

Attachment 6 – Code Assessment

Medium Impact Industry Zone Code

1. A range of medium impact industry uses that satisfy the purpose of the zone are facilitated.	Complies – Proposed change is to a medium impact industry use
2. Where possible, the Medium impact industry zone will provide a buffer between the Special industry zone and the Low impact industry zone. The potential impacts of development in this Zone are to be mitigated through appropriate design, environmental protection measures and landscaping.	Complies – impacts will be mitigated via design features. Refer to the Planning Report.
3. Small-scale non-Industry activities that support medium impact industry uses or that are more suitable to an industrial area than other parts of the City are supported where appropriate.	NA
4. On-site non-industry activities that support the primary medium impact industry use on the site, such as office and sales areas: (a) are of a scale that is ancillary to the primary use on the site; and (b) do not compromise the ongoing operation and viability of surrounding uses in the Zone; and (c) do not compromise the integrity of the zone.	Complies – the proposed office is ancillary
5. The viability of existing and future medium impact industry uses is protected from the intrusion of incompatible uses, including, but not limited to, residential activities, low impact industry uses and special industry uses.	NA
6. The scale, character and built form of development contributes to a high standard of amenity on-site and off-site.	Complies – the scale and character of the proposed changes is appropriate for the zone

7. Development is located, designed, operated and managed to: (a) maintain or enhance the safety of people and integrity of infrastructure; and (b) not result in environmental harm; and (c) avoid adverse impacts on the surrounding area, including, but not limited to, adverse impacts caused by traffic generation, or emissions of noise, odour, lighting, dust or smoke; and (d) avoid adverse impacts on nearby non-industrial zoned land; and (e) provide safe vehicle, cyclist and pedestrian access to, and egress from, the site; and (f) avoid adverse on-site and off-site impacts on natural features and processes, including, but not limited to, creeks, gullies, waterways, wetlands and vegetation; and (g) avoid, or where avoidance is not practicable, minimise, any risk of air pollution or contamination of land or water.	Complies – the proposed changes will allow for safer production of asphalt and reduce environmental impacts
8. Development is appropriately designed and located to be responsive to the environmental constraints of the land, including, but not limited to, natural topography, bushfire and flooding.	Complies – the proposed changes avoids the creek to the north and other site constraints.
9. Development incorporates and facilitates sustainable practices including maximising energy efficiency and water conservation appropriate to Mount Isa's semi-arid environment.	Complies – the proposal introduces recycled asphalt to the asphalt manufacturing process
10. Development maximises the use of existing transport infrastructure and has access to an appropriate level of transport infrastructure, including, but not limited to, railways, airports and highways.	Complies – the site is accessed via commercial / industrial roads
11. Development is to be functional, and attractively designed and presented.	Complies – the proposed changed development has a similar appearance to the existing approved development
12. Development is supported by appropriately designed transport infrastructure that facilitates efficient and safe transport use, safe cycling and walking.	NA
13. Natural features such as creeks, gullies, waterways, wetlands and vegetation are protected from the impacts of development.	Complies – the proposed changes avoids the creek to the north and other site constraints.
14. Development is provided with appropriate infrastructure and services.	Complies – the site has appropriate infrastructure and no changes are proposed to the existing approved services.

Industry and Infrastructure Activities Code

Performance Outcomes	Acceptable Outcomes	Assessment
PO 1 Development addresses the street, facilitates casual surveillance of the street and provides for safe pedestrian access.	AO 1.1 Ancillary office, or administration buildings or areas are oriented toward the primary road frontage. AO 1.2 The main entry to the building is located on the facade of the building that faces the primary road frontage, and is easily identifiable and directly accessible from the primary road frontage.	Complies – ancillary offices are oriented towards the street. Existing buildings are to be relocated and reused.
PO2 NA		
PO3 Development does not adversely impact on the amenity of adjoining and nearby sensitive land uses, including, but not limited to the impacts of: (a) air pollution; and (b) noise; and (c) vibration; and (d) odour; and (e) dust; and (f) heat and light; and (g) lack of privacy; and (h) other emissions.	AO 3.1 Development achieves the air quality design objectives set out in the Environmental Protection (Air) Policy 2008. AO 3.2 Development achieves the acoustic quality objectives for sensitive receptors set out in the Environmental Protection (Noise) Policy 2008. AO 3.3 Where not within an Industry zone the use does not involve an Environmentally Relevant Activity (ERA) AO 3.4 Odour emissions produced on-site cannot be detected beyond the boundaries of the site. AO 3.5 Impacts from dust produced on-site do not extend beyond the boundaries of the site.	Performance Solution – Refer to section 5 of the Planning Report. The proposed changes to the approved asphalt plant will have negligible changes to the emissions or impacts of the development. A range of controls will be adopted to manage environmental impacts. Refer to Attachment 3 - Draft Environmental Management Plan .

	AO 3.6 Any proposed glass does not exceed a maximum degree of reflection of both heat and light of 20 per cent. AO 3.7 Development within 150 metres of a lot containing a sensitive land use, or a lot in the Low density residential zone, Medium density residential zone, Community facilities zone, Mixed use zone or Rural residential zone: (a) does not result in adverse impacts at or beyond the boundary of the site due to noise that exceeds 3dB(A) above the background level between Monday to Saturday (during the period commencing at 6am and ending at 6pm on the same day); and ((b) b) does not produce audible noise at or beyond the boundary of the site from 6:00pm Saturday to 6:00am the following Monday; and (c) (c) does not involve an Environmentally Relevant Activity (ERA); and (d) (d) does not produce vibrations that exceed the maximum acceptable levels identified in Australian Standard AS 2670.2 Evaluation of human exposure to whole of body vibration, Part 2: continuous and shock induced vibration in buildings (1-80Hz); and (e) (e) ensures that odour emissions produced on site cannot be detected beyond the boundaries of the site; and	
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	(f) ensures that impacts from dust produced on-site do not extend beyond the boundaries of the site. AO 3.8 Development on a site that has a common boundary with an existing sensitive land use, or a lot in the Low density residential zone, Medium density residential zone, Community facilities zone, Mixed-use zone or Rural residential zone: (a) has a 1.8-metre-high solid fence provided along the entire common boundary; and (b) ensures every side and rear wall of a building that faces a common boundary does not contain openings that may allow noise emissions; and (c) ensures every window that has direct views into windows of a residential dwelling is provided with fixed screening or glazing that is not greater than 75 per cent transparent to obscure views to, and maintain privacy of, the residential dwelling; and (d) screens all noise emitting devices, such as air-conditioning equipment, pumps and ventilation fans; and (e) provides acoustic screening between all areas where activities are permitted to occur outside of the building and the common boundary.	
PO4 Any office, administration or retail sales function that is conducted on the site is ancillary and subordinate to the primary use on the site.	AO 4.1 The office and administration functions comprise an area not greater than 10 per cent of the use area.	Complies – The existing buildings are to be relocated and reused. The offices are less than 10% of the use area and the proposal does not involve retail sales

	AO 4.2 The area used for on-site retail sales of goods is not greater than 10 per cent of the use area.	
PO 5 Development is designed and located to: (a) enhance the character of the zone; and (b) enhance the visual amenity of the main approaches to the urban areas of Mount Isa; and (c) be of a size, bulk and form consistent with the existing or preferred character of the zone in which it is located; and (d) prevent adverse impacts on nearby premises; and (e) provide for and maintain a sense of open space; and (f) provide a dedicated pedestrian entry that is protected from the sun and rain.	AO 5.1 (a) Building height is (including all structures) is not greater than 10 metres in the Low impact industry and medium impact industry zone where the lot adjoins a Low density residential zone, Medium density residential zone, Rural residential zone or Mixed use zone; or (b) 15 metres in the Low impact industry and medium impact industry zone otherwise; or (c) 15 metres in the Special industry zone; or (d) 10.5 metres in the Rural and Rural residential zones; or (e) 8.5 metres in all other zones. AO 5.2 Site cover is not greater than: (a) 5 per cent in the following zones: • Rural residential; or • Open space; or (b) 25 per cent in the Sport and recreation zone; or (c) 50 per cent in the following zones: • Low density residential; or • Township; or (d) 60 per cent in the following zones: • Medium density residential; or • Mixed use; or • Local centre; or (e) 70 per cent in the Principal centre zone; or (f) 75 per cent in the following zones: • Low impact industry; or • Medium Impact industry; or • Special industry; or • Community facilities; or • Special purpose.	Complies – • the maximum height of the new plant is 11.3m below the 15m height limit. • Site cover is less than 75% • Setback comply • No pedestrian entries.

	AO 5.3 The development footprint excluding landscaping is setback from any road frontage and side and rear boundaries, in accordance with Table 9.3.4.3 – Industry and infrastructure activities, road and boundary setbacks. AO 5.4 In any zone other than the Medium impact industry and Special industry zones, building dimensions (width and depth) are not greater than 30 metres in any one direction. AO 5.5 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 (Refer Figure a).	
PO 6 NA		
PO7 - Fences		NA - The proposed development does not involve changing the front fence.
PO8 - Fences		NA – site is not on a corner
PO9 Gates do not open beyond the property boundary.	AO 9.1 Gates located on a property boundary do not open outward onto the street or an adjoining property.	Complies – gates open in towards the property.
PO 10 Landscaping: (a) provides an attractive streetscape; and (b) enhances the amenity of the zone; and (c) reduces the visual and environmental impact of hard surface areas; and (d) achieves maximum on-site rainwater infiltration; and		NA – Refer to Planning Report – no landscaping proposed

(e) minimises additional burden on stormwater drainage infrastructure.		
PO 11 Development must adequately address the constraints of steeply sloping or unstable land.		NA – Site is not steep
PO 12 Storage areas for equipment, goods, materials, and refuse containers are: (a) located on-site; and (b) screened from the street and any adjoining land that is located in a Low density residential zone, Medium density residential zone, Mixed use zone or Rural residential zone; and (c) adequately sized to accommodate the refuse generated on-site; and (d) conveniently accessible to collection and delivery vehicles; and (e) designed and equipped to be kept clean and dust free at all times.	AO 12.1 Refuse container storage areas are: (a) located on-site; and (b) not located within any required setback or landscaping areas; and (c) not located within a flood hazard area; and (d) screened from public view, by a solid fence or wall that is 1.8 metres in height, measured from ground level; and (e) provided on an imperviously sealed pad that drains to an approved waste disposal system; and (f) provided with a tap; and (g) large enough to accommodate at least one standard industrial refuse bin of a size appropriate to the nature and scale of the refuse generated by the use. AO 12.2 Other outdoor storage areas are: (a) not located within any required setback from a zone or road boundary prescribed by this code or the applicable zone code; and (b) in an enclosed area or otherwise screened from view from the street, other public areas and adjoining properties. AO 12.3 There are no exposed stockpiles of raw or processed materials greater than 30m³ in total volume.	Performance Solution – • refuse container storage will be screened from view • There are no significant changes to the existing approved aggregate storage piles which will be greater than 30m³ however these are located at the rear of the site out of view • Aggregates and sand storage areas have not caused nuisance or complaints in the past.

	AO 12.4 Materials stored on-site that are capable of generating air contaminants either by wind or when disturbed, are managed by: (a) being wholly enclosed in a building or storage bins; or (b) a program to suppress material so it cannot become airborne.	
PO 13 Development does not release liquid waste or other potential contaminants.	AO 13.1 Development provides for the on-site collection, treatment and disposal of liquid waste and other potential contamination sources. AO 13.2 Development provides for spills to be wholly contained and retained on-site for subsequent removal and disposal by an approved means. AO 13.3 Any material discharged to sewer: (a) comprises only normal domestic wastewater; and (b) is not greater in quantity than the design levels specified in Schedule 6: Engineering works and services planning scheme policy. AO 13.4 Roof water is directed away from areas of potential contamination.	Complies – liquid chemicals are stored in accordance with AS1940 and the site has spill kits for cleaning up any spills on site. Refer to the Environmental Management Plan. Site does not have access to sewer.
PO 14 The design and layout of vehicle parking, loading, crossover and access areas: (a) provides safe and efficient vehicular and pedestrian movement; and (b) enables the loading and unloading of goods and waste to occur wholly within the site; and	AO 14.1 All vehicle manoeuvring and parking areas on the site are sealed with a material that will reduce the amount of dust generated by vehicle movements. AO 14.2 All loading and unloading facilities are provided on-site. AO 14.3 Crossovers constructed are reinforced industrial rated crossovers in accordance with	Performance solution – The proposed car parking and manoeuvring arrangements are similar standard to the existing approved arrangements. Most of the site will be sealed. There is no crossover because the site has access to a private road. Visitor parking is located next to the office however it is not dominating the streetscape.

(c) does not dominate the road frontage; and (d) is visually unobtrusive from the street and complements the character and amenity of the area.	Schedule 6: Engineering works and services planning scheme policy. AO 14.4 Vehicle parking areas are located at the side or the rear of the front building line on the site. AO 14.5 Visitor parking is located adjacent to the visitor entry to the main building on the site.	
PO 1 Development is located, designed, orientated and constructed to prevent any adverse impacts on the development that may be caused by noise, odour, lighting and dust emissions from existing lawful uses, including industry activities and rural activities.		Complies – Refer to section 5 of the Planning Report.
PO 2 Development incorporates key elements of Crime Prevention Through Environmental Design (CPTED) to enhance safety of the site, adjoining streets and surrounding area.	AO 2.1 Development design and layout provides: (a) opportunities for casual surveillance and sightlines; and (b) exterior building designs which promote safety; and (c) adequate identification of uses and ownership; and (d) adequate lighting; and (e) appropriate way-finding mechanisms (e.g. signage); and (f) prevention of entrapment locations; and (g) prevention of access to roof areas and other premises.	Performance Solution – The new plant provides a similar standard to the existing approved plant in relation to crime prevention design elements.
PO 3 Building materials and design features contribute to a high quality aesthetic standard and built form character.	AO 3.1 Building design incorporates a combination of high quality, attractive, durable and low maintenance materials. AO 3.2 Building design incorporates articulation and	Performance Solution – The new plant provides a similar standard to the existing approved plant in relation to building design elements.

	variations in colour, parapet design and roofing heights, where possible.	
PO 4 Development incorporates graffiti-prevention measures.	AO 4.1 Building and site design incorporates a combination of the following features: (a) shrubbery planted against walls and fences; and (b) designs with absence of natural ladders; and (c) minimal unbroken vertical service area; and (d) graffiti-deterrent surfaces.	Performance Solution – The new plant provides a similar standard to the existing approved plant in relation anti graffiti prevention measures
PO 5 The site layout responds sensitively to on-site and surrounding topography, drainage patterns and vegetation.	AO 5.1 Development ensures: (a) earthworks on site are minimised; and (b) natural drainage lines are retained; and (c) existing vegetation (including street trees) is retained.	Complies – the proposed changes involve minimal earthworks, retention of drainage lines and removal of only two trees.
PO 6 Where building work is undertaken on a site that contains or adjoins a steep slope or is subject to unstable soils, adequate protection measures are utilised to prevent the risk of land slippage or erosion.		NA – Site does not contain steep slopes.
PO 7 Development for community infrastructure:		NA – not community infrastructure
PO 8 Development minimises any additional non-local traffic into residential streets.	AO 8.1 The primary flow of traffic generated by the development does not utilise local streets within Low density residential zones or Medium density residential zones to access the site.	Complies – existing industrial roads to be used.
PO 9 The traffic and parking generated by the proposed development does not: (a) adversely affect the surrounding or future planned road network; and (b) adversely affect the amenity of the surrounding neighbourhood; and (c) create safety conflicts with pedestrians; and	AO 9.1 A traffic impact assessment report is prepared by a registered professional traffic engineer that: (a) identifies the traffic impact, including any potential safety conflicts related to the development and on-street car parking demands; and	Performance solution – Refer to the Planning Report which states the proposed changes to the approved development will not generate any additional traffic.

(d) result in an increased demand for on-street parking.	(b) demonstrates the site has a safe and convenient vehicular and pedestrian access and parking layout; and (c) outlines mitigation measures to appropriately address the related traffic impacts.	
PO 10 Development facilitates a functional overall road hierarchy and maximise the safety and efficiency of the State-controlled road network.	AO 10.1 Where new or upgraded road access is proposed: • If development fronts more than one road, access to the site is via the lowest order road as indicated in Major Infrastructure Overlay – Road Hierarchy Maps 1 to 11 (OM-RH-01 to OM-RH-11).	NA – no changes to the roads proposed.
PO 11 Non Infrastructure activities: (a) directly support the infrastructure activity on the site; and (b) are ancillary in scale and nature.		NA
PO 12 Development in the rural zone does not adversely impact on the ongoing operation of nearby rural activities.		NA

Parking Access and Loading Code

PO 1 The layout, design and construction of access: (a) is safe, convenient and legible for all users including people with disabilities, pedestrians and cyclists; and		Complies – the proposed access layout is designed to accommodate the largest vehicles (refer to plans). The proposed loading facility (drive through) is much safer than the existing load out facility (reverse in).
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(b) does not interfere with the planned function, safety, capacity and operation of the transport network; and (c) includes appropriate and sufficient signage to ensure safe and convenient use.		
PO 2 On-site parking and vehicle manoeuvring areas are located and designed to minimise conflicts and hazards between motor vehicles and pedestrians.		Complies – the proposed light vehicle parking area is located next to the office and separated from the heavy vehicle zones.
PO 3 For hardware and trade supplies, on-site parking and vehicle manoeuvring areas for vehicles with trailers are located to minimise conflicts and hazards between motor vehicles and pedestrians.	AO 3.1 On-site parking and manoeuvring areas are provided for vehicles with trailers separate from the main car park area and pedestrian access.	NA
PO 4 Convenient access is provided for vehicles (including taxis) carrying wheelchair bound passengers.	AO 4 Where for a health care services use involving a medical centre, a drop off / set down area is provided at the entrance to the medical centre.	NA
PO 5 The amenity of adjoining residential activities is not diminished by lighting and noise impact from vehicle parking areas.	AO 5.1 Parking areas are fenced with a 1.8-metre-high solid screen wall or fence at the common boundary with any land in the Low density residential or Medium density residential zone or adjacent to any sensitive land use.	Complies – the site is well separated from residential areas
PO 6 Provision is made for vehicle loading and unloading to be carried out in a safe and efficient manner on-site and does not utilise the public carriageway.	AO 6.1 The design and operation of vehicle loading and unloading areas complies with Australian Standard AS2890.2-2002 Parking facilities – Commercial vehicle facilities. AO 6.2 Adequate circulation space is to be provided on site for delivery and collection vehicles in accordance with the standard turning templates given in Austroads	Complies – the proposed access layout is designed to accommodate the largest vehicles (refer to plans). The proposed loading facility (drive through) is much safer than the existing load out facility (reverse in).

	publication no AP - G34 -13: Design Vehicles and Turning Path Templates (1995).	
PO 7 Vehicle parking areas are landscaped in a manner which enhances their appearance and assists in buffering surrounding land uses.	AO 7.1 Except where otherwise provided by the applicable activity or zone code, parking areas and driveways are screened by: (a) a landscaping buffer of at least 1.5 metres width where adjacent to the Low density residential zone or Medium density residential zone, or sensitive land use; or (b) a landscaping buffer of at least 2 metres width where adjacent to a road frontage or public open space. AO 7.2 Except for a dwelling house or dual occupancy, wheelstops or other barriers are provided in designated parking areas to prevent vehicles from driving into or damaging landscaped areas.	NA – the existing approved plans do not include landscaped carparks
PO 8 Parking areas located external to a building and ancillary to the development provide shade by way of mature trees or shade structures.	AO 8.1 All parking areas are shaded by either: (a) shade trees at a maximum spacing of 1 shade tree per 4 car parks planted to achieve mature form; or (b) a shade structure that is set back from the street and consistent with the character of the area. Shade structures may be in the form of awnings, pergolas, shelters or shade sails manufactured from long lasting UV stable materials that are vandal resistant and require minimal ongoing maintenance, or permanent structures of colorbond or similar roofing.	NA – the existing approved plans do not include landscaped carparks
PO 9 Development provides appropriate on-site end of trip facilities including bicycle parking, shower and change rooms to	AO 9.1 Development provides on-site bicycle parking spaces at the minimum rates specified in Table 9.4.6.3(a) and Table 9.4.6.3(b) Minimum on site parking requirements AO 9.2	NA – the existing approved plans do not include end of trip facilities

encourage walking and cycling as an alternative to private car travel.	Development provides bicycle parking and storage that: (a) is identifiable, convenient and safely accessible; and (b) does not adversely impact on visual amenity; and (c) does not impede the movement of pedestrians or other vehicles. AO 9.3 Development provides bicycle end of trip facilities including: (a) shower facilities; and (b) bicycle storage; and (c) personal storage. For long-stay bicycle parking, facilities are provided in accordance with Table 9.4.6.4 Minimum standards for bicycle long-stay end of trip facilities.	
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