

## **SOUTH ROCKHAMPTON LOW IMPACT INDUSTRIAL AREA**

### **Description**

The South Rockhampton Low Impact Industrial Area is located immediately south east of the CBD and is bound by Derby, George, Stanley, Denison, South, and Quay Streets. Many of the allotments located within this Area are also serviced by laneways. Consequently, many allotments have dual access.

The character of the Area is primarily industrial, with some commercial and residential uses dispersed throughout the industrial development. Historically, the Area developed randomly as one of the first industrial Area's, located on the fringe of the business centre, hosting a range of land uses that could not be absorbed within the centre itself. It has, therefore, evolved into an Area where commercial, industrial, and residential activities are haphazardly intermixed. Being one of the oldest Areas in Rockhampton, much of the Area is suitable for redevelopment.

The land in this Area is flat and approximately half of the Area, located in proximity to the Fitzroy River, is subject to flooding. The majority of the flood prone land is designated "Flood Storage High Hazard" with a portion designated "Flood Storage Low Hazard."

### **Intent**

The primary intent for the South Rockhampton Low Impact Industrial Area is to continue to accommodate a range of industrial uses, with an opportunity to alter the emphasis in the type and scale of industry to harmonise with the level of amenity associated with proximity to a city centre. Consequently, low impact industries, including warehousing and storage, is encouraged. Consumption based uses<sup>1</sup> are also particularly encouraged in this Area. Whilst further residential development is not supported in this Area, with the exception of caretaker's residences or when involving the reuse of a building listed on the state heritage register, industrial uses located in this Area are not to:

- (a) Have a detrimental impact on any other land use; or
- (b) Disrupt the amenity of adjoining industrial uses; or
- (c) The amenity of surrounding Planning Areas, including the Central Business District (CBD) Commercial Area.

Industrial uses supported in this Area are those that support industrial activity through servicing of goods or products.

It is expected that an increasing amount of residential development for both permanent residents and visitors will occur in the adjoining Central Business District Commercial Area, therefore, to protect the amenity of both those within that Planning Area and in other surrounding Planning Areas, impacts from

<sup>1</sup> Consumption Based Uses focus on providing goods and services directly to the local public (consumer) not other industries in the area or region.

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industries are to be managed and contained within the boundaries of the site. It is also intended that transport servicing this Area will bypass the CBD and the adjoining Residential Planning Areas. As a result, to manage and mitigate the potential for land use conflicts, with adjoining Areas, a Precinct is located on the fringe of the South Rockhampton Low Impact Industrial Area, being an Industrial Sales and Service Industry Precinct where uses with the least impact should be located.

The boundaries of this Area have been determined based on the location of existing industrial land uses as well as other land identified by its location as being suitable for industrial development. Consequently, development outside of the boundaries of this Area, into surrounding Areas, purporting to be an appropriate expansion or extension of this Area, is not consistent with the intent of this Area or adjoining Areas.

The Quay Street frontage of this Area, between Quay Street and Quay Lane, including the riverbank land between Quay Street and the Fitzroy River, forms a physical continuation of the heritage buildings located along Quay Street to the north of this Area. It is envisaged that a wider range of uses, in addition to those available in other parts of the Planning Area, would be suitable in this location, particularly where heritage / character buildings are retained / reused. Other uses compatible with the intent for Quay Street, include uses which benefit from a waterfront location and have synergies with the river, including some types of retail, office, and community uses, such as a bait and tackle shop, a marine chandlery shop, the volunteer coastguard association, boating clubs, pontoons, wharves, etc. It is important to note proposed activities that have synergies with the river are subject to Impact Assessment, as identified in the Level of Assessment Table, however, this level of assessment requires assessment against the Intent of the Planning Area, which identifies the potential for beneficial river related synergies.

In addition to the above, there are buildings within the Area listed on the State Heritage Register, that by their design limit their capacity to be used for industrial purposes. To facilitate in the continual reuse of these buildings, it is intended that they also be able to be used for a residential or commercial purpose, provided the heritage values of the building is preserved and that the use does not have an adverse impact on the capacity of any surrounding industry to continue to operate or expand.

The redevelopment and amalgamation of sites is encouraged, with all new development designed to address the street. Built form character is to be of a low intensity / low scale, employing the principles of good urban design. Building setbacks should be compatible with surrounding development, and new development is to make provision for carparking, loading / unloading, and landscaping on site.

The existence of Paul's Dairy products processing plant located on the corner of Stanley and Alma Streets is acknowledged and is permitted to remain and continue its current operations on site. However, if the incumbent of this site should cease to operate in its current form, the use of the site should revert to low impact industrial uses, in accordance with the intent for this Area. Any



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proposed expansion of the business in this location will only be supported, if it can be demonstrated that the impacts, including heavy vehicles accessing the site, can be satisfactorily managed.

This Area contains a large portion of motor vehicle workshops. The use of land in this Area for such a use is generally consistent with the intent of this Area, when impacts are properly managed, as these uses provide an industrial activity that supports the needs of residents in South Rockhampton, and particularly those who work in the adjoining Central Business District Commercial Area. Proximity and access to Low Impact Industrial uses that assist the residents of Rockhampton to conduct their business close to home or work is an essential element to a livable City.

Similarly, transport depots are located in this Area, given the synergies with the intermodal exchange located within the adjoining Transport Industrial Area. However, traffic, scale, frequency and noise issues are associated with these uses, as heavy vehicles traverse the CBD for access, detrimentally impacting on the CBD. In the long-term it is envisaged that these uses relocate to sites at Parkhurst, where there is capacity for railway sidings, providing for on and off loading facilities. Consequently, in line with this long-term intention, it is unlikely that Council will support the expansion of these uses in the short-term.

Existing industrial uses that are not low impact in their nature, but were lawfully established prior to the commencement of this planning scheme, can remain for the term of the viability of the use, or its abandonment. However, any material change in the intensity or scale of the use caused by extensions, replacement or redevelopment of industrial premises in this Area, are to be consistent with the intent of this Area. New industrial development in this Area is recognised to occur, however, support is subject to the proposed industrial uses also demonstrating consistency with the intent of this Area.

Industrial uses that would constitute a material change in the intensity or scale of the use, beyond what would be reasonably expected by the host and surrounding community, is not consistent with the intent of this Area. Some of the properties, due to their immediate proximity to non-industrial land uses, may be inhibited in the capacity to operate long hours including proposals to increase the scale of operations, be it size of building or product output.

There are some government and community uses in this Area which do not compromise or negatively impact on the industrial nature of this Area, including government offices; charitable and welfare organisations; community groups, etc. Whilst the continued operation of these non-industrial uses is supported, they do not enjoy the same amenity in an Industrial Area, as could normally be expected in a Commercial Area, and their expansion is inconsistent with the intent of this Planning Area. There is a limited stock of land available in south Rockhampton for industrial purposes, especially flat land that is not flood prone, consequently, the land in this Area should be protected for this purpose. Government and community uses in south Rockhampton could locate in other Planning Areas, including the CBD. Therefore, should any of these uses vacate the Area, then low impact industrial uses are encouraged in their place.



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There are 3 hotels in the Area, including the Great Western, The Globe and The Commonwealth Hotels. While the existence of The Globe and The Commonwealth Hotels is supported, their function is to generally service the local community and business in the Area. On the other hand, The Great Western Hotel caters for major functions and events, which attracts locals and visitors alike. One of the main regular events held on the premises is a rodeo. The Hotel has the capacity to be used for a range of events, including stock sales, balls, musical performances, etc, however, the use of this venue for conferences or seminars, etc, is not supported as this is inconsistent with the intent of the Area. These events should generally be held within venues located in the CBD. Further expansion of the Great Western or the land immediately adjacent to it for the purposes of developing a tourist node is expected. However, such expansion requires adequate carparking on site, including loading and unloading areas of sufficient capacity to cater for horse floats and cattle trucks, should uses involving livestock be proposed to continue on site. The use of the premises for other tourist attractions / activities, which may include a museum, etc. would be consistent with the intent for this part of the Planning Area as long as they are not overly land consumptive. Any expansion or alterations to the premises, including new uses on the site, are required to ensure that noise attenuation measures are implemented, to protect the residential amenity of the surrounding residents and non industrial Planning Areas.

The use of buildings for the purposes of indoor sports or recreation, while not industrial uses, are consistent with the intent of this Planning Area. This is due to impacts such as noise and traffic that they are likely to generate. Their tendency to be more intensively used outside of normal business hours also limits the potential for conflict to occur with surrounding industries. Sufficient carparking is a critical issue for these types of uses, along with appropriate noise control to mitigate any impacts on any noise sensitive uses that may exist in the Area.

While the continued use of laneways for secondary access purposes is supported, primary access to sites should generally be obtained from the main street frontage, particularly where heavy vehicles are concerned.

Public open space areas exist along the Fitzroy River and it is intended that these areas continue to be upgraded and improved whenever possible, to facilitate the development of an open space corridor adjacent to the river for public access, where determined to be environmentally and culturally appropriate.

Despite all of the above, all development on land in this Planning Area subject to flooding, must be consistent with the purpose of the Flood Prone Land Code.

#### **PRECINCT 1 – INDUSTRIAL PRECINCT**

##### **SOUTH ROCKHAMPTON SALES AND SERVICE INDUSTRY**

#### ***Description***

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The Industrial Sales and Service Industry Precinct is the land on the fringe of the South Rockhampton Low Impact Industrial Area, providing distance and separation between the adjoining non-industrial areas beyond Derby, George and South Streets, as identified on the Precinct plan map.

#### ***Intent***

It is intended that this Precinct serve as a buffer between the core Low Impact Industrial activities in this Area, and the surrounding Planning Areas, some of which are non-industrial in their primary use. This Precinct is intended to provide for a sales / retail showroom area displaying industrial products and services available and in many instances produced on site. The sales / retail component is required to front the street, however, its role is an ancillary activity, supporting the major industrial activity on site. By introducing a Sales and Service Industry Precinct, the Industrial Area can be effectively screened from the more sensitive urban activities in adjoining Planning Areas. A number of premises in this Precinct presently offer a sales and service type service to the public, such as Aqua Pumping and Solar, and CRT – Savage Barker & Backhouse.

These facilities present a high standard of frontage and predominantly service the needs of the local public, not other industrial uses and their activities. However, it is important this Precinct should not cause amenity loss to other more sensitive urban uses.

This Precinct is intended to be distinct from the Central Business District (CBD) in nature, character and use. Consequently, new commercial uses such as shops, offices and the like, seeking to establish in this Precinct and Area will not be consistent with the intent of the Precinct or Area, unless they are a minor and ancillary part of an industrial establishment, constructed at the front of, or above, industrial establishments, as stated above. However, this will be subject to a greater level of urban design than would otherwise be expected for an industrial development, including the provision of sufficient carparking on site, in an accessible and obvious location.



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### SOUTH ROCKHAMPTON LOW IMPACT INDUSTRIAL AREA (Including Precinct 1 – Sales and Service Industry)

#### Material Change of Use / Building Work

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).*

• <b>Bulk Store</b> , and where not on flood prone land	Industry Self Assessment Code
• <b>Home Based Business</b>	Home Occupation / Home Based Business Code
• <b>Home Occupation</b>	Home Occupation / Home Based Business Code
• <b>Low Impact Industry</b> , if it involves only minor building works	Industry Self Assessment Code
• <b>Outdoor Sport and Recreation</b> , on land designated as Public Open Space on the South Rockhampton Low Impact Industrial Area Map and where not an ERA	Sports and Recreation Code
• <b>Warehouse</b> , if it involves only minor building works	Industry Self Assessment Code

#### Code Assessable

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

• <b>Brothel</b>	Prostitution Act 1999
• <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>Car Park</b>	Industrial Use Code
• <b>Caretakers Residence</b>	Caretakers Residence Code
• <b>Emergency Services</b> , where not on flood prone land	Community Use Code
• <b>Indoor Sport and Recreation</b>	Sports and Recreation Code
• <b>Landscape Supplies</b>	Industrial Use Code
• <b>Low Impact Industry</b> , when not self assessable development	Industrial Use Code
• <b>Restricted Premises</b>	Restricted Premises Code
• <b>Service Station</b>	Service Station Code
• <b>Take-away Food Store</b>	Activity Centre Code
• <b>Warehouse</b> , when not self assessable development	Industrial Use Code

#### Impact Assessable

• Any other Material Change of Use and associated Building Work for what is not otherwise stated as Exempt, Self Assessable or Code Assessable Development.	
• Building work for demolition of a Heritage Place.	

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### SOUTH ROCKHAMPTON LOW IMPACT INDUSTRIAL AREA (Including Precinct 1 – Sales and Service Industry)

#### 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 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 1000m<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 1000m<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.



This map was produced by  
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Waterways

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

South Rockhampton

Low Impact Industrial Area

Rockhampton City Plan

Scale 1:10 000



# South Rockhampton Low Impact Industrial Area

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Scale 1:10 000

Precinct 1 – Industrial Precinct

South Rockhampton Sales and Service Industry

Waterways

Precinct Boundaries

Planning Area Boundary

Rockhampton City Plan






