

## 6.2.11 Waterfront and marine industry zone code

### 6.2.11.1 Application

This code applies to assessable development:-

- (a) within the Waterfront and marine industry zone as identified on the zoning maps contained within **Schedule 2 (Mapping)**; and
- (b) identified as requiring assessment against the Waterfront and marine industry zone code by the tables of assessment in **Part 5 (Tables of assessment)**.

### 6.2.11.2 Purpose

- (1) The purpose of the waterfront and marine industry zone is to provide for:-
  - (a) marine industry; and
  - (b) other uses and activities that:-
    - (i) need to be on or near water or a marine environment; or
    - (ii) support industry activities and do not compromise the future use of premises for industry activities.
- (2) The purpose of the Waterfront and marine industry zone code will be achieved through the following overall outcomes:-
  - (a) the waterfront and marine industry zone is predominantly used for waterfront and marine industry uses. However it may include a limited range of non-industrial uses and business that are allied and compatible with waterfront and marine industry where they do not compromise the long term use of the land for industrial purposes;
  - (b) development incorporates high quality urban design and landscaping to create an attractive, functional and legible waterfront industry precinct that is sympathetic to the non-urban character and amenity of the surrounding area;
  - (c) waterfront and marine industry land uses contribute to the local and regional economies and provide for the establishment of advanced industrial technologies;
  - (d) development responds to the environmental constraints of coastal areas and waterways as well as land constraints such as topography and flooding;
  - (e) the zone is protected from the intrusion of incompatible land uses that may compromise or conflict with the primary use of premises for marine industry uses;
  - (f) development ensures that uses and works for industrial purposes are located, designed and managed to maintain public health and safety, avoid significant adverse effects on the natural environment, and minimise impacts on non-industrial land and sensitive uses; and
  - (g) development does not adversely impact on the continued safe operation, viability and maintenance of existing infrastructure or compromise the future provision of planned infrastructure.

### 6.2.11.3 Assessment benchmarks

Table 6.2.11.3.1 Assessment benchmarks for assessable development

Performance outcomes		Acceptable outcomes	
<b>Industrial uses</b>			
<b>PO1</b>	The waterfront and marine industry zone is predominantly used for marine industry uses, including ship and boat building, marine equipment manufacturing, marine and maritime service providers, marine vessel refitting and marine vessel maintenance operations.	<b>AO1</b>	No acceptable outcome provided.
<b>PO2</b>	Other industry activities may be established in the zone where they require access to a navigable waterway or provide support or complementary services to marine industry uses.	<b>AO2</b>	No acceptable outcome provided.
<b>Non-industrial uses</b>			
<b>PO3</b>	Development provides for limited non-marine industry uses including caretaker's accommodation, car parks, emergency services, food and drink outlets, landings, parks, service stations, telecommunications facilities, and utility installations where these uses are ancillary to and directly support the ongoing viability and operation of marine industry uses.	<b>AO3</b>	No acceptable outcome provided.
<b>Provision of marine services and repair infrastructure</b>			
<b>PO4</b>	The first stage of development in the waterfront and marine industry zone incorporates a single integrated area for marine services and repair infrastructure for use by all existing and future operators located in the zone, comprising of:- (a) a canal basin adjacent to the Mary River; (b) a boat ramp into the canal basin; (c) a straddle lift for vessels up to 30m in length; (d) hardstand area (with a minimum area of approximately 2 hectares); (e) equipment for the removal, treatment and disposal of sewage and other solid and liquid waste from vessels, including bilge water; (f) equipment for the removal and storage of fuel from vessels; (g) a vessel wash down facility designed and constructed to industry best practice standards; and (h) a location for an enclosed pressure sand blasting and painting facility.	<b>AO4</b>	No acceptable outcome provided.
<b>General</b>			
<b>PO5</b>	Development has a built form that meets the functional needs of marine industry uses and is also sympathetic to the non-urban character and amenity of the surrounding area.	<b>AO5</b>	Development has a maximum building height above ground level of:- (a) 20.0m for buildings and structures used for the manufacturing, servicing or repair of vessels; and (b) 12.5m for all other buildings and structures.

Performance outcomes		Acceptable outcomes	
<b>PO6</b>	Development in the Waterfront and marine industry zone incorporates high quality urban design and landscaping to create an attractive, functional and legible waterfront industry precinct.	<b>AO6</b>	No acceptable outcome provided.
<b>PO7</b>	Development is located, designed and operated to be responsive to the Fraser Coast's sub-tropical climate <sup>19</sup> and minimises the consumption of energy and water.	<b>AO7</b>	No acceptable outcome provided.
<b>PO8</b>	Development mitigates any adverse impacts on adjoining areas of environmental significance, including rivers, creeks, gullies, waterways, wetlands, coastal areas, habitats and vegetation through location, design, operation and management.	<b>AO8</b>	No acceptable outcome provided.
<b>PO9</b>	Development is provided with the full range of urban services to support industry and employment needs, including parks, reticulated water, sewerage, stormwater drainage, sealed roads, pathways, electricity and telecommunication infrastructure.	<b>AO9</b>	No acceptable outcome provided.
<b>PO10</b>	Development does not adversely impact on the continued safe operation, viability and maintenance of existing infrastructure or compromise the future provision of planned infrastructure.	<b>AO10</b>	No acceptable outcome provided.

<sup>19</sup> Editor's note—the publication *Subtropical Design in South East Queensland – A Handbook for Planners, Developers and Decision Makers*, prepared by the Centre for Subtropical Design, provides guidance about the application of sub-tropical design principles.