. In future, Council will investigate an Airlie Beach Local Plan that will set out design elements and placemaking initiatives with the goal of better distinguishing Airlie Beach as its own unique destination.</p> <p>Submissions have offered a number of recommendations for improved building façade elements, setbacks for maximal view corridors and the need for outcomes surrounding access and pedestrian movement through the precincts. These recommendations will be considered in greater detail during the development of the future Airlie Beach Local Plan that Council seeks to include in future amendments to the planning scheme.</p> <p><i>Zone Code Outcomes:</i> With regard to an overall outcome addressing preserving areas of high scenic amenity, Council is presently undertaking a study to map areas of high landscape value as an additional overlay in the draft Planning Scheme to ensure that development occurs in a manner that preserves prominent and attractive views throughout the region.</p> <p>It is considered that the proposed re-wording in 6.2.2.2 translates to the same policy outcome as what is stated in the draft Planning Scheme at present</p> <p><i>Population Growth and Density:</i> Proposed densities within the draft Planning Scheme are significantly lower than what was proposed by the Airlie Beach Structure Plan 2014. The Structure Plan suggested building heights that informed the 2015 draft Planning Scheme Public Consultation that were opposed and subsequently amended.</p> <p>Whilst the Structure Plan states, ‘building heights are not seen to</p> | No | No | No |
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| | | <p>cost of construction and car parking.”</p> <p><i>Residential Minimum Lot Size</i> Objects to the minimum lot size in residential zone changing from 600m² within the existing scheme to 400m² and 450m² in the draft Planning Scheme. (N.B minimum lot size stated by submitter is incorrect)</p> <p><i>Other</i> Objects to mapping being updated as an administrative amendment prior to being sent to the Minister.</p> <p>Objects to the draft Planning Scheme advancing the outcomes of the Mackay Whitsunday Isaac Regional Plan</p> <p>Objects to several items within the Submission Analysis Report 2015.</p> <p>Objects to the Norling Hotel Feasibility Study.</p> | <p>improve return on costs’, it also states that ‘building heights may inspire existing land owners to develop and renew old sites where a sudden increase in potential could catalyse interest.’</p> <p>The outcomes of the proposed building heights seek to not only afford a boost in local employment, renew an aging town centre but also increase density to create a more energy efficient and walkable centre which is considered more sustainable planning than the alternative of urban sprawl, which results in inefficient expensive infrastructure and a greater environmental impact.</p> <p><i>Residential Minimum Lot Size</i> Minimum lot size within the Low-medium residential zone, that is the equivalent to the Multiple Dwelling zone of the existing scheme, has reduced from 600m² (multiple dwelling zone) to 450m² (low medium zone) in the draft Planning Scheme. Note that only single dwellings can be constructed on this minimum lot size with dual occupancies and multi-unit dwellings only code assessable on lots that have a minimum area of 800m² within the Low-medium zone. Minimum lot size of 450m² in the Low-medium Zone is consistent with Planning Schemes throughout Queensland and in place to reduce urban sprawl.</p> <p><i>Other</i> Council is permitted to make administrative amendments to reflect updated cadastre maps as it is not considered as a policy change, which would result in the need to re-consult with the community under state legislation Making and Amending a Local Planning Instrument (MALPI).</p> <p>The proposed planning scheme has undertaken a State Interest Review where the Minister of Planning, supported by the Department of Infrastructure, Local Government and Planning considers State Interests. As a result of the review the Minister was satisfied the relevant State interests have been integrated, and Council may consult on this version of the proposed planning scheme.</p> <p>The Norling Hotel Feasibility Study is outside the jurisdiction of the draft Planning Scheme 2016.</p> | | | |
| 77 | Other | <p>Submitter requests the upgrade in capacity of Kings Beach car park to accommodate RV's and caravans from 6am to 6pm and enhanced signage to communicate the best caravan parks to stay in at Bowen, Collinsville, Proserpine and Airlie Beach. Furthermore, the Bowen showground should be re-opened for RV and caravans during the peak grey nomad season from the last week of July to the first week of September.</p> | <p>While this is not directly under the jurisdiction of the planning scheme these recommendations will be taken into consideration during future planning and economic development strategies for Bowen.</p> | No | No | No |
| 78 | Other | <p>Recommends that Council re-instate the old tourist shed within Collinsville that formed a key meeting point for grey nomads, CMCA and big rigs whilst also displaying a variety of advertisements for local businesses. Submitter requests that Council re-build the shed for the aforementioned reasons and the fact that it helps to promote Collinsville.</p> | <p>While this is not directly under the jurisdiction of the planning scheme these recommendations will be taken into consideration during future planning and economic development strategies for Collinsville.</p> | No | No | No |

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| 79 | Building Heights Decrease (Precinct C and B) - Airlie Beach | Submitter objects to the proposed building heights within Precinct C and B as it will block their views from Nara Avenue and decrease the value of the land. Already, their property is being affected by the increase in noise from Waterson Way and the proposed heights impeding their views will result in an even larger impact on the price of the property. | <p><i>Precinct B</i> Council was mindful of the impact on residences behind Precinct B when deciding its maximum building height of 14m. It was considered that the residences on Nara Avenue, Orana St, Lamond St and Lewis St would not significantly lose their views as a result of the proposed height in Precinct B given the natural contouring of the land and up-zoning of their own properties to Low-medium residential.</p> <p>The properties on the aforementioned streets behind Precinct B slope upward at least 3m AHD (Australian Height Datum) higher than any lots within Precinct B; in most instances the slope upward is much more than 3m. In addition, all properties behind Precinct B have been up-zoned from Low Density Residential in the existing scheme to Low-medium Density Residential, increasing their development potential by increasing maximum building height in these areas from 8m to 12m in the draft Planning Scheme. In summary, Council considered the increased building height for properties behind Precinct B and the natural contouring of the land allows for concerned property owners to maintain ocean views from top levels when fully developed.</p> <p><i>Precinct C Building Heights/Design Elements</i> It is anticipated that the proposed building heights will facilitate the renewal of Airlie Beach. Main St for example, has seen limited new buildings with the exception of the Heart Hotel in the past 20 years. Without the incentive for renewal, Airlie Beach may become stagnant, lose jobs and miss the opportunity to capitalise on tourism growth afforded by the expansion of the Whitsunday Airport and additional mainland tourist activities.</p> <p>Under the draft Planning Scheme, future developments will incorporate design elements that foster the tropical character of the town by creating active and pedestrian friendly streetscapes, attractive and articulated building facades, maintain view corridors via setbacks and podiums for buildings over 8.5m that reduce the canyon effect and nullify the growth of wind tunnels.</p> <p>In future, Council will investigate an Airlie Beach Local Plan that will set out design elements and placemaking initiatives with the goal of better distinguishing Airlie Beach as its own unique destination.</p> <p>Submissions have offered a number of recommendations for improved building façade elements, setbacks for maximal view corridors and the need for outcomes surrounding access and pedestrian movement through the precincts. These recommendations will be considered in greater detail during the development of the future Airlie Beach Local Plan that Council seeks to include in future amendments to the planning scheme.</p> | No | No | No |
| 80 | | | | | | |
| 81 | Other | Submitter references and supports community published document, "a Developers Dream Going Wrong", regarding liveable sheds, maintenance and rubbish within Hideaway Bay. | The nature of submission is considered to be outside the jurisdiction of the draft Planning Scheme, however any maintenance issues reported to Council will be directed to the appropriate section for action | No | No | No |

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| 82 | Building Heights Decrease - Airlie Beach | Submitter objects to the proposed increase in building heights within Airlie Beach and does not want the town to look like the Gold Coast. | <p><i>Building Heights/Design Elements</i></p> <p>It is anticipated that the proposed building heights will facilitate the renewal of Airlie Beach. Main St for example, has seen limited new buildings with the exception of the Heart Hotel in the past 20 years. Without the incentive for renewal, Airlie Beach may become stagnant, lose jobs and miss the opportunity to capitalise on tourism growth afforded by the expansion of the Whitsunday Airport and additional mainland tourist activities.</p> <p>Under the draft Planning Scheme, future developments will incorporate design elements that foster the tropical character of the town by creating active and pedestrian friendly streetscapes, attractive and articulated building facades, maintain view corridors via setbacks and podiums for buildings over 8.5m that reduce the canyon effect and nullify the growth of wind tunnels.</p> <p>In future, Council will investigate an Airlie Beach Local Plan that will set out design elements and placemaking initiatives with the goal of better distinguishing Airlie Beach as its own unique destination.</p> <p>Submissions have offered a number of recommendations for improved building façade elements, setbacks for maximal view corridors and the need for outcomes surrounding access and pedestrian movement through the precincts. These recommendations will be considered in greater detail during the development of the future Airlie Beach Local Plan that Council seeks to include in future amendments to the planning scheme.</p> | No | No | No |
| 83 | <p>Building Heights Decrease - Airlie Beach</p> <p>Design Elements - Airlie Beach</p> <p>Removal of Airlie Beach Local Plan</p> <p>Residential Minimum Lot Size</p> <p>Zone Code Outcomes</p> <p>Population Growth and Density</p> <p>Other</p> | <p><i>Building Heights:</i></p> <p>Submitter opposes the proposed building heights and states that the draft Planning Scheme does not preserve the characteristics, landscape features and views within Airlie Beach. Also requests that building heights are portrayed in both storeys and metres within the draft Planning Scheme.</p> <p><i>Design Elements:</i></p> <p>Submitter is also concerned with the lack of detail guiding design outcomes, setbacks and access and movement within Airlie Beach. Considers that the draft Planning Scheme fails to protect the liveability of Main St with a lack of provisions activating both foreshore and Main St; lack of setbacks to provide visual privacy and view corridors; lack of pedestrian movement outcomes; and inadequate building articulation outcomes that allow too much of a façade to be unarticulated. Also requests that the terms ‘village atmosphere’ and ‘small town scale’ are included within acceptable outcomes of the Airlie Beach Local Plan.</p> <p><i>Removal of Airlie Beach Local Plan:</i></p> <p>Objects to the removal of the Airlie Beach Local Plan and key outcomes included such as:</p> <ul style="list-style-type: none"> “the maximum vertical elevation of building is 15m after which the façade is to be further setback 2.5m” “Cross block pedestrian arcades having a minimum width of 3m are provided on sites with frontages greater than 30m.” <p><i>Zone Code Outcomes:</i></p> <p>Recommends that the Mixed use zone code and District Centre Zone Code include the following overall outcome:</p> <p>“development sensitively responds to scenic values and landscape character elements, particularly prominent ridgelines, foreshores, coastal landforms, significant landmarks, prominent</p> | <p><i>Building Heights/Design Elements/Airlie Beach Local Plan Removal:</i></p> <p>It is anticipated that the proposed building heights will facilitate the renewal of Airlie Beach. Main St for example, has seen limited new buildings with the exception of the Heart Hotel in the past 20 years. Without the incentive for renewal, Airlie Beach may become stagnant, lose jobs and miss the opportunity to capitalise on tourism growth afforded by the expansion of the Whitsunday Airport and additional mainland tourist activities.</p> <p>Under the draft Planning Scheme, future developments will incorporate design elements that foster the tropical character of the town by creating active and pedestrian friendly streetscapes, attractive and articulated building facades, maintain view corridors via setbacks and podiums for buildings over 8.5m that reduce the canyon effect and nullify the growth of wind tunnels.</p> <p>Council considers that specifying storeys and metres is too restrictive where buildings of specific uses/types may require smaller or larger storey heights. Ultimately, specifying both storeys and metres will not change the visual impact of a development as the height of the building doesn’t change whether it has four storeys or five storeys within an 18m height limit.</p> <p>In future, Council will investigate an Airlie Beach Local Plan that will set out design elements and placemaking initiatives with the goal of better distinguishing Airlie Beach as its own unique destination.</p> <p>Submissions have offered a number of recommendations for improved building façade elements, setbacks for maximal view corridors and the need for outcomes surrounding access and pedestrian movement through the precincts. These recommendations will be considered in greater detail during the</p> | No | No | No |

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| | | <p>stands of vegetation and rural and coastal views and vistas.”</p> <p>Recommends District Centre Zone 6.2.2.2 (f) is reworded from: unless otherwise specified in a local plan code or Table 6.2.2.2.1 (Maximum building heights in District centre zone), development has a low to medium rise built form that is compatible with the intended scale and character of the streetscape and surrounding area, with a maximum building height of 12.0m above ground level;</p> <p>Reworded to: “development has a low to medium rise built form that is compatible with the intended scale and character of the streetscape and surrounding area, with a maximum building height of 12.0m above ground level unless otherwise specified in a local plan code or Table 6.2.2.2.1 (Maximum building heights in District centre zone);”</p> <p>:</p> <p><i>Population Growth and Density</i> Submitter objects to the re-zoning of residential areas to increase population density. Also rejects that the proposed increases in density fails to enhance the natural environment or conform to the Airlie Beach Structure Plan 2014 that states: “Building heights are not seen to improve return on costs, in the market conditions of Airlie Beach. As such it is not considered a driver for development profit, and in fact scenarios that vary only height are seen to perform worse. This is attributed to additional cost of construction and car parking.”</p> <p><i>Residential Minimum Lot Size</i> Objects to the minimum lot size in residential zone changing from 600m² within the existing scheme to 400m² and 450m² in the draft Planning Scheme. (N.B minimum lot size stated by submitter is incorrect)</p> <p><i>Other</i> Objects to mapping being updated as an administrative amendment prior to being sent to the Minister.</p> <p>Objects to the draft Planning Scheme advancing the outcomes of the Mackay Whitsunday Isaac Regional Plan</p> <p>Objects to several items within the Submission Analysis Report 2015.</p> <p>Objects to the Norling Hotel Feasibility Study.</p> | <p>development of the future Airlie Beach Local Plan that Council seeks to include in future amendments to the planning scheme.</p> <p><i>Zone Code Outcomes:</i> With regard to an overall outcome addressing preserving areas of high scenic amenity, Council is presently undertaking a study to map areas of high landscape value as an additional overlay in the draft Planning Scheme to ensure that development occurs in a manner that preserves prominent and attractive views throughout the region.</p> <p>It is considered that the proposed re-wording in 6.2.2.2 translates to the same policy outcome as what is stated in the draft Planning Scheme at present</p> <p><i>Population Growth and Density:</i> Proposed densities within the draft Planning Scheme are significantly lower than what was proposed by the Airlie Beach Structure Plan 2014. The Structure Plan suggested building heights that informed the 2015 draft Planning Scheme Public Consultation that opposed and subsequently amended.</p> <p>Whilst the Structure Plan states, ‘building heights are not seen to improve return on costs’, it also states that ‘building heights may inspire existing land owners to develop and renew old sites where a sudden increase in potential could catalyse interest.’</p> <p>The outcomes of the proposed building heights seek to not only afford a boost in local employment, renew an aging town centre but also increase density to create a more energy efficient and walkable centre which is considered more sustainable planning than the alternative of urban sprawl, which results in inefficient expensive infrastructure and a greater environmental impact.</p> <p><i>Residential Minimum Lot Size</i> Minimum lot size within the Low-medium residential zone, that is the equivalent to the Multiple Dwelling zone of the existing scheme, has reduced from 600m² (multiple dwelling zone) to 450m² (low medium zone) in the draft Planning Scheme. Note that only single dwellings can be constructed on this minimum lot size with dual occupancies and multi-unit dwellings only code assessable on lots that have a minimum area of 800m² within the Low-medium zone. Minimum lot size of 450m² in the Low-medium Zone is consistent with Planning Schemes throughout Queensland and in place to reduce urban sprawl.</p> <p><i>Other</i> Council is permitted to make administrative amendments to reflect updated cadastre maps as it is not considered as a policy change, which would result in the need to re-consult with the community under state legislation Making and Amending a Local Planning Instrument (MALPI).</p> <p>The proposed planning scheme has undertaken a State Interest Review where the Minister of Planning, supported by the Department of Infrastructure, Local Government and Planning considers State Interests. As a result of the review the Minister was satisfied the relevant State interests have been integrated, and Council may consult on this version of the proposed planning scheme.</p> | | | |
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| | | | Points regarding the Submission Analysis Report 2015 and Norling Hotel Feasibility Study are outside the jurisdiction of the draft Planning Scheme 2016. | | | |
| 84 | Amenity Other | <ol style="list-style-type: none"> 1. Maintain the beauty and amenity of areas; 2. Do not allow building approval to dwelling/sheds unless they conform to current requirement of one year whilst building a home. Follow up on the one year. 3. Have a minimum aesthetic requirement for habitable dwellings 4. Any buildings done by private certifier should be checked on by council 5. Maintain foreshores and walkways by mowing and cleaning. 6. Set up recycling in the Whitsunday area - Even at tips like Dingo tip - residents could self-separate. It is unbelievable that a shire bordering the World heritage GBR does not have recycling. 7. Submitter is not in favour of bringing town water to Hydeaway Bay, but is in favour of using the development "water money" (you know what I mean) by either returning to the residents or using in the local area on a project with community consultation 8. Submitter is not in favour of instituting a garbage pickup service - just improve the tip. 9. Road Safety - There have been many accidents on the gravel section of Gloucester Avenue. Barriers need to be installed on the steep hills on the gravel section of Gloucester avenue for 2 purposes: <ol style="list-style-type: none"> a) Keep cars from stopping and creating a huge hazard, b) Stop cars going over the edge by erecting BIG signs in multiple languages "NO STOPPING". | <ol style="list-style-type: none"> 1. Council is presently completing a Scenic Amenity Study that will seek to define areas of high amenity that should be protected by new overlay codes within the draft Planning Scheme. 2. This is outside the jurisdiction of the Planning Scheme 3. The Building Code governs structural requirements for dwellings 4. Private Certifiers are given licences by the QBCC and governed by the appropriate legislation. Any issues with building compliance is managed on a case by case complaint basis. 5. Council has a Parks and Gardens roster for the public areas of Council. 6. Recycling is something that Council is considering for the future 7. This is outside the jurisdiction of the draft Planning Scheme 8. This recommendation has been forwarded to the appropriate Department 9. This has been forwarded to the appropriate Department | No | No | No |
| 85 | Building Heights Supported – Airlie Beach | <p>Submitter supports proposed building heights however, requests that the draft Plan reference building heights in both storeys and metres. The administrative definition of storey should be that of the 2009 Town Plan.</p> <p>Submitter objects to the draft Planning Scheme being submitted to the State Government while it does not include a Local Government Infrastructure Plan.</p> | <p>Noted. Council considers that specifying storeys and metres is too restrictive where buildings of specific uses/types may require smaller or larger storey heights. Ultimately, specifying both storeys and metres will not change the visual impact of a development as the height of the building doesn't change whether it has four storeys or five storeys within an 18m height limit.</p> <p>All Councils in QLD have approval from the State Government to extend the timeframe in which the Local Government Infrastructure Plan (LGIP) is due. The LGIP will undergo its own public consultation and Ministerial review in due time.</p> | No | No | No |
| 86 | Building Heights Decrease (Precinct C and B) - Airlie Beach | Submitter objects to the proposed building heights within Precinct C and B as it will block their views from Nara Avenue and decrease the value of the land. Precinct C has the highest height limit in the existing plan of 17m and should remain the same in the draft Plan. Development of a 21m building in this precinct will impact the image of the town. Driving into the marina the visual impact looking into Airlie Beach from such development will be contrary to the amenity of the town and it will be an overpowering visual aspect that the town does not have. It will destroy the sea sight feel of Airlie Beach which is a large part of the tourist attraction. | <p><i>Precinct B</i></p> <p>Council was mindful of the impact on residences behind Precinct B when deciding its maximum building height of 14m. It was considered that the residences on Nara Avenue, Orana St, Lamond St and Lewis St would not significantly lose their views as a result of the proposed height in Precinct B given the natural contouring of the land and up-zoning of their own properties to Low-medium residential.</p> <p>The properties on the aforementioned streets behind Precinct B slope upward at least 3m AHD (Australian Height Datum) higher than any lots within Precinct B; in most instances the slope upward is much more than 3m. In addition, all properties behind Precinct B have been up-zoned from Low Density Residential in the existing scheme to Low-medium Density Residential, increasing their development potential by increasing maximum building height in these areas from 8m to 12m in the draft Planning Scheme. In summary, Council considered the increased building height for properties behind Precinct B and the natural contouring of the land</p> | No | No | No |

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| | | | <p>allows for concerned property owners to maintain ocean views from top levels when fully developed.</p> <p><i>Precinct C Building Heights/Design Elements</i> It is anticipated that the proposed building heights will facilitate the renewal of Airlie Beach. Main St for example, has seen limited new buildings with the exception of the Heart Hotel in the past 20 years. Without the incentive for renewal, Airlie Beach may become stagnant, lose jobs and miss the opportunity to capitalise on tourism growth afforded by the expansion of the Whitsunday Airport and additional mainland tourist activities.</p> <p>Under the draft Planning Scheme, future developments will incorporate design elements that foster the tropical character of the town by creating active and pedestrian friendly streetscapes, attractive and articulated building facades, maintain view corridors via setbacks and podiums for buildings over 8.5m that reduce the canyon effect and nullify the growth of wind tunnels.</p> <p>In future, Council will investigate an Airlie Beach Local Plan that will set out design elements and placemaking initiatives with the goal of better distinguishing Airlie Beach as its own unique destination.</p> <p>Submissions have offered a number of recommendations for improved building façade elements, setbacks for maximal view corridors and the need for outcomes surrounding access and pedestrian movement through the precincts. These recommendations will be considered in greater detail during the development of the future Airlie Beach Local Plan that Council seeks to include in future amendments to the planning scheme.</p> | | | |
| 87 | Development Codes – Home Based Business | Submitter requests greater regulation surrounding B&B and home based businesses within the draft Planning Scheme. Submitter refers to a recent complaint regarding a neighbouring B&B within Golf View Court Cannonvale that has been operating without an approval with unacceptable levels of noise. | <p>Council considers that the assessment criterions within the Home Based Business Code are highly stringent around self-assessable bed and breakfasts. If not complying with the self-assessable criterion an applicant must submit a development application for which Council would consider how the proposed operations of the B&B comply with code assessable criterion that seek to protect the amenity of the neighbourhood. If some B&B's are be operating outside of the realms of the self-assessable criterion or beyond the conditions of an approved application and are affecting neighbouring amenity Council should be notified so that appropriate action can be taken (if any).</p> | No | No | No |
| 88 | Building Heights Decrease - Airlie Beach | Submitter objects to proposed building heights stating: “when the WRC plan is discussed with visitors they all recommend that we keep it low rise with plenty of open spaces. If we ignore these comments and go ahead and build multi storey development we may not have any tourists to put them in. We may need more accommodation to attract more visitors but I firmly believe that high rise buildings will detract from what we have and it will deter as many visitors as it will attract. I also feel certain we will not have as many people that wish to build and live in Airlie, we came here for a reason and that reason is what we currently have.” | <p><i>Building Heights/Design Elements</i> It is anticipated that the proposed building heights will facilitate the renewal of Airlie Beach. Main St for example, has seen limited new buildings with the exception of the Heart Hotel in the past 20 years. Without the incentive for renewal, Airlie Beach may become stagnant, lose jobs and miss the opportunity to capitalise on tourism growth afforded by the expansion of the Whitsunday Airport and additional mainland tourist activities.</p> <p>Under the draft Planning Scheme, future developments will incorporate design elements that foster the tropical character of the town by creating active and pedestrian friendly streetscapes, attractive and articulated building facades, maintain view corridors via setbacks and podiums for buildings over 8.5m that reduce the canyon effect and nullify the growth of wind tunnels.</p> <p>In future, Council will investigate an Airlie Beach Local Plan that will set out design elements and placemaking initiatives with the goal of better distinguishing Airlie Beach as its own unique destination.</p> | No | No | No |

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| | | | <p>Submissions have offered a number of recommendations for improved building façade elements, setbacks for maximal view corridors and the need for outcomes surrounding access and pedestrian movement through the precincts. These recommendations will be considered in greater detail during the development of the future Airlie Beach Local Plan that Council seeks to include in future amendments to the planning scheme.</p> | | | |
| 89 | <p>Building Heights Decrease - Airlie Beach</p> <p>Design Elements - Airlie Beach</p> <p>Removal of Airlie Beach Local Plan</p> <p>Residential Minimum Lot Size</p> <p>Zone Code Outcomes</p> <p>Population Growth and Density</p> <p>Other</p> | <p><i>Building Heights:</i> Submitter opposes the proposed building heights and states that the draft Planning Scheme does not preserve the characteristics, landscape features and views within Airlie Beach. Also requests that building heights are portrayed in both storeys and metres within the draft Planning Scheme.</p> <p><i>Design Elements:</i> Submitter is also concerned with the lack of detail guiding design outcomes, setbacks and access and movement within Airlie Beach. Considers that the draft Planning Scheme fails to protect the liveability of Main St with a lack of provisions activating both foreshore and Main St; lack of setbacks to provide visual privacy and view corridors; lack of pedestrian movement outcomes; and inadequate building articulation outcomes that allow too much of a façade to be unarticulated. Also requests that the terms ‘village atmosphere’ and ‘small town scale’ are included within acceptable outcomes of the Airlie Beach Local Plan.</p> <p><i>Removal of Airlie Beach Local Plan:</i> Objects to the removal of the Airlie Beach Local Plan and key outcomes included such as:</p> <ul style="list-style-type: none"> • “the maximum vertical elevation of building is 15m after which the façade is to be further setback 2.5m” • “Cross block pedestrian arcades having a minimum width of 3m are provided on sites with frontages greater than 30m.” <p><i>Zone Code Outcomes:</i> Recommends that the Mixed use zone code and District Centre Zone Code include the following overall outcome: “development sensitively responds to scenic values and landscape character elements, particularly prominent ridgelines, foreshores, coastal landforms, significant landmarks, prominent stands of vegetation and rural and coastal views and vistas.”</p> <p>Recommends District Centre Zone 6.2.2.2 (f) is reworded from: unless otherwise specified in a local plan code or Table 6.2.2.2.1 (Maximum building heights in District centre zone), development has a low to medium rise built form that is compatible with the intended scale and character of the streetscape and surrounding area, with a maximum building height of 12.0m above ground level;</p> <p>Reworded to: “development has a low to medium rise built form that is compatible with the intended scale and character of the streetscape and surrounding area, with a maximum building height of 12.0m above ground level unless otherwise specified in a local plan code or Table 6.2.2.2.1 (Maximum building heights in District centre zone);” : <i>Population Growth and Density</i></p> | <p><i>Building Heights/Design Elements/Airlie Beach Local Plan Removal:</i> It is anticipated that the proposed building heights will facilitate the renewal of Airlie Beach. Main St for example, has seen limited new buildings with the exception of the Heart Hotel in the past 20 years. Without the incentive for renewal, Airlie Beach may become stagnant, lose jobs and miss the opportunity to capitalise on tourism growth afforded by the expansion of the Whitsunday Airport and additional mainland tourist activities.</p> <p>Under the draft Planning Scheme, future developments will incorporate design elements that foster the tropical character of the town by creating active and pedestrian friendly streetscapes, attractive and articulated building facades, maintain view corridors via setbacks and podiums for buildings over 8.5m that reduce the canyon effect and nullify the growth of wind tunnels.</p> <p>Council considers that specifying storeys and metres is too restrictive where buildings of specific uses/types may require smaller or larger storey heights. Ultimately, specifying both storeys and metres will not change the visual impact of a development as the height of the building doesn’t change whether it has four storeys or five storeys within an 18m height limit.</p> <p>The Airlie Beach Local Plan was removed not in response to submissions but as a result of further analysis into the plan which revealed many of the performance and acceptable outcomes were duplicated in other areas of the draft Planning Scheme. In future, Council will investigate an Airlie Beach Local Plan that will set out design elements and placemaking initiatives with the goal of better distinguishing Airlie Beach as its own unique destination.</p> <p>Submissions have offered a number of recommendations for improved building façade elements, setbacks for maximal view corridors and the need for outcomes surrounding access and pedestrian movement through the precincts. These recommendations will be considered in greater detail during the development of the future Airlie Beach Local Plan that Council seeks to include in future amendments to the planning scheme.</p> <p><i>Zone Code Outcomes:</i> With regard to an overall outcome addressing preserving areas of high scenic amenity, Council is presently undertaking a study to map areas of high landscape value as an additional overlay in the draft Planning Scheme to ensure that development occurs in a manner that preserves prominent and attractive views throughout the region.</p> <p>It is considered that the proposed re-wording in 6.2.2.2 translates to the same policy outcome as what is stated in the draft Planning Scheme at present</p> | No | No | No |

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| | | <p>Submitter objects to the re-zoning of residential areas to increase population density. Also rejects that the proposed increases in density fails to enhance the natural environment or conform to the Airlie Beach Structure Plan 2014 that states:</p> <p>"Building heights are not seen to improve return on costs, in the market conditions of Airlie Beach. As such it is not considered a driver for development profit, and in fact scenarios that vary only height are seen to perform worse. This is attributed to additional cost of construction and car parking."</p> <p><i>Residential Minimum Lot Size</i> Objects to the minimum lot size in residential zone changing from 600m² within the existing scheme to 400m² and 450m² in the draft Planning Scheme. (N.B minimum lot size stated by submitter is incorrect)</p> <p><i>Other</i> Objects to mapping being updated as an administrative amendment prior to being sent to the Minister.</p> <p>Objects to the draft Planning Scheme advancing the outcomes of the Mackay Whitsunday Isaac Regional Plan</p> <p>Objects to several items within the Submission Analysis Report 2015.</p> <p>Objects to the Norling Hotel Feasibility Study.</p> | <p><i>Population Growth and Density:</i> Proposed densities within the draft Planning Scheme are significantly lower than what was proposed by the Airlie Beach Structure Plan 2014. The Structure Plan suggested building heights that informed the 2015 draft Planning Scheme Public Consultation that were opposed and subsequently amended.</p> <p>Whilst the Structure Plan states, 'building heights are not seen to improve return on costs', it also states that 'building heights may inspire existing land owners to develop and renew old sites where a sudden increase in potential could catalyse interest.'</p> <p>The outcomes of the proposed building heights seek to not only afford a boost in local employment, renew an aging town centre but also increase density to create a more energy efficient and walkable centre which is considered more sustainable planning than the alternative of urban sprawl, which results in inefficient expensive infrastructure and a greater environmental impact.</p> <p><i>Residential Minimum Lot Size</i> Minimum lot size within the Low-medium residential zone, that is the equivalent to the Multiple Dwelling zone of the existing scheme, has reduced from 600m² (multiple dwelling zone) to 450m² (low medium zone) in the draft Planning Scheme. Note that only single dwellings can be constructed on this minimum lot size with dual occupancies and multi-unit dwellings only code assessable on lots that have a minimum area of 800m² within the Low-medium zone. Minimum lot size of 450m² in the Low-medium Zone is consistent with Planning Schemes throughout Queensland and in place to reduce urban sprawl.</p> <p><i>Other</i> Council is permitted to make administrative amendments to reflect updated cadastre maps as it is not considered as a policy change, which would result in the need to re-consult with the community under state legislation Making and Amending a Local Planning Instrument (MALPI).</p> <p>The proposed planning scheme has undertaken a State Interest Review where the Minister of Planning, supported by the Department of Infrastructure, Local Government and Planning considers State Interests. As a result of the review the Minister was satisfied the relevant State interests have been integrated, and Council may consult on this version of the proposed planning scheme.</p> <p>Points regarding the Submission Analysis Report 2015 and the Norling Hotel Feasibility Study are outside the jurisdiction of the draft Planning Scheme 2016.</p> | | | |
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| 90 | Building Heights Decrease (Precinct C and B) - Airlie Beach | Submitter objects to the proposed building heights within Precinct C and B as it will block their views from Nara Avenue and decrease the value of the land. Precinct C has the highest height limit in the existing plan of 17m and should remain the same in the draft Plan. Development of a 21m building in this precinct will impact the image of the town. Driving into the marina the visual impact looking into Airlie Beach from such development will be contrary to the amenity of the town and it will be an overpowering visual aspect that the town does not have. It will destroy the sea sight feel of Airlie Beach which is a large part of the tourist attraction. | <p><i>Precinct B</i> Council was mindful of the impact on residences behind Precinct B when deciding its maximum building height of 14m. It was considered that the residences on Nara Avenue, Orana St, Lamond St and Lewis St would not significantly lose their views as a result of the proposed height in Precinct B given the natural contouring of the land and up-zoning of their own properties to Low-medium residential.</p> <p>The properties on the aforementioned streets behind Precinct B slope upward at least 3m AHD (Australian Height Datum) higher than any lots within Precinct B; in most instances the slope upward is much more than 3m. In addition, all properties behind Precinct B have been up-zoned from Low Density Residential in the existing scheme to Low-medium Density Residential, increasing their development potential by increasing maximum building height in these areas from 8m to 12m in the draft Planning Scheme. In summary, Council considered the increased building height for properties behind Precinct B and the natural contouring of the land allows for concerned property owners to maintain ocean views from top levels when fully developed.</p> | No | No | No |
| 91 | | | <p><i>Precinct C Building Heights/Design Elements</i> It is anticipated that the proposed building heights will facilitate the renewal of Airlie Beach. Main St for example, has seen limited new buildings with the exception of the Heart Hotel in the past 20 years. Without the incentive for renewal, Airlie Beach may become stagnant, lose jobs and miss the opportunity to capitalise on tourism growth afforded by the expansion of the Whitsunday Airport and additional mainland tourist activities.</p> <p>Under the draft Planning Scheme, future developments will incorporate design elements that foster the tropical character of the town by creating active and pedestrian friendly streetscapes, attractive and articulated building facades, maintain view corridors via setbacks and podiums for buildings over 8.5m that reduce the canyon effect and nullify the growth of wind tunnels.</p> <p>In future, Council will investigate an Airlie Beach Local Plan that will set out design elements and placemaking initiatives with the goal of better distinguishing Airlie Beach as its own unique destination.</p> <p>Submissions have offered a number of recommendations for improved building façade elements, setbacks for maximal view corridors and the need for outcomes surrounding access and pedestrian movement through the precincts. These recommendations will be considered in greater detail during the development of the future Airlie Beach Local Plan that Council seeks to include in future amendments to the planning scheme.</p> | | | |
| 92 | <p>Building Heights Supported - Airlie Beach</p> <p>Airlie Beach Local Plan Removal</p> | <p>Submitter commends Council on responding to submissions in the 2015 Consultation period via amendments to the draft Planning Scheme.</p> <p>Requests that Council continue to mention village atmosphere and small town scale and also implement the draft outcomes that were within the draft Planning Scheme 2015 Airlie Beach Local Plan:</p> <p>“2(e) for development (which) is designed and operated to minimize adverse impact on the amenity of surrounding residential neighbourhoods, particularly that within the</p> | <p>Under the draft Planning Scheme, future developments will incorporate design elements that foster the tropical character of the town by creating active and pedestrian friendly streetscapes, attractive and articulated building facades, maintain view corridors via setbacks and podiums for buildings over 8.5m that reduce the canyon effect and nullify the growth of wind tunnels.</p> <p>In future, Council will investigate an Airlie Beach Local Plan that will set out design elements and placemaking initiatives with the goal of better distinguishing Airlie Beach as its own unique destination.</p> | No | No | Yes |

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| | | <p>Airlie hill precinct</p> <p>-And on the Planning scheme overview that states 'the natural beauty of Airlie Beach is a major drawcard for residents and the tourism industry. To maintain the beaches and lush hinterland terrain, development is required to protect natural features such as the foreshore, hillside views, ridgelines and vegetated gullies. "</p> | <p>Submissions have offered a number of recommendations for improved building façade elements, setbacks for maximal view corridors and the need for outcomes surrounding access and pedestrian movement through the precincts. These recommendations will be considered in greater detail during the development of the future Airlie Beach Local Plan that Council seeks to include in future amendments to the planning scheme.</p> | | | |
| 93 | <p>Building Heights Decrease (Precinct B) - Airlie Beach</p> | <p>Submitter objects to Council's proposed increase of Airlie Beach Precinct B building height of 14m for the following reasons:</p> <ul style="list-style-type: none"> • An increase of building height in this area would attract more multi-level accommodation units increasing the level of noise emitted from this area. • 14m high buildings in this precinct will substantially encroach on my sea views. This will affect my enjoyment of living where submitter lives and reduce their property's market value. • Submitter owns an accommodation operation in Nara Avenue which was built back in 2001. It has since been operating successfully based on our sea and island views of the Whitsundays. Submitter expects that a possible 14m high building in front of my property would affect customer's holiday experience and potentially result in a reduced income that could make it harder (possibly impossible) to continue running the business. | <p><i>Precinct B</i></p> <p>Council was mindful of the impact on residences behind Precinct B when deciding its maximum building height of 14m. It was considered that the residences on Nara Avenue, Orana St, Lamond St and Lewis St would not significantly lose their views as a result of the proposed height in Precinct B given the natural contouring of the land and up-zoning of their own properties to Low-medium residential.</p> <p>The properties on the aforementioned streets behind Precinct B slope upward at least 3m AHD (Australian Height Datum) higher than any lots within Precinct B; in most instances the slope upward is much more than 3m. In addition, all properties behind Precinct B have been up-zoned from Low Density Residential in the existing scheme to Low-medium Density Residential, increasing their development potential by increasing maximum building height in these areas from 8m to 12m in the draft Planning Scheme. In summary, Council considered the increased building height for properties behind Precinct B and the natural contouring of the land allows for concerned property owners to maintain ocean views from top levels when fully developed.</p> | No | No | No |
| 94 | <p>District Centre Zone Code</p> | <p>Submitter objects to two Overall Outcomes that constrain development within the District Centre Zone:</p> <p>"2 (e) (ii) Shopping Centres have a maximum retail and commercial gross leasable area in the order of 5,000m2.</p> <p>2 (e) (iv) Higher order shopping facilities, including department stores and discount department stores, are not established in the District centre zone."</p> <p>Submitter objects to non-compliance with these overall outcomes triggering impact assessable development.</p> <p>If an amendment to the aforementioned policy outcomes cannot be achieved, the submitter requests that Whitsunday Shopping Centre is given its own Precinct that doesn't include the aforementioned thresholds to allow for extensions and redevelopment of the centre in the future.</p> | <p>The overall outcomes outlined in the submission reflect the Strategic Framework's hierarchy of centres outlined in 3.2.1 Liveable Communities and Housing. Therefore, in order to achieve this aspect of the Strategic Framework, relevant assessment levels and thresholds for jumps ups in each centre zone must be reflected throughout the draft Planning Scheme. Whitsunday Shopping Centre will not be given special treatment over other District Centre Zoned operations within the region.</p> | No | No | No |
| 95 | <p>Tables of Assessment - Renewable Energy</p> | <p>Submitter objects to renewable energy facilities such as solar farms in Rural areas being impact assessable.</p> <ul style="list-style-type: none"> • Despite support from the community, local and regional government Renewable Energy Facilities and research and Technology Industry activities remain impact assessable within the material change of use levels of assessment tables; • A solar farm in a rural area is a use that can be reasonably expected by the community and the impacts associated with solar farm developments are often benign and or easily mitigated. As a result, we do not see the need for such developments to warrant the cost, time and risk implications of an impact assessable development application process; and • Many local governments in Queensland have acknowledged the low impact of solar farms and in recent times planning schemes have made solar farms code assessable. <p>Submitter requests:</p> | <p>Council will investigate the recommendations from this submission and consider them for the first round of amendments to the draft Planning Scheme.</p> | No | No | Yes |

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| | | <ul style="list-style-type: none"> Change the renewable energy facility level of assessment to code assessment within the Rural Zone; Establish a Renewable Energy Facility Development Code with prescribed acceptable outcomes which development must comply with to be code assessable; Allow for temporary meteorology masts to be an exempt development within the Rural Zone, then code assessable if they are to become permanent. | | | | |
| 96 | <p>Vehicle Traffic on Shute Harbour Road</p> <p>Car Parking in Airlie Beach</p> <p>Building Heights Decrease (Precinct B and C) - Airlie Beach</p> | <p><i>Vehicle Traffic</i> Submitter objects to the draft Panning Scheme not addressing the increase in traffic flow from Proserpine Airport to Airlie Beach that will occur as a result in upgrades to Island resorts and greater densities within Airlie Beach. Opposes any compulsory acquisition of properties to widen Shute Harbour Road to accommodate 'greedy' developers.</p> <p><i>Car Parking in Airlie Beach</i> Submitter objects to the draft Planning Scheme not addressing the issue of car parking within Airlie Beach. Asks, "Where are the residents/visitors of the proposed high rise developments in Airlie Beach going to park their cars?"</p> <p><i>Proposed Building Heights</i> Submitter objects to proposed building heights within Precinct B and Precinct C as it will devalue their property and impact upon their amenity, views, privacy and access to sunlight. Submitter recommends the development of Funnel Bay rather than increased densities in Airlie Beach that will cause many residents to lose their views.</p> | <p><i>Vehicle Traffic</i> Shute Harbour Road and Waterson Way are State Controlled roads meaning that only the State can upgrade them once a threshold of vehicular traffic along the road has been reached. Shute Harbour Road and Waterson Way presently have wide enough road corridors to accommodate two lane traffic each way, however, Council is not in a position to outline how this upgraded road will be designed and if it will require the partial acquisition of adjacent allotments.</p> <p><i>Car Parking in Airlie Beach</i> Car parking rates for developments are provided in the draft Planning Scheme in Table 9.4.7.3.3. It is up to a developer to provide sufficient parking for the use or demonstrate why a reduced car parking rate can be attributed to the development prior to an application being approved. Nonetheless, Airlie Beach has limited space and the redevelopment of precincts such as the Main Street may result in developers unable to provide sufficient car parking; in these instances developers may make a monetary contribution to Council to provide car parking elsewhere. However, whilst Council has completed an Airlie Beach Car Parking Study, Council has not yet prepared a precinct parking strategy to identify how monetary contributions can be realised in actual car parks. This will be investigated in the future.</p> <p><i>Proposed Building Heights Precinct B</i> Council was mindful of the impact on residences behind Precinct B when deciding its maximum building height of 14m. It was considered that the residences on Nara Avenue, Orana St, Lamond St and Lewis St would not significantly lose their views as a result of the proposed height in Precinct B given the natural contouring of the land and up-zoning of their own properties to Low-medium residential.</p> <p>The properties on the aforementioned streets behind Precinct B slope upward at least 3m AHD (Australian Height Datum) higher than any lots within Precinct B; in most instances the slope upward is much more than 3m. In addition, all properties behind Precinct B have been up-zoned from Low Density Residential in the existing scheme to Low-medium Density Residential, increasing their development potential by increasing maximum building height in these areas from 8m to 12m in the draft Planning Scheme. In summary, Council considered the increased building height for properties behind Precinct B and the natural contouring of the land allows for concerned property owners to maintain ocean views from top levels when fully developed.</p> <p>With regard to preserving amenity, privacy and overshadowing of neighbouring properties; the draft Planning Scheme's Multi-unit Dwelling Code specifies requirements that development must comply with to minimise impacts. The requirement include</p> | No | No | No |

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| | | | <p>setbacks to reduce overshadowing, regulation surrounding 'light spill' into adjacent sites and several design outcomes including screening for developments with windows or balconies that overlook neighbouring private open space. Council as the assessment manager will consider how each development complies with these requirements that preserve neighbouring amenity before considering an approval.</p> <p><i>Precinct C</i></p> <p>It is anticipated that the proposed building heights will facilitate the renewal of Airlie Beach. Main St for example, has seen limited new buildings with the exception of the Heart Hotel in the past 20 years. Without the incentive for renewal, Airlie Beach may become stagnant, lose jobs and miss the opportunity to capitalise on tourism growth afforded by the expansion of the Whitsunday Airport and additional mainland tourist activities.</p> <p>Under the draft Planning Scheme, future developments will incorporate design elements that foster the tropical character of the town by creating active and pedestrian friendly streetscapes, attractive and articulated building facades, maintain view corridors via setbacks and podiums for buildings over 8.5m that reduce the canyon effect and nullify the growth of wind tunnels.</p> <p>In future, Council will investigate an Airlie Beach Local Plan that will set out design elements and placemaking initiatives with the goal of better distinguishing Airlie Beach as its own unique destination.</p> <p>Submissions have offered a number of recommendations for improved building façade elements, setbacks for maximal view corridors and the need for outcomes surrounding access and pedestrian movement through the precincts. These recommendations will be considered in greater detail during the development of the future Airlie Beach Local Plan that Council seeks to include in future amendments to the planning scheme.</p> | | | |
| 97 | Liveable Sheds in Hydeaway | <p>Submitter wishes Council implement a planning overlay that will limit the development of liveable sheds within Hydeaway Bay.</p> <p>Submitter requests guidance and assistance from Council to construct a beach access between lot 19 RP744451 and lot 18 RP744451. The access has previous history, with Council stating that they would consider the access once the area had 25 residences; the area now has 26 residences.</p> | <p>Council is presently a Scenic Amenity Study, to map areas of high landscape value as an additional map overlay in the draft Planning Scheme to ensure that development occurs in a manner that preserves prominent and attractive views throughout the region.</p> <p>Council will investigate the recommendations from the submission analysis and consider them for the first round of amendments to the draft Planning Scheme.</p> <p>With regard to the walkway, this inquiry will be forwarded onto Council's Parks and Gardens Department for investigation.</p> | No | No | No |


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| 98 | <p>Building Heights Decrease - Airlie Beach</p> <p>Design Elements - Airlie Beach</p> <p>Removal of Airlie Beach Local Plan</p> <p>Residential Minimum Lot Size</p> <p>Zone Code Outcomes</p> <p>Population Growth and Density</p> <p>Other</p> | <p><i>Building Heights:</i> Submitter opposes the proposed building heights and states that the draft Planning Scheme does not preserve the characteristics, landscape features and views within Airlie Beach. Also requests that building heights are portrayed in both storeys and metres within the draft Planning Scheme.</p> <p><i>Design Elements:</i> Submitter is also concerned with the lack of detail guiding design outcomes, setbacks and access and movement within Airlie Beach. Considers that the draft Planning Scheme fails to protect the liveability of Main St with a lack of provisions activating both foreshore and Main St; lack of setbacks to provide visual privacy and view corridors; lack of pedestrian movement outcomes; and inadequate building articulation outcomes that allow too much of a façade to be unarticulated. Also requests that the terms ‘village atmosphere’ and ‘small town scale’ are included within acceptable outcomes of the Airlie Beach Local Plan.</p> <p><i>Removal of Airlie Beach Local Plan:</i> Objects to the removal of the Airlie Beach Local Plan and key outcomes included such as:</p> <ul style="list-style-type: none"> “the maximum vertical elevation of building is 15m after which the façade is to be further setback 2.5m” “Cross block pedestrian arcades having a minimum width of 3m are provided on sites with frontages greater than 30m.” <p><i>Zone Code Outcomes:</i> Recommends that the Mixed use zone code and District Centre Zone Code include the following overall outcome: “development sensitively responds to scenic values and landscape character elements, particularly prominent ridgelines, foreshores, coastal landforms, significant landmarks, prominent stands of vegetation and rural and coastal views and vistas.”</p> <p>Recommends District Centre Zone 6.2.2.2 (f) is reworded from: unless otherwise specified in a local plan code or Table 6.2.2.2.1 (Maximum building heights in District centre zone), development has a low to medium rise built form that is compatible with the intended scale and character of the streetscape and surrounding area, with a maximum building height of 12.0m above ground level; Reworded to: “development has a low to medium rise built form that is compatible with the intended scale and character of the streetscape and surrounding area, with a maximum building height of 12.0m above ground level unless otherwise specified in a local plan code or Table 6.2.2.2.1 (Maximum building heights in District centre zone);”</p> <p><i>Population Growth and Density</i> Submitter objects to the re-zoning of residential areas to increase population density. Also rejects that the proposed increases in density fails to enhance the natural environment or conform to the Airlie Beach Structure Plan 2014 that states: “Building heights are not seen to improve return on costs, in the market conditions of Airlie Beach. As such it is not considered a driver for development profit, and in fact scenarios that vary only height are seen to perform worse. This is attributed to additional</p> | <p><i>Building Heights/Design Elements/Airlie Beach Local Plan Removal:</i> It is anticipated that the proposed building heights will facilitate the renewal of Airlie Beach. Main St for example, has seen limited new buildings with the exception of the Heart Hotel in the past 20 years. Without the incentive for renewal, Airlie Beach may become stagnant, lose jobs and miss the opportunity to capitalise on tourism growth afforded by the expansion of the Whitsunday Airport and additional mainland tourist activities.</p> <p>Under the draft Planning Scheme, future developments will incorporate design elements that foster the tropical character of the town by creating active and pedestrian friendly streetscapes, attractive and articulated building facades, maintain view corridors via setbacks and podiums for buildings over 8.5m that reduce the canyon effect and nullify the growth of wind tunnels.</p> <p>The Airlie Beach Local Plan was removed not in response to submissions but as a result of further analysis into the plan which revealed many of the performance and acceptable outcomes were duplicated in other areas of the draft Planning Scheme. In future, Council will investigate an Airlie Beach Local Plan that will set out design elements and placemaking initiatives with the goal of better distinguishing Airlie Beach as its own unique destination.</p> <p>Submissions have offered a number of recommendations for improved building façade elements, setbacks for maximal view corridors and the need for outcomes surrounding access and pedestrian movement through the precincts. These recommendations will be considered in greater detail during the development of the future Airlie Beach Local Plan that Council seeks to include in future amendments to the planning scheme.</p> <p><i>Zone Code Outcomes:</i> With regard to an overall outcome addressing preserving areas of high scenic amenity, Council is presently undertaking a study to map areas of high landscape value as an additional overlay in the draft Planning Scheme to ensure that development occurs in a manner that preserves prominent and attractive views throughout the region.</p> <p>It is considered that the proposed re-wording in 6.2.2.2 translates to the same policy outcome as what is stated in the draft Planning Scheme at present</p> <p><i>Population Growth and Density:</i> Proposed densities within the draft Planning Scheme are significantly lower than what was proposed by the Airlie Beach Structure Plan 2014. The Structure Plan suggested building heights that informed the 2015 draft Planning Scheme Public Consultation that were opposed and subsequently amended.</p> <p>Whilst the Structure Plan states, ‘building heights are not seen to improve return on costs’, it also states that ‘building heights may inspire existing land owners to develop and renew old sites where a sudden increase in potential could catalyse interest.’</p> <p>The outcomes of the proposed building heights seek to not only afford a boost in local employment, renew an aging town centre but also increase density to create a more energy efficient and walkable</p> | | | |
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| | | <p>cost of construction and car parking.”</p> <p><i>Residential Minimum Lot Size</i> Objects to the minimum lot size in residential zone changing from 600m² within the existing scheme to 400m² and 450m² in the draft Planning Scheme. (N.B minimum lot size stated by submitter is incorrect)</p> <p><i>Other</i> Objects to mapping being updated as an administrative amendment prior to being sent to the Minister.</p> <p>Objects to the draft Planning Scheme advancing the outcomes of the Mackay Whitsunday Isaac Regional Plan</p> <p>Objects to several items within the Submission Analysis Report 2015.</p> <p>Objects to the Norling Hotel Feasibility Study.</p> | <p>centre which is considered more sustainable planning than the alternative of urban sprawl, which results in inefficient expensive infrastructure and a greater environmental impact.</p> <p><i>Residential Minimum Lot Size</i> Minimum lot size within the Low-medium residential zone, that is the equivalent to the Multiple Dwelling zone of the existing scheme, has reduced from 600m² (multiple dwelling zone) to 450m² (low medium zone) in the draft Planning Scheme. Note that only single dwellings can be constructed on this minimum lot size with dual occupancies and multi-unit dwellings only code assessable on lots that have a minimum area of 800m² within the Low-medium zone. Minimum lot size of 450m² in the Low-medium Zone is consistent with Planning Schemes throughout Queensland and in place to reduce urban sprawl.</p> <p><i>Other</i> Council is permitted to make administrative amendments to reflect updated cadastre maps as it is not considered as a policy change, which would result in the need to re-consult with the community under state legislation Making and Amending a Local Planning Instrument (MALPI).</p> <p>The proposed planning scheme has undertaken a State Interest Review where the Minister of Planning, supported by the Department of Infrastructure, Local Government and Planning considers State Interests. As a result of the review the Minister was satisfied the relevant State interests have been integrated, and Council may consult on this version of the proposed planning scheme.</p> <p>Points regarding the Submission Analysis Report 2015 and Norling Hotel Feasibility Study are outside the jurisdiction of the draft Planning Scheme 2016.</p> | | | |
| 99 | <p>Vehicle Traffic on Shute Harbour Road</p> <p>Car Parking in Airlie Beach</p> <p>Building Heights Decrease (Precinct B and C) - Airlie Beach</p> | <p><i>Vehicle Traffic</i> Submitter objects to the draft Panning Scheme not addressing the increase in traffic flow from Proserpine Airport to Airlie Beach that will occur as a result in upgrades to Island resorts and greater densities within Airlie Beach. Opposes any compulsory acquisition of properties to widen Shute Harbour Road to accommodate greedy developers.</p> <p><i>Car Parking in Airlie Beach</i> Submitter objects to the draft Planning Scheme not addressing the issue of car parking within Airlie Beach. Asks, “Where are the residents/visitors of the proposed high rise developments in Airlie Beach going to park their cars?”</p> <p><i>Proposed Building Heights</i> Submitter objects to proposed building heights within Precinct B and Precinct C as it will devalue their property and impact upon their amenity, views, privacy and access to sunlight. Submitter recommends the development of Funnel Bay rather than increased densities in Airlie Beach that will cause many residents to lose their views.</p> | <p><i>Vehicle Traffic</i> Shute Harbour Road and Waterson Way are State Controlled roads meaning that only the State can upgrade them once a threshold of vehicular traffic along the road has been reached. Shute Harbour Road and Waterson Way presently have wide enough road corridors to accommodate two lane traffic each way, however, Council is not in a position to outline how this upgraded road will be designed and if it will require the partial acquisition of adjacent allotments.</p> <p><i>Car Parking in Airlie Beach</i> Car parking rates for developments are provided in the draft Planning Scheme in Table 9.4.7.3.3. It is up to a developer to provide sufficient parking for the use or demonstrate why a reduced car parking rate can be attributed to the development prior to an application being approved. Nonetheless, Airlie Beach has limited space and the redevelopment of precincts such as the Main Street may result in developers unable to provide sufficient car parking; in these instances developers may make a monetary contribution to Council to provide car parking elsewhere. However, whilst Council has completed an Airlie Beach Car Parking Study, Council has not yet prepared a precinct parking strategy to identify how monetary contributions can be realised in actual car parks. This will be investigated in the future.</p> <p><i>Proposed Building Heights</i></p> | No | No | No |

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| | | | <p><i>Precinct B</i></p> <p>Council was mindful of the impact on residences behind Precinct B when deciding its maximum building height of 14m. It was considered that the residences on Nara Avenue, Orana St, Lamond St and Lewis St would not significantly lose their views as a result of the proposed height in Precinct B given the natural contouring of the land and up-zoning of their own properties to Low-medium residential.</p> <p>The properties on the aforementioned streets behind Precinct B slope upward at least 3m AHD (Australian Height Datum) higher than any lots within Precinct B; in most instances the slope upward is much more than 3m. In addition, all properties behind Precinct B have been up-zoned from Low Density Residential in the existing scheme to Low-medium Density Residential, increasing their development potential by increasing maximum building height in these areas from 8m to 12m in the draft Planning Scheme. In summary, Council considered the increased building height for properties behind Precinct B and the natural contouring of the land allows for concerned property owners to maintain ocean views from top levels when fully developed.</p> <p>With regard to preserving amenity, privacy and overshadowing of neighbouring properties; the draft Planning Scheme's Multi-unit Dwelling Code specifies requirements that development must comply with to minimise impacts. The requirement include setbacks to reduce overshadowing, regulation surrounding 'light spill' into adjacent sites and several design outcomes including screening for developments with windows or balconies that overlook neighbouring private open space. The assessment manager at Council will consider how each development complies with these requirements that preserve neighbouring amenity before considering an approval.</p> <p><i>Precinct C</i></p> <p>It is anticipated that the proposed building heights will facilitate the renewal of Airlie Beach. Main St for example, has seen limited new buildings with the exception of the Heart Hotel in the past 20 years. Without the incentive for renewal, Airlie Beach may become stagnant, lose jobs and miss the opportunity to capitalise on tourism growth afforded by the expansion of the Whitsunday Airport and additional mainland tourist activities.</p> <p>Under the draft Planning Scheme, future developments will incorporate design elements that foster the tropical character of the town by creating active and pedestrian friendly streetscapes, attractive and articulated building facades, maintain view corridors via setbacks and podiums for buildings over 8.5m that reduce the canyon effect and nullify the growth of wind tunnels.</p> <p>In future, Council will investigate an Airlie Beach Local Plan that will set out design elements and placemaking initiatives with the goal of better distinguishing Airlie Beach as its own unique destination.</p> <p>Submissions have offered a number of recommendations for improved building façade elements, setbacks for maximal view corridors and the need for outcomes surrounding access and pedestrian movement through the precincts. These recommendations will be considered in greater detail during the development of the future Airlie Beach Local Plan that Council</p> | | | |
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| | | | seeks to include in future amendments to the planning scheme. | | | |
| 100 | Liveable Sheds in Hydeaway Bay | Submitter wishes Council implement a planning overlay that will limit the development of liveable sheds within Hydeaway Bay. | <p>Council is presently undertaking a Scenic Amenity Study, to map areas of high landscape value as an additional map overlay in the draft Planning Scheme to ensure that development occurs in a manner that preserves prominent and attractive views throughout the region.</p> <p>Council will investigate the recommendations from the submission analysis and consider them for the first round of amendments to the draft Planning Scheme.</p> | No | No | No |
| 101 | <p>Round 1 Submission Response</p> <p>Protecting Matters of Ecological, Environmental and Scenic Value</p> <p>Waterways and Wetlands</p> <p>Conservation of Biodiversity</p> <p>Climate Change</p> <p>Waste Management</p> | <p><i>Round 1 Submission Response</i> Objects to Council's response regarding submission that stated: the proposed planning scheme has no mention of "Advancing the purpose of the Sustainable Planning Act 2009"(SPA) and that Ecological Sustainable Development the main purpose of SPA does not get a mention."</p> <p>Objects to the response from Council: "The proposed planning scheme advances the purpose of the SPA and Ecological Sustainable Development through the implementation of various State planning instruments such as the Queensland Planning Provisions (QPP) and the State Planning Policy (SPP)."</p> <p>Objects to the draft Planning Scheme reflecting the Mackay Isaac Whitsunday Regional Plan and Council's response to this in the 2015 Submission Analysis Report.</p> <p><i>Protecting Matters of Ecological, Environmental and Scenic Value</i> Submitter objects that the WRC draft Planning Scheme will truly protect "All matters of ecological, environmental and scenic value (including key urban gateways, views and vistas)" and that they "are valued and preserved, ensuring the health and resilience of the region's overall biodiversity.</p> <p><i>Conservation of Biodiversity</i> Submitter requests that Council incorporate the Burdekin Dry Tropics Natural Resource Management Plan 2016-2026 into the draft Planning Scheme.</p> <p><i>Climate Change</i> Objects on the grounds the proposed planning scheme does not mention climate change and the need to consider the impact of planning and development assessment on climate change. Furthermore, the proposed planning scheme requires adaptations to manage the risk from climate variability and extremes to address; water resources, ecosystems and their services, coastal zones, human settlements, insurance implications and human health."</p> <p>Submitter objects to the lack of Climate Change Policy or Strategy within the draft Planning scheme that identifies how Council will tackle the impacts of climate change on our communities, agriculture, horticulture, fishing and tourism industry.</p> <p><i>Waste Management</i> Objects to the lack of waste management strategy within the draft Planning Scheme.</p> | <p><i>Round 1 Submission Response</i> The Queensland Planning Provisions (QPP), State Planning Policy (SPP) and the Mackay Isaac Whitsunday Regional Plan reflect the interests of the Sustainable Planning Act and Ecological Sustainable Development in an overarching policy format that all local government planning schemes must adhere too. Council and the Minister are satisfied that the core elements within the aforementioned QPP, SPP and regional plan have been carried into and are reflected within the draft Planning Scheme, as required by the <i>Sustainable Planning Act</i> and Queensland Planning Provisions.</p> <p><i>Protecting Matters of Ecological, Environmental and Scenic Value</i> The draft Planning Scheme has several overlays and planning scheme policies that seek to preserve and enhance the natural environment to make growth as sustainable as possible. These include:</p> <ul style="list-style-type: none"> • Environmental Significance Overlay * • Coastal Environment Overlay * • Waterways and Wetlands Overlay * <p>*Mapping sourced from the State Government</p> <p>These overlays align with State Planning Policy and seek to preserve key habitat areas, wetlands, riparian zones and coastal environments from the impacts of development. The overlays such as high storm hazards recommend via Performance Criteria options available for any development on the land, and to engineer if available to appropriate standards.</p> <p><i>Waterways and Wetlands</i> In addition to these overlays, Council is working on a Healthy Waterways Planning Scheme Policy to be implemented in the first amendment to the draft Planning Scheme that will outline run-off pollutant thresholds and Water Sensitive Urban Design strategies that developers must comply with in order to limit the amount of nutrient, heavy metal and sediment run off into streams and the Great Barrier Reef.</p> <p><i>Scenic Value</i> With regard to protecting areas of scenic value, Council is currently undertaking a Scenic Amenity Study to identify and map areas of high landscape value. The overlay map will be included in the first amendment of the draft Planning Scheme as a method to protect areas of landscape value from conflicting development.</p> <p><i>Conservation of Biodiversity</i> Council worked with NQ Dry Tropics in the development of the Burdekin Dry Tropics document and is aware of the various climatic zones within our region. The document provides very high order strategic advice that has been incorporated into the draft Planning</p> | No | No | No |

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| | | | <p>Scheme where possible, however, many aspects of this document are considered outside the jurisdiction of what the scheme can achieve. This document is also used in other sections of Council for policy work.</p> <p><i>Climate Change</i> The draft Planning Scheme has several overlays and planning scheme policies that seek to protect development from the potential impacts of Climate Change and natural hazards. These include:</p> <ul style="list-style-type: none"> • Flood Overlay (identifying permanent inundation areas to 2100) • Coastal Environment Overlay (protecting coastal areas from the impacts of storm surge) • Bushfire Hazard Overlay • Landslide Hazard Overlay <p>Council is presently undergoing further hazard studies within the region that will incorporate the impacts of Climate Change on average rainfall events to revise the existing overlays with more accurate information. These updated overlays will be included within the first amendment to the draft Planning Scheme.</p> <p>Council's Environment Department is presently working on a Climate Change Adaptation Strategy that will be a high order strategic document to inform a variety of operations within Council including the draft Planning Scheme. Once completed, this strategy will be analysed to determine how it can be incorporated into future amendments of the draft Planning Scheme.</p> <p><i>Waste Management</i> This is considered outside the jurisdiction of the draft Planning Scheme. However, at the time of writing this report, Council is advertising a new Waste Management Strategy for public comment.</p> | | | |
| 102 | Other | <p>Submitter requests the following from Council regarding Hydeaway Bay:</p> <ol style="list-style-type: none"> 1. Walkways on Gloucester Avenue; 2. Walkway the length of the foreshore; 3. Boardwalk from Dingo Beach to Hydeaway Bay; 4. Signs at beach entry points to stop people leaving fish frames on the beach; 5. Establishment of public transport routes to Proserpine, Cannonvale, Airlie and Hydeaway Bay. | <p>These infrastructure requests are considered outside the jurisdiction of the draft Planning Scheme and have been forwarded onto relevant departments within Council.</p> | No | No | No |
| 103 | Zoning Amendment | <p>Submitter requests the re-zoning of Lot 100 SP219994 from Rural Residential to Tourist Accommodation Zone in accordance with a Preliminary Approval in place for a Material Change of Use to a "Mainland Tourist Facility focus comprising a Boutique Resort" (DA Ref: 20060799). Approval was received 27/3/2007 with extensions allowed currently until 27/3/2017.</p> <p>Submitter has recently lodged a further MCU covering the property as it stands today for use as a B&B (lodged 24th March 2016 DA Ref: 20160202).</p> | <p>Council will consider this re-zoning in the first amendment package of the draft Planning Scheme. It will not be considered for immediate re-zoning as any minor zoning changes at this point would trigger Council to undergo a third round of public consultation, delaying the adoption of the entire draft Planning Scheme by approximately 12 months.</p> | No | No | Yes |
| 104 | Building Heights Supported – Airlie Beach | <p>Submitter supports the expansion of accommodation for Airlie Beach precincts providing that additional services are implemented such as traffic and parking provisions for an expansion.</p> | Noted | No | No | No |
| 105 | Traffic - Waterson Way Overlay | <p><i>Traffic Waterson Way</i> Submitter requests an amendment to an Overall Outcome and the creation of new Acceptable Outcomes in order to facilitate the orderly development of Lot 53 on SP248501 ('the subject site') and adjoining sites to the west comprising Lots 331 and 332 on</p> | <p><i>Traffic Waterson Way</i> Council will consider the requests for a two way public access between the Raintree Place roundabout and the Waterson Way Woolworths access through Lot 53 SP248501, Lot 331 SP152089 and Lot 332 SP152089 within future investigations for an Airlie</p> | No | No | No |

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| | <p>Amendments</p> <p>Building Heights Supported – Airlie Beach</p> | <p>SP152089 in Precinct C. Amend 6.2.13.2 (k) to:</p> <ul style="list-style-type: none"> (k) Development demonstrates an appropriate level of transport infrastructure is available and that development will not unreasonably interfere with the safe and efficient operation of the surrounding road network. In particular, public vehicular connectivity within Airlie Beach Precinct C must be provided through to, and from, the Raintree Place / Waterson Way roundabout. <p>Insert new AO8.3:</p> <ul style="list-style-type: none"> Two way public access is provided between the Raintree Place roundabout and the Waterson Way Woolworths Access through Lot 53 SP248501, Lot 331 SP152089 and Lot 332 SP152089 as demonstrated by Figure 9.4.7.3.1 (below).  <p>Submitter states; “Maintaining convenient and functional vehicular access into and out of the subject site is critical not only for the established Woolworths Supermarket, but for the development potential of the two remaining Lots 331 and 332. This will in turn provide more certainty and confidence for business development and expansion.” The amendments will ensure long term all-ways movement into and out of the subject site from Waterson Way. Furthermore, the proposed internal access through the subject site would be consistent with the State Government preferred transport network planning for the locality.</p> <p><i>Overlay Amendments</i> Submitter requests that Council remove Ecological Significance and Landslide Hazard Overlays from the subject site as the areas affected are not reflective of the overlays characteristics.</p> <p><i>Building Heights</i> Submitter supports the proposed building heights within Airlie Beach.</p> | <p>Beach Local Plan and any future development applications for Lot 331. It is considered this would be the most suitable place to incorporate access and movement provisions that have been recommended. An Airlie Beach Local Plan will be prepared and included within the first amendment to the draft Planning Scheme.</p> <p><i>Overlay Amendments</i> Whilst the area identified on the subject site in the Ecological Significance Overlay is an urban structure, this overlay is in place as a buffer for Airlie Creek. It is considered that the buffer over the site should remain in the interest of creating healthy waterways with strong riparian zones should the structure affected by the overlay ever be removed. With regard to the landslide hazard overlay, Council will investigate updating this hazard mapping for the first amendment to the draft Planning Scheme.</p> <p><i>Building Heights</i> Noted.</p> | | | |
| 106 | <p>Building Heights Decrease – Airlie Beach</p> | <p>Submitter objects to the proposed development scheme and associated building heights for Precinct C, F, and G. Submitter owns two properties in Airlie Beach at Raintree Place and Laguna Court that will be directly affected in their views by building heights above 4 storeys. Submitter considers that the beauty and attraction of Airlie Beach is a fragile one and will be compromised by the introduction of multi-level development.</p> | <p>It is anticipated that the proposed building heights will facilitate the renewal of Airlie Beach. Main St for example, has seen limited new buildings with the exception of the Heart Hotel in the past 20 years. Without the incentive for renewal, Airlie Beach may become stagnant, lose jobs and miss the opportunity to capitalise on tourism growth afforded by the expansion of the Whitsunday Airport and additional mainland tourist activities.</p> <p>Under the draft Planning Scheme, future developments will incorporate design elements that foster the tropical character of the town by creating active and pedestrian friendly streetscapes, attractive and articulated building facades, maintain view corridors via setbacks and podiums for buildings over 8.5m that reduce the canyon effect and nullify the growth of wind tunnels.</p> <p>The Airlie Beach Local Plan was removed not in response to submissions but as a result of further analysis into the plan which revealed many of the performance and acceptable outcomes were duplicated in other areas of the draft Planning Scheme. In future, Council will investigate an Airlie Beach Local Plan that will set out design elements and placemaking initiatives with the goal of better</p> | No | No | No |

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| | | | <p>distinguishing Airlie Beach as its own unique destination.</p> <p>Submissions have offered a number of recommendations for improved building façade elements, setbacks for maximal view corridors and the need for outcomes surrounding access and pedestrian movement through the precincts. These recommendations will be considered in greater detail during the development of the future Airlie Beach Local Plan that Council seeks to include in future amendments to the planning scheme.</p> | | | |
| 107 | Building Heights Decrease – Airlie Beach | Submitter objects to any increase greater than 4 storeys in height for new and proposed buildings/structures at Airlie. Even the reclaimed land of port of Airlie and Abel point should have active limits of only 4 storeys maximum. | <p>It is anticipated that the proposed building heights will facilitate the renewal of Airlie Beach. Main St for example, has seen limited new buildings with the exception of the Heart Hotel in the past 20 years. Without the incentive for renewal, Airlie Beach may become stagnant, lose jobs and miss the opportunity to capitalise on tourism growth afforded by the expansion of the Whitsunday Airport and additional mainland tourist activities.</p> <p>Under the draft Planning Scheme, future developments will incorporate design elements that foster the tropical character of the town by creating active and pedestrian friendly streetscapes, attractive and articulated building facades, maintain view corridors via setbacks and podiums for buildings over 8.5m that reduce the canyon effect and nullify the growth of wind tunnels.</p> <p>The Airlie Beach Local Plan was removed not in response to submissions but as a result of further analysis into the plan which revealed many of the performance and acceptable outcomes were duplicated in other areas of the draft Planning Scheme. In future, Council will investigate an Airlie Beach Local Plan that will set out design elements and placemaking initiatives with the goal of better distinguishing Airlie Beach as its own unique destination.</p> <p>Submissions have offered a number of recommendations for improved building façade elements, setbacks for maximal view corridors and the need for outcomes surrounding access and pedestrian movement through the precincts. These recommendations will be considered in greater detail during the development of the future Airlie Beach Local Plan that Council seeks to include in future amendments to the planning scheme.</p> | No | No | No |
| 108 | Traffic | Submitter requests Council reduce speed limits on all suburban roads to 50km/h. | This submission is considered outside the jurisdiction of the draft Planning Scheme and has been forwarded to the Engineering Department for further consideration. | No | No | No |
| 109 | Building Heights Supported – Airlie Beach | Building heights need to be approved at the suggested heights to allow for growth in the tourism industry for the high end market that these developments are aimed at. | Noted. | No | No | No |
| 110 | Building Heights Decrease – Airlie Beach | Submitter does not support the change of height restrictions in the Whitsunday Region nor the need for more accommodation in Airlie CBD. Submitter believes the land should be used to create infrastructure that is aimed to be family friendly/local friendly/tourist friendly. | <p>It is anticipated that the proposed building heights will facilitate the renewal of Airlie Beach. Main St for example, has seen limited new buildings with the exception of the Heart Hotel in the past 20 years. Without the incentive for renewal, Airlie Beach may become stagnant, lose jobs and miss the opportunity to capitalise on tourism growth afforded by the expansion of the Whitsunday Airport and additional mainland tourist activities.</p> <p>Under the draft Planning Scheme, future developments will incorporate design elements that foster the tropical character of the town by creating active and pedestrian friendly streetscapes, attractive and articulated building facades, maintain view corridors via setbacks and podiums for buildings over 8.5m that reduce the canyon effect and nullify the growth of wind tunnels.</p> | No | No | No |

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| 111 | Strategic Framework | Submitter objects to the accuracy of section 3.2.2.2 (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.” Submitter suggests that the section should include reference to the significant amount of commercial vessels operating from Abell Point, Port of Airlie and Shute Harbour. | Noted, Council will consider this addition in the first amendment package of the draft Planning Scheme. It will not be considered for immediate change as any minor amendment is considered a ‘policy change’ which at this point, would trigger Council to undergo a third round of public consultation, delaying the adoption of the entire draft Planning Scheme by approximately 12 months. | No | No | Yes |
| 112 | Building Heights Decrease - (Broadwater Avenue) - Airlie Beach | Submitter objects to the re-zoning of allotments bordering Shute Harbour Road, Broadwater Avenue, Summit Avenue and Mazlin Street to Low-medium density with a maximum building height of twelve (12) metres. This proposed building height will significantly degrade the character and appeal of the locality and severely impact on the vista as seen from Summit Avenue and Airlie Crescent lookout. This lookout is critical in providing ‘free marketing’ for the Whitsundays and Airlie Beach with tourists venturing to the lookout daily to see the Ocean and Main St vista. The viewpoint has been blazoned on websites, social media sites, emails, photo albums and marketing material across the globe, and may potentially be blocked by the construction of a twelve (12) metre building in the parcels between Broadwater Avenue and Shute Harbour Road. | The subject lots were re-zoned to reflect an approved development application. The Submission Analysis Report does not comment on approved development applications as they have already been assessed for impacts. The lookout is outside the scope of the draft planning scheme. | No | No | No |
| 113 | Building Heights Decrease – Airlie Beach | Submitter objects to the proposed height restrictions in Airlie Beach. Submitter feels that the vacant land in Airlie CBD shouldn't be used for more accommodation but should be utilised to expand Airlie beach to benefit both the locals of our area and tourism. | It is anticipated that the proposed building heights will facilitate the renewal of Airlie Beach. Main St for example, has seen limited new buildings with the exception of the Heart Hotel in the past 20 years. Without the incentive for renewal, Airlie Beach may become stagnant, lose jobs and miss the opportunity to capitalise on tourism growth afforded by the expansion of the Whitsunday Airport and additional mainland tourist activities. The vacant land within the Airlie CBD is zoned Mixed Use. The purpose of the Mixed use zone code is to provide for a mixture of development that may include business, retail, and residential, tourist accommodation and associated services, service industry and low impact uses. However, it depends on the owner of the land as to what development will occur, as the draft planning scheme only facilitates the opportunity for development. Under the draft Planning Scheme, future developments will incorporate design elements that foster the tropical character of the town by creating active and pedestrian friendly streetscapes, attractive and articulated building facades, maintain view corridors via setbacks and podiums for buildings over 8.5m that reduce the canyon effect and nullify the growth of wind tunnels. The Airlie Beach Local Plan was removed not in response to submissions but as a result of further analysis into the plan which revealed many of the performance and acceptable outcomes were duplicated in other areas of the draft Planning Scheme. In future, Council will investigate an Airlie Beach Local Plan that will set out design elements and placemaking initiatives with the goal of better distinguishing Airlie Beach as its own unique destination. Submissions have offered a number of recommendations for improved building façade elements, setbacks for maximal view corridors and the need for outcomes surrounding access and | No | No | No |

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| | | | pedestrian movement through the precincts. These recommendations will be considered in greater detail during the development of the future Airlie Beach Local Plan that Council seeks to include in future amendments to the planning scheme. | | | |
| 114 | Other | <p>Submitter requests the following in the context of Hydeaway Bay and Dingo Beach:</p> <ul style="list-style-type: none"> Poor service provided by Key Security failing to fulfil their duties; Huts and permanent structures on Hydeaway Bay foreshore; Proliferation of service tracks around Hydeaway Bay and Dingo Beach to result in illegal camping and damage to the natural environment; Lack of recycling within the region. | <p>These submissions are considered outside the jurisdiction of the draft Planning Scheme and have been forwarded on to the relevant departments for consideration however the following points are made:</p> <ul style="list-style-type: none"> If illegal structures are found on the foreshore please bring this to Council attention Please alert Council to any illegal camping in the area; and Recycling is something that the current Council is looking into for the region. | No | No | No |
| 115 | Building Heights Decrease - (Broadwater Avenue) - Airlie Beach | <p>Submitter objects to the re-zoning of allotments bordering Shute Harbour Road, Broadwater Avenue, Summit Avenue and Mazlin Street to Low-medium density with a maximum building height of twelve (12) metres. This proposed building height will significantly degrade the character and appeal of the locality and severely impact on the vista as seen from Summit Avenue and Airlie Crescent lookout. This lookout is critical in providing 'free marketing' for the Whitsundays and Airlie Beach with tourists venturing to the lookout daily to see the Ocean and Main St vista. The viewpoint has been blazoned on websites, social media sites, emails, photo albums and marketing material across the globe, and may potentially be blocked by the construction of a twelve (12) metre building in the parcels between Broadwater Avenue and Shute Harbour Road.</p> | <p>The subject lots were re-zoned to reflect an approved development application. The Submission Analysis Report does not comment on approved development applications as they have already been assessed for impacts.</p> <p>The lookout is outside the scope of the draft planning scheme.</p> | No | No | No |
| 116 | <p>Building Heights Decrease - Airlie Beach</p> <p>Design Elements - Airlie Beach</p> <p>Removal of Airlie Beach Local Plan</p> <p>Residential Minimum Lot Size</p> <p>Zone Code Outcomes</p> <p>Population Growth and Density</p> <p>Other</p> | <p>Building Heights: Submitter opposes the proposed building heights and states that the draft Planning Scheme does not preserve the characteristics, landscape features and views within Airlie Beach. Also requests that building heights are portrayed in both storeys and metres within the draft Planning Scheme.</p> <p>Design Elements: Submitter is also concerned with the lack of detail guiding design outcomes, setbacks and access and movement within Airlie Beach. Considers that the draft Planning Scheme fails to protect the liveability of Main St with a lack of provisions activating both foreshore and Main St; lack of setbacks to provide visual privacy and view corridors; lack of pedestrian movement outcomes; and inadequate building articulation outcomes that allow too much of a façade to be unarticulated. Also requests that the terms 'village atmosphere' and 'small town scale' are included within acceptable outcomes of the Airlie Beach Local Plan.</p> <p>Removal of Airlie Beach Local Plan: Objects to the removal of the Airlie Beach Local Plan and key outcomes included such as:</p> <ul style="list-style-type: none"> "the maximum vertical elevation of building is 15m after which the façade is to be further setback 2.5m" "Cross block pedestrian arcades having a minimum width of 3m are provided on sites with frontages greater than 30m." <p>Zone Code Outcomes: Recommends that the Mixed use zone code and District Centre Zone Code include the following overall outcome: "development sensitively responds to scenic values and</p> | <p>Building Heights/Design Elements/Airlie Beach Local Plan Removal: It is anticipated that the proposed building heights will facilitate the renewal of Airlie Beach. Main St for example, has seen limited new buildings with the exception of the Heart Hotel in the past 20 years. Without the incentive for renewal, Airlie Beach may become stagnant, lose jobs and miss the opportunity to capitalise on tourism growth afforded by the expansion of the Whitsunday Airport and additional mainland tourist activities.</p> <p>Under the draft Planning Scheme, future developments will incorporate design elements that foster the tropical character of the town by creating active and pedestrian friendly streetscapes, attractive and articulated building facades, maintain view corridors via setbacks and podiums for buildings over 8.5m that reduce the canyon effect and nullify the growth of wind tunnels.</p> <p>Council considers that specifying storeys and metres is too restrictive where buildings of specific uses/types may require smaller or larger storey heights. Ultimately, specifying both storeys and metres will not change the visual impact of a development as the height of the building doesn't change whether it has four storeys or five storeys within an 18m height limit.</p> <p>The Airlie Beach Local Plan was removed not in response to submissions but as a result of further analysis into the plan which revealed many of the performance and acceptable outcomes were duplicated in other areas of the draft Planning Scheme. In future, Council will investigate an Airlie Beach Local Plan that will set out design elements and placemaking initiatives with the goal of better distinguishing Airlie Beach as its own unique destination.</p> | No | No | No |

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| | | <p>landscape character elements, particularly prominent ridgelines, foreshores, coastal landforms, significant landmarks, prominent stands of vegetation and rural and coastal views and vistas.”</p> <p>Recommends District Centre Zone 6.2.2.2 (f) is reworded from: unless otherwise specified in a local plan code or Table 6.2.2.2.1 (Maximum building heights in District centre zone), development has a low to medium rise built form that is compatible with the intended scale and character of the streetscape and surrounding area, with a maximum building height of 12.0m above ground level;</p> <p>Reworded to: “development has a low to medium rise built form that is compatible with the intended scale and character of the streetscape and surrounding area, with a maximum building height of 12.0m above ground level unless otherwise specified in a local plan code or Table 6.2.2.2.1 (Maximum building heights in District centre zone);”</p> <p>:</p> <p><i>Population Growth and Density</i> Submitter objects to the re-zoning of residential areas to increase population density. Also rejects that the proposed increases in density fails to enhance the natural environment or conform to the Airlie Beach Structure Plan 2014 that states: “Building heights are not seen to improve return on costs, in the market conditions of Airlie Beach. As such it is not considered a driver for development profit, and in fact scenarios that vary only height are seen to perform worse. This is attributed to additional cost of construction and car parking.”</p> <p><i>Residential Minimum Lot Size</i> Objects to the minimum lot size in residential zone changing from 600m² within the existing scheme to 400m² and 450m² in the draft Planning Scheme. (N.B minimum lot size stated by submitter is incorrect)</p> <p><i>Other</i> Objects to mapping being updated as an administrative amendment prior to being sent to the Minister.</p> <p>Objects to the draft Planning Scheme advancing the outcomes of the Mackay Whitsunday Isaac Regional Plan</p> <p>Objects to several items within the Submission Analysis Report 2015.</p> <p>Objects to the Norling Hotel Feasibility Study.</p> | <p>Submissions have offered a number of recommendations for improved building façade elements, setbacks for maximal view corridors and the need for outcomes surrounding access and pedestrian movement through the precincts. These recommendations will be considered in greater detail during the development of the future Airlie Beach Local Plan that Council seeks to include in future amendments to the planning scheme.</p> <p><i>Zone Code Outcomes:</i> With regard to an overall outcome addressing preserving areas of high scenic amenity, Council is presently undertaking a study to map areas of high landscape value as an additional overlay in the draft Planning Scheme to ensure that development occurs in a manner that preserves prominent and attractive views throughout the region.</p> <p>It is considered that the proposed re-wording in 6.2.2.2 translates to the same policy outcome as what is stated in the draft Planning Scheme at present</p> <p><i>Population Growth and Density:</i> Proposed densities within the draft Planning Scheme are significantly lower than what was proposed by the Airlie Beach Structure Plan 2014. The Structure Plan suggested building heights that informed the 2015 draft Planning Scheme Public Consultation that were opposed and subsequently amended.</p> <p>Whilst the Structure Plan states, ‘building heights are not seen to improve return on costs’, it also states that ‘building heights may inspire existing land owners to develop and renew old sites where a sudden increase in potential could catalyse interest.’</p> <p>The outcomes of the proposed building heights seek to not only afford a boost in local employment, renew an aging town centre but also increase density to create a more energy efficient and walkable centre which is considered more sustainable planning than the alternative of urban sprawl, which results in inefficient expensive infrastructure and a greater environmental impact.</p> <p><i>Residential Minimum Lot Size</i> Minimum lot size within the Low-medium residential zone, that is the equivalent to the Multiple Dwelling zone of the existing scheme, has reduced from 600m² (multiple dwelling zone) to 450m² (low medium zone) in the draft Planning Scheme. Note that only single dwellings can be constructed on this minimum lot size with dual occupancies and multi-unit dwellings only code assessable on lots that have a minimum area of 800m² within the Low-medium zone. Minimum lot size of 450m² in the Low-medium Zone is consistent with Planning Schemes throughout Queensland and in place to reduce urban sprawl.</p> <p><i>Other</i> Council is permitted to make administrative amendments to reflect updated cadastre maps as it is not considered as a policy change, which would result in the need to re-consult with the community under state legislation Making and Amending a Local Planning Instrument (MALPI).</p> <p>The proposed planning scheme has undertaken a State Interest Review where the Minister of Planning, supported by the</p> | | | |
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| | | | <p>Department of Infrastructure, Local Government and Planning considers State Interests. As a result of the review the Minister was satisfied the relevant State interests have been integrated, and Council may consult on this version of the proposed planning scheme.</p> <p>Points regarding the Submission Analysis Report 2015 and the Norling Hotel Feasibility Study are outside the jurisdiction of the draft Planning Scheme 2016.</p> | | | |
| 117 | Development Codes -Home Based Business | Submitter objects to the lack of regulations in the draft Planning Scheme surrounding Air B&B. | Council considers that the assessment criterions within the Home Based Business Code are highly stringent around self-assessable bed and breakfasts. If not complying with the self-assessable criterion an applicant must submit a development application for which Council would consider how the proposed operations of the B&B comply with code assessable criterion that seek to protect the amenity of the neighbourhood. If some B&B's are operating outside of the realms of the self-assessable criterion or beyond the conditions of an approved application and are affecting neighbouring amenity, Council should be notified so that appropriate action can be taken. | No | No | No |
| 118 | Building Heights Decrease – Airlie Beach | Submitter objects to the proposed height restrictions in Airlie Beach. The region requires more entertainment venues that will interest locals, families and tourists, which will be productive financially for the council and region. | <p>It is anticipated that the proposed building heights will facilitate the renewal of Airlie Beach. Main St for example, has seen limited new buildings with the exception of the Heart Hotel in the past 20 years. Without the incentive for renewal, Airlie Beach may become stagnant, lose jobs and miss the opportunity to capitalise on tourism growth afforded by the expansion of the Whitsunday Airport and additional mainland tourist activities.</p> <p>Under the draft Planning Scheme, future developments will incorporate design elements that foster the tropical character of the town by creating active and pedestrian friendly streetscapes, attractive and articulated building facades, maintain view corridors via setbacks and podiums for buildings over 8.5m that reduce the canyon effect and nullify the growth of wind tunnels.</p> <p>In future, Council will investigate an Airlie Beach Local Plan that will set out design elements and placemaking initiatives with the goal of better distinguishing Airlie Beach as its own unique destination.</p> <p>Submissions have offered a number of recommendations for improved building façade elements, setbacks for maximal view corridors and the need for outcomes surrounding access and pedestrian movement through the precincts. These recommendations will be considered in greater detail during the development of the future Airlie Beach Local Plan that Council seeks to include in future amendments to the planning scheme.</p> | No | No | No |
| 119 | Zoning Amendment | Submitter requests the re-zoning of Lot 1 RP705173 from Rural to Neighbourhood Centre Zone. The lot has a past DA for a Heavy Vehicle Transport Depot, however, presently lends itself to commercial zoning due to its close proximity to other heavy industry that is already established such as the Toll Rail Freight Yard, the QR Freight yard, the Merinda Fire Brigade, the Merinda Hotel/accommodation, Nth Coast Rail Line and Merinda to Goonyella Railroad. All of these businesses and infrastructure are established on three of the sites four boundaries. | Council will consider this re-zoning in the first amendment package of the draft Planning Scheme. It will not be considered for immediate re-zoning as any minor zoning changes at this point would trigger Council to undergo a third round of public consultation, delaying the adoption of the entire draft Planning Scheme by approximately 12 months. | No | No | Yes |
| 120 | Zoning and Overlay Amendments | Department of Natural Resources Management Submission. | Council is working with DNRM to investigate each aspect of this submission. | No | No | Yes |

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| 121 | Extractive Resources | <p>1. Of particular importance to the submitter is the appropriate integration of the State Planning Policy's (SPP) Development and Constructions, Mining and Extractive Resources; and Emissions and Hazardous Activities sectors.</p> <ul style="list-style-type: none"> • Recommendation 1: Review the proposed planning scheme on an 'across the board' basis to ensure it appropriately reflects and incorporates the principles of the SPP. • Recommendation 2: Review and adopt the recommendations regarding specific Boral sites as set out in this submission. <p>2. The proposed planning scheme Codes relevant to Extractive industry are ambiguous and contrary to industry standards that would advance the State's interest in extractive resources. The submitter has been actively involved with Cement Concrete Aggregates Australia (CCAA) and the State Government in developing specific standard planning scheme provisions that will provide consistency and certainty for both the community and the industry. These new provisions, referred to as the Extractive Industry Model Codes (version 1.0), include the following components:</p> <ul style="list-style-type: none"> • Extractive Industry Zone Code; and • Extractive Industry Use Code. <p>More recently the State government has prepared a Model extractive resources overlay code, which forms part of the SPP Mining and extractive resources state interest guideline. The submitter endorses the model extractive resources overlay code as a very good solution to provide the necessary protection for Key Resource Areas (KRA) from encroachment by incompatible and sensitive development (including non-residential activities).</p> <ul style="list-style-type: none"> • Recommendation 1: Review and incorporate the following CCAA and State Government Model Codes: <ul style="list-style-type: none"> ○ CCAA Extractive Industry Zone Code; ○ CCAA Extractive Industry Use Code; and ○ SPP Model extractive resources overlay code. <p>3. The proposed planning scheme does not adopt an Extractive industry zone.</p> <p>Extractive industry uses are therefore subject to unreasonable and unnecessary assessment provisions, including Impact assessment.</p> <p>Implementation of the Rural zone as an assessment mechanism for Extractive industry gives rise to potential encroachment by incompatible and sensitive development.</p> <ul style="list-style-type: none"> • Recommendation 1: Adopt an Extractive Industry zone and apply to Key Resource Areas within the Whitsunday Regional Council area; and • Recommendation 2: Apply Code Assessment provisions to Extractive Industry in the Extractive Industry zone. <p>In the instance that an Extractive Industry zone is not adopted:</p> <ul style="list-style-type: none"> • Recommendation 1: Enable Extractive Industry to be Code assessable development within the Rural zone, | <p>1. The proposed planning scheme has undertaken a State Interest Review where the Minister of Planning, supported by the Department of Infrastructure, Local Government and Planning considers State Interests. As a result of the review the Minister was satisfied the relevant State interests have been integrated, and Council may consult on this version of the proposed planning scheme.</p> <p>2. The proposed planning scheme has undertaken a State Interest Review where the Minister of Planning, supported by the Department of Infrastructure, Local Government and Planning considers State Interests. As a result of the review the Minister was satisfied the relevant State interests have been integrated, and Council may consult on this version of the proposed planning scheme.</p> <p>3. An Extractive industry zone and provisions will not be developed at this point in time for the proposed planning scheme. Adequate provisions are in place to address potential issues such as encroachment of incompatible and sensitive development. In particular, the Gregory River Quarry is a protected resource as per the Extractive resources overlay. This site is identified as a Key Resource Area/Processing area. It is also surrounded by a 1km Extractive resource separation area buffer.</p> <p>4. Due to the potential amenity and environmental issues, a full assessment of any extractive industry proposals will be required to be undertaken. The scope of rural activities in comparison to that of extractive industry is vastly different and therefore requires thorough assessment.</p> <p>It should be noted that Caretaker's accommodation, Dwelling house and Home based business are all self-assessable and Rural workers accommodation is code assessable. The</p> | No | No | No |
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| | | <p>where contained within the Extractive resources overlay.</p> <p>4. Extractive Industry uses require support from auxiliary uses, including Caretaker's Accommodation, Research and Technology Industry (on-site test labs) and Office.</p> <p>It is common for extractive industry uses to form part of an integrated network with associated industrial uses such as concrete batching plants and other medium or high impact industrial uses.</p> <p>As the draft scheme does not propose an extractive industry zone, Extractive Industry is required to conform to the provisions of the specified zone, generally the Rural zone.</p> <p>Under the proposed Planning Scheme, High impact industry defaults to Impact assessment in the Rural zone.</p> <p>If Extractive Industry Zone is adopted, apply level of assessment tables to:</p> <ul style="list-style-type: none"> Recommendation 1: Provide for auxiliary uses (Caretaker's Accommodation, Office, and Research and Technology Industry (on- site test lab)) as Exempt development; and Recommendation 2: Extend support for the co-location of synergistic uses to Concrete batching plants and other medium and high impact industry uses to assist in: <ul style="list-style-type: none"> promoting efficient business operations; reducing trips and impacts associated with multiple haul routes; and containing and minimising potential adverse impacts. <p>5. The proposed hours of operation do not fully align with the CCAA Extractive Industry Model Codes, which is intended for state-wide adoption in all new planning schemes.</p> <ul style="list-style-type: none"> Recommendation 1: Amend Extractive industry code to support the following hours of operation for Extractive Industry: <ul style="list-style-type: none"> 9am to 5pm Monday to Friday for blasting operations; 6am to 6pm Monday to Saturday for other operations; and 6am to 10pm Monday to Saturday for maintenance of equipment and vehicles. Recommendation 2: Where sufficient evidence can be provided that the use will not result in disturbance at surrounding uses, extended hours of operation should be supported. <p>6. The Queensland Planning Provisions do not mandate level of assessment of particular land uses within particular land use zones.</p> <p>Nonetheless, the proposed planning scheme defaults High impact industry to Impact assessment in all industry zones except the High impact industry zone and Special industry zone.</p> <p>Whilst the High impact industry land use definition, by name has associations with a high level of impact, it is appropriate</p> | <p>Extractive resources overlay does not increase the level of assessment.</p> <p>5. The proposed planning scheme has undertaken a State Interest Review where the Minister of Planning, supported by the Department of Infrastructure, Local Government and Planning considers State Interests. As a result of the review the Minister was satisfied the relevant State interests have been integrated, and Council may consult on this version of the proposed planning scheme.</p> <p>Extended operational hours are not supported as a full assessment of potential impacts is required.</p> <p>6. Council acknowledges this recommendation; however, High impact industry uses should be located in the High impact industry zone, or be impact assessable in the medium impact zone to allow further assessment of the potential impact on surrounding uses.</p> <p>Council acknowledges this recommendation; however, existing concrete batching plants will have existing use rights and not require assessment. Any intensification of the use would require further assessment of the potential impact.</p> | | | |
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| | | <p>for concrete batching and possibly other specific types of High impact industry uses to remain Code assessable uses within the Medium impact precinct, where suitable assessment measures are put in place.</p> <p>Various local governments, including Brisbane City Council, are acknowledging that concrete batching plant in most instances do not generate the level of impact aligned with 'high impact industry', and are subsequently reviewing industry thresholds and levels of assessment to facilitate code assessable provisions for concrete batching plants in the medium impact industry zone/precinct.</p> <ul style="list-style-type: none"> • Recommendation 1: Amend the proposed planning scheme to enable certain High impact industry land uses (i.e. concrete batching plants) to be code assessable development within the Medium Impact Industry Zone. • Recommendation 2: Include performance-based solutions / acceptable outcomes in the Medium impact industry zone code, to provide the supporting framework to enable existing concrete batching plants to be Code assessable development in the Medium impact industry zone. <p>7. Land suitable for High impact industry uses High impact industry uses are a limited resource and the unfettered allowance of certain lower order or potentially incompatible uses within these areas has the potential to erode the available land supply for high impact industries across the Whitsunday Regional Council Local Government Area.</p> <p>It is important to ensure the ongoing operation of high impact industrial uses is not compromised through the introduction of incompatible or inappropriate land uses.</p> <p>High impact industry areas are a limited resource and the unfettered allowance of certain lower order or potentially incompatible uses within these areas has the potential to erode the available land supply for high impact industries across the regional government area.</p> <p>It is important to ensure the ongoing operation of high impact industrial uses within the High impact industry zone is not compromised through the introduction of incompatible or inappropriate land uses.</p> <p>Where Low impact industry, Service industry and Warehouse uses are included, they can potentially undermine the development, expansion, or operation of High impact industry uses on the basis of reverse amenity impacts.</p> <ul style="list-style-type: none"> • Recommendation 1: Maintain the proposed High impact industry provisions including zone code, assessment criteria and level of assessment table. <p>8. The proposed planning scheme does not sufficiently provide for the protection of key industrial activities and industrial zoned land from incompatible land uses.</p> <p>An important principle of the Emissions and Hazardous</p> | <p>7. Noted.</p> <p>8. Council acknowledges this recommendation; however, adequate provisions are in place to address potential issues such as encroachment of incompatible and sensitive development. The Extractive resources overlay identifies Key Resource Area/Processing area(s) and defines Extractive resource separation area buffers.</p> <p>Council will further investigate assessment provision for the development of sensitive and incompatible development within the separation areas identified on the Extractive resources overlay.</p> | | | |
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| | | <p>Activities sector of the SPP is “preventing the unreasonable encroachment and unnecessary restriction of industrial development by incompatible development.”</p> <p>Whilst the High impact industry zone code seeks to address certain interface issues, it is considered that these provisions do not satisfactorily restrict encroachment by incompatible and sensitive development on key industrial activities.</p> <ul style="list-style-type: none"> • Recommendation 1: Council introduce an industrial amenity overlay (similar to that adopted by Brisbane City Council’s City Plan 2014) which identifies and restricts sensitive development within proximity of key industrial land. • Recommendation 2: Council apply Impact assessment provisions to sensitive and incompatible development within the buffer or separation areas. <p>9. Mobile and temporary facilities are critical to the delivery of the submitter’s services as they provide additional capacity to the fixed plant network, dedicated capability to large projects and capability in areas not normally serviced by the market.</p> <p>Mobile and temporary facilities are not clearly dealt with in the proposed planning scheme and are therefore likely to predominantly default to Impact assessment, which is inconsistent with the way they are dealt with in the Sustainable Planning Act 2009 (SPA) when for the purpose of Community Infrastructure.</p> <p>The proposed planning scheme definitions include Temporary use as an administrative definition; however inadequate clarification is applied. This is inconsistent with Drafting Principle 2 of the QPP, which seeks to ensure that “users readily understand how to apply and interpret the planning scheme”.</p> <p>It is therefore unclear as to whether they would then fall within the more regular land use definition for the specific nature of the use (e.g. High impact industry, of which concrete batching is an example) or if they would be regarded strictly as Impact assessable as would “any use not defined in Schedule 1 (Definitions).”</p> <p>It is appropriate that these uses be exempt development regardless of the applicable zone. This is consistent with the way in which they are dealt with when associated with community infrastructure, but also is reflective of the nature of the land use, being innocuous due to their temporary and necessary nature.</p> <ul style="list-style-type: none"> • Recommendation 1: Amend the Level of Assessment Table for industrial and rural zones to include High impact industry (where a Temporary use) as Exempt development. • Recommendation 2: Amend the QPP recommended Section 1.7 – ‘Local Government Administrative Matters’, and through specific mention, clarify that Mobile and Temporary crushing and screening, concrete batching and asphalt manufacturing is an example of a Temporary | <p>9. Council acknowledges this recommendation and will further investigate the level of assessment of high impact industrial uses (where a use is temporary), which are ancillary to existing/approved high impact industrial uses.</p> <p>Council acknowledges this recommendation and will further investigate the clarification of mobile and temporary crushing and screening and concrete batching as an example of a Temporary use.</p> | | | |
| | | <ul style="list-style-type: none"> • Recommendation 1: Amend the Level of Assessment Table for industrial and rural zones to include High impact industry (where a Temporary use) as Exempt development. • Recommendation 2: Amend the QPP recommended Section 1.7 – ‘Local Government Administrative Matters’, and through specific mention, clarify that Mobile and Temporary crushing and screening, concrete batching and asphalt manufacturing is an example of a Temporary | <p>10. Noted.</p> <p><i>Concrete Batching Plant</i> Council acknowledges this recommendation; however, the site has existing use rights and the intent of the area is to maintain low impact industrial uses. High impact industry and medium impact industry uses are a major intensification of the site when compared</p> | | | |

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| | | <p>Use.</p> <p>10. While building height is included in the Administrative definitions, the application of this is somewhat inconsistent with buildings or structures common to industrial land uses. As there is no reference to building height as it applies to structures, it is assumed that control of building height would be applied to all structures on Boral sites (e.g. silos).</p> <p>The Acceptable Outcomes of the applicable Zone codes do not stipulate a maximum building height for extractive industry or industry activities.</p> <ul style="list-style-type: none"> • Recommendation 1: Boral support these provisions. <p><i>Cannonvale Concrete Plant</i> The site is located within a pre-existing industrial locality that supports industrial activities, including high impact industry.</p> <p>The Strategic framework mapping appropriately acknowledge Boral's Cannonvale Concrete Plant as within one of the region's significant existing industrial areas intended to support industry activities.</p> <p>The proposed planning scheme inappropriately includes the site within the Low impact industry zone.</p> <p>The Low impact industry zoning fails to lend any support or protection to High impact industry.</p> <p>Subject Site</p> <ul style="list-style-type: none"> • Recommendation 1: Transition the site to the High impact industry zone; • Recommendation 2: Maintain Code assessable provisions for High impact industry in the High impact industry zone. <p>OR in the event High impact industry zone is not applied to the subject site:</p> <ul style="list-style-type: none"> • Recommendation 1: Transition the site and surrounding area to the Medium impact industry zone; • Recommendation 2: Amended the Medium impact industry zone code to support High impact industry (i.e. concrete batching) and amend the corresponding Table of Assessment to provide Code assessment for certain High impact industry where achieving performance-based solutions. <p><i>Gregory River Quarry</i> The site is afforded protection under the SPP and designed as a Key Resource Area (KRA No. 27).</p> <p>The proposed planning scheme fails to adopt an Extractive industry zone, inappropriately relying on the Rural zone as part of the assessment mechanism to protect and support Extractive industry.</p> <p>The Rural zone does not lend sufficient support or protection to Extractive resources, including the application of Impact assessable provisions.</p> <p>The proposed planning scheme appropriately applies the</p> | <p>to Low impact industry uses. As a result, any future development of this site for purposes other than Low impact industry will be subject to impact assessment to enable the community and Council to determine the level of impacts associated with the proposal.</p> <p><i>Gregory River Quarry</i> Council acknowledges this recommendation; however, the site has been included in the Key Resource Area on the Extractive resources overlay, this also provides a buffer against the encroachment of sensitive and inappropriate uses. Council considers that this provides adequate protection for the on-going use of the site.</p> | | | |
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| | | <p>Extractive resources overlay to the subject site, in accordance with the KRA Resource/Processing Areas, Separation Areas and Transport Routes.</p> <p>However, the Rural zone and Extractive resources and minerals overlay Codes and associated Tables of assessment do not afford appropriate protection from incompatible or sensitive land uses.</p> <p>The proposed planning scheme needs to be amended to ensure the outcomes of the SPP are integrated to afford appropriate protection of state significant extractive industry resources.</p> <ul style="list-style-type: none"> • Recommendation 1: Adopt the Extractive industry zone and apply to the subject site. • Recommendation 2: Apply Code Assessment provisions to Extractive industry uses where located in the Extractive industry zone. <p>OR, if the event an Extractive industry zone is not adopted:</p> <ul style="list-style-type: none"> • Recommendation 1: Maintain the site within the Rural zone and provide greater support through the Zone code and corresponding Material Change of Use Tables of Assessment to facilitate Extractive industry as Code assessable development where within the Extractive resources overlay. <p>AND</p> <ul style="list-style-type: none"> • Recommendation 1: Include and update the Extractive Industry Code and Extractive Resources Overlay Code to reflect the CCAA Extractive Industry Model Codes and SPP Model extractive resources overlay code. • Recommendation 2: Amend the Extractive resources overlay Table of assessment to ensure incompatible and sensitive development occurring within the Extractive resources overlay trigger Impact assessment. | | | | |
| 122 | Building Heights Supported - Airlie Beach | <p>Submitter requests the draft Planning Scheme:</p> <ul style="list-style-type: none"> • Maintain the view of the ocean between the buildings on main street, • Tier up all buildings over 3 storeys. • No buildings above 6 storeys in any 6 story designated area as shown in recent suggestion. • NO 12 storey development within Port of Airlie area. • Maintain village ambience in all areas. | <p>It is anticipated that the proposed building heights will facilitate the renewal of Airlie Beach. Main St for example, has seen limited new buildings with the exception of the Heart Hotel in the past 20 years. Without the incentive for renewal, Airlie Beach may become stagnant, lose jobs and miss the opportunity to capitalise on tourism growth afforded by the expansion of the Whitsunday Airport and additional mainland tourist activities.</p> <p>Under the draft Planning Scheme, future developments will incorporate design elements that foster the tropical character of the town by creating active and pedestrian friendly streetscapes, attractive and articulated building facades, maintain view corridors via setbacks and podiums for buildings over 8.5m that reduce the canyon effect and nullify the growth of wind tunnels.</p> <p>In future, Council will investigate an Airlie Beach Local Plan that will set out design elements and placemaking initiatives with the goal of better distinguishing Airlie Beach as its own unique destination.</p> <p>Submissions have offered a number of recommendations for improved building façade elements, setbacks for maximal view corridors and the need for outcomes surrounding access and pedestrian movement through the precincts. These recommendations will be considered in greater detail during the development of the future Airlie Beach Local Plan that Council seeks to include in future amendments to the planning scheme.</p> | No | No | No |

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| 123 | <p>Building Heights Decrease - Airlie Beach</p> <p>Design Elements - Airlie Beach</p> <p>Removal of Airlie Beach Local Plan</p> <p>Residential Minimum Lot Size</p> <p>Zone Code Outcomes</p> <p>Population Growth and Density</p> | <p><i>Building Heights:</i> Submitter opposes the proposed building heights and states that the draft Planning Scheme does not preserve the characteristics, landscape features and views within Airlie Beach. Also requests that building heights are portrayed in both storeys and metres within the draft Planning Scheme.</p> <p><i>Design Elements:</i> Submitter is also concerned with the lack of detail guiding design outcomes, setbacks and access and movement within Airlie Beach. Considers that the draft Planning Scheme fails to protect the liveability of Main St with a lack of provisions activating both foreshore and Main St; lack of setbacks to provide visual privacy and view corridors; lack of pedestrian movement outcomes; and inadequate building articulation outcomes that allow too much of a façade to be unarticulated. Also requests that the terms ‘village atmosphere’ and ‘small town scale’ are included within acceptable outcomes of the Airlie Beach Local Plan.</p> | <p><i>Building Heights/Design Elements/Airlie Beach Local Plan Removal:</i> It is anticipated that the proposed building heights will facilitate the renewal of Airlie Beach. Main St for example, has seen limited new buildings with the exception of the Heart Hotel in the past 20 years. Without the incentive for renewal, Airlie Beach may become stagnant, lose jobs and miss the opportunity to capitalise on tourism growth afforded by the expansion of the Whitsunday Airport and additional mainland tourist activities.</p> <p>Under the draft Planning Scheme, future developments will incorporate design elements that foster the tropical character of the town by creating active and pedestrian friendly streetscapes, attractive and articulated building facades, maintain view corridors via setbacks and podiums for buildings over 8.5m that reduce the canyon effect and nullify the growth of wind tunnels.</p> <p>Council considers that specifying storeys and metres is too restrictive where buildings of specific uses/types may require smaller or larger storey heights. Ultimately, specifying both storeys and metres will not change the visual impact of a development as the height of the building doesn’t change whether it has four storeys or five storeys within an 18m height limit.</p> | No | No | No |
| 124 | <p>Other</p> | <p><i>Removal of Airlie Beach Local Plan:</i> Objects to the removal of the Airlie Beach Local Plan and key outcomes included such as:</p> <ul style="list-style-type: none"> “the maximum vertical elevation of building is 15m after which the façade is to be further setback 2.5m” “Cross block pedestrian arcades having a minimum width of 3m are provided on sites with frontages greater than 30m.” <p><i>Zone Code Outcomes:</i> Recommends that the Mixed use zone code and District Centre Zone Code include the following overall outcome: “development sensitively responds to scenic values and landscape character elements, particularly prominent ridgelines, foreshores, coastal landforms, significant landmarks, prominent stands of vegetation and rural and coastal views and vistas.”</p> <p>Recommends District Centre Zone 6.2.2.2 (f) is reworded from: unless otherwise specified in a local plan code or Table 6.2.2.2.1</p> | <p>The Airlie Beach Local Plan was removed not in response to submissions but as a result of further analysis into the plan which revealed many of the performance and acceptable outcomes were duplicated in other areas of the draft Planning Scheme. In future, Council will investigate an Airlie Beach Local Plan that will set out design elements and placemaking initiatives with the goal of better distinguishing Airlie Beach as its own unique destination.</p> <p>Submissions have offered a number of recommendations for improved building façade elements, setbacks for maximal view corridors and the need for outcomes surrounding access and pedestrian movement through the precincts. These recommendations will be considered in greater detail during the development of the future Airlie Beach Local Plan that Council</p> | | | |

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| 125 | | <p>(Maximum building heights in District centre zone), development has a low to medium rise built form that is compatible with the intended scale and character of the streetscape and surrounding area, with a maximum building height of 12.0m above ground level;</p> <p>Reworded to: “development has a low to medium rise built form that is compatible with the intended scale and character of the streetscape and surrounding area, with a maximum building height of 12.0m above ground level unless otherwise specified in a local plan code or Table 6.2.2.2.1 (Maximum building heights in District centre zone);” .</p> <p><i>Population Growth and Density</i> Submitter objects to the re-zoning of residential areas to increase population density. Also rejects that the proposed increases in density fails to enhance the natural environment or conform to the Airlie Beach Structure Plan 2014 that states: “Building heights are not seen to improve return on costs, in the market conditions of Airlie Beach. As such it is not considered a driver for development profit, and in fact scenarios that vary only height are seen to perform worse. This is attributed to additional cost of construction and car parking.”</p> | <p>seeks to include in future amendments to the planning scheme.</p> <p><i>Zone Code Outcomes:</i> With regard to an overall outcome addressing preserving areas of high scenic amenity, Council is presently undertaking a study to map areas of high landscape value as an additional overlay in the draft Planning Scheme to ensure that development occurs in a manner that preserves prominent and attractive views throughout the region.</p> <p>It is considered that the proposed re-wording in 6.2.2.2 translates to the same policy outcome as what is stated in the draft Planning Scheme at present</p> | | | |
| 126 | | <p><i>Residential Minimum Lot Size</i> Objects to the minimum lot size in residential zone changing from 600m² within the existing scheme to 400m² and 450m² in the draft Planning Scheme. (N.B minimum lot size stated by submitter is incorrect)</p> <p><i>Other</i> Objects to mapping being updated as an administrative amendment prior to being sent to the Minister.</p> <p>Objects to the draft Planning Scheme advancing the outcomes of the Mackay Whitsunday Isaac Regional Plan</p> | <p><i>Population Growth and Density:</i> Proposed densities within the draft Planning Scheme are significantly lower than what was proposed by the Airlie Beach Structure Plan 2014. The Structure Plan suggested building heights that informed the 2015 draft Planning Scheme Public Consultation that were opposed and subsequently amended.</p> <p>Whilst the Structure Plan states, ‘building heights are not seen to improve return on costs’, it also states that ‘building heights may inspire existing land owners to develop and renew old sites where a sudden increase in potential could catalyse interest.’</p> <p>The outcomes of the proposed building heights seek to not only afford a boost in local employment, renew an aging town centre but also increase density to create a more energy efficient and walkable centre which is considered more sustainable planning than the alternative of urban sprawl, which results in inefficient expensive infrastructure and a greater environmental impact.</p> | | | |
| 127 | | <p>Objects to several items within the Submission Analysis Report 2015.</p> <p>Objects to the Norling Hotel Feasibility Study.</p> | <p><i>Residential Minimum Lot Size</i> Minimum lot size within the Low-medium residential zone, that is the equivalent to the Multiple Dwelling zone of the existing scheme, has reduced from 600m² (multiple dwelling zone) to 450m² (low medium zone) in the draft Planning Scheme. Note that only single dwellings can be constructed on this minimum lot size with dual occupancies and multi-unit dwellings only code assessable on lots that have a minimum area of 800m² within the Low-medium zone. Minimum lot size of 450m² in the Low-medium Zone is consistent with Planning Schemes throughout Queensland and in place to reduce urban sprawl.</p> <p><i>Other</i> Council is permitted to make administrative amendments to reflect updated cadastre maps as it is not considered as a policy change, which would result in the need to re-consult with the community under state legislation Making and Amending a Local Planning Instrument (MALPI).</p> <p>The proposed planning scheme has undertaken a State Interest Review where the Minister of Planning, supported by the Department of Infrastructure, Local Government and Planning considers State Interests. As a result of the review the Minister was satisfied the relevant State interests have been integrated, and Council may consult on this version of the proposed planning scheme.</p> | | | |

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| | | | Points regarding the Submission Analysis Report 2015 and the Norling Hotel Feasibility Study are outside the jurisdiction of the draft Planning Scheme 2016. | | | |
| 128 | <p>Building Heights Decrease - Airlie Beach</p> <p>Residential Minimum Lot Size</p> | <p><i>Building Heights</i> Submitter opposes the proposed building heights and states that the draft Planning Scheme does not preserve the characteristics, landscape features and views within Airlie Beach. Strongly believes that Council should not allow Airlie Beach to continually expand as it will compromise Airlie Beach's natural beauty and laid back feel that tourists presently enjoy.</p> <p><i>Residential Minimum Lot Size</i> Submitter objects to the minimum lot size in Low-medium density residential areas being reduced from 600m² in the existing scheme to 400m². (N.B minimum lot size stated by submitter is incorrect)</p> | <p><i>Building Heights/Design Elements:</i> It is anticipated that the proposed building heights will facilitate the renewal of Airlie Beach. Main St for example, has seen limited new buildings with the exception of the Heart Hotel in the past 20 years. Without the incentive for renewal, Airlie Beach may become stagnant, lose jobs and miss the opportunity to capitalise on tourism growth afforded by the expansion of the Whitsunday Airport and additional mainland tourist activities.</p> <p>Under the draft Planning Scheme, future developments will incorporate design elements that foster the tropical character of the town by creating active and pedestrian friendly streetscapes, attractive and articulated building facades, maintain view corridors via setbacks and podiums for buildings over 8.5m that reduce the canyon effect and nullify the growth of wind tunnels.</p> <p>Please note that the draft Planning Scheme 2016 does not include an Airlie Beach Local Plan that was referenced in the submission as it was removed following the first round of public consultation. In future, Council will investigate an Airlie Beach Local Plan that will set out design elements and placemaking initiatives with the goal of better distinguishing Airlie Beach as its own unique destination.</p> <p>Submissions have offered a number of recommendations for improved building façade elements, setbacks for maximal view corridors and the need for outcomes surrounding access and pedestrian movement through the precincts. These recommendations will be considered in greater detail during the development of the future Airlie Beach Local Plan that Council seeks to include in future amendments to the planning scheme.</p> <p><i>Residential Minimum Lot Size</i> Minimum lot size within the Low-medium residential zone, that is the equivalent to the Multiple Dwelling zone of the existing scheme, has reduced from 600m² (multiple dwelling zone) to 450m² (low medium zone) in the draft Planning Scheme. Note that only single dwellings can be constructed on this minimum lot size with dual occupancies and multi-unit dwellings only code assessable on lots that have a minimum area of 800m² within the Low-medium zone. Minimum lot size of 450m² in the Low-medium Zone is consistent with Planning Schemes throughout Queensland and in place to reduce urban sprawl.</p> | No | No | No |

Appendix C – Table of Issues Raised in all Submissions

| Topic | Sub-topic | Submission Reference Number | | Total Submissions Referencing Topic | Location of Submitters | | | | |
|---------------------------------|---|---|--|-------------------------------------|------------------------|-------|--------------------------|--------------|----------------|
| | | | | | Town of Whitsunday | Bowen | Proserpine and Surrounds | Collinsville | Outside Region |
| Advertising Devices | Reduced controls | 6 | | 1 | 0 | 0 | 0 | 0 | 1 |
| Airlie Beach Local Plan | Separate Planning Scheme Airlie Beach/Removal of Local Plan | 9, 24, 51, 62, 65, 66, 67, 68, 69, 70, 71, 72, 76, 83, 89, 92, 98, 116, 123, 124, 125, 126, 127 | | 23 | 16 | 0 | 5 | 0 | 2 |
| | Building Design Elements | 12, 23, 24, 25, 45, 62, 65, 66, 67, 68, 69, 70, 71, 72, 76, 83, 89, 98, 116, 123 | | 20 | 2 | 0 | 5 | 0 | 4 |
| Airport | Poor Consultation | 33 | | 1 | 0 | 1 | 0 | 0 | 0 |
| Bowen Boat Harbour | More Mixed Use Zones | 63 | | 1 | 0 | 1 | 0 | 0 | 0 |
| Building Heights – Airlie Beach | Increase Building Heights | Precinct | Submission Ref | 3 | 2 | 0 | 0 | 0 | 1 |
| | | ALL Precincts | 5 | | | | | | |
| | | B | N/A | | | | | | |
| | | C | | | | | | | |
| | | D | | | | | | | |
| | | E | | | | | | | |
| | | F | 51, 61 | | | | | | |
| | | G | | | | | | | |
| | | Total | 3 | | | | | | |
| | Support Building Heights | Precinct | Submission Ref | 11 | 7 | 0 | 2 | 1 | 1 |
| | | ALL Precincts | 4, 12, 53, 74, 85, 92, 104, 105, 109, 122 | | | | | | |
| | | B | | | | | | | |
| | | C | 28 | | | | | | |
| | | D | 28 | | | | | | |
| | | E | | | | | | | |
| | | F | 28, | | | | | | |
| | | G | 28 | | | | | | |
| | | Total | 11 | | | | | | |
| | Decrease Building Heights | Precinct | Submission Ref | 65 | 47 | 0 | 11 | 0 | 7 |
| | | ALL Precincts | 1, 9, 10, 11, 23, 24, 25, 32, 39, 41, 45, 46, 47, 49, 52, 60, 62, 65, 66, 67, 68, 69, 70, 71, 72, 73, 75, 76, 82, 83, 88, 89, 98, 107, 110, 113, 116, 118, 123, 124, 125, 126, 127, 128 = 44 | | | | | | |
| | | Broadwater Avenue | 58, 112, 115 | | | | | | |

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|---------------------------------|--|---|-------|--|----|----|---|---|---|---|--|
| | | | B | 28, 29, 30, 31, 34, 44, 50, 79, 80, 86, 90, 91, 93, 96, 99 | | | | | | | |
| | | | C | 26, 31, 79, 80, 86, 90, 91, 96, 99, 106 | | | | | | | |
| | | | D | 27, 34, 38, 50 | | | | | | | |
| | | | E | 27, 34, 50 | | | | | | | |
| | | | F | 26, 38, 106 | | | | | | | |
| | | | G | 26, 106 | | | | | | | |
| | | | total | 65 | | | | | | | |
| Car Parking, Traffic and Access | Airlie Beach Car Parking Issues + Traffic and Movement, Shute Harbour/Watson Way | 12, 51, 96, 99, 105, 108 | | | 6 | 2 | 0 | 1 | 0 | 3 | |
| Consultation | Improvement Required | 9, 15 | | | 2 | 1 | 1 | 0 | 0 | 0 | |
| Environment | Enhance Vegetation Protection + Climate Change+ Conservation of Biodiversity | 9, 10, 32, 49, 101 | | | 5 | 3 | 1 | 1 | 0 | 0 | |
| Extractive Industry | More flexible controls requested | 121 | | | 1 | 0 | 0 | 0 | 0 | 1 | |
| Growth | Against Airlie Beach Growth | 9, 10, 23, 24, 25, 32, 45, 62, 65, 66, 67, 68, 69, 70, 71, 72, 76, 83, 89, 98, 116, 123, 124, 125, 126, 127 | | | 26 | 17 | 0 | 5 | 0 | 4 | |
| Heritage | Local Heritage Removal Support Heritage protection | 42, 53 | | | 2 | 0 | 0 | 0 | 1 | 1 | |
| Infrastructure | More flexible controls around Ergon infrastructure | 3 | | | 1 | 0 | 0 | 0 | 0 | 1 | |
| Minimum Lot Sizes | Rural Residential Support | 2, 49 | | | 2 | 1 | 0 | 0 | 0 | 1 | |
| | Rural Residential Against | 10 | | | 1 | 1 | 0 | 0 | 0 | 0 | |
| | Low-medium Zone Against | 24, 47, 62, 65, 66, 67, 68, 69, 70, 71, 72, 76, 83, 89, 98, 116, 123, 124, 125, 126, 127, 128 | | | 22 | 16 | 0 | 5 | 0 | 1 | |
| Other | Hydeaway Bay - Various | 54, 55, 56, 57, 59, 77, 78, 84, 102, 114 | | | 38 | 0 | 1 | 8 | 1 | 0 | |
| | Schools in Town of Whitsunday | 49 | | | | 0 | 0 | 1 | 0 | 0 | |
| | Tourism Management | 10 | | | | 1 | 0 | 0 | 0 | 0 | |

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| | Amenity | 84 | | 0 | 0 | 1 | 0 | 0 |
| | Regional Plan/Submission Analysis Report/ Norling Hotel Feasibility | 24, 46, 62, 65, 66, 67, 68, 69, 70, 71, 72, 76, 83, 89, 98, 116, 123, 124, 125, 126, 127 | | 15 | 0 | 5 | 0 | 1 |
| | Object to liveable Sheds Hydeaway Bay | 43, 81, 97, 100 | | 0 | 0 | 4 | 0 | 0 |
| Overlay Amendments | Various Site Specific | 16, 40, 51, 105, 120 | 5 | 1 | 0 | 0 | 0 | 4 |
| Draft Planning Scheme Specific Sections | Strategic Framework rewordings around industry and tourism | 40, 51, 111 | 30 | 1 | 0 | 0 | 0 | 2 |
| | Tables of Assessment | 40, 42, 95 | | 0 | 0 | 0 | 0 | 3 |
| | District Centre Zone and Mixed Use zone | 23, 24, 25, 45, 62, 76, 83, 89, 94, 98, 116, 123, 124, 125, 126, 127 | | 10 | 0 | 1 | 0 | 5 |
| | More flexibility in Tourist Accommodation Zone | 40 | | 0 | 0 | 0 | 0 | 1 |
| | Reconfiguring a lot Code less restrictive | 40, 51 | | 0 | 0 | 0 | 0 | 2 |
| | Tighter home based business controls around B&B | 51, 87, 95 | | 2 | 0 | 0 | 0 | 1 |
| | Less restrictive Extractive Resources Code | 117 | | 0 | 0 | 0 | 0 | 1 |
| Zoning Amendments | Various Site Specific | 7, 8, 13, 14, 17, 18, 19, 20, 21, 22, 35, 36, 37, 48, 64, 103, 119, 120 | 18 | 6 | 6 | 4 | 0 | 2 |