

## **TRANSPORT INDUSTRIAL AREA**

### **Description**

The Transport Industrial Area is located in South Rockhampton, directly south of the South Rockhampton Low Impact Industrial Area. The odd shape of the Area has largely been dictated by Queensland Rail's land holdings in this location. Otherwise, it is bound by the Depot Hill Residential Area to the east and west; and the South Rockhampton Rural Area and the Port Curtis Rural Area to the south. The majority of land in this Area is flood affected to varying degrees.

The Transport Industrial Area primarily includes a major regional railway intermodal exchange facility. This facility incorporates railway yards and workshops utilised for railway maintenance, logistics, and equipment storage; a rail freight centre; the regional administration of Queensland Rail; and the Queensland Rail passenger terminal. The north coast railway line runs adjacent to a portion of this Area before entering and passing through the Area. The Area also incorporates some residential sized allotments located in the north-west corner of the Area. Some of these allotments are privately owned by Young's who operate a bus depot in George Street, which is utilised for the parking and maintenance of buses.

### **Intent**

The intent of this Area is to primarily accommodate the activities of Queensland Rail, including a passenger transport terminal for its customers. However, vehicle depots, including the existing bus depot, is also consistent with the intent for the Area, as are additional passenger transport terminals, related industrial uses such as low impact industries, bulk stores, and warehouses. There is currently a tall office building located within this Area, however, office buildings are ideally located in Rockhampton's Central Business District, consequently, the expansion of the existing office facility that would constitute a material change in the intensity or scale of the use will not be consistent with the intent for the Area. Residential uses (apart from caretaker's residences), medium and high impact industries, commercial, and community uses are all inconsistent with the intent of this Industrial Area, although medium impact industries may be suitable in the centre of this Area, removed from its edges.

The Depot Hill Residential Area located on either side of this Area is sensitive to the impacts of industrial uses occurring within this Area, particularly in the vicinity of South, Murray, George, and Campbell Streets, located in the north-west corner of this Area. Consequently, activities on the edge of this Area, including existing and new uses, where in proximity to residences, will be required to implement measures to minimise and manage impacts, such as noise, fumes, traffic and the like, to ensure that the adjacent Depot Hill Residential Area is not adversely affected.



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A number of large semi-trailers and b-double vehicles access the Queensland Rail site, hauling cargo and shipping containers to and from the exchange facility through the City centre and beyond, resulting in a conflict of road users. The use of City centre streets by heavy vehicles is considered inappropriate and a hazard to safety, consequently, heavy vehicles, including semi-trailers and b-double vehicles accessing the Area are preferably directed around the Central Business District, via Stanley Street and Gladstone Road.

There are some buildings, structures, and equipment of cultural heritage value located within this Area on land owned by Queensland Rail, including the round shed which houses the train turn around. It is intended that these items should be integrated with any new development in the Area.

**TRANSPORT INDUSTRIAL AREA**

**Material Change of Use / Building Work**

Development Type	Primary Code(s)
<b>Self Assessable</b>	
<i>The following uses are Self Assessable development only when complying with all of the relevant Acceptable Solutions contained within the Applicable Primary Code(s).</i>	
• <b>Bulk Store</b> , when not on flood prone land	Industry Self Assessment Code
• <b>Home Occupation</b>	Home Occupation / Home Based Business Code
• <b>Warehouse</b> , where only involving minor building works	Industry Self Assessment Code
<b>Code Assessable</b>	
<i>For advice on all the codes applicable, refer to sections 5.1 to 5.3 of this Planning Scheme.</i>	
• <b>Building work at a Heritage Place</b>	Heritage Place Code
• <b>Building work for a Swimming Pool</b>	Swimming Pool Code
• <b>Bulk Store</b> , when not self assessable development	Industrial Use Code
• <b>Caretakers Residence</b>	Caretakers Residence Code
• <b>Home Based Business</b>	Home Occupation / Home Based Business Code
• <b>Low Impact Industry</b>	Industrial Use Code
• <b>Transport Terminal</b>	Industrial Use Code
• <b>Warehouse</b> , when not self assessable development	Industrial Use Code
<b>Impact Assessable</b>	
• <b>Any other Material Change of Use and associated Building Work for what is not otherwise stated as Exempt, Self Assessable or Code Assessable Development.</b>	
• <b>Building work for demolition of a Heritage Place.</b>	



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**Operational Work / Reconfiguring a Lot**

Development Type	Primary Code(s)
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**Self Assessable**

*The following uses are Self Assessable development only when complying with all of the relevant Acceptable Solutions contained within the Applicable Primary Code(s).*

- **Advertising Sign**, nominated as Group A in Schedule 1 of Planning Scheme Policy No. 9 – Signage for an Industrial Area or Precinct that are not a Third Party Sign, a Flashing Sign or a Free Standing Sign. Part A of the Signage Code

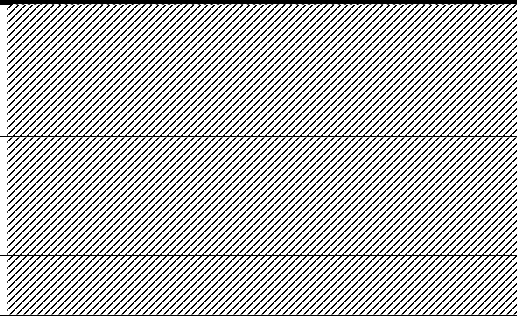
**Code Assessable**

*For advice on all the codes applicable, refer to section 5.1 to 5.3 of this Planning Scheme.*

- **Advertising Sign**, nominated as Group A in Schedule 1 of Planning Scheme Policy No. 9 – Signage for an Industrial Area or Precinct that is;
  - (a) not complying with all the relevant Acceptable Solutions listed in the Signage Code and is not a Third Party Sign or a Flashing Sign; or
  - (b) a Freestanding Sign. Signage Code
- **Advertising Sign**, nominated as Group B in Schedule 1 of Planning Scheme Policy No. 9 – Signage for an Industrial Area or Precinct that are not a Third Party Sign or a Flashing Sign. Signage Code
- **Operational work for excavation or filling** Filling or Excavation Code; and Steep or Unstable Land Code
- **Operational work for Reconfiguring a Lot** Reconfiguring of a Lot Code; and External Works and Servicing Code
- **Reconfiguring a Lot**, where no additional allotments are created or where additional allotments are created, all resulting allotments have an area of 2000m<sup>2</sup> or more. Reconfiguring a Lot Code

**Impact Assessable**

- **Reconfiguring a Lot**, where additional allotments are created and one or more resulting allotments is less than 2000m<sup>2</sup>
- **Advertising Sign**, not nominated as Group A or B in Schedule 1 of Planning Scheme Policy No. 9 – Signage for an Industrial Area or Precinct.
- **Advertising Sign**, being a Third Party Sign or a Flashing Sign.

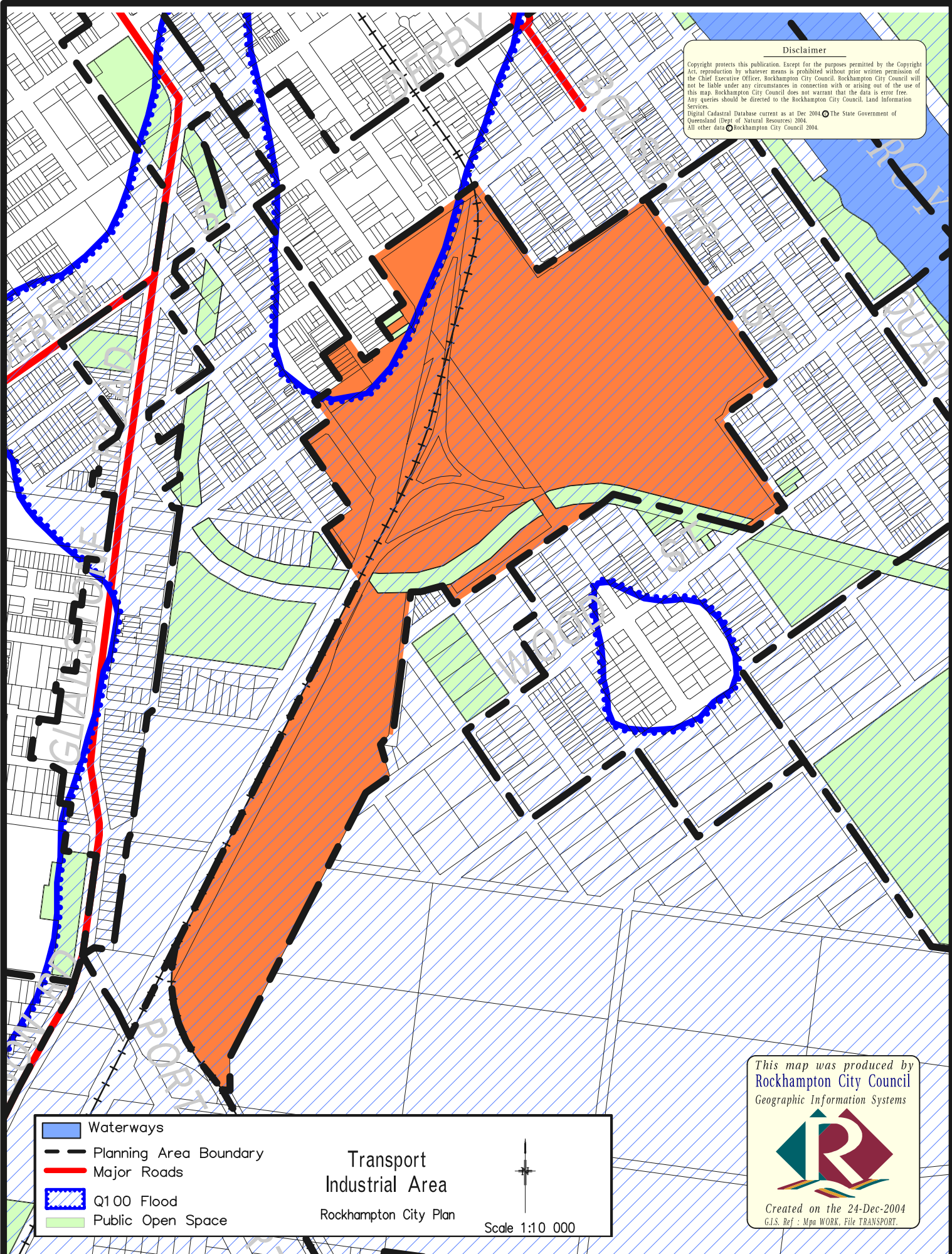


CHAPTER 4  
TRANSPORT INDUSTRIAL AREA



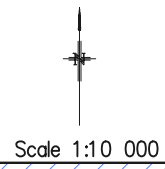
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- Waterways
- Planning Area Boundary
- Major Roads
- Q100 Flood
- Public Open Space

Transport Industrial Area  
Rockhampton City Plan



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