

## **INDUSTRY SELF ASSESSMENT CODE**

### **1 Purpose of the Code**

The purpose of this Code is to:

- ensure that the surrounding amenity is not adversely impacted upon by noise, light or emissions to air or water; and
- ensure that the noise or light emitted from any land use does not create an environmental nuisance, as defined in the *Environmental Protection Act 1994*; and
- ensure that new development is in keeping with minimum standards of development for industrial premises.

### **2 Application of the Code**

This code is used for self assessable development only and if unable to comply with each of the Acceptable Solutions to each of the Performance Criteria listed in this code, the Industrial Use Code is to be used instead.

For self assessable development, the only secondary code(s) are the

- Parking and Access Code; and
- Landscape Code; and
- External Works and Servicing Code

This code is also limited to industrial development that has a maximum total Gross Floor Area on the site of 200m<sup>2</sup> or involves the use of a site that has a maximum area of 800m<sup>2</sup>. Where industrial development is of a size or scale greater than these limits, the development will be Code Assessable development with an assessment against the whole of the Industrial Use Code instead of this Code.

For industrial development listed in the applicable Level of Assessment Table as self assessable development that is less than the limits specified above and in the Acceptable Solutions within this code, the Acceptable Solutions in section 5 of this code are to be taken as the code for self assessable development. In the instance that self assessable development is unable to comply with any of the Acceptable Solutions below, with the exception of those applicable to Performance Criterion P1 and P2, the development would become Code Assessable development assessed against this Code and not the Industrial Use Code.

### **3 Definitions**

There are no definitions specific to this Code.

### **4 Explanation**

This code sets out the requirements for self assessable industrial development in Industrial Areas as well as particular requirements that apply to specific locations. Industrial development proposed in an Area



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**ROCKHAMPTON CITY PLAN**  
**PLANNING SCHEME FOR THE CITY OF ROCKHAMPTON**

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that is not an Industrial Area or in a non industrial precinct within an Industrial Area (eg. the Rural Residential precinct within the Norbank Estate Special Use Area) will not be assessed against this code but instead the Industrial Use Code.



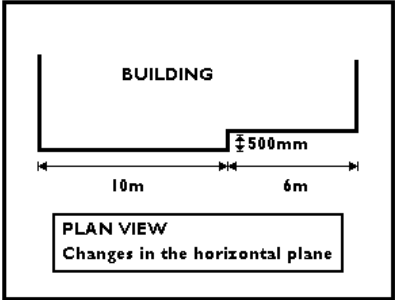
**ROCKHAMPTON CITY PLAN**  
**PLANNING SCHEME FOR THE CITY OF ROCKHAMPTON**

**5 Performance Criteria and Acceptable Solutions**

<b>Performance Criteria</b>		<b>Acceptable Solutions</b>	
<b>Use</b>			
<b>P1</b>	The use does not cause environmental harm or reduce the amenity of non-industrial Planning Areas.	<b>A1.1</b>	If in a Sales and Service Industry Precinct within an Industrial Area, the use is not an Environmentally Relevant Activity.
		<b>A1.2</b>	<b>AND</b> The use is not defined as a High Impact Industry.
		<b>A1.3</b>	<b>AND</b> The site does not adjoin a site contained within a non-industrial Planning Area.
<b>Floor and Site Area</b>			
<b>P2</b>	Industrial development is limited in size and scale to a degree that does not warrant assessment of the proposal against the Industrial Use Code.	<b>A2.1</b>	The total Gross Floor Area on the site of all buildings is less than 200m <sup>2</sup> .
		<b>A2.2</b>	<b>AND</b> The site has a maximum area of 800m <sup>2</sup> .
<i>Note: Non compliance with this Acceptable Solution will require assessment of the proposal against the whole of the <b>Industrial Use Code</b> instead of this Industry Self Assessment Code in accordance with section 2 of this Code.</i>			
<b>Car parking</b>			
<b>P3</b>	The proposal provides car parking on-site suitable for the needs of the industrial use.	<b>A3</b>	Carparking is provided on the site in accordance with the <b>Parking and Access Code</b> .
<b>Building Design</b>			
<b>P4</b>	Building height is consistent with buildings in the locality.	<b>A4</b>	Building height does not exceed a height of 10 metres.
<b>P5</b>	Boundary setbacks; (a) create an opportunity for the attractive presentation of entrances into the site; and (b) maintain a consistent streetscape; and (c) provide opportunities for landscaping along the frontage of the	<b>A5</b>	The building is setback a minimum of 6.0 metres from the road frontage that the building has its pedestrian entrance orientated towards and a minimum building setback of; (i) 1.5 metres to any laneway; and (ii) 4.5 metres to any other road frontage.

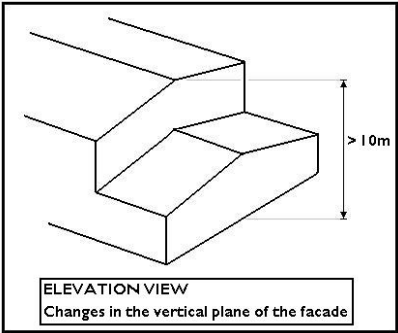


**ROCKHAMPTON CITY PLAN**  
**PLANNING SCHEME FOR THE CITY OF ROCKHAMPTON**

Performance Criteria	Acceptable Solutions
<p>site to any road; and</p> <p>(d) ensure that buildings typically of a larger size and scale than buildings for non industrial uses, do not visually dominate or overshadow public space.</p>	
<p><b>P6</b> The building is orientated towards the principle road frontage with a façade that incorporates changes in surface level (both of the vertical and horizontal plane) and incorporates devices that cast shadow onto the building, especially windows and doors.</p>	<p><b>A6</b> New buildings or building modifications along a road frontage, are designed to;</p> <ul style="list-style-type: none"> <li>(i) have at least 50% of all office space within the building located within 10 metres of the principle road frontage for the site; and</li> <li>(ii) have entrances into the building located in a position that is visible from the principle road frontage; and</li> <li>(iii) have at least 50% of all office space directly accessible from the principle road frontage and orientated towards the principle road frontage; and have             <ul style="list-style-type: none"> <li>(1) sun shading devices that project outwards from the building over every door and window orientated towards any fully constructed road frontage that project outward a minimum distance of 500mm for every 1 metre or part thereof of the height of the door or window it covers;</li> </ul> </li> </ul> <p><b>OR</b></p> <ul style="list-style-type: none"> <li>(2) have a change in surface level in either the horizontal or vertical plane (where changes in surface level are off set from each other by at least 500mm) as shown in the diagram below for every 10 metres.</li> </ul> <div style="text-align: center;">  <p>The diagram illustrates a plan view of a building with a change in surface level. The building is shown as a rectangle with a total width of 10m. A section of the building, 6m wide, is shown with a height of 500mm. The diagram is labeled 'PLAN VIEW Changes in the horizontal plane'.</p> </div>



**ROCKHAMPTON CITY PLAN**  
**PLANNING SCHEME FOR THE CITY OF ROCKHAMPTON**

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	 <p style="text-align: center;">ELEVATION VIEW Changes in the vertical plane of the facade</p>
<b>P7</b> Site cover allows for landscaping and employee outdoor recreation areas.	<b>A7</b> Site cover for buildings, vehicle manoeuvring, car parking and driveway areas does not exceed 80%.
<b>P8</b> Landscaping areas improve the appearance of industrial activities from the street.	<b>A8</b> The proposal complies with a Landscaping Plan submitted to and approved by the Council prior to the commencement of any Building Works on the site, as complying with the requirements of the <b>Landscape Code</b> , using the process prescribed in Schedule 12 of the <i>Integrated Planning Regulation 1998</i> .
<b>Amenity</b>	
<b>P9</b> Industrial uses along the western boundary of the Parkhurst Industrial Area generate no impacts onto the adjoining Parkhurst Rural Area.	<b>A9</b> Industrial uses along the western boundary of the Parkhurst Industrial Area (with a frontage to Alexandra Street) are to be developed with: <ul style="list-style-type: none"> <li>(i) no direct vehicle access to Alexandra Street;</li> <li>(ii) industrial buildings have only openings to an office, storage room, lunch room or amenities area facing Alexandra Street; and</li> <li>(iii) all work associated with the industrial use is to be conducted indoors or on the eastern side of the building.</li> </ul>
<b>Development fronting the Bruce Highway</b>	
<b>P10</b> Industrial Development provides a high standard of frontage to the Bruce Highway and Residential Areas across the Highway.	<b>A10.1</b> Vegetated landscape buffers at least 6 metres in width (measured perpendicular to the property boundary) are provided along the common front property boundary of industrial development and the Bruce Highway and consist of: <ul style="list-style-type: none"> <li>(i) a minimum of 2 shade or rounded canopy trees for every 5 linear metres or part thereof of the length of the landscape buffer; and</li> <li>(ii) a minimum of 2 shrubs for every 3 linear metres or part thereof of the length of the landscaped buffer; and</li> <li>(iii) a minimum of 2 ground covers for every 2 linear metres or part thereof of the length of the landscaped buffer;</li> <li>(iv) to create a 'three tier' planting approach.</li> </ul>



**ROCKHAMPTON CITY PLAN**  
**PLANNING SCHEME FOR THE CITY OF ROCKHAMPTON**

Performance Criteria	Acceptable Solutions
	<p><b>A10.2</b></p> <p><b>AND</b></p> <p>The landscaped buffer includes a 1 metre high earth mound for the length of the common frontage with the Bruce Highway, excluding access points and driveways.</p> <p><b>A10.3</b></p> <p><b>AND</b></p> <p>Building layouts are designed to:</p> <ul style="list-style-type: none"> <li>(i) locate the office to face the Bruce Highway; and</li> <li>(ii) provide only openings from the office to the Bruce Highway; and</li> <li>(iii) provide signage to direct users into and around the site.</li> </ul>
<b>Infrastructure</b>	
<p><b>P11</b> Infrastructure including a reticulated water supply, sewerage, stormwater drainage, electricity, telephone and a constructed road frontage (which includes kerb and channel, footpath, etc) is installed and available to the industrial use of the land.</p>	<p><b>A11</b> The use has infrastructure installed and connected to the site (or in the case of roadworks, constructed along the frontage of the site) in accordance with the <b>External Works and Servicing Code</b>.</p>
<b>Noise</b>	
<p><b>P12</b> All buildings, plant and equipment is to be designed, constructed, operated and placed so that no environmental nuisance by noise, as defined in the <i>Environmental Protection Act 1994</i>, will occur.</p>	<p><b>A12</b> The noise from premises does not exceed the noise levels set out in the <i>Environmental Protection Regulation 1998</i>.</p>
<b>Light</b>	
<p><b>P13</b> Lighting used at the development site ensures that;</p> <ul style="list-style-type: none"> <li>(a) Glare and light spill onto non-industrial Planning Areas is minimised to reduce any adverse intrusion;</li> </ul>	<p><b>A13.1</b> At any time at night illumination levels at a distance of 1.5 metres outside the boundary do not exceed 8 lux in either the vertical or horizontal plane for a height of 10 metres above ground level.</p> <p><b>A13.2</b> <b>AND</b></p> <p>Lighting is not directed towards any Residential Planning Area and is downward directed and shielded at its source.</p>



**ROCKHAMPTON CITY PLAN**  
**PLANNING SCHEME FOR THE CITY OF ROCKHAMPTON**



Performance Criteria	Acceptable Solutions
<p>and                      (b) it does not become a hazard to aircraft.</p>	<p><b>A13.3 AND</b>                      Any development located within 6km of the Rockhampton Airport as shown on Airport Code Map 4 attached to the Airport Code has lighting designed and installed in compliance with the CASA Guideline - <i>Lighting in the vicinity of aerodromes: Advice to lighting designers.</i></p>
<b>Refuse Disposal</b>	
<p><b>P14</b> Refuse collection and storage is located to:                      (a) allow convenient collection from the site;                      (b) minimise impacts on adjacent properties; and                      (c) maintain a high standard of site and building presentation.</p>	<p><b>A14.1</b> Refuse collection vehicles are able to enter and leave the site in a forward direction.</p> <p><b>AND</b></p> <p><b>A14.2</b> Refuse collection or storage areas are located no closer than 3 metres to any road frontage and where visible from any road frontage are enclosed by a 1.8 metre high bin enclosure that on three sides is constructed of a fixed solid material with no openings. The fourth side being the access does not face the street frontage.</p>
<b>Airport</b>	
<p><b>P15</b> The building height (including ancillary structures such as sheds, etc) or fixtures / devices attached to or associated with a building (such as TV antennae, mast poles, etc) do not affect the navigation or safe operation of the Rockhampton airport or aircraft by way of;                      (a) The physical intrusion into aircraft take-off and approach flight paths; or                      (b) transient intrusions into the airports operational airspace.</p> <p><i>Note:                      The proposal will be</i></p>	<p><b>A15. 1</b> Buildings (including ancillary structures) are of a height that does not penetrate the Obstacle Limitation Surface for the Rockhampton Airport as shown on Airport Code Map 2</p> <p><b>AND</b></p> <p><b>A15. 2</b> Fixtures or devices attached to a building or structure (eg. aerials, antennae, mast poles, advertising signs and the like) do not penetrate the Obstacle Limitation Surface for the Rockhampton Airport as shown on Airport Code Map 2</p> <p><b>A15. 3 AND</b>                      Cranes and other temporary machines, devices or structures do not penetrate the Obstacle Limitation Surface for the Rockhampton Airport as shown on Airport Code Map 2</p>

**ROCKHAMPTON CITY PLAN**  
**PLANNING SCHEME FOR THE CITY OF ROCKHAMPTON**

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referred to the Airport Operator <sup>1</sup> and will need to comply with any conditions attached to an approval.	
<b>Flooding</b>	
<p><b>P16</b> The development is protected from adverse flooding and does not:</p> <ul style="list-style-type: none"> <li>(a) significantly interfere with the passage, storage or quality of stormwater or the natural functions of a waterway; or</li> <li>(b) put loss of life at risk; or</li> <li>(c) put life at risk of injury; or</li> <li>(d) put damage to property at high risk.</li> </ul> <p>And complies with the <b>Flood Prone Land Code</b>.</p>	<p><b>A16.1</b> Excluding vehicle parking and machinery storage areas, the use is wholly located within an existing building or under an existing structure that only requires minor building works for the use to occur<sup>2</sup>.</p> <p><b>16.2 AND</b> Any new buildings and ancillary structures are not located within the Q100 floodable area as shown on the Planning Area Map.</p> <p><b>16.3 AND</b> If on flood prone land and the use is for the purposes of a Bulk Store where parts will be leased out or sold for storage purposes (eg. self storage units) and the storage areas will be subject to flooding in the defined flood event, signage or contract documents are used to clearly inform users of the flood risk.</p> <p><i>Note: Any proposal (including extensions to existing buildings or structures that are not minor building works) not able to comply with the above Acceptable Solutions is required to submit a code assessable application that will be the subject of assessment against the Flood Prone Land Code.</i></p>

**SOUTH ROCKHAMPTON LOW IMPACT INDUSTRIAL AREA**

This part of the code provides additional specific requirements for development in the Sales and Service Industry Precinct, as shown on the Precinct Map for the South Rockhampton Low Impact Industrial Area. Performance criteria and acceptable solutions apply to this specific location and therefore take precedence if in conflict with the general requirements of the code.



Performance Criteria	Acceptable Solutions
<b>P17</b> Industrial uses may	<b>A17.1</b> Display areas (excluding ancillary offices) are a

<sup>1</sup> As defined in the Airport Code.

<sup>2</sup> To remove any doubt, any proposal involving the reconstruction of an existing building to accommodate the use does not satisfy this performance criterion.



**ROCKHAMPTON CITY PLAN**  
**PLANNING SCHEME FOR THE CITY OF ROCKHAMPTON**

include a small sales / retail showroom area displaying products or services effectively screening industrial uses from nearby non-industrial Areas.

minimum of 40m<sup>2</sup> in gross floor area and a maximum of 100m<sup>2</sup> in gross floor area.

**AND**

- A17.2** Display areas are located and designed:
- (i) partly or wholly within 10 metres of the principle street frontage; and
  - (ii) with direct pedestrian access from the principle street frontage; and
  - (iii) to face the principle street frontage.



**ROCKHAMPTON CITY PLAN**  
**PLANNING SCHEME FOR THE CITY OF ROCKHAMPTON**

**PARKHURST INDUSTRIAL AREA**

This part of the code provides additional specific requirements for development in the Buffer locations as shown on the Local Area Plan for the Parkhurst Industrial Area. Performance criteria and acceptable solutions apply to this specific location and therefore take precedence if in conflict with the general requirements of the code.

Performance Criteria	Acceptable Solutions
<b>P18</b> Buffers are provided along Limestone and Splitters Creeks and fringe industrial development to screen it from conflicting land uses and to protect waterways.	<b>A18</b> Buffers are provided in the locations shown on the Local Area Plan for the Parkhurst Industrial Area and excluded from development for any purpose other than Park.
<b>P19</b> Landscape buffering is integrated with all new development and in the appropriate locations at a standard sufficient to mitigate the impacts of Industrial Land Uses on other incompatible land uses.	<p><b>A19.1</b> Landscape buffering is provided in the Buffers as shown on the Local Area Plan for the Parkhurst Industrial Area.</p> <p><b>A19.2 AND</b>                      Landscaping of a minimum width of 30 metres for the entire length of the buffer is carried out in accordance with the <b>Landscape Code</b> and <b>Planning Scheme Policy 6 – Planting Species</b> (Buffer Type C) and includes:</p> <ul style="list-style-type: none"> <li>(i) earth mounding;</li> <li>(ii) planting; and</li> <li>(iii) fencing where appropriate.</li> </ul>

**SPECIFIC REQUIREMENTS FOR INDUSTRIAL USES ON McLAUGHLIN STREET (BETWEEN CARLTON STREET AND GREVILLEA DRIVE) WHICH ABUTS RESIDENTIAL DEVELOPMENT (INCLUDING PUBLIC OPEN SPACE)**

Performance Criteria	Acceptable Solutions
<b>P19</b> Industrial uses are buffered to minimise adverse impacts on adjoining residential uses.	<b>A19</b> A vegetated landscape buffer, minimum width of 30 metres (measured perpendicular to the property boundary), for the entire length of the allotment is provided: <ul style="list-style-type: none"> <li>(i) at the rear of the allotment; and</li> <li>(ii) where the allotment abuts residential development, including public open space.</li> </ul>

