

4.0 PLANNING AREAS

4.1 INTRODUCTION TO AREAS

This chapter identifies that Rockhampton City has been divided into a number of different Planning Areas, and each Area contains a description and intent. The Area may also include one or more Precincts. In addition, each Area has a Level of Assessment Table, which identifies the type of application required for different types of development. Lastly, this section also contains all maps, including maps that constitute part of the Area and maps that have citywide relevance and that may be of significance in terms of the assessment process.

4.2 PLANNING AREAS

Rockhampton City is divided into 38 Planning Areas. This is comprised of 14 Planning Areas for South Rockhampton and 24 Planning Areas for North Rockhampton. Each Area contains a description of the Area, including the boundaries of the Area, and the characteristics of the particular Area. The description may also include reference to topographical elements, major features or infrastructure, such as roads or the railway. This chapter states a clear and concise planning intent for each Area. The intent provides a clear indication, outline and direction of what development is supported and desirable in an Area to provide certainty and direction, with regard to future growth and development.

The Planning Area boundaries have been determined by a number of elements. Some of the elements used in developing Area boundaries include:

- Roads;
- Creeks;
- Character;
- Land Uses;
- Parks; and
- Water Supply.

Some Planning Areas may also contain one or more specific Precincts that have been developed for the Planning Area. In some instances, the Precincts have been developed to provide a greater level of detail for what is intended compared to what is stated in the broader Planning Area Intent; in effect representing a 'drilling down' to a more specific direction and Intent. One example is the *Depot Hill Residential Area* and the two Precincts within it where the Intent of both the Area and the Precincts are aligned to residential land uses.

In other instances, the Precincts have been developed where there is a distinct and clear difference in land use existing or intended for different parts of the Area. In these examples, the Precincts have not been separated into different Areas as they have been determined to be important elements and parts of these larger Areas. Therefore, in these instances the Intent of the Area and the Intent of the Precinct are not aligned to the same land uses. For example, the



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Allenstown Commercial Precinct (named Allenstown District Centre) exists within the Allenstown Residential Consolidation Area, and has a different planning Intent (predominantly commercial land uses) compared to the balance of the Planning Area (predominantly residential land uses). The Intent for a Precinct overrides the intent for an Area, however, development within a Precinct must still have regard to the broader intent of the Area, including but not limited to:

- Waterways, remnant vegetation, wetlands, visual and/or scenic qualities, steep slopes and other environmental values;
- Character and heritage values;
- Amenity, built form and design; and
- Intended land uses outside of the Precinct and their interface with uses in the Precinct.

Like the Intents, where the Precincts have their own separate Level of Assessment Tables, these override the Area Level of Assessment Tables, for land contained within the boundaries of the Precinct only. However, it should be noted that in some instances, a Precinct will not have its own Level of Assessment Table, therefore, the one Level of Assessment Table will be used to determine the level of assessment for development in the entire Area, including the Precinct. The Areas where this occurs includes the *Depot Hill Residential Area* and the *South Rockhampton Low Impact Industrial Area*. Conversely, it should also be noted that where Areas have been wholly divided into precincts, there is no separate Level of Assessment Table for the Area and the individual Level of Assessment Tables will apply. These Areas include the *Central Business District Commercial Area*, *Parkhurst Industrial Area*, *Park Avenue Industrial Area* and the *Norbank Estate Special Use Area*.

This “drilling down” approach is reflected more broadly in the scheme, as explained in Chapter 2. Each “lower level” is intended as a more detailed implementation of the associated higher level intents, and it is not expected or intended that any conflicts will be found between strategic statements in Chapter 2, the more detailed statements of planning intent for individual Planning Areas in this Chapter 4, or the even more locality-specific statements of planning intent for a Precinct within an individual Area. To the extent that there are apparent departures, such as for the Allenstown Residential Consolidation Area discussed above, these are intentional, and reflect the particular and considered planning intent for the identified Precinct. Wherever any apparent inconsistency is found, the more detailed or “lower level” provisions prevail to the extent of that inconsistency, and must not be disregarded or given other than their plain meaning and effect by reference only to arguably conflicting statements in “higher level” provisions.

The Planning Areas have also been named in a manner so that they can be grouped, in accordance with the primary land use characteristics in the Area, as follows:

- Residential (including Stables Residential and Future Residential);
- Residential Consolidation;
- Commercial;
- Industrial;
- Special Use;

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- Rural; and
- Environmental Protection.

Each Planning Area is supported by a map or maps, including Precinct maps (that constitute part of the Area) illustrating its designation, public open space, flooding (in a 1 in 100 year ARI flood event caused by the Fitzroy River), major roads (being a representation of arterial and higher order roads), any Community Infrastructure Designations and the Area / Precinct boundary.

4.3 LEVEL OF ASSESSMENT TABLES

The Level of Assessment Tables specify where an application is necessary, and what assessment process is required. For a list of the definitions, and a detailed explanation of assessment processes, refer to Chapter 3.

This Planning Scheme regulates *building work* as defined in the Integrated Planning Act, but does not replace the requirements of the Building Act or Building Code. Applications for assessment of building work against the planning scheme will only be granted a Preliminary Approval, and will be subject to a separate assessment against the Building Code. (Note that 'Minor Building Work' is excluded from assessment – refer again to Chapter 3).

If the proposed development is listed as code or impact assessable in the relevant Level of Assessment Table, a development application is required.

4.4 MAP EXPLANATION

There are a total of 7 maps provided in this Planning Scheme that depict information that has citywide relevance, as follows:

Map 1. Strategic Framework Map, which allows a consolidated view of the urban structure of the City and assists in an understanding of the broad intentions for different parts of the City. In particular, the Strategic Framework Map identifies broad land use categories that have been developed for a number of reasons and are detailed in this Chapter. They are listed as follows:

- Residential Areas
- Future Residential Areas
- Residential Consolidation Areas
- Industrial Areas
- Commercial Areas (including the CBD)
- Special Use Areas
- Environmental Protection Areas
- Rural Areas

The Strategic Framework Map also depicts flooding, waterways, other shires, planning area boundaries, the flood line, main roads, open space corridors, gas lines, and the railway line.



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Map 2. Public Open Space Map, which identifies land designated as park and drainage by Council and the Department of Natural Resources and Mines for the whole of Rockhampton.

Map 3. Height Limitation Map, which identifies the maximum height limits for buildings and structures in different parts of the City. It is important to be aware however that there is an Obstacle Limitation Surface Map located within the Airport Code and that map takes precedence over the Height Limitation Map where there is any conflict.

Map 4. Environmentally Sensitive Location Map, which identifies remnant vegetation or wetlands and is defined as an Environmentally Sensitive Location.

Map 5. Waterway Corridor Map, which identifies land that is 30 metres from the cadastral boundary of the River or Creek or where this information is not available 30 metres from the centre line of the Creek.

Map 6. Planning Areas Key Map, which identifies all 38 Planning Areas within the City.

Map 7. Infrastructure Map, which identifies roads, the rail line, the gas line and transmission lines.

