APPENDIX 1: Required Outcomes Assessment

Accepted Development Subject to Requirements

The proposal is assessable against the required outcomes of the following relevant *Gold Coast City Plan 2016* codes:

Zone Code
- *High impact industry zone code;*

Use Code
- *Industrial design code;*

Other Development Codes

- *Fire services in developments accessed by common private title code;*
- *General development provisions code;*
- *Healthy waters code;* and
- *Transport code.*

ZONE CODE

High Impact Industry Zone Code

Required outcomes	Does the proposal meet the required outcome?
Height	
RO1 Building height does not exceed 15m. AND Structures do not exceed a height of 15m.	The proposed building is to be a maximum of 9.519m in height. **Required Outcome Met.**

USE CODE

Industrial Design Code

Required outcomes	Does the proposal meet the required outcome?
Design and appearance	
RO1 Walls facing the primary street frontage are designed to provide a showcase for businesses and reduce massing and bulk by incorporating the following features: (a) variation in horizontal plane every 10m through the use of recesses, columns or blades; (b) variation in parapet design or roof height every 10m; (c) building composition includes colour schemes with at least 3 different colours or 3 different material types; and (d) windows and building openings have canopies or awnings which have a projection of at least 0.5m.	Walls facing the street feature significant articulation through the incorporation of: painted wall treatment to precast concrete panels; roller door openings; a cantilevered awning across the loading/unloading docks (with a minimum depth of 10m); and an ancillary office component area which protrudes forward from the main industrial building. The ancillary office area being stepped forward of the main building line includes significant glazing to the office and main entry, a paint finish colour scheme including a minimum of 3 colours, and a 1m wide awning to the front and side elevations. **Performance Outcome Met.**
RO2 Walls facing other street frontages are designed to reduce massing and bulk by incorporating the following features: (a) variation in horizontal plane every 20m through the use of recesses, columns or blades; or (b) variation in parapet design or roof height every 20m. AND (c) building composition includes colour schemes with at least 3 different colours or 3 different material types; and (d) windows and building openings have canopies or awnings which have a projection of at least 0.5m.	The subject site has frontage to Christensen Road South only. **Not Applicable.**
RO3 Chimney height must not exceed the building roof (apex) or parapet at any point for all industrial uses in Yatala and Luscombe industrial zones west of the M1.	No chimneys are proposed. **Not Applicable.**

Required outcomes	Does the proposal meet the required outcome?
RO4 Ancillary uses and parking areas are located at the front of the building, facing the street frontage.	The proposed ancillary office is located in front of the main industrial building with all associated car parking fronting the street. **Required Outcome Met.**
RO5 Areas where potentially contaminating substances are used or stored, are: (a) roofed or covered to prevent the ingress of rainfall and run-off; and (b) sealed with an impervious surface and bunded so that any spills are retained on site for removal.	Any areas where potentially contaminating substances are to be used or stored are to be designed to prevent any contaminants being discharged to land or water. **Required Outcome Met.**
RO6 The storage of hazardous chemicals does not exceed the volume and quantity thresholds identified in Table 5.1 of the **Model Planning Scheme Development Code for Hazardous Industries and Chemicals**	Any storage of hazardous chemicals on site will not exceed the volume and quantity thresholds identified in Table 5.1 of the Model Planning Scheme Development Code for Hazardous Industries and Chemicals. Such a requirement can be conditioned accordingly. **Required Outcome Met.**
RO7 Underground storage of liquid hazardous chemicals does not occur on the site.	No underground storage of liquid hazardous chemicals is proposed on the site. **Required Outcome Met.**
Amenity	
RO8 Landscaping is provided along street frontages with a minimum width of 1.5m and an average width of 3m for the full width of the boundary (excluding entry points). The area is planted with large trees that have a minimum bag size of 100L every 6m and a variety of shrubs.	A landscape strip varying between 0m and 7m with an average depth in excess of 3m is provided along the frontage of the site. The areas can accommodate large trees every 6m as shown on the accompanying landscape concept plan prepared by Multi Span Australia Group. Such a requirement can be conditioned accordingly. Whilst the minimum depth is less than 1.5m, the proposed development incorporates significant setbacks together with variation between building elements (i.e. ancillary office and main factory) which ensures the landscaped areas and architectural design soften the built form and hardstand areas. **Performance Outcome Met.**

Required outcomes	Does the proposal meet the required outcome?
RO9 Where the site adjoins: (a) a non-industrial zoned lot; or (b) a sensitive land use; or (c) the rail corridor; or (d) a state controlled road as identified on the **State controlled roads, rail corridor and transport noise corridors overlay map**. A landscape buffer at least 10m wide is provided using plant species and pot sizes that provide at least 50% screening along the boundary within one year and reaches a maturity height greater than 10m.	The subject site and in particular the proposed development envelope over part of Lot 334, is adjoined on all sides by industrial zoned land. **Not Applicable.**
RO10 Where the development involves noise generating activities and is within 100m of land zoned for sensitive land uses it is ensured that: (a) there are no openings in walls facing a sensitive land use unless shielded to restrict noise emissions from the site; (b) noise emitting equipment such as, but not limited to, air conditioning equipment, pumps and ventilation fans are: (i) located on the opposite side of the building to the sensitive land use; (ii) enclosed within acoustic barriers; or (iii) located within the building. (c) all noise generating activities are only conducted indoors (excluding the loading and unloading of vehicles); and (d) a low impact industry use only operates between 7am to 6pm Monday to Sunday, and not on a public holiday OR all other uses only operate between 7am to 6pm Monday to Saturday and not on a public holiday.	The subject site is not located within 100m of land zoned for sensitive land uses. **Not Applicable.**

OTHER DEVELOPMENT CODES

Fire services in developments accessed by common private title code

Required outcomes	Does the proposal meet the required outcome?
Hydrant Location	
RO1 Residential streets and common access ways within a common private title have hydrants placed at intervals of no more than 120 metres and at each intersection. Hydrants have at least a single outlet situated above ground.	The development is for a medium impact industry use with direct access to Christensen Road South where fire hydrants have been provided in accordance with the subdivision approval for the estate. **Not Applicable.**
RO2 Commercial and industrial streets and access ways within streets serving commercial properties such as factories, warehouses and offices are provided with above ground fire hydrants at not more than 90 metre intervals and at each street intersection. Above ground fire hydrants have dual valved outlets.	The development is for a medium impact industry use with direct access to Christensen Road South where fire hydrants have been provided in accordance with the subdivision approval for the estate. **Not Applicable.**
Access Ways in Common Private Title	
RO3 Road access minimum clearances of 3.5 metres wide and 4.8 metres high are provided for safe passage of emergency vehicles.	The development is for a medium impact industry use with direct access to Christensen Road South where fire hydrants have been provided in accordance with the subdivision approval for the estate. **Not Applicable.**
Hydrant Identification	
RO4 Hydrants are identified as specified in the South East Queensland Water Supply and Sewerage Design and Construction Code standard drawing SEQ-WAT-1300-1 'Typical valve and hydrant identification markers'.	The development is for a medium impact industry use with direct access to Christensen Road South where fire hydrants have been provided in accordance with the subdivision approval for the estate. **Not Applicable.**

General Development Provisions Code

Required outcomes	Does the proposal meet the required outcome?
Development along the Pacific Motorway and heavy railway line	
RO1 Where the site is adjacent to the Pacific Motorway or a heavy rail line, areas used for outdoor storage, including service areas are screened from view from users of the motorway or heavy rail line by buildings, solid fencing or vegetation.	The subject site is not located adjacent to the Pacific Motorway or a heavy rail line. **Not Applicable.**

Required outcomes	Does the proposal meet the required outcome?
Building services	
RO2 **For all development except dwelling houses, dual occupancies, caretaker's accommodation and community residences:** The mechanical equipment, including air-conditioning plant and swimming pool pumps, is incorporated within the building. OR The mechanical equipment, including air-conditioning plant and swimming pool pumps, is housed external to the principal building and: (a) is contained within a solid structure; and (b) located no closer than 1.5m to any site boundary.	Any mechanical equipment is to be incorporated within the proposed warehouse building or contained within a screened enclosure on the western side elevation as shown on drawing number AR-3001 Revision A. **Required Outcome met.**
Lighting	
RO3 Direct or reflected light emissions from the premises must be positioned and shielded to prevent light spillage outside the boundaries of the site.	Any lighting on site is to be provided to ensure that no light spillage occurs outside the boundaries of the site. **Required Outcome Met.**
Earthworks and treatment of retaining walls	
RO4 Retaining walls and batters comply with the requirements of **SC6.9 City Plan policy – Land development guidelines**.	No retaining walls or batters are proposed on site. All earthworks have been undertaken in accordance with the previous operational works approval associated with the approved reconfiguration of a lot. **Not Applicable.**
Stormwater drainage	
RO5 Development does not cause erosion or allow sediments to leave the site.	A site specific erosion sediment plan can be prepared as part of the detailed design phase for the proposed industrial building for which any further requirements can be conditioned accordingly. **Required Outcome Met.**
RO6 Development does not result in an increase in the discharge quantity or a decrease in quality of stormwater.	All proposed stormwater runoff will be directed to the kerb and channel in Christensen Road South. The original subdivision approval for the estate incorporated the construction of a new detention and bioretention system to the south of Christensen Road which address both the quantity and quality of stormwater runoff for both individual lots and road areas (Refer to the approved subdivision under Council file reference MIN/2020/494).

Required outcomes	Does the proposal meet the required outcome?
	As such, no further assessment against the planning scheme policy is required. **Required Outcome Met.**
Infrastructure	
RO7 All development is provided with services, as follows: (a) electricity supply and communication services (b) reticulated water supply, when within the mapped 'water supply service area' identified in the Local government infrastructure plan, and not located in the Conservation, Extractive industry, Major tourism (Island resorts precinct), Open space or Rural zones (c) reticulated sewer network, when within the mapped 'wastewater service area' identified in the Local government infrastructure plan, and not located in the Conservation, Extractive industry, Major tourism (Island resorts precinct), Open space, Rural or Rural residential zones.	The subject site forms part of an established industrial park that has previously been supplied with all necessary urban services. As such, the proposed development can be adequately connected to the required services. **Required Outcome Met.**

Healthy Waters Code

Required outcomes	Does the proposal meet the required outcome?
Erosion and Sediment Control	
RO1 Development does not involve works that will: 1. result in the exposure of a ground surface area greater than 1,200m^2; or 2. require the importation or excavation of 50m^3 or greater of soil.	All proposed stormwater runoff will be directed to the kerb and channel in Christensen Road South. The original subdivision approval for the estate incorporated the construction of a new detention and bioretention system to the south of Christensen Road which address both the quantity and quality of stormwater runoff for both individual lots and road areas. As such, the proposed stormwater discharge will achieve construction phase water quality objectives prescribed under the SC6.12 in accordance with PO1. Refer to the approved subdivision under Council file reference MIN/2020/494. **Performance Outcome met.**
RO2 Erosion and sediment control is undertaken in accordance with the *Model Code of Practice – Building Sites: Best practice Erosion and Sediment Control; International Erosion Control Association (IECA)* and sediment fences are installed around the perimeter of all exposed surface areas and soil stockpiles.	Given the development is over a newly subdivided industrial lot with no upstream catchment flowing through the site with its average slope, soil type and limited construction period, the development is low risk. As such, only minor cut and fill is required to accommodate the proposed building pad for which any erosion and sediment control measures can be incorporated into the detailed design phase and as such, conditioned accordingly. **Required Outcome met.**

Required outcomes	Does the proposal meet the required outcome?
Stormwater Quantity and Quaulity - General	

RO3
For development in the Rural residential zone that does not require the construction of public roads and results in less than 15% impervious areas:
1. rainwater tank/s overflows are connected to a below ground infiltration trench with the following design requirements (subject to any geotechnical constraints/limitations):
  1. 1m deep with a minimum surface area of $10m^2$;
  2. setback 1.5m from the lowest boundary;
  3. located at least 3m from any building; and
  4. allows any overflow to sheet flow evenly and not cause any concentrated flow in one particular area.
2. where no rainwater tanks exist, newly created impervious surfaces direct water flow to landscaped or grassed filtered areas.
	The site is not identified in the Rural residential zone.
	Not Applicable.

RO4 For industrial activities in the Medium and High impact industry zones (where not in a precinct) and where an established stormwater network is not in place, stormwater is only discharged to a lawful point of discharge upon achieving the following minimum pollutant reduction targets for post-developed site: 1. Gross pollutants (>5mm) – 90%; 2. Total Suspended Solids (TSS) – 80%; 3. Total Phosphorous (TP) – 60%; and 4. Total Nitrogen (TN) – 45%.	All proposed stormwater runoff will be directed to the kerb and channel in Christensen Road South. The original subdivision approval for the estate incorporated the construction of a new detention and bioretention system to the south of Christensen Road which address both the quantity and quality of stormwater runoff for both individual lots and road areas. Refer to the approved subdivision under Council file reference MIN/2020/494. **Required Outcome met.**
Wastewater Management	
RO5 Development does not involve any discharge of wastewater that could be conveyed into receiving waters or areas external to the site.	No waste water will be discharged into receiving water or external areas to the site. Such a requirement can be conditioned accordingly. **Required Outcome met.**
Lawful Point of Discharge	
RO6 Stormwater flows to a lawful point of discharge in accordance with **SC6.12 City Plan policy – Land development guidelines, Section 4 – Stormwater drainage and water sensitive urban design standards**.	All proposed stormwater runoff will be directed to the kerb and channel in Christensen Road South. All external stormwater works included underground drainage and the detention / bioretention system have be provided in accordance with the original subdivision approval.

Required outcomes	Does the proposal meet the required outcome?
	Refer to the approved subdivision under Council file reference MIN/2020/494. **Required Outcome met.**
Overland Flow Paths	
RO7 Development is not located within an overland flow path or watercourse and does not obstruct or cause blockage of an external flow.	The site is not located in or adjoining an overland flow path. **Required Outcome met.**

Transport Code

Required outcomes	Does the proposal meet the required outcome?
Car parking	
RO1 Off- street car parking spaces are provided in accordance with the Table 9.4.13-3.	Provision will be made for a total of thirty-seven (37) car parking spaces on-site, including one (1) space for disabled persons, where thirty-three (33) spaces are required in accordance with Table 9.4.13-3 of the *Transport code*. Parking is proposed to be located to the front of the site including a separate allocated car park for ancillary office administration customers. **Required Outcome Met.**
RO2 Car parking spaces for employees and visitors do not have gateways, doors or similar devices which restrict vehicular access.	The front gates to the site are to be remain open at all times during normal business hours to ensure unrestricted access to car parking spaces is provided for employees and bona fide visitors during hours of operation. **Required Outcome Met.**
Servicing	
RO3 Development accommodates the required design service vehicle (including waste collection) in accordance with: 1. Table 9.4.13-8: Service vehicle requirements; 2. Table 9.4.13-9: Minimum class of service vehicle;	The proposal provides for on-site vehicle loading/unloading and associated manoeuvring for an articulated vehicle (AV) in accordance with the requirements of Table 9.4.13-8: Service vehicle requirements**.** The proposed development incorporates four (4) loading/unloading docks with swept path designed for Articulated Vehicles ensuring all service vehicles can enter and exit the premises in a forward gear. **Required Outcome Met.**

Required outcomes	Does the proposal meet the required outcome?
3. *AS 2890.2:Parking facilities Part 2: Off-street commercial vehicle facilities.*	
Active transport network	
RO4 Development provides off-street bicycle parking and end-of-trip facilities in accordance with **Table 9.4.13-10: Bicycle parking rates** and **Table 9.4.13-11: End-of-trip facilities for active travel users**. **Note: This AO does not apply to the following uses:** • **Dwelling house;** • **Secondary dwelling;** • **Dual occupancy; or** • **Multiple dwelling (where there are 3 dwellings or less).**	The proposed high impact industry use is a custom built facility for Martin Engineering with the total number of staff limited to 15 people. All staff at their existing premises at Burleigh Heads currently drive due to the location of their residences. The location of the site within the high impact industry zone whereby access to the M1 via Christensen Road South provides limited opportunity for staff to cycle to work. As such, the provision for onsite bicycle parking is not required in this instance. It is noted that the provision for bicycle parking can be easily accommodated within the development envelope given the extensive hardstand areas to the front of the site which may be provided for future industrial tenants. Such a requirement can be conditioned accordingly. Additional end-of-trip facilities are not required to be provided for industrial uses in accordance with Table 9.4.13-10: Bicycle parking rates. **Performance outcome met.**
RO5 The location of off-street end-of-trip facilities are: 1. within 50m to the off-street bicycle parking; and 2. clearly signed off-street bicycle parking areas.	The proposed land use being medium impact industry does not require end-of-trip facilities. **Not Applicable.**
RO6 Signage indicating the location of off-street bicycle parking is provided: 1. within the site; 2. at ground level, external to buildings; and 3. in accordance with *AS 2890.3: Parking facilities Part 3: Bicycle parking*.	No onsite bicycle parking or end of trip facilities are provided (refer to RO4 above). **Not Applicable.**
RO7 Development provides off-street bicycle parking within the site in accordance with the *Cycling Aspects of Austroads* and *AS 2890.3: Parking facilities Part 3: Bicycle parking* and:	The proposed high impact industry use is a custom built facility for Martin Engineering with the total number of staff limited to 15 people. All staff at their existing premises at Burleigh Heads currently drive due to the location of their residences.

Required outcomes	Does the proposal meet the required outcome?
1. employee and residential bicycle parking is at Security level B; 2. visitor bicycle parking is provided is at Security level C; and 3. ramps and pathways are as direct as possible from the roadway and/or pathways to the bicycle parking facilities. **Note: This RO does not apply to the following uses:** • **Dwelling house;** • **Dual occupancy; or** • **Multiple dwelling (where there are 3 dwellings).**	The location of the site within the high impact industry zone whereby access to the M1 via Christensen Road South provides limited opportunity for staff to cycle to work. As such, the provision for onsite bicycle parking is not required in this instance. It is noted that the provision for bicycle parking can be easily accommodated within the development envelope given the extensive hardstand areas to the front of the site which may be provided for future industrial tenants. Such a requirement can be conditioned accordingly. **Performance outcome met.**
RO8 Pathways are provided within the road reserve, directly adjacent to, and for the full length of the site's road frontage, in accordance with **SC6.12 City Plan policy – Land development guidelines, Section 2 – Transport network standards**. **Note: This RO does not apply to the following uses:** • **Dwelling house;** • **Dual occupancy; or** • **Multiple dwelling (where there are 3 dwellings).**	A footpath has previously been provided along the street frontage. **Not Applicable.**
RO9 Development does not remove or compromise existing on-road and off-road bicycle and pedestrian infrastructure and facilities.	Development does not remove or compromise any existing on-road and off-road bicycle and pedestrian infrastructure and facilities. **Required Outcome Met.**
General	
RO10 Off-street car parking and off-street commercial vehicle facilities are provided in accordance with *AS/NZS 2890.1: Parking facilities Part 1: Off-street car parking, AS 2890.2: Parking facilities Part 2: Off-street commercial vehicle facilities and AS/NZS 2890.6: Parking facilities Part 6: Off-*	All off-street car parking is to be designed, constructed, line marked and maintained generally in accordance with *AS2890.1*, *AS2890.2*. *AS2890.6* and *AS1428.1*. **Required Outcome Met.**

Required outcomes	Does the proposal meet the required outcome?
street parking for people with disabilities and *AS1428.1: Design for access and mobility General requirements for access - New building work.*	
RO11 All vehicles enter and exit the site in a forward gear, (restricted manoeuvring is allowed for service vehicles identified in **Table 9.4.13-8: Service vehicle requirements**). **Note: This RO does not apply to the following uses:** • **Dwelling house;** • **Dual occupancy; or** • **Multiple dwelling (where there are 3 dwellings).**	Provision has been made for all vehicle classes, including an Articulated Vehicle, to enter and exit the site in a forward gear. **Required Outcome Met.**
RO12 Any proposed porte-cocheres are designed to: 1. have a minimum vertical clearance of 4.5m; 2. accommodate vehicles entirely within the site, including the queuing of vehicles; and 3. allow vehicles to circulate in a forward direction at all times.	The proposed development does not incorporate a porte-cochere. **Not Applicable.**
RO13 Where identified on the Functional road hierarchy and a lot has two or more road frontages, vehicle access is provided from the road with the least on-road traffic.	Direct access to Christensen Road South is proposed with no secondary frontage provided. **Not Applicable.**