

## 6.2.18 Mixed use zone code

### 6.2.18.1 Application

This code applies to assessable development:-

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

### 6.2.18.2 Purpose

- (1) The purpose of the mixed use zone is to provide for a variety of uses and activities, including, for example, business, residential, retail, service industry, tourist accommodation or low impact industrial uses or activities.
- (2) The purpose of the Mixed use zone code will be achieved through the following overall outcomes:-
  - (a) development provides for an appropriate mix of uses that take advantage of their proximity to, and support the ongoing operation of major activity hubs associated with Urangan Harbour and Hervey Bay Airport, unique focal points in Maryborough and integrated resorts established on Fraser Island;
  - (b) development is compatible with the intent of the precinct in which it is located;
  - (c) the range, scale, and intensity of business uses in the zone does not compromise the role and function of the Pialba and Maryborough principal activity centres<sup>24</sup> as the primary regional hubs for business activities in the Fraser Coast region;
  - (d) the scale, character and built form of development contributes to a high standard of amenity in keeping with the intended role and function of the particular precinct;
  - (e) where relevant, new development complements and preserves existing heritage and character;
  - (f) development is designed to maximise energy efficiency, water conservation and public/active transport use;
  - (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;
  - (h) development in **Precinct MU1 (Urangan Harbour)** promotes the establishment of a vibrant and active mixed-use harbour-side precinct that accommodates a range of residential tourism, recreation, business, community and industry uses consistent with the Urangan Harbour Master Plan and associated Planning Scheme Policy for the Urangan Harbour Master Plan in Schedule 6;
  - (i) in addition to providing support services to the aviation sector and Hervey Bay Airport, development in **Precinct MU2 (Hervey Bay Airport Business and**

<sup>24</sup> Note - Principal Activity Centres are located at Maryborough (CBD) and Pialba in Hervey Bay. They:-

- (A) contain the largest and most diverse concentration of urban activities;
- (B) have high population densities; and
- (C) are the key regional focus for employment and development including, government administration, cultural, entertainment, health, education and public and active transport facilities;

**Industry Park)** accommodates a range of complementary business, industry and limited residential uses that contribute to the establishment of a self-contained employment hub;

- (j) development in **Precinct MU3 (Carriers Arms Hotel)** contributes to and enhances the established hotel, motel and conference facilities located in the precinct and caters for a range of residential, business and entertainment uses;
- (k) development in **Precinct MU4 (Dominion Flour Mill)** contributes to the establishment of a vibrant and active mixed –use precinct that accommodates a range of residential, tourism, recreation, business, community and industry uses;
- (l) development in **Precinct MU5 (Fraser Island Resorts)** contributes to and enhances the established integrated resorts located in this precinct that accommodate a range of residential, tourism, recreation, business, community and industry uses; and
- (m) development in Precinct MU6 (Maryborough Residential Airpark) provides for an alternative lifestyle choice that is tailored to aviation enthusiasts who own and operate private aircrafts as a dominant mode of transport. This precinct supports residential uses with associated air services such as hangers with direct access to the Maryborough airport runways.

### 6.2.18.3 Assessment benchmarks

**Table 6.2.18.3.1 Assessment benchmarks for assessable development**

Performance outcomes		Acceptable outcomes	
<b>General uses</b>			
<b>PO1</b>	Emergency services, telecommunications facilities and utility installations are established in the zone where appropriately designed and located to assist in maintaining public health, contribute to the comfort and safety of employees, residents and visitors, and integrate with the built form and character of the precinct.	<b>AO1</b>	No acceptable outcome provided.
<b>PO2</b>	Development ensures that uses and works for industrial purposes are located, designed and managed to maintain public health and safety in a mixed use setting, avoid significant adverse effects on the natural environment, and minimise impacts on non-industrial premises and sensitive uses.	<b>AO2</b>	No acceptable outcome provided.
<b>General</b>			
<b>PO3</b>	Development is located, designed and operated to be responsive to the Fraser Coast's sub-tropical climate <sup>25</sup> and minimises the consumption of energy and water.	<b>AO3</b>	No acceptable outcome provided.
<b>PO4</b>	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.	<b>AO4</b>	No acceptable outcome provided.
<b>PO5</b>	Industrial activities have access to the appropriate level of transport infrastructure and do not interfere with the safe and efficient operation of the surrounding road network.	<b>AO5</b>	No acceptable outcome provided.
<b>PO6</b>	Development encourages public transport accessibility and use and provides for	<b>AO6</b>	No acceptable outcome provided.

<sup>25</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.

Performance outcomes		Acceptable outcomes	
	pedestrian, bicycle and vehicular movement networks that maximise connectivity, permeability and ease of movement within and to the zone.		
<b>PO7</b>	Development is provided with the full range of urban services, where available, to support industry, employment and community needs, including parks, reticulated water, sewerage, stormwater drainage, sealed roads, pathways, electricity and telecommunication infrastructure.	<b>AO7</b>	No acceptable outcome provided.
<b>PO8</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>AO8</b>	No acceptable outcome provided.
<b>Development in Precinct MU1 (Urangan Harbour)</b>			
<b>PO9</b>	Development in Precinct MU1 (Urangan Harbour) is consistent with the outcomes sought in <b>Figure 6.2.18A Urangan Harbour Master Plan, Schedule 2 – Mixed Use Zone Precinct 1 Sub-precinct Zone Map</b> and <b>Table 6.2.18.3.2 Urangan Harbour Master Plan Sub-Precinct Design and Land Use Intent</b> .	<b>AO9</b>	No acceptable outcome provided.
<b>PO10</b>	Development in Precinct MU1 (Urangan harbour) is consistent with the maximum building heights identified on <b>Figure 6.2.18B Urangan Harbour Master Plan Building Heights</b> . <sup>26</sup>	<b>AO10</b>	No acceptable outcome provided.
<b>PO11</b>	Buildings protruding the Obstacle Limitations Surface are to incorporate safety lighting and other markings to the building to the satisfaction of the Hervey Bay Airport and the Civil Aviation Safety Authority (CASA) to ensure that they are clearly visible for the purpose of the airport operations.	<b>AO11</b>	No acceptable outcome provided.
<b>PO12</b>	The form, type and arrangement of buildings, streets and public spaces support development and urban design outcomes which:-  (a) create a compact and walkable community with key focal points; (b) create an active place characterised by a high quality public space and safe pedestrian areas which encourage community interaction; (c) provide built form which supports a mix of land uses that provide activity during the day and at night; (d) appropriately interfaces with existing residential development within and adjoining the Urangan Harbour Master Plan boundary and mitigates impacts from density or height by providing: i. visual buffers and setbacks or graduation in height;	<b>AO12</b>	No acceptable outcome provided.

<sup>26</sup> Editor's note— Where located within the 80 (20 storeys) building height designation, any proposal protruding the Obstacle Limitations Surface as outlined in the Airport and Aviation Facilities Overlay will need to obtain approval from the Hervey Bay Airport and the Civil Aviation Safety Authority (CASA) on the proposed building height and design. The development will need to comply with any requirements imposed by the Airport Manager and/or CASA to ensure operational and safety measures for the airport are maintained.

Performance outcomes		Acceptable outcomes	
	<ul style="list-style-type: none"> <li>ii. appropriate access arrangements; and</li> <li>iii. complementary uses.</li> <li>(e) all buildings address the street, reinforce streetscapes and integrate with the public spaces, with service areas and car parking located to the rear of buildings, in particular promoting building design which reinforces the Esplanade as the main boulevard and gateway into the Master Plan area;</li> <li>(f) enhance the relationship with the waterfront;</li> <li>(g) contribute to an articulated streetscape along key pedestrian and street connections;</li> <li>(h) conserve and enhance local site characteristics, settings, landmarks and views;</li> <li>(i) maximise views to Fraser Island and the Great Sandy Strait where ever possible;</li> <li>(j) provide a safe environment through the application of Crime Prevention Through Environmental Design (CPTED) principles such as passive surveillance of public spaces and activated street frontages;</li> <li>(k) provide adequate visual and noise amenity; and</li> <li>(l) ensure sites have sufficient dimensions to accommodate buildings, landscaping, parking, access and circulation areas.</li> </ul>		
<b>PO13</b>	<p>Development supports sustainable outcomes where:-</p> <ul style="list-style-type: none"> <li>(a) landscaping and building design are of a high standard, providing adequate safety, privacy, comfort and responsiveness to the sub-tropical climate and coastal hazards;</li> <li>(b) development has regard to environmental values;</li> <li>(c) ecosystems and natural physical processes are maintained and incorporated as features within the Master Plan area; and</li> <li>(d) the visual amenity of the locality and streetscape is enhanced.</li> </ul>	<b>AO13</b>	No acceptable outcome provided.
<b>PO14</b>	<p>Development delivers a well-designed street and movement network which:-</p> <ul style="list-style-type: none"> <li>(a) creates an attractive and appealing place for residents, workers and visitors, with a street pattern that facilitates safe and efficient movement of private vehicles, buses, cyclists and pedestrians. Development: <ul style="list-style-type: none"> <li>i. is permeable, legible and connected to surrounding areas;</li> <li>ii. connects to and takes into consideration impacts to existing networks while ensuring acceptable levels of amenity and minimising negative impacts of through traffic;</li> <li>iii. provides a safe and pleasant movement network for pedestrians,</li> </ul> </li> </ul>	<b>AO14</b>	No acceptable outcome provided.

Performance outcomes		Acceptable outcomes	
	<p>cyclists and vehicles that has a clear structure and maximises walking, cycling and public transport effectiveness;</p> <p>iv. provides a safe and pleasant environment through lighting, pavement treatment and materials, clear sight lines and landscaping; and</p> <p>v. supports improvements to pedestrian and cycle connections within the Master Plan area which link to the broader network and support movement to key destinations such as shops, parks and community facilities both internal and external to the Master Plan area;</p> <p>(b) promotes physical and visual connectivity through the Master Plan area;</p> <p>(c) has regard to location and design of passenger and vehicle parking requirements, including overnight and worker spaces and car queuing requirements which seek to minimise conflicts between different users of the Urangan Harbour;</p> <p>(d) establishes a waterfront promenade and boardwalk which contributes to the various public spaces, has an appropriate interface with adjoining development and enhances the public's access and enjoyment of the marina and the broader Urangan Harbour;</p> <p>(e) delivers specific road, pedestrian and cycle connections detailed in the sub-precinct outcomes and as shown in <b>Figure 6.2.18.A Urangan Harbour Master Plan</b>;</p> <p>(f) ensures car parking areas are appropriately designed, not visually dominant and do not detract from the building's relationship with the street;</p> <p>(g) upgrades of existing footpaths along the Esplanade to be a high quality shared path suitable for both pedestrian and cyclist movement; and</p> <p>(h) provides end of trip facilities for pedestrians and cyclists.</p>		
<b>PO15</b>	<p>The design, siting and layout of development has regard to the environment and:-</p> <p>(a) seeks to first avoid, then minimise and mitigate impacts arising from development within the Master Plan area to sensitive ecological values or Matters of State Environmental Significance;</p> <p>(b) utilises planting strategies which are site responsive and reflect the subtropical nature of the Fraser Coast and retaining existing vegetation where practical;</p> <p>(c) maintains and improves water quality and the functioning and characteristics of the existing hydrological network (including surface and groundwater interactions) and addresses overland</p>	<b>AO15</b>	No acceptable outcome provided.

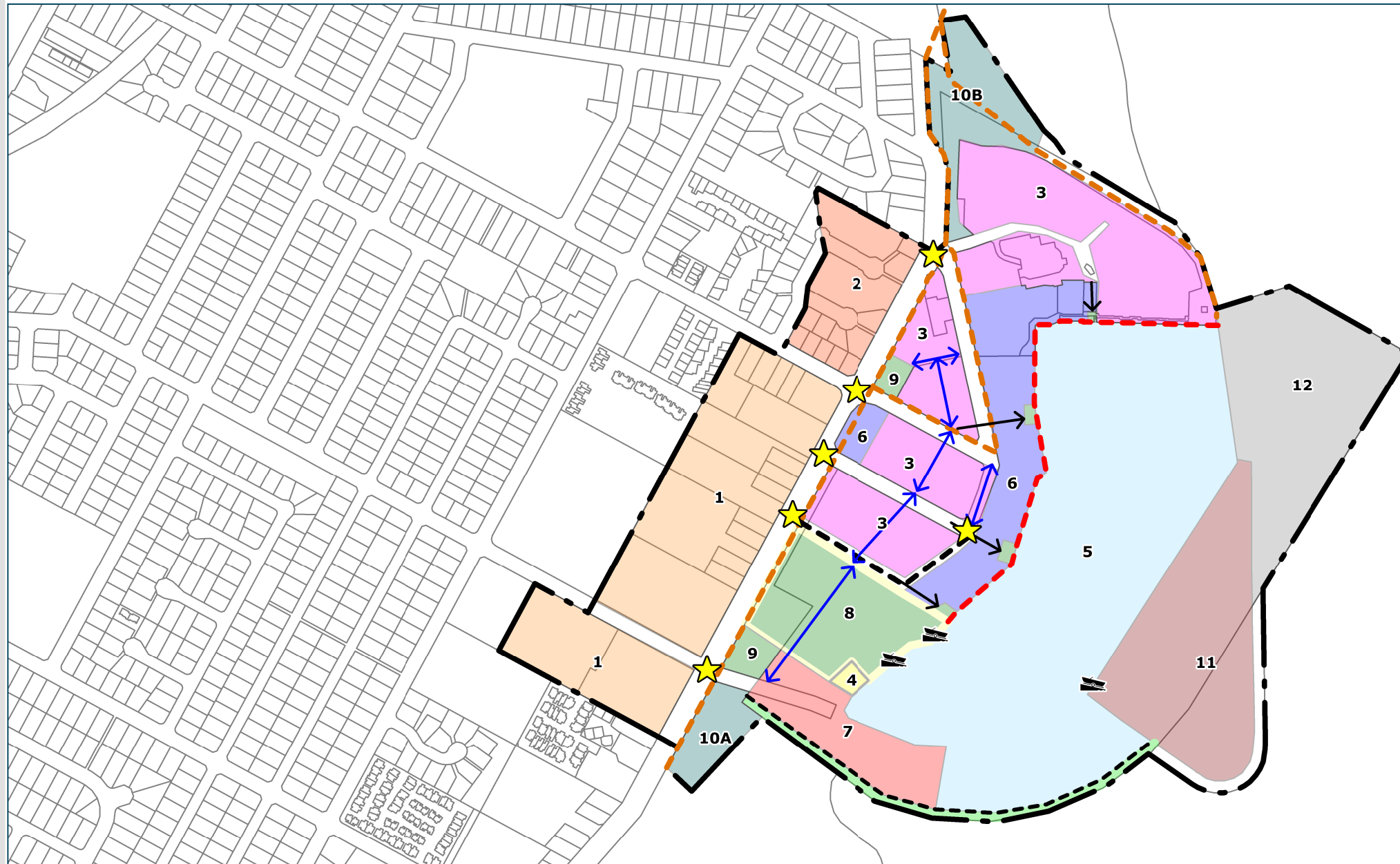
Performance outcomes		Acceptable outcomes	
	flow paths.		
<b>PO16</b>	<p>Development delivers parks and public spaces which:-</p> <ul style="list-style-type: none"> <li>(a) protects the recreational function of the open space areas;</li> <li>(b) provide for multiple purposes and uses including recreational, sporting, ecological and stormwater management functions;</li> <li>(c) contribute to the achievement of an integrated, high quality open space network that caters for a variety of recreation functions and experiences to meet the needs of residents and visitors;</li> <li>(d) provide opportunities for the community to engage with the coastal habitats of Hervey Bay and the Great Sandy Strait through new and improved areas of waterfront public open space;</li> <li>(e) are accessible for all users;</li> <li>(f) the waterfront promenade and boardwalk is designed to contribute to the open space and provide opportunities for the public to access and enjoy the waterfront;</li> <li>(g) are landscaped to assist in creating neighbourhood identity and way finding and link park areas in the Master Plan area through vegetated corridors;</li> <li>(h) are designed and embellished to suit their anticipated use;</li> <li>(i) incorporate appropriate erosion and sediment control techniques; and</li> <li>(j) may act as buffers between residential development and incompatible uses.</li> </ul>	<b>AO16</b>	No acceptable outcome provided.
<b>PO17</b>	<p>Development employs a risk management approach and will:-</p> <ul style="list-style-type: none"> <li>(a) be sited, designed and constructed to be sympathetic to the natural limitations of the site;</li> <li>(b) be designed to not impact on operational and safety requirements of the Hervey Bay Airport where a building may be in close proximity to or protrude the Obstacle Limitations Surface (OLS).</li> <li>(c) mitigate impacts from erosion prone areas;</li> <li>(d) mitigate impacts from contaminated land;</li> <li>(e) minimise soil erosion and siltation during construction;</li> <li>(f) ensure that people and property are safe from potential hazards including acid sulfate soils, coastal hazards and flooding through assessment of risk and avoiding or mitigating adverse impacts;</li> <li>(g) have regard to the projected impacts of a variable climate;</li> <li>(h) have regard to maritime uses within the Master Plan area; and</li> <li>(i) ensure stormwater runoff is adequately managed throughout the Master Plan area.</li> </ul>	<b>AO17</b>	No acceptable outcome provided.

Performance outcomes		Acceptable outcomes	
<b>PO18</b>	<p>Development will protect existing or planned trunk infrastructure and ensure infrastructure and services are:-</p> <p>(a) provided in a timely, orderly, integrated and coordinated manner to support urban uses and works;</p> <p>(b) available or capable of being made available (including key infrastructure such as roads, water supply, sewerage, drainage, park network, community facilities, energy and telecommunications); and</p> <p>(c) located and designed to maximise efficiency and ease of maintenance.</p>	<b>AO18</b>	No acceptable outcome provided.
<b>Development in Precinct MU2 (Hervey Bay Airport Business and Industry Park)</b>			
<b>PO19</b>	<p>Development in <b>Precinct MU2 (Hervey Bay Airport Business and Industry Park)</b> provides for the following:-</p> <p>(a) the provision of support services to the aviation sector and the Hervey Bay Airport, as well as accommodating a range of complementary business, industry and limited residential uses that contribute to the establishment of a self-contained employment hub, including:-</p> <p>(i) residential activities – caretaker's accommodation, hostel, short-term accommodation;</p> <p>(ii) business activities – food and drink outlets, offices, small-scale shops, showrooms and veterinary services; and</p> <p>(iii) industry activities – low impact industry, marine industry, medium impact industry, research and technology industry, service industry and warehouses;</p> <p>(b) a predominantly low-rise built form that is sympathetic to the intended scale and character of the streetscape and surrounding area, with a maximum building height of 10.0m above ground level; and</p> <p>(c) avoidance of adverse impacts on the safe and continued functioning of the Hervey Bay Airport.</p>	<b>AO19</b>	No acceptable outcome provided.
<b>Development in Precinct MU3 (Carriers Arms Hotel)</b>			
<b>PO20</b>	<p>Development in <b>Precinct MU3 (Carriers Arms Hotel)</b> provides for the following:-</p> <p>(a) uses and activities contribute to and enhance the established hotel, motel and conference facilities in the precinct including:-</p> <p>(i) residential activities – caretaker's accommodation, dwelling unit, multiple dwelling and short-term accommodation;</p> <p>(ii) business activities – food and drink outlet, offices and shops; and</p> <p>(iii) entertainment activities – function facilities, hotels and tourist attractions; and</p> <p>(b) buildings and structures contribute to the establishment of a consolidated and compact precinct, with a maximum</p>	<b>AO20</b>	No acceptable outcome provided.






















Performance outcomes		Acceptable outcomes	
	building height of 11.0m above ground level.		
<b>Development in Precinct MU4 (Dominion Flour Mill)</b>			
<b>PO21</b>	<p>Development in <b>Precinct MU4 (Dominion Flour Mill)</b> provides for the following:-</p> <p>(a) uses and activities contribute to the establishment of a vibrant and active mixed-use precinct that accommodates a range of residential, tourism, recreation, business, community, and industry uses including:-</p> <p>(i) residential activities – caretaker’s accommodation, dwelling unit, home based business, multiple dwelling and short-term accommodation;</p> <p>(ii) business activities – food and drink outlet, markets, offices, sales office and shops;</p> <p>(iii) entertainment activities – clubs, function facilities, hotels, theatres (other than a cinema) and tourist attractions;</p> <p>(iv) industry activities – low impact industry and service industry;</p> <p>(v) community activities – child care centres and community uses; and</p> <p>(vi) recreation activities – indoor sport and recreation and parks;</p> <p>(b) reuse of the Dominion Flour Mill buildings is highly encouraged to promote opportunity for urban renewal of the precinct to reflect and respect an area important to Maryborough’s industrial history;</p> <p>(c) design of new buildings and structures is respectful of the heritage listed features located within and adjacent to the precinct;</p> <p>(d) buildings and structures are designed and located in a manner which makes a positive contribution to the streetscape and is sympathetic to the intended scale and character of surrounding development, with a maximum building height of 15.0m above ground level; and</p> <p>(e) a high level of amenity, safety and design quality is provided and development is set amongst attractive landscaped grounds.</p>	<b>AO21</b>	No acceptable outcome provided.
<b>Development in Precinct MU5 (Fraser Island resorts)</b>			
<b>PO22</b>	<p>Development in <b>Precinct MU5 (Fraser Island Resorts)</b> provides for the following:-</p> <p>(a) uses and activities contribute to and enhance the established integrated resorts that accommodate a range of residential, tourism, recreation, business, community, and industry uses including:-</p> <p>(i) residential activities – caretaker’s accommodation, dwelling unit, resort complex and short-term accommodation;</p> <p>(ii) business activities – food and drink outlet, offices, sales office and shops;</p> <p>(iii) entertainment activities – clubs,</p>	<b>AO22</b>	No acceptable outcome provided.

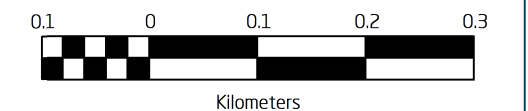


Performance outcomes		Acceptable outcomes	
	<p>function facilities, hotels, theatres (other than a cinema) and tourist attractions;</p> <p>(iv) industry activities – low impact industry, transport depot and service industry necessary to service the resident and visitor population;</p> <p>(v) community activities – health care services and community uses; and</p> <p>(vi) recreation activities – indoor sport and recreation and parks;</p> <p>(b) design of new buildings and structures is respectful of the Fraser Island environmental character that is predominant throughout the Island's communities;</p> <p>(c) buildings and structures are designed and located to be respectful of the environmental and cultural values of the Island and are sympathetic to the existing scale and character of surrounding development, with a maximum building height of 11.0m above ground level; and</p> <p>(d) a high level of amenity, safety and design quality is provide and maintained and development is set amongst attractive native landscaped grounds with retention of native vegetation wherever possible.</p>		
<b>Development in Precinct MU6 (Maryborough Residential Airpark)</b>			
<b>PO23</b>	<p>Development in <b>Precinct MU6 (Maryborough Residential Airpark)</b> provides for the following:-</p> <p>(a) the provision of residential development including air services (i.e. hangers) whether attached or separate to the dwelling houses, that seek access to the Maryborough Airport runways;</p> <p>(b) Subdivision of land for the Maryborough residential airpark is to be in the form of a Community Management Title only;</p> <p>(c) a predominantly low-rise built form that is sympathetic to the scale and character of the neighbouring residential area, with a maximum building height of 8.5m above ground level; and</p> <p>(d) avoidance of adverse impacts on the safe and continued functioning of the Maryborough Airport.</p>	<b>AO23</b>	No acceptable outcome provided.



## LEGEND

- |   |  |  |
|---|--|--|
|  High Density Residential Sub-precinct 1       |  Open Space & Recreation (Car Trailer Parking) Sub-precinct 8 |  New Roads                        |
|  SOHO Opportunity Sub-precinct 2               |  Open Space & Recreation Sub-precinct 9                       |  Pedestrian Network               |
|  Mixed Use Development Sub-precinct 3          |  Key Recreation Sites Sub-precinct 10A & 10B                  |  Vista / View Corridors           |
|  Community & Club Facilities Sub-precinct 4    |  Special Tourism Opportunities Sub-precinct 11                |  Boardwalk                        |
|  Marine Facilities (Wet Marina) Sub-precinct 5 |  Wet Marina Investigaton Area Sub-precinct 12                 |  DCDB November 2014 (Source DNRM) |
|  Retail, Hospitality & Tourism Sub-precinct 6  |  Recreational Fishing Opportunity                             |  Entry Points, Road Redesign      |
|  Marine Facilities (Dry Marina) Sub-precinct 7 |  |  Recreational Boat Ramp           |
|   |  |  Master Plan Boundary             |

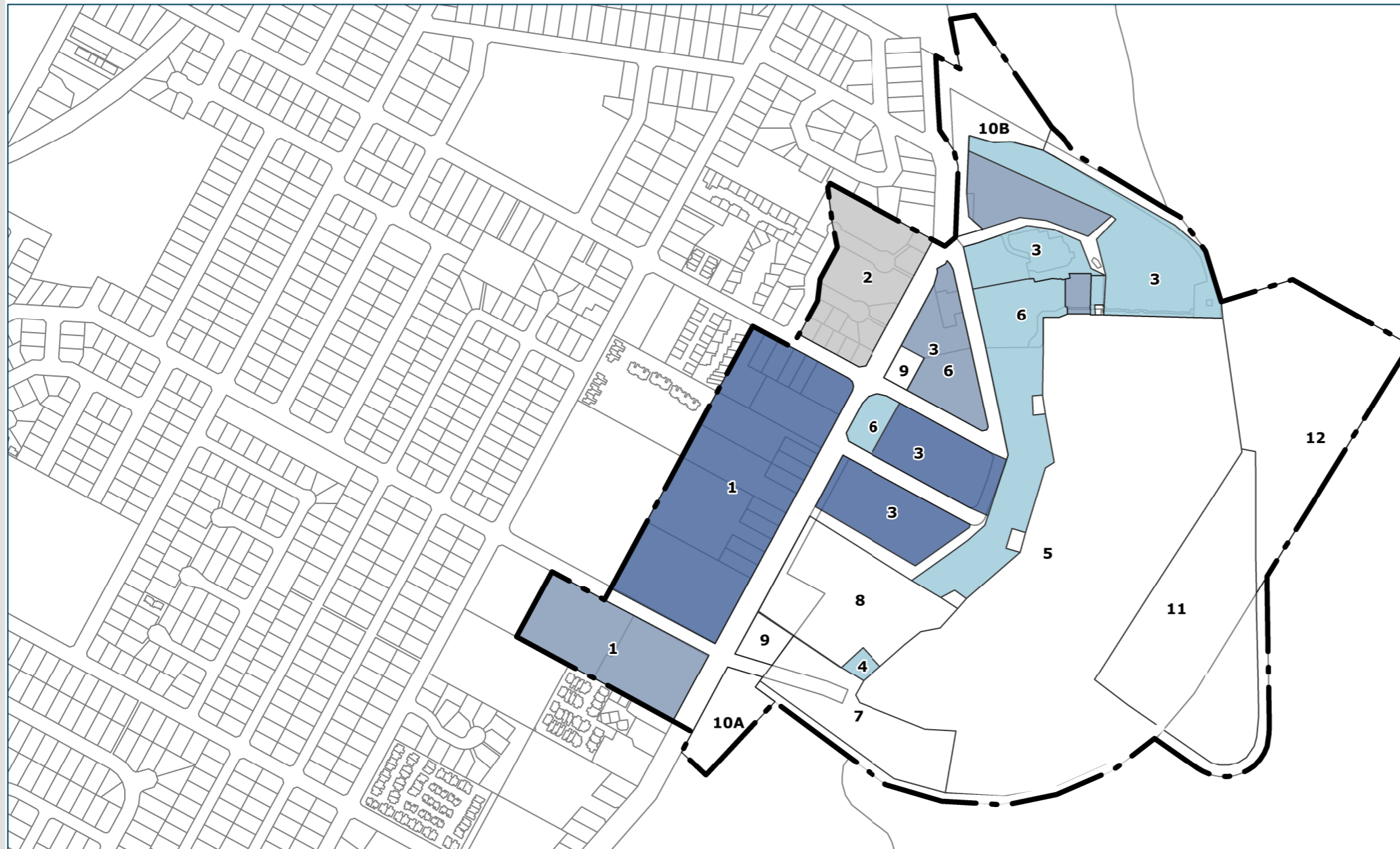


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Urangan Harbour  
Master Plan  
Elements

# FRASER COAST PLANNING SCHEME

## URANGAN HARBOUR MASTER PLAN BUILDING HEIGHTS



- 1 High Density Residential Sub-precinct 1
- 2 SOHO Opportunity Sub-precinct 2
- 3 Mixed Use Development Sub-precinct 3
- 4 Community & Club Facilities Sub-precinct 4
- 5 Marine Facilities (Wet Marina) Sub-precinct 5
- 6 Retail, Hospitality & Tourism Sub-precinct 6
- 7 Marine Facilities (Dry Marina) Sub-precinct 7
- 8 Open Space & Recreation (Car Trailer Parking) Sub-precinct 8
- 9 Open Space & Recreation Sub-precinct 9
- 10 Key Recreation Sites Sub-precinct 10A & 10B
- 11 Special Tourism Opportunities Sub-precinct 11
- 12 Wet Marina Investigaton Area Sub-precinct 12

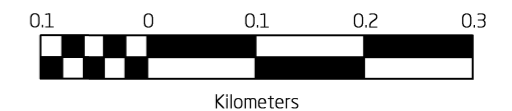
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### LEGEND

#### Building Heights

-  Not Applicable
-  8.5m Building Height (2 Storeys)
-  11m Building Height (3 Storeys)
-  20m Building Height (6 Storeys)
-  80m Building Height (20 Storeys)

-  Boundary
-  DCDB



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Urangan Harbour Master Plan  
Building Heights  
Elements

Table 6.2.18.3.2

### Urangan Harbour Master Plan Sub-Precinct Design and Land Use Intent

Column 1 Sub-precinct	Column 2 Design and Land Use Outcomes
Sub-precinct 1 High Density Residential	<ul style="list-style-type: none"> <li>- Promote high density residential development that will cater for both long and short term accommodation with boutique and resort style commercial uses, restaurants and bars at the ground level fronting the Esplanade.</li> <li>- Promote a strong linkage with the Urangan Harbour and create an interactive boulevard along the Esplanade to create an engaging and pedestrian friendly locality.</li> </ul>
Sub-precinct 2 SOHO Opportunity	<ul style="list-style-type: none"> <li>- SOHO refers to small office / home office where certain types of uses occur in residential areas adjacent to a key urban development area, employment node, retail precinct or tourism node.</li> <li>- This sub-precinct has been identified as a suitable SOHO opportunity locality that could support the commercial, retail, tourism and short term accommodation uses being promoted within the Urangan Harbour Master Plan sub-precincts.</li> <li>- The types of complementary SOHO opportunities could include beauty services, tour booking office, professional services, boutique dentist and medical services and small café/barista.</li> <li>- The intent of this sub-precinct is to maintain the dominant residential amenity within the locality, whilst encouraging small bespoke commercial enterprises on sites where fronting the Esplanade or Miller Street.</li> <li>- The residential use types encouraged in the sub-precinct include dwelling houses, multiple dwellings and retirement living.</li> </ul>
Sub-precinct 3 Mixed Use Development	<ul style="list-style-type: none"> <li>- Promote a range of uses that are complementary to the Urangan Harbour marina and tourism activities.</li> <li>- The types of uses encouraged within this sub-precinct includes short and long term accommodation, backpackers, retail, small scale commercial uses and function facilities.</li> <li>- The Mixed Use Development sub-precinct is also located on key entry sites into the Urangan Harbour from the Esplanade therefore the built form and landscaping is to be of a high standard to create an attractive entry statement.</li> <li>- The Mixed Use Development sub-precincts intent is to encourage high quality accommodation uses with supporting retail, hospitality and commercial activities that create a sense of place upon arrival into the Urangan Harbour area and support the marina.</li> </ul>
Sub-precinct 4 Community and Club Facilities	<ul style="list-style-type: none"> <li>- Accommodate marine based public services such as volunteer Marine Rescue, Coastguard, Police/Customs/Border Protection, sailing clubs and training facilities.</li> <li>- The intent of this sub-precinct is to co-locate similar public service and community based organisations to share common facilities and training areas and create a focal point within the Urangan Harbour area for maritime public services.</li> </ul>
Sub-precinct 5 Marine Facilities (Wet Marina)	<ul style="list-style-type: none"> <li>- To continue providing recreational, commercial and live-on boat moorings and berths and dredge spoil disposal operations.</li> <li>- The commercial moorings and berths will accommodate a range of commercial activities including tourism, fishing, boat charter, barge and short-term berths.</li> <li>- Any expansion of the marina or relocation or construction of an additional seawall will avoid or mitigate impacts on areas of ecological significance including the values of the Great Sandy Marina Park and protected and endangered species and their habitat such as Dugong and Sea Turtles.</li> </ul>
Sub-precinct 6 Retail, Hospitality	<ul style="list-style-type: none"> <li>- Seeks to encourage a range of commercial, retail and tourism uses within the sub-precinct ranging from restaurants and cafes, clubs</li> </ul>

and Tourism	<p>and licensed premises, take away and fish monger stores, convenience store, retail shopping, booking offices, marine tourism (i.e. aquarium) and function facilities.</p> <ul style="list-style-type: none"> <li>- The intent of this sub-precinct is to encourage commercial and tourism activities that complement the marina activities and the surrounding short-term accommodation uses whilst also providing an engaging tourism marina attraction for the Fraser Coast.</li> </ul>
Sub-precinct 7 Marine Facilities (Dry Marina)	<ul style="list-style-type: none"> <li>- Provide the operational and industrial services essential for a marina. This includes mechanical / electrical services, boat builders, sail makers and marine trimmers, travel lift, fuelling facilities, dry storage (boat yard, etc) and commercial fish receivables. These uses and services are essential for the daily operations and maintenance of the marina, moored boats and commercial vessels and will be accommodated collectively at the southern end of the marina to provide opportunity to share services, facilities and ease of access to the services for the boats.</li> </ul>
Sub-precinct 8 Open Space and Recreation (Car Trailer Parking)	<ul style="list-style-type: none"> <li>- To create passive recreational areas as well as sufficient car and trailer parking facilities with direct access to the recreational boat ramps proposed for this sub-precinct.</li> <li>- The open space areas will also provide amenities such as toilets and change facilities, pontoons, fish cleaning and wash down areas and there will also be bike and pedestrian networks linking the open space sub-precinct to other areas within the Urangan Harbour.</li> </ul>
Sub-precinct 9 Open Space and Recreation	<ul style="list-style-type: none"> <li>- To create passive recreational areas that provides beautiful green space settings throughout the Urangan Harbour, and also provide for views and vistas through the harbour out towards Fraser Island.</li> <li>- The open space areas will also provide amenities such as toilets and change facilities, playgrounds and BBQ facilities and there will also be bike and pedestrian networks linking the open space and recreation sub-precinct to other areas within the Urangan Harbour.</li> </ul>
Sub-precinct 10 Key Recreation Areas A & B	<ul style="list-style-type: none"> <li>- Key Recreation Area A is intended to be a “high profile park” that will provide for market and festival activities, beautifully landscaped parklands and also contribute to the Boat Harbour Drive entry statement into the Urangan Harbour.</li> <li>- Key Recreation Area B is intended to be a major recreational swimming area for surrounding residents and visitors staying within the Urangan Harbour precinct. Amenities and facilities will be provided for as well as a maintained park area for picnic and BBQ facilities.</li> <li>- These two key recreation areas will be linked to the Urangan Harbour by pedestrian and bicycle networks and a boardwalk extended from the “swimming area” to the marina.</li> </ul>
Sub-precinct 11 Special Tourism Opportunities	<ul style="list-style-type: none"> <li>- Identifies part of the existing dredge material disposal and rehandling facility as a potential resort and commercial opportunity providing a unique location and visitor experience with vistas of Fraser Island and the Great Sandy Strait.</li> <li>- Building design and height will need to demonstrate iconic characteristics and sustainability due to the location and view lines from sub-precincts 3, 6 and 9.</li> <li>- This Special Investigations sub-precinct will need to demonstrate that the characteristics of the site are suitable for development, particularly considering potential contamination of the dredge spoil and that the reclaimed land is structurally suitable for the development.</li> <li>- The operational demands for the existing dredge material disposal and rehandling facility are to be maintained in accordance with the dredge management plan for the Urangan Harbour including the future planned expansion. If the dredge disposal facility is to be relocated, the new facility will: <ul style="list-style-type: none"> <li>o meet the operational demands for future dredging operations;</li> </ul> </li> </ul>