

6.2.9 Medium impact industry zone code

6.2.9.1 Application

This code applies to assessable development:-

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

6.2.9.2 Purpose

(1) The purpose of the Medium impact industry zone is to provide for:-

- (a) medium impact industry; and
- (b) other uses and activities that:-
 - (i) support industry activities; and
 - (ii) do not compromise the future use of premises for industry activities.

Editor's note—**Table SC1.3.1 (Industry thresholds)** in **Schedule 1 (Definitions)** provides examples of low impact industry, medium impact industry, high impact industry and special industry uses.

(2) The purpose of the Medium impact industry zone code will be achieved through the following overall outcomes:-

- (a) uses in the zone are predominantly for low to medium intensity industrial activities (other than special industry uses) at a larger scale and higher intensity relative to the Low impact industry zone;
- (b) activities considered appropriate in this zone are defined as medium impact industry in the schedule of definitions;
- (c) development is of a low-scale built form that is consistent with the streetscape and the surrounding built form;
- (d) development positively contributes to the image of the Fraser Coast through a high quality of built form and landscaping in keeping with the expectations of a modern, safe, and attractive industrial environment;
- (e) development responds to land constraints including topography and flooding;
- (f) service and low impact industry uses may be appropriate where they are not detrimentally affected by, and do not compromise, the operations of medium impact industry uses;
- (g) non-industrial uses such as offices and food and drink outlets that are ancillary to, and directly support, the industrial area, are facilitated;
- (h) development has access to the appropriate level of transport infrastructure (for example railways, highways, airports and seaports);
- (i) existing and planned industrial uses are protected from the intrusion of incompatible uses that may compromise or conflict with the primary use of premises for industry purposes;

- (j) 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;
- (k) development does not adversely impact on the continued safe operation, viability and maintenance of existing infrastructure or compromise the future provision of planned infrastructure; and
- (l) development in **Precinct MII1 (Hervey Bay entrance)** sensitively responds to the precinct's location and setting at the gateway entrance to Hervey Bay's coastal urban area.

6.2.9.3 Assessment Benchmarks

Table 6.2.9.3.1 Assessment benchmarks for assessable development

Performance outcomes		Acceptable outcomes	
Industrial uses			
PO1	Uses in the zone are predominantly for low to medium intensity and low to medium impact industrial activities, including low impact industry, medium impact industry, bulk landscape supplies, research and technology industry, service industry, transport depot, and warehouse uses.	AO1	No acceptable outcome provided.
Non-industrial uses			
PO2	Non-industrial uses, including caretakers accommodation and food and drink outlets (e.g. take-away stores and snack bars), may be established where ancillary to and directly supporting the ongoing industrial use of the zone.	AO2	No acceptable outcome provided.
PO3	Other non-industrial uses which are not ancillary to, but are compatible with, industrial uses, including agricultural supplies stores, hardware and trade supplies, service stations and veterinary services, may also be established in the zone. Such uses are appropriately located and designed to ensure that they do not compromise the ongoing operation and viability of industrial uses.	AO3	No acceptable outcome provided.
General			
PO4	Development provides for a range of lot sizes to cater for varying industry needs and user requirements.	AO4	No acceptable outcome provided.
PO5	Development has a predominantly low-rise built form that is sympathetic to the intended scale and character of the streetscape and surrounding area.	AO5	Development has a maximum building height of 15.0m above ground level.
PO6	Development is located, designed and operated to be responsive to the Fraser Coast's sub-tropical climate ¹⁷ and minimises the consumption of energy and water.	AO6	No acceptable outcome provided.
PO7	Development mitigates adverse impacts on areas of environmental significance, including creeks, gullies, waterways, wetlands, coastal areas, habitats and vegetation through location, design, operation and management.	AO7	No acceptable outcome provided.

¹⁷ 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.

Performance outcomes		Acceptable outcomes	
PO8	Industrial activities have access to the appropriate level of transport infrastructure, including encouragement of public and active transport accessibility and use, and do not interfere with the safe and efficient operation of the surrounding road network.	AO8	No acceptable outcome provided.
PO9	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.	AO9	No acceptable outcome provided.
PO10	Development does not adversely impact on the continued safe operation, viability and maintenance of existing infrastructure or compromise the future provision of planned infrastructure.	AO10	No acceptable outcome provided.
Development in Precinct MII1 (Hervey Bay entrance)			
PO11	Development in Precinct MII 1 (Hervey Bay entrance) provides for:- (a) a development footprint that does not visually dominate the precinct's location and setting at the gateway entrance to Hervey Bay's coastal urban area; (b) the preservation of views to the coast by adopting a lower intensity and scale of development and built form in the more elevated (southern) parts of the precinct; (c) vegetated buffer strips adjacent to the Maryborough-Hervey Bay Road frontage to screen and soften the development footprint as viewed from this transport corridor; (d) land requirements for the future upgrading of the Maryborough-Hervey Bay Road; and (e) vehicular access from Scrub Hill Road, with no direct access from Maryborough-Hervey Bay Road.	AO11	No acceptable outcome provided.