

# Part 7 Local Plans



## Part 7 Local plans

### 7.1 Preliminary

- (1) Local plans address matters at the local or district level and may provide more detailed planning for the zones.
- (2) Local plans are mapped and included in Schedule 2.
- (3) A precinct may be identified for part of a local plan.
- (4) The categories of development and assessment for development in a local plan are in Part 5.
- (5) Assessment benchmarks for local plans are contained in a local plan code.
- (6) Each local plan code identifies the following:
  - (a) the application of the local plan code
  - (b) the purpose of the local plan code
  - (c) the overall outcomes that achieve the purpose of the local plan code;
  - (d) the purpose and overall outcomes for each precinct
  - (e) the performance outcomes that achieve the overall outcomes of the local plan code
  - (f) the acceptable outcomes that achieve the performance outcomes of the local plan code
  - (g) the performance and acceptable outcomes of a precinct that achieve the overall outcomes of the precinct.
- (7) The following are the local plan codes for the planning scheme:
  - (a) Mount Isa airport local plan code

## 7.2 Local plan codes

### 7.2.1 Mount Isa airport local plan code

#### 7.2.1.1 Application

This code applies to assessing material change of use, reconfiguring a lot, and building work development in the Mount Isa Airport local plan.

When using this code, reference should be made to section 5.3.2 and, where applicable, section 5.3.3, in Part 5.

#### 7.2.1.2 Purpose

The purpose of the Mount Isa Airport local plan code is to guide future development of the Mount Isa Airport local plan area.

The overall outcomes for the code are as follows:

- (1) Development is compatible with the long-term safe and viable operation of Mount Isa Airport and other surrounding land uses;
- (2) A mix of *centre activities*, *low impact industry* uses and *service industry* uses are facilitated that:
  - (a) have a nexus with airport activities and capitalise on proximity to the Airport;
  - (b) do not detract from the primacy of the Principal centre zone; and
  - (c) are appropriately located and designed.
- (3) Development facilitates an efficient land use pattern;
- (4) Development is located in the appropriate precinct;
- (5) Development provides an attractive and high quality public realm and built form that is generally consistent in scale, height and bulk with that of surrounding development;
- (6) The design, layout and operation of development does not negatively impact upon the current or future operation of the Barkly Highway;
- (7) Development is supported by an appropriately designed internal road network and car parking, loading and passenger drop off areas that provide safe and efficient vehicle, pedestrian and cyclist movement;
- (8) The operational efficiency of the entry road to the Airport is not compromised by development in the local plan area;
- (9) Development will protect the existing landscaping along the internal entry road to create an entry and gateway statement to the Airport; and
- (10) The effects of development including noise, odour, traffic and lighting do not have a negative impact the amenity of the surrounding area.

#### 7.2.1.3 Precincts

The local plan area is divided into five precincts as outlined in **Mount Isa Airport Local Plan Maps 1 and 2 (LP-01 to LP-02)** in recognition of the different functional areas of the airport locality

These precincts are:

- Airport operations precinct;
- Commercial and *low impact industry* precinct;
- Tourist and recreational precinct;
- Aircraft manoeuvring precinct; and
- Western Airport Precinct.

Note—Lot 2 on RP724915 is excluded from the Local Plan and it is to be preserved as a future railway corridor.

#### **7.2.1.3.1 Airport operations precinct**

The **Airport operations precinct** overall outcomes are:

- (1) Development directly supports and complements Mount Isa Airport operations and other aviation activities;
- (2) The Precinct is attractively designed and presented to reflect its role as the main access gateway between the Airport and the City of Mount Isa.

#### **7.2.1.3.2 Commercial and low impact industry precinct**

The **Commercial and low impact industry precinct** overall outcomes are:

- (1) *Centre activities* are facilitated that do not detract from the primacy of the Principal centre zone and where the activity primarily services the needs of Airport users, businesses and employees of the area, for example small scale shops and food and drink outlets;
- (2) low impact industry and service industry uses are facilitated that are compatible and have synergies with aviation related activity, such as transport and logistics related uses, freight terminal buildings and depots and associated storage, warehouse and operational facilities;
- (3) Development occurs in an efficient and orderly manner, takes into account future land uses and is appropriately serviced;
- (4) The Precinct is attractively designed and presented to reflect its role as the main access gateway between the Airport and the City of Mount Isa;
- (5) The risks associated with the storage of dangerous goods are minimised and there are negligible impacts from off-site emissions; and
- (6) *industry activities* are predominantly carried out indoors.

#### **7.2.1.3.3 Tourist and recreational precinct**

The **Tourist and recreational precinct** overall outcomes are:

- (1) Tourist and recreational land uses are facilitated that do not conflict with Airport operations;
- (2) The environmental values of Spear Creek are protected; and
- (3) The existing recreation infrastructure and facilities are retained and reused, where practicable and safe.

#### **7.2.1.3.4 Airport manoeuvring precinct**

The **Airport manoeuvring precinct** overall outcomes are:

- (1) Development directly relates to Airport operations and aviation activities, such as aviation facilities or changes to the runway; and
- (2) The safety and security of Airport and aviation operations are protected.

#### **7.2.1.3.5 Western airport precinct**

The **Western airport precinct** overall outcomes are:

- (1) Continued use of the land for rural purposes is supported where the safety and security of Airport and aviation operations is not compromised and where the activities are compatible with other nearby land uses; and
- (2) Renewable energy facilities are incorporated and encouraged where they do not conflict with Airport operations.

**7.2.1.4 Assessment benchmarks**

Note—Where any provision contradicts or varies from any provision elsewhere in the planning scheme, the provision within the Mount Isa Airport local plan prevails.

**Table 7.2.1.1 – Mount Isa Airport local plan code:**

- **Assessment benchmarks for assessable development and**
- **Requirements for accepted development**

Performance Outcomes	Acceptable outcomes
<b>General – Applies to the whole of the Local Plan Area</b>	
<b>Built form, character, design and scale</b>	
<p><b>PO 1</b> Buildings and other structures are designed and located to:</p> <ul style="list-style-type: none"> <li>(a) enhance visual amenity; and</li> <li>(b) be of a height, size, bulk and form consistent with the existing or preferred character of the Local Plan area; and</li> <li>(c) avoid adverse impacts on nearby premises; and</li> <li>(d) achieve articulation (for example, through the use of one or more of the following: variation in texture, colour, finishes); and</li> <li>(e) provide a dedicated pedestrian entry that is protected from the sun and rain.</li> </ul>	<p><b>AO 1.1</b> <i>Building height</i>, including all structures (except <i>air services</i> development i.e control towers or aircraft maintenance facilities) is not greater than 12 metres, measured from <i>ground level</i>.</p> <p><b>AO 1.2</b> Where the length of any wall of a building exceeds 20 metres where it can be viewed from a public area, the wall is articulated at a minimum of 10 metre intervals, and/or features variation in materials or colours.</p> <p><b>AO 1.3</b> Pedestrian entries incorporate sun and rain shelter; such as overhangs or awnings that protrude at least 0.9 metres from the external building face when measured perpendicular to the external building face.</p> <p><b>AO 1.4</b> Buildings and other structures are <i>setback</i> at least:</p> <ul style="list-style-type: none"> <li>(a) 10 metres from any lot boundary that is on a <i>road frontage</i> to the Barkly Highway;</li> <li>(b) 6 metres from any lot boundary that has road frontage to the internal entry road to the Airport;</li> <li>(c) 4 metres from any lot boundary that is on a <i>road frontage</i>, other than a <i>road frontage</i> to the Barkly Highway and internal entry road to the Airport;</li> <li>(d) 2 metres from any secondary road frontage; and</li> <li>(e) 1.5 metres to any side or rear boundary, unless built to boundary with another built to boundary wall on the adjoining property.</li> </ul>



**Table 7.2.1.1 – Mount Isa Airport local plan code:**

- **Assessment benchmarks for assessable development and**
- **Requirements for accepted development**

Performance Outcomes	Acceptable outcomes
<b>Landscaping</b>	
<p><b>PO 2</b> <i>Landscaping:</i></p> <p>(a) provides an attractive <i>streetscape</i> and enhances the amenity of the Local Plan; and</p> <p>(b) reduces the visual and environmental impact of hard surface areas; and</p> <p>(c) achieves maximum on-site rainwater infiltration and minimises additional burden on drainage infrastructure.</p>	<p><b>AO 2.1</b> A densely planted landscape strip is provided fronting Barkly Highway, the internal entry road to the Airport and other publicly accessible internal roads that:</p> <p>(a) is within the boundary of each development <i>site</i>; and</p> <p>(b) is at least 2 metres in depth; and</p> <p>(c) extends along the entire length of any public <i>road frontage</i>, except for the areas required for vehicle and pedestrian access.</p> <p><b>AO 2.2</b> A minimum of 10 per cent of the area of the development site incorporates landscaping, excluding the Airport manoeuvring precinct.</p>
<b>Fences and gates</b>	
<p><b>PO 3</b> Fences:</p> <p>(a) contribute positively to the character of the <i>streetscape</i>; and</p> <p>(b) are constructed of attractive, high quality materials that are similar to, enhance or compliment fences on <i>adjoining properties</i>;</p> <p>(c) enhance the amenity of the <i>site</i>; and support casual surveillance of the adjoining street(s).</p>	<p><b>AO 3.1</b> A fence that is constructed forward of any <i>front building line</i> that faces a <i>road frontage</i> (including <i>front building lines</i> that face both <i>road frontages</i> on a corner lot):</p> <p>(a) has a height, measured from <i>ground level</i>, that is not greater than 2.0 metres; and</p> <p>(b) is constructed of brick, masonry, metal or timber (or a combination of these materials); and</p> <p>(c) is at least 50 per cent transparent; and</p> <p>(d) is located behind any landscaping strip required by this Planning Scheme, and within the lot (rather than between the landscaping strip and the road); and</p> <p>(e) Where a solid fence is proposed, incorporates detailing or indentations where the fence is greater than 10 metres in length in any direction.</p> <p><b>AO 3.1</b> Except where fences are required for airport security, the height of side or rear boundary fences must not be greater than 1.8 metres, measured from <i>ground level</i>.</p> <p><b>AO 3.3</b> Fences on a corner <i>site</i> and, within a truncation made by three equal chords of a 6 metre radius curve at the corner of the two <i>road frontages</i>, are not greater than 1 metre in height, measured from <i>ground level</i>.</p>
<p><b>PO 4</b> Gates do not open beyond the lot boundary.</p>	<p><b>AO 4.1</b></p>

**Table 7.2.1.1 – Mount Isa Airport local plan code:**

- **Assessment benchmarks for assessable development and**
- **Requirements for accepted development**

Performance Outcomes	Acceptable outcomes
	Gates located on a property boundary do not open outward onto the street or an <i>adjoining property</i> .

**Table 7.2.1.2 – Mount Isa Airport local plan code:**

**Assessment benchmarks for assessable development only**

Performance Outcomes	Acceptable outcomes
<b>General – Applies to the whole of the Local Plan Area</b>	
<b>Amenity and safety</b>	
<p><b>PO 1</b> Development does not adversely impact on the existing or future amenity of adjoining and nearby properties, including, but not limited to the impacts of any of the following:</p> <ul style="list-style-type: none"> <li>(a) air pollution; or</li> <li>(b) noise; or</li> <li>(c) vibration; or</li> <li>(d) odour; or</li> <li>(e) heat; or</li> <li>(f) radioactivity; or</li> <li>(g) electromagnetic radiation; or</li> <li>(h) dust; or</li> <li>(i) other emissions.</li> </ul>	No acceptable outcome is prescribed.
<b>Built form, character, design and scale</b>	
<p><b>PO 2</b> Buildings are designed to a high aesthetic standard, and complement and enhance the character of the area and nearby buildings, having regard to:</p> <ul style="list-style-type: none"> <li>(a) <i>built form</i>, bulk and scale; and</li> <li>(b) colours; and</li> <li>(c) articulation; and</li> <li>(d) roof design; and</li> <li>(e) high quality, attractive, durable and low-maintenance materials.</li> </ul>	No acceptable outcome is prescribed.
<p><b>PO 3</b> Buildings, structure and use areas are designed to ensure efficient use of buildings and land and a well-integrated development.</p>	No acceptable outcome is prescribed.
<p><b>PO 4</b> Development scale, design and location does not interfere with the operational efficiency of the entry road to the airport.</p>	No acceptable outcome is prescribed.
<b>Location and site suitability</b>	

**Table 7.2.1.2 – Mount Isa Airport local plan code:  
Assessment benchmarks for assessable development only**

<b>Performance Outcomes</b>	<b>Acceptable outcomes</b>
<p><b>PO 5</b> The development is established on land that is suitable for the intended use, having regard to:</p> <p>(a) nearby and <i>adjoining land uses</i>; and                      (b) the nature, scale and intensity of the use and the <i>site</i> characteristics, including area, dimensions and topography required to accommodate a well-designed and integrated development; and                      (c) the access, infrastructure and service needs of the use.</p>	No acceptable outcome is prescribed.
<p><b>PO 6</b> The development is established on land that is suitable for the intended use, having regard to:</p> <p>(a) nearby and <i>adjoining land uses</i>; and                      (b) the nature, scale and intensity of the use and the <i>site</i> characteristics, including area, dimensions and topography required to accommodate a well-designed and integrated development; and                      (c) the access, infrastructure and service needs of the use.</p>	No acceptable outcome is prescribed.
<b>Where in the Airport Operations Precinct</b>	
<b>Land uses</b>	
<p><b>PO 7</b> Development directly supports and complements Mount Isa Airport operations and other ancillary aviation activities.</p>	<p><b>AO 7.1</b> No acceptable outcome is prescribed.</p>
<b>Where in the commercial and low impact industry precinct</b>	
<b>Land uses</b>	
<p><b>PO 8</b> <i>Centre activities</i> are facilitated that do not detract from the primacy of the Principal Centre Zone, take advantage of proximity to the Airport and primarily service the needs of Airport users, businesses and employees in the immediate vicinity of the airport.</p>	<p><b>AO 8.1</b> No acceptable outcome is prescribed.</p>
<p><b>PO 9</b> <i>Low impact industry</i> and <i>service industry</i> uses are facilitated that are compatible and have synergies with aviation related activity.</p>	<p><b>AO 9.1</b> No acceptable outcome is prescribed.</p>
<b>Built form, character, design and scale</b>	



**Table 7.2.1.2 – Mount Isa Airport local plan code:  
Assessment benchmarks for assessable development only**

Performance Outcomes	Acceptable outcomes
<p><b>PO 10</b> Buildings and other structures are designed and located to:</p> <ul style="list-style-type: none"> <li>(a) enhance visual amenity; and</li> <li>(b) be of a size, bulk and form consistent with the existing or preferred character of the Local Plan area; and</li> <li>(c) avoid adverse impacts on nearby premises; and</li> <li>(d) facilitate on-site stormwater management; and</li> <li>(e) provide for and maintain a sense of open space.</li> </ul>	<p><b>AO 10.1</b> <i>Site cover</i> does not exceed 75 per cent per allotment (or parcel of land) excluding <i>Air services</i> uses.</p> <p><b>AO 10.2</b> A minimum <i>site</i> area, lot or parcel size for new developments is 1,000m<sup>2</sup></p> <p><b>AO 10.3</b> A minimum <i>road frontage</i> of 20 metres is provided for each <i>site</i> area, lot or parcel.</p>

**Table 7.2.1.2 – Mount Isa Airport local plan code:  
Assessment benchmarks for assessable development only**

<b>Performance Outcomes</b>	<b>Acceptable outcomes</b>
<b>Staging and future development</b>	
<p><b>PO 11</b> Development occurs in an orderly manner, with supporting plans provided to ensure:</p> <p>(a) the future development and capacity of the entire Local Plan area is taken into consideration; and</p> <p>(b) the operation needs of the Airport are not compromised, including the potential impacts of increased traffic; and</p> <p>(c) development of an efficient and optimal <i>site</i> layout that provides future design flexibility; and</p> <p>(d) the timely, efficient and effective provision of infrastructure, including a possible new connection to the Barkly Highway.</p>	<p><b>AO 11.1</b> The first development in the precinct is supported by the following plans at a minimum, including any necessary supporting studies, that demonstrate how the precinct will be developed in future:</p> <p>(a) a reconfiguration of a lot (if applicable) and road layout plan; and</p> <p>(b) a servicing plan for water, wastewater, stormwater and other necessary infrastructure; and</p> <p>(c) a staging plan.</p>
<b>Where in the Tourist and Recreational Precinct</b>	
<b>Waterway protection</b>	
<p><b>PO 12</b> The environmental values of Spear Creek are protected</p>	<p><b>AO 12.1</b> Development including earthworks and vegetation clearing is set back at least 10 metres from Spear Creek</p>
<b>Where in the Airport Manoeuvring Precinct</b>	
<b>Land uses</b>	
<p><b>PO 13</b> Development is directly related to Mount Isa Airport operations and other aviation activities.</p>	<p><b>AO 13.1</b> No acceptable outcome is prescribed.</p>
<b>Where in the Western Airport Precinct</b>	
<b>Land uses</b>	
<p><b>PO 14</b> Limited small scale <i>rural activities</i> or a <i>Renewable energy facility</i> are supported where the safety and security of Airport and aviation operations is not compromised (i.e. by birds or bats, lighting etc.) and where the activities are compatible with other nearby land uses.</p>	<p><b>AO 14.1</b> No acceptable outcome is prescribed.</p>
<b>Built form, character, design and scale</b>	
<p><b>PO 15</b> Buildings and other structures are designed and located to:</p> <p>(a) enhance visual amenity; and</p> <p>(b) be of a size, bulk and form consistent with the existing or preferred character of the Local Plan area; and</p> <p>(c) avoid adverse impacts on nearby premises; and</p> <p>(d) facilitate on-site stormwater management; and</p> <p>(e) provide for and maintain a sense of open space.</p>	<p><b>AO 15.1</b> <i>Site cover</i> does not exceed 30 per cent per allotment (or parcel of land) excluding <i>Air services</i> uses.</p>