

3.3.10. Specialised centres

3.3.10.1. Specific outcomes

- (1) Specialised centres have a primary role in providing opportunities for the development of large format shops, warehouses and showrooms which have characteristics which are less appropriate for locating in other centres due to different built form or transport requirements which can affect amenity.
- (2) Specialised centres are located in proximity to higher order roads and do not contain a high concentration of land uses which are more suited to other centres.
- (3) Specialised centres develop in a manner which is consistent with their primary role and they do not compromise the role of any other centre.
- (4) Specialised centres are protected from the establishment of new land uses which are likely to impede the full utilisation of these places for specialty business activities.
- (5) The built form and site layout of development within specialised centres allows for the safe and functional operation of activities, while minimising potential amenity impacts on any adjoining residential category zones or on important scenic transport routes.
- (6) Development results in a high level of visual amenity when viewed from the street, public places, and the surrounding area.
- (7) In order to protect land within specialised centres for preferred land uses and enhance the growth and viability of other centres and industrial places, land uses which are more suited to other centres or industrial places do not develop within specialised centres unless it is demonstrated that a use has synergies with or supports the effective use of the entire specialist centre by the community.

3.3.10.2. Land use strategies

- (1) Land intended to accommodate large format shops, warehouses and showrooms is included in the specialised centre zone. This zone has been allocated to reflect larger lot sizes, existing infrastructure and land with premium frontages suitable for development likely to require sites within the planning scheme area. This zone will attract uses that will have specific access, siting and traffic requirements.
- (2) Development of more than 5,000 square metres of gross floor area will be required to demonstrate how the expansion fits with the balance of the centre and integrates with the surrounding urban places. Any new proposals for specialised centres may be required to provide an economic impact assessment on the economic impacts on other existing or planned higher order centres.
- (3) Development is designed to mitigate amenity impacts on sensitive land uses located in adjoining urban places or on major roads (particularly where adjoining a state-controlled road or scenic transport routes) by utilising design elements to minimise visual impacts from the bulk of buildings and any large blank surface areas, or by the appropriate integration of landscaping.
- (4) The development of activities considered suitable for specialised centres (such as large format shops and showrooms) occurs in proximity to Investigation Area Seven shown on Strategic Framework Map SFM-02.
- (5) Sites on Yeppoon Road and Tanby Road have high potential to transition from historical industrial uses to higher order activities. These sites are visually prominent, and have appropriate road access and infrastructure. Non-industrial activities in the form of large format shops, warehouses and showrooms may be suitable. This transition area provides an alternative location to the identified specialised centre at Hoskyn Drive. Detailed investigations for this transition should demonstrate that land can accommodate an appropriately designed development to comply with the specialised centre zone code. Particular attention must be given to the following:
 - (a) impacts on the local road network and any state-controlled roads;
 - (b) site design and habitable floor levels to mitigate any impacts of localised flooding from nearby waterways and flowpaths;

- (c) impacts from the height, bulk and scale, and appearance of the buildings and structures (such as lighting, signage) of the centre; and
- (d) appropriate minimisation of potential amenity impacts on any scenic landscape features or scenic transport routes at or adjoining the site.

