Landing Code

1 Application
This Code will apply in assessing material change of use and/or building work for a landing.

2 Using this Code
In using this Code reference should also be made to Section 1.1—How to use the Codes, at the front of this Chapter.

When this Code is listed in a level of assessment table in Chapter 3 or a Local Plan in Chapter 4 as an Applicable Code for code assessment or Relevant Code for impact assessment:

- the Code is to be read as being the Purpose, Performance Criteria and Acceptable Solutions
- a Local Plan may include a Code that may vary or include additional Purposes, Performance Criteria or Acceptable Solutions that are also considered to be part of this Code.

Notes: development of a landing may also require approvals from the Environmental Protection Authority, Department of Primary Industries and Department of Natural Resources. Where Marine Plants are to be destroyed as a result of the development, approval may also be required under the Fisheries Act 1994.

Queensland Transport in regard to section 86 of the Harbours Act 1955—1987, is responsible for commenting on marine safety and navigation issues. These issues include:

- review of hazards to navigation, other uses of the waterway and equitable access to the waterway
- the construction of marinas will be considered under Australian Standard S3962–1991: Guidelines for the Design of Marinas
- clearances of jetties from other pontoons and other infrastructure and approved structures

The Brisbane River Corridor Planning Scheme Policy provides guidance on the information that should be provided to demonstrate compliance with the requirements of this Code.

Where the proposal is for a marina, compliance with P1/A1.1—A1.3, P2/A2.1—A2.4 and P3/A3.1—A3.2 is only required.

3 Purpose
The purpose of this Code is to:

- ensure that the number, location and design of landings in rivers and waterways neither present a hazard to navigation, nor detract from the appearance or function of waterways or waterfront land
- ensure that landings do not impede public access along and to the Brisbane River
- encourage the grouping and sharing of low–impact private facilities as an alternative to a proliferation of individual facilities, particularly in areas that have high landscape or habitat values or are likely to experience increased river traffic
- to encourage public multi–user boat storage and launching facilities to locate on suitable public reserves or parks, rather than on individual residential lots, in order to minimise impacts on the riparian environment and landscape.
### Performance Criteria and Acceptable Solutions

<table>
<thead>
<tr>
<th>Performance Criteria</th>
<th>Acceptable Solutions</th>
</tr>
</thead>
</table>
| **P1** Landings must be constructed in appropriate locations where, either individually or cumulatively, they will not:  
• affect the safe, functional operation of nearby landings  
• create physical or visual constraints to safe navigation  
• result in adverse impact on the character of the precinct in which they are proposed  
  Multiple individual pontoons/jetties or other landings on a single residential house site are not provided  
  Where more than one landing is proposed on a site, the nature and scale of the use must justify more than one landing eg. rowing club, marine industry  
  Jetties or pontoons located in Precinct 1 are not provided  
  The proliferation of landings in Precinct 5 must be minimised and rationalised to limit the amount of development of the waterfront  
  Private landings do not require access across publicly owned land |
| **General requirements for all landings** |
| **A1.1** For residential uses no more than one landing (not including a marina) is provided to any lot  
  OR  
  For multi-unit dwelling greater than 20 units, mixed use and/or centre activities greater than 2,500m² gross floor area, industrial, public recreational or other integrated development sites in Precincts 3, 4 or 5 a communal landing (a marina) is provided to the site  
  OR  
  For multi-unit dwelling, mixed use, centre activities, industrial, public recreational or other integrated development sites in Precincts 1 or 2 a single communal landing (not including a marina) is provided to the site  
  OR  
  For commercial, industrial or public recreational uses, no more than one communal landing (not including a marina) is provided to any lot |
| **A1.2** Access to the landing does not:  
• result in the clearing of native vegetation  
• involve the construction of retaining walls within the Brisbane River Corridor |
| **A1.3** No landing is located within 1.5m of a property side boundary or the projection of that boundary into the Brisbane River  
  Note: over water this distance is measured by the projection of a line from the side property boundaries at high water mark on the same alignment as the property boundary |
| **A1.4** No landing is located where it requires access across publicly accessible land, e.g. road, parkland/recreation pathway or the like except for the following circumstances:  
• where there is an existing strategy for public access to the Brisbane River, and  
• the development of the private landing contributes a separate public landing for motorised and non-motorised craft, and  
• where unrestricted public access to the road, parkland/recreation pathway or the like, is retained |

*Note: the Brisbane River Corridor Precincts referred to in this Code are indicated on The Strategic Plan—Brisbane Green Space System—Map C and Planning Scheme Map 2 of 3—Waterways and Wetlands. The intent for each precinct can be found in the Brisbane River Planning Scheme Policy*
### Specific requirements for jetties and pontoons

<table>
<thead>
<tr>
<th>Performance Criteria</th>
<th>Acceptable Solutions</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>A1.5</strong></td>
<td>No jetty or pontoon is located:</td>
</tr>
<tr>
<td></td>
<td>• closer than 35m to a CityCat or other commercial terminal</td>
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<tr>
<td></td>
<td>• where it requires access across land in the Conservation Area, Environmental Protection Area or Rural Area</td>
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<td></td>
<td>• within Precinct 1</td>
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<tr>
<td><strong>A1.6</strong></td>
<td>No jetty or pontoon in Precinct 2 will be closer than 20m to any other approved jetty or pontoon</td>
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<tr>
<td></td>
<td>OR</td>
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<tr>
<td></td>
<td>3m to any other approved landing</td>
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<tr>
<td><strong>A1.7</strong></td>
<td>No jetty or pontoon in Precincts 3, 4 and 5 will be closer than:</td>
</tr>
<tr>
<td></td>
<td>• 20m to any other approved jetty or pontoon in areas where the Brisbane RiverWalk Strategy requires RiverWalk paths along the water’s edge (either on land or floating)</td>
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<tr>
<td></td>
<td>OR</td>
</tr>
<tr>
<td></td>
<td>• 3m to any other approved jetty or pontoon in other areas</td>
</tr>
<tr>
<td></td>
<td>Where located within the distances identified above, the proposal includes formal arrangements for the shared access and use of the structure by one or more adjoining neighbours with river frontage and allows only one jetty or pontoon for the lots involved</td>
</tr>
<tr>
<td></td>
<td><strong>Note:</strong> shared use/access arrangements may be in the form of an easement or other formal agreement which is transferable with the property</td>
</tr>
<tr>
<td><strong>A1.8</strong></td>
<td>No jetty or pontoon will project no more than:</td>
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<td></td>
<td>• the quay line for that site (where a quay line exists)</td>
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<td></td>
<td>OR</td>
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<td></td>
<td>• 15m measured perpendicular to the riverbank from the point at which the walkway access crosses high water mark and includes both the access and jetty/pontoon head</td>
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<tr>
<td></td>
<td>OR</td>
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<tr>
<td></td>
<td>• within 10% of the average projection of existing or approved adjoining jetties or pontoons to the site</td>
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</tbody>
</table>
### Performance Criteria

**OR**

- the minimum distance required to accommodate a vessel with a maximum draft of 1.5m at Mean Low Water Spring

### Specific requirements for ramps and riverside platforms

<table>
<thead>
<tr>
<th>Section</th>
<th>Requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td>A1.9</td>
<td>No ramp or riverside platform is located closer than 35m to a CityCat or other commercial terminal</td>
</tr>
<tr>
<td>A1.10</td>
<td>No ramp or riverside platform will be closer than:</td>
</tr>
<tr>
<td></td>
<td>- 20m to any other approved landing in areas where the Brisbane RiverWalk Strategy requires RiverWalk paths along the water’s edge (either on land or floating)</td>
</tr>
<tr>
<td></td>
<td>- 3m to any other approved landing in other areas</td>
</tr>
</tbody>
</table>

Where located within the distances identified above, the proposal includes formal arrangements for the shared access and use of the structure by one or more adjoining neighbours with river frontage and allows only one jetty or pontoon for the lots involved

*Note: shared use/access arrangements may be in the form of an easement or other formal agreement which is transferable with the property*

### General requirements for all landings:

<table>
<thead>
<tr>
<th>Section</th>
<th>Requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td>A2.1</td>
<td>The design of landings results in a slender ‘silhouette’ or low profile that minimises visual impacts on the Brisbane River’s landscape values</td>
</tr>
<tr>
<td>A2.2</td>
<td>The number of piles or similar structural elements for landings is kept to the minimum, consistent with requirements for structural stability and safety</td>
</tr>
<tr>
<td>A2.3</td>
<td>Landings are constructed of robust materials and finishes and visible parts of the landing are to be in colours that are visually recessive in the Brisbane River landscape</td>
</tr>
<tr>
<td>A2.4</td>
<td>There is a minimum clearance of 1.5m between the side boundaries and side boundary projections and any landing structure</td>
</tr>
</tbody>
</table>

Where a shared facility the landing structure may cross side boundary projections

### Acceptable Solutions

- designed to enhance the character and amenity of their surrounding area
- designed to result in an attractive and cohesive appearance
- constructed of durable materials
- constructed of materials/be of a construction that complements the character of the relevant river precinct as described in the Brisbane River Corridor Planning Scheme Policy
- designed to minimise adverse impacts on general public use of the Brisbane River
- Ramps and riverside platforms in Precinct 1 must not visibly protrude into the Brisbane River

Landings in Precincts 1, 2, 3 and 4:
- must not involve substantial alteration of the riverbank or the installation of substantial structures
### Performance Criteria

- constructed for private use, must be limited to facilities catering for small private boats

Pontoons and jetties must only be provided in Precincts 2, 3 and 4 where this is consistent with the existing pattern of development for the area

Ramps and riverside platforms must only be provided in Precincts 2, 3 and 4 where of a low profile construction and not requiring significant alteration of level of the riverbank

The size of private jetty heads or pontoons:
- are consistent in size with nearby landings, and
- the proposed landing and vessel are not visually dominant in the riverscape, or predominate the river frontage of the lot by virtue of colour, materials and bulk

Note: the Brisbane River Corridor Precincts referred to in this Code are indicated on The Strategic Plan—Brisbane Green Space System—Map C and Planning Scheme Map 2 of 3—Waterways and Wetlands. The intent for each precinct can be found in the Brisbane River Planning Scheme Policy

### Acceptable Solutions

**A2.5** For residential house lots, a 6m deep landscaped strip of at least two tiers is provided directly behind the landing which includes one tree that will grow to a height of at least 5m for every 5m of river frontage

Refer to Figure a

**A2.6** Shelter structures, if they are proposed, protect users of landings from sun, rain and wind:
- are designed and constructed as an integral part of the structure, where over water
- are restricted to landings intended for public or commercial usage only
- are not on landings intended for private usage

Refer to Figure b

**Specific requirements for jetties and pontoons:**

**A2.7** Pontoon and jetty access walkways are:
- a minimum width of 1.2m and a maximum width of 1.8m
- at a maximum gradient of 1 in 3
- designed to function at all stages of the tide

Refer to Figure a

OR

- designed as necessary to suit the requirements for commercial or public usage

**A2.8** The maximum size of private pontoons or jetty heads comply with the following:
- maximum area of the pontoon or jetty head is 25m²
- for lots with a river frontage greater than 10m the length of pontoon or jetty head is 70% of the river frontage, up to a maximum of 10m, or for lots with river frontage equal to or less than 10m the maximum length of pontoon or jetty head is no greater than 70% of that frontage

Refer to Figure a

OR

Pontoon or jetty heads greater than the above requirements are:
- primarily for public usage (eg. ferry terminal or public access to the water), or
- within the Port of Brisbane, or
### Performance Criteria

<table>
<thead>
<tr>
<th>Acceptable Solutions</th>
</tr>
</thead>
<tbody>
<tr>
<td>• primarily intended for use by members of an incorporated recreational or sporting club with associations with the Brisbane River situated in the immediate area, or</td>
</tr>
<tr>
<td>• associated with a marine industry</td>
</tr>
</tbody>
</table>

**A2.9**

Dry storage of boats located on private pontoons and jetties:

- involve only hoists or lift facilities catering for one boat
- do not involve boat sheds or other forms of dry storage

### Specific requirements for ramps:

**A2.10**

Ramps:

- are no greater than 3.5m width
- do not include roof structures
- do not require filling or excavation in excess of 1m to establish the ramp or access to the ramp
- do not extend more than 5m horizontal distance into the Brisbane River

Refer to *Figure c*

### Specific requirements for riverside platforms:

**A2.11**

Riverside platforms:

- are limited to a maximum area of 25m²
- must not include roofed structures
- do not require filling or excavation in excess of 1m to establish the platform or access to the platform
- must be constructed with a finished deck level equal to or up to 300mm above highest astronomical tide
- do not extend beyond high water mark
- must not be used as a household deck

Refer to *Figure d*

### P3

Landings must be designed and constructed to have structural characteristics and surface levels that will allow seamless integration into adjacent public pathways or other facilities

<table>
<thead>
<tr>
<th>A3.1</th>
</tr>
</thead>
<tbody>
<tr>
<td>Landings have a finished surface level the same as any adjacent (existing or proposed) public riverside walkway or bikeway</td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>A3.2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Landings are integrated with any adjacent (existing or proposed) public riverside walkway or bikeway by having:</td>
</tr>
<tr>
<td>• structural and design characteristics that allow for physical integration and connection into the public riverside structures</td>
</tr>
<tr>
<td>• connections to the land that are minimised in size to be as small as the safety and structural standards allow</td>
</tr>
</tbody>
</table>
Figure a  Design requirements for pontoons and jetties

Figure b  Design of shelter structure

Figure c  Design of ramps

Figure d  Design of riverside platforms

access ramp width 1.2m–1.5m

landscaped strip

minimum clearance 1.5m

maximum length of jetty head/pontoon head dimensions

natural gradient less than 1 in 4

maximum area 25m$^2$

300m minimum above HAT

1.5m minimum clearance

shelter over water restricted to facilities for public or commercial use

maximum area 25m$^2$