

8 September 2011

Draft Mackay Isaac Whitsunday Regional Plan feedback
Department of Local Government and Planning
PO Box 1734
MACKAY QLD 4740

**RE: DRAFT MACKAY ISAAC & WHITSUNDAY REGIONAL PLAN & REGULATORY PROVISIONS
2011 SUBMISSION ON BEHALF OF WHITSUNDAY INDUSTRIAL WORKFORCE DEVELOPMENT
STEERING COMMITTEE**

This submission is prepared on behalf of the Whitsunday Industrial Workforce Development Steering Committee (WIWD). WIWD has been formed in order to help manage the influx and existing skills required to support the proposed growth in the Whitsunday Regional Council (WRC) area. It will also encourage as many workers as possible to base their families in the WRC area by ensuring that the region is adequately supplied with social infrastructure.

This submission has the support of the participating representatives from the various industry, government and community groups in particular the Whitsunday Regional Council and the Office of the Coordinator-General.

The WRC and NET Taskforce of the Coordinator-General's office has lodged separate submissions that address similar issues raised in this submission.

The WIWD submission will focus on the Whitsunday Regional Council area and the extent of land available for development for industrial and residential uses.

AREA OF LAND INCLUDED IN THE URBAN FOOT PRINT

WIWD do not have the capacity to undertake a full assessment to determine if sufficient area has been set aside to accommodate the expected development in the WRC area, so will rely on the information available in the existing Town Plans.

This submission will point out certain areas that have been excluded from the 'Urban Footprint', presumably as an oversight as they are shown in the Town Plans of both the old Bowen (BSC) and Whitsunday (WSC) Shires as being required for urban development.

Attached is the DIMW mapping with red circles indicating the areas that appear to have been overlooked on these plans. Some of these areas are briefly described below.

The existing residential and tourist uses at Rose Bay, Murray Bay and Horseshoe Bay have all been excluded from the 'Urban Footprint'. These areas are all shown to be in the 'Rural landscape and rural production (RLRP) area' and will be required to be carried forward into the next version of the Town Plan. The RLRP prohibits subdivision except in a small number of cases.

Rose Bay is a well established area with a number of older buildings. It is reasonable to assume that market forces will drive a number of re-developments in this area. Murray Bay has been publicly identified as a suitable site to house a number of the new mining employees to the area in an idyllic development - in order to facilitate this type of proposal it should be included in the 'Urban Footprint'. Horseshoe Bay is another area that is likely to be further developed and it also houses the tallest building in Bowen - it should be included in the 'Urban Footprint'.

Whitsunday Shores has included part of the adjoining coastal reserve in the 'Urban Footprint' and excluded part of the approved development from the 'Urban Footprint'. The whole of the Whitsunday

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Shores development approval should be included in the 'Urban Footprint' as this is most probably one of the main options for the accommodation of new mining related employees for the region.

Brisk Bay has been completely ignored as a residential settlement.

To the north west of Collinsville there is a parcel of land that Council is proposing to develop to help house some of the new mining employees. It is the logical expansion for Collinsville, so should be included in the 'Urban Footprint'.

Stage 4 of Whitsunday Gardens on the southern side of Proserpine as been excluded from the 'Urban Footprint'. This area should be taken out of the RLARP and included in the 'Urban Footprint' as it will be the closest development to the Proserpine airport and therefore provide another option for housing FIFO opportunities.

The Links Living approvals to the west of Shute Harbour Road in Cannonvale and the Clough Properties approvals to the east of Shute Harbour Road in Cannonvale have also not been included in the 'Urban Footprint'.

At Flametree the Whitsunday Airport provides a great service for tourists visiting the islands and employs about 100 people in approximately 20 different businesses. On top of that it has developed the unique Whitsunday Aviation Village Estate comprising of 57 residential house lots. This airport should be included in the "Urban Footprint".

INDUSTRIAL USES

The DMIW Regional Plan does not appear to recognise the need to create areas that are suitable for industrial uses to support the large industries that will be located in the State Development Area at Abbot Point.

It is understood that this type of development should be included in the 'Urban Footprint' but it is unclear if sufficient land provision has been made to accommodate the industrial uses that cannot use the State Development Area (SDA). These are likely to be a mixture of heavy and light industry that will service the SDA users and in particular during the construction period over the next 5 to 10 years.

RURAL LIVING AREAS

A large number of properties that are currently zoned 'Rural Residential' in the WSC area have been excluded from the "Rural Living" areas in the DMIW regional plan.

The DMIW assumed that these properties could not be further subdivided, however in a large number of cases the properties can be subdivided. By excluding these properties the owner's right to subdivide has been removed and the opportunity to provide a further choice in housing for the expanded workforce will be reduced.

A comparison against the existing Town Plans identifies these properties. Some of them are shown circled in red on the attached annotated copies of the DMIW mapping.

The main discrepancies on the Airlie - Proserpine mapping are in regard to the former 'Rural Residential' zone. A large number of the properties previously zoned 'Rural Residential' have been included in the Regional landscape and rural production area (RLARP). This effectively precludes them from being further subdivided in order to accommodate one dwelling per hectare.

Of particular note is the exclusion of the properties along the Mandalay peninsula.

TRANSPORT NETWORK

The transport network Map 10 does not recognise the Bowen airfield or the Whitsunday Airport at Flametree as being part of the network. Both these airfields should be included as "Airfields (Minor)" as there are a number of initiatives being undertaken to encourage the use of them for FIFO purposes.

The Whitsunday Airport at Flametree is a particularly important part of the tourism market as it currently employs approximately 100 people in almost 20 different businesses who service this market.

CONCLUSION

We would recommend that the issues mentioned in this submission should be addressed in the final copy of the Mackay Isaac Whitsunday Regional Plan in the following manner:

- Include all previously zoned residential, industrial and commercial land in the 'Urban Footprint'.
- Provide sufficient area within the 'Urban Footprint' to cater for a consolidated heavy and light industrial area near Bowen.
- Include in the 'Rural Living' area the land zoned as 'Rural Residential' in the existing Town Plans.
- 'Whitsunday Airport' at Flametree and the Bowen airfield should be recognised on Map 10 'Transport Network' as 'Airfields (Minor)' in order to recognise their importance to the tourism industry and potential use for FIFO opportunities.

Yours sincerely,

Coliñ Thompson
WIWD Steering Group Chairperson

