

# INDUSTRIAL ZONES AND INDUSTRIAL DEVELOPMENT REQUIREMENTS

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## 1. CITATION

This is a Local Planning Policy prepared pursuant to Schedule 2 Part 2 Division 2 Clause 4 of the Planning and Development (Local Planning Schemes) Regulations 2015. This Policy may be cited as Local Planning Policy DP-05: Industry Zone Development Requirements.

## 1.2. OBJECTIVES

The objectives of this Policy are to:

- a) **Provide** standards and guidance for development within the 'industry' zone, strategic industry and industrial development zones, and for industrial development within the rural zone or on reserved land.
- b) **Encourage** a high standard of development with flexible development controls, which recognise the commercial needs of businesses, while ensuring the functionality of industrial development.
- a) **Achieve** the objectives in Part V of the City of Karratha Town Planning Scheme No.8 (the Scheme) for industrial development within the Burrup Peninsula, Cape Lambert, Maitland and Pastoral precincts.
- b) **Retain** the Karratha Industrial Estate as the regional service industry centre whilst improving its presentation as part of the entry statement to Karratha.
- c) **Optimise** the effectiveness of the strategic industry zone as a strategic industrial area utilising major infrastructure, creating symbiosis with other industries or including resource processing.
- d) **Encourage** industrial development which is flexible to changing economic conditions, whilst remaining compliant with Scheme zoning requirements and any other legislation that exists (i.e. Building Code of Australia, Health Act 1911, etc.).
- e) **Discourage** land uses within industrial zones incompatible with, or may otherwise compromise industrial development within its vicinity.
- c) **Encourage** built form and landscaping that complements the streetscape and does not compromise the safety of pedestrians or motorists.
- d) **Provide** guidance in the exercising of discretion for industrial development.
- f)
- g) **Ensure** adequate off-street car parking is provided having regard to the highest potential use of the site and to ensure that vehicles entering a site can manoeuvre and exit in forward gear.

## 2.3. PRINCIPLES APPLICATION OF THIS POLICY

This Policy provides guidance on the matters to which the City of Karratha ('the City') will have regard when assessing applications for Development Approval within the Industry zone.

This Policy applies across the City's municipal area and should be read in conjunction with the Scheme and any other relevant local planning policy.

To the extent of any inconsistency between the policy and the Scheme, the Scheme prevails.

This policy does not apply to land within the Gap Ridge Industrial Estate (Local Planning Policy DP15 applies to this land area).

This policy applies in the whole of the City of Karratha (Council) and forms part of the City of Karratha Town Planning Scheme No.8 (the Scheme).

## **2.1 Preparation of Planning Applications – The Role of the Development Services Department**

Prior to engaging a consultant, or preparing an application on behalf of a client, it is recommended that you first confirm with Development Services what Council approvals are required and obtain all relevant information.

Whilst Development Services are not in a position to prepare applications including those for planning approval, building licence applications, applications for the registration of a lodging house or applications to construct or install an apparatus for the treatment of sewerage, it is often beneficial to seek feedback when preliminary plans have been prepared to ensure all relevant information is submitted and that fundamental or mandatory requirements have been met.

Applications for which further information is required will take longer to process. Development Services can be contacted on 9186 8569.

## **2.2 What requires a Planning Application?**

- Any development works to be undertaken in the industry, strategic industry and industrial development zones in addition to reserved land requires a planning application unless exempted by this policy, Commonwealth, or State legislation such as the *Public Works Act 1902* or a *State Agreement Act*.
- Any industrial development works to be undertaken on land zoned rural requires a planning application unless exempted by this policy, Commonwealth, or State legislation such as the *Public Works Act 1902* or a *State Agreement Act*.
- The definition of development also includes the use of land, thus the occupying of land (regardless of the extent of building works occurring) may also require a planning application.

## **2.3 Application Procedure**

**When applying for planning approval, the application should include:**

- a) A completed Application for Planning Approval form.
- b) Payment of an applicable planning fee (refer to Development Services Fees and Charges Information Sheet BS-0005).
- c) Four [4] copies (to scale) of a site plan showing the following:
  - The legal description, lot dimensions, north point, and street details.
  - The location and use of any existing buildings on-site and existing access/egress point(s), existing parking area and existing landscaping area(s).
  - Location and use of proposed building(s) and setbacks to boundaries and existing buildings.
  - Buildings, structures and/or vegetation to be removed (if any).
  - Existing site levels and/or contours at regular intervals.
  - Finished floor and design levels.
  - Stormwater drainage details including design levels and erosion control at outlets.
  - Vehicular access/egress to site.
  - Car parking and manoeuvring areas (new or modifications to be designed in accordance with Australian Standard AS2890 and the minimum bay dimensions prescribed by this policy).
  - Landscaping area(s) (including species list, locations and means of reticulation).
  - Fencing details (type, location, colour and height).
- d) Four [4] copies (to scale) of plans/drawings showing the following:
  - Floor plan of proposed building(s).
  - Elevations of proposed building(s).
  - External colours, finishes and materials.

**~~When applying for planning approval, the application may also be required to include:~~**

- ~~a) A streetscape perspective view and a shadow diagram.~~
- ~~b) An acoustic engineer's report.~~
- ~~c) A construction environmental management plan.~~
- ~~d) An operational environmental management plan.~~
- ~~e) A traffic management plan.~~
- ~~f) Turning templates for the likely maximum size of vehicles accessing the site.~~
- ~~g) Parking bays for people with disabilities, motorcycles or bicycles.~~
- ~~h) A rubbish compound/bin storage area.~~
- ~~i) A wash down area.~~
- ~~j) A covering letter/report detailing the proposal.~~
  - ~~• The purpose of the use and the types of processes to be utilised.~~
  - ~~• The type and quantity of goods to be stored, processed or produced.~~
  - ~~• The likely number of staff.~~
  - ~~• The extent and nature of any liquor licensed areas (e.g. small bar, packaged liquor).~~
  - ~~• The likely size/type of service vehicle(s) accessing the site.~~
  - ~~• How land not required for immediate use is to be maintained (e.g. cracker dust, natural vegetation, landscaped).~~
  - ~~• Whether a Works Approval or licence under the *Environmental Protection Act 1986* is required.~~
  - ~~• Whether a licence under the *Dangerous Goods Safety Act 2004* is required.~~
  - ~~• What waste is likely to be generated and the means of storage and disposal (i.e. bulk bin compound, domestic bins).~~
  - ~~• The likely effects, if any, on the neighbourhood including noise levels; air borne emissions, emissions to land or water, traffic including the hours of delivery and despatch, light spill or glare.~~
  - ~~• The findings of any Public Environmental Review or conditions of approval granted by a state agency to undertake an activity associated with the development.~~

**~~2.4 Assessment Criteria:~~**

**~~When considering applications for planning approval in industrial areas or for industrial development, the Council shall have regard to:~~**

- ~~• Any relevant provisions contained in the Scheme including precinct objective statements in Part V and Clause 6.7 Industry – General Provisions.~~
- ~~• The level and nature of adjoining developments to assess the compatibility of the use.~~
- ~~• Any relevant local planning policy.~~
- ~~• Relevant legislation, state planning policies, development control policies and planning bulletins published by the Western Australian Planning Commission, and other publications or guidelines produced by state agencies.~~

**~~2.5 Scheme Prescribed Development Standards:~~**

**~~In accordance with the Scheme, the minimum development standards that apply are:~~**

- ~~a) For development on land zoned industry:
  - ~~• 50% maximum site cover.~~
  - ~~• 5 metres minimum front building setback.~~~~
- ~~b) Retain an appropriate balance between the Burrup's recreational, industrial, environmental, and heritage assets.~~
- ~~c) Acknowledge Hearson Cove as a key recreational node.~~
- ~~d) Facilitate the development of the Cape Lambert precinct as a strategic industry estate which:~~

- ~~• Allows the efficient and effective processing of primary resources;~~
- ~~• Does not compromise the lifestyle and tourist assets of the Council, and~~
- ~~• Has due regard to the environmental and heritage values of the area.~~
- e) ~~Accommodate the development of additional port facilities, including public wharf facilities.~~
- f) ~~Retain access to key coastal recreational nodes within the precinct, in particular boat beach.~~
- g) ~~Protect the access and environmental assets of Miaree Pool from the impacts of surrounding land uses.~~
- h) ~~Facilitate the development of the Maitland Precinct as a strategic industry estate which;~~
  - ~~• allows the efficient and effective processing of primary resources;~~
  - ~~• allows for the development of land uses compatible with and not restrictive to future development of strategic industry;~~
  - ~~• does not compromise the lifestyle and tourist assets of the Council;~~
  - ~~• Has due regard to the environmental and heritage values of the area.~~
- i) ~~Allow the development of key infrastructure and servicing facilities where environmental and social considerations can be addressed.~~
- j) ~~Facilitate the development and diversification of pastoral stations where ecologically sustainable.~~

### 3. CONSEQUENCES

~~This policy represents the formal policy and expected standards of the Council. Appropriate approvals need to be obtained prior to any deviation from the policy. Elected Members and Employees are reminded of their obligations under the Council's Code of Conduct to give full effect to the lawful policies, decisions and practices of the Council.~~

### 4. POLICY PROVISIONS

~~Refer to Table 1 in Appendix A.~~ **4.1 Performance-based and / or legislated development standards**

#### **4.1.1 Residential Occupation**

- ~~• No form of accommodation other than a caretaker's dwelling is permitted on land zoned industry.~~
- ~~• A caretaker's dwelling incidental to an approved use may be approved in the industry, strategic industry, industrial development or the rural zone.~~
  - ~~• A caretaker's dwelling is not to be developed and/or occupied on a lot unless that lot has been developed and is being used in accordance with the Scheme;~~
  - ~~• Only one [1] caretaker's dwelling is to be permitted on a lot; for the purposes of this clause "lot" excludes a strata lot or survey strata lot created under the *Strata Titles Act 1985*;~~
  - ~~• A caravan or park home is not permitted as a caretaker's dwelling for either permanent or temporary occupation;~~
  - ~~• A caretaker's dwelling is to be screened and/or fenced from the street frontage of the lot to the satisfaction of the local authority and wherever possible is to be sited at the rear of other buildings on the lot;~~
  - ~~• A caretaker's dwelling is to contain one [1] bedroom only within a total floor area that does not exceed 100 square metres measured from the external face of walls;~~
  - ~~• Any enclosed room that is capable to be used as a bedroom (regardless whether it is proposed to be used as a study, storeroom or the like) may be deemed a bedroom; and~~
  - ~~• Open verandas may be permitted but must not be enclosed by any means unless the total floor area remains within the maximum total floor area of 100 square metres as referred to above.~~

- ~~Transient workforce accommodation may be approved on land zoned strategic industry, industrial development or rural. See local planning policy DP10 Transient Workforce Accommodation for further guidance on the development of transient workforce accommodation facilities.~~
- ~~Accommodation on reserved land shall be assessed on its merits.~~
- ~~Caravans are not acceptable for permanent residential occupation.~~
- ~~When considering applications for accommodation, Development Services will undertake an assessment as to the suitability of the residential proposal in relation to the subject site's use and the adjoining use(s) or potential uses of adjoining land.~~
- ~~Dependent on the above assessment, there may be the need for an acoustic consultant to provide recommendations on the suitability of the residential proposal (including the location and construction materials) with respect to acceptable noise levels as determined by the *Environmental Protection (Noise) Regulations 1997*. Costs associated with this exercise will need to be borne by the applicant.~~

#### **4.1.2 Site Cover**

- ~~50% maximum site cover for land zone industry.~~

#### **4.1.3 Front Setbacks:**

- ~~Five [5] metres for land zoned industry.~~
- ~~It is strongly recommended that car parking should be located within the front boundary setback. Other issues to take into account are the setbacks of buildings on adjoining developments, the external finishes and material of the front facade, and the quality.~~

#### **4.1.4 Side and Rear Setbacks**

- ~~As prescribed by the *Building Code of Australia* (generally relates to the type of construction and class of building). Issues of access to the side and rear will also need to be taken into account.~~
- ~~Buildings are to be set back at least three [3] metres from a secondary street frontage.~~

#### **4.1.5 Aesthetic Considerations**

~~Where possible, development proposals are encouraged to:~~

- ~~Use external finishes and materials that are muted and non-reflective.~~
- ~~Draw upon existing or preferred design elements that contribute to the character of the area and incorporate those elements in the proposed development.~~
- ~~Incorporate 'feature' perimeter fencing in lieu of chain-mesh where the development fronts major roads, recognised tourist routes, or recreation or conservation reserves.~~

#### **4.1.6 Landscaping**

- ~~The street setback area is to be landscaped and should be located between the front boundary and car parking area (minimum 1 metre width). This will assist with improving the visual amenity of the development and provide some shade to the car parking area.~~
- ~~A reduction in on site landscaping may be considered subject to any reduction in landscaping being offset in the abutting road verge.~~
- ~~Landscaping buffers are encouraged where significant development such as resource processing is located in close proximity to major tourist drives, the coast or other sensitive land uses.~~
- ~~Refer to local planning policy DP 6 Landscaping Requirements for Industrial and Commercial Areas.~~

## **4.2 Construction Environmental Management Plan (CEMP):**

A CEMP is a plan that demonstrates what provisions and mitigation measures will be in place during construction to control noise emissions, erosion and siltation from stormwater flows, air borne dust and smoke and, if required, advise neighbours when these works are to occur and who to contact should dust become a nuisance. Developers, engineers and contractors are responsible for the development and implementation of CEMP's, and for ensuring that identified contingency measures are implemented as appropriate. CEMP's are particularly important in the City of Karratha due to our arid climate and frequent strong winds that are typically westerly and northerly in summer and easterly in winter.

- If required to be submitted the CEMP must have regard to the Department of Environmental Protection publication a *guideline for the prevention of dust and smoke pollution from land development sites in Western Australia* November 1996. This publication requires a Classification Assessment Chart to be completed. The chart and chart notes recognise that the major factors influencing the dust risk potential of a specific site are the time of the year when the works are to be conducted, the nature of the site, and the extent of the proposed works and the proximity of the site to any other land use. Erosion control may be required at stormwater outlets to prevent scouring.
- The CEMP should stipulate the hours of construction, likely times that construction vehicles will need to access and egress the site, and outline what management measures are in place to control noise emissions. Noise management provisions and mitigation measures must have regard to the *Environmental Protection (Noise) Regulations 1997*.

## **4.3 Operational Environmental Management Plan (ONMP):**

An OEMP may be required for facilities and premises that are likely to generate significant noise or are located in close proximity to sensitive noise premises including alfresco dining areas.

- An OEMP must outline what design response and management measures are in place to control noise emissions having regard to the *Environmental Protection (Noise) Regulations 1997*.
- An OEMP may be required to be prepared by a suitable qualified acoustic engineer.

## **4.4 Car Parking and Traffic Management:**

- Car parking requirements as per the Scheme, Clause 6.12 and Appendix 4. It is noted that the specified number of car parking bays may be reduced or increased dependent on the individual circumstances of the development.
- Generally it is recommended that car parking should be located within the front boundary setback area, as this will ensure that it relates to the development.
- Service vehicles shall enter and exit the site in forward gear.
- All areas to be used for car parking, access ways, loading bays and for turning or manoeuvring of vehicles shall be designed in generally accordance with Australian Standard AS2890 and be sealed to the specification and satisfaction of the Council.
- Car parking bays for standard vehicles must be 2700 mm wide and 5500 mm long.
- Universally accessible (disabled) parking bays are to be provided in accordance with Table D3.5 contained in the *Building Code of Australia* where more than five [5] parking bays are required.
- Prior to the publication of Australian Standard AS2890.6 universally accessible car parking bays are to be dimensioned in accordance with Australian Standard AS2890.1 with a minimum width of 3200 mm and minimum length of 5500 mm. Upon publication AS2890.6 shall prevail.



- ~~Motorcycle bays with a minimum width of 1200 mm and length of 2500 mm are required where motorcycles or parts are sold or repaired, or for developments requiring the provision of fifty [50] or more car parking spaces. The provision of motorcycle bays are encouraged for all other developments providing public parking areas.~~
- ~~Public parking areas are to be lit in accordance with Australian Standard AS1158 Lighting for Roads and Public Spaces.~~

~~A traffic management report may be required where development is likely to have a significant impact on the local street network either through the volume or type of vehicle trips generated, where substantive or underground parking areas are proposed, or where heavy vehicles are required to manoeuvre within a site. Traffic management reports are typically required to:~~

- ~~Demonstrate that the likely impact of traffic including service vehicles accessing and exiting the site will not adversely impact on the locality.~~
- ~~Identify any engineering design modifications required to local roads.~~
- ~~Assess on-site manoeuvrability for service and oversize vehicles (turning templates with overhangs).~~
- ~~Assess parking and access way design against Australian Standard AS2890.~~
- ~~Assess the location and design of parking for people with disabilities.~~

#### **4.4.1 Crossovers**

~~As per the Council's specification. It should be noted that different types of vehicles may require different design specifications, therefore when submitting the application it is important to state the use of the site and the type of vehicles that are expected to access the development.~~

#### **4.4.2 Provision for Cyclists and Pedestrians**

~~Developments to include safe and convenient parking facilities for bicycles designed in accordance with Australian Standard AS2890.3. The level of provision of bicycle parking facilities shall be determined by the likely clientele of any development.~~

#### **4.4.3 Washdown Area**

- ~~Should any portion of the development be used for vehicle or equipment servicing, then an approved bunded wash down area with a petrol and oil trap is to be provided in compliance with the requirements of the Water Corporation, the City of Karratha's Health Department and the Department of Water's Water Quality Protection Note 68: *Mechanical Equipment Washdown March 2006*.~~
- ~~Setbacks for petrol and oil traps are same as for effluent disposal systems.~~
- ~~Should the wash down area exceed 20m<sup>2</sup> a roof may be required in accordance with Water Corporation policy. Please contact the Water Corporation prior to preparing and submitting your plans.~~

#### **4.4.4 Signage**

~~Requirements contained within the City of Karratha By Law Relating to Signs, Hoardings and Bill Posting. Queries in relation to signage should be directed to Building Services on 9186 8569.~~

### **4.5 Environmental Health Requirements**

~~There are many requirements with reference to Health and Environmental legislation that is administered by the Council's Environmental Health Services Department. The environmental health legislation that pertains to the development is specific to the types of use that are being proposed. Many of the requirements are detailed in the *Health Act* and its regulations, the *City of Karratha Health Local Laws* and the *Environmental Protection (Noise) Regulations 1997*. Of these matters, the disposal of effluent and solid waste are recognised as the most significant environmental health issues.~~

#### **4.5.1 Disposal of Effluent in Un-Sewered Areas**

The treatment and disposal of effluent is a significant constraint on development in un-sewered areas, and this may dictate the residential density and type of development the land can support. In view of this, it is critical that wastewater disposal be addressed with initial development applications.

- An Application to Construct or Install an Apparatus for the Treatment of Sewage must be lodged to the Council's Environmental Health Services Department for the treatment and disposal of effluent waste in un-sewered areas that complies with the *Health (Treatment of Sewage and Disposal of Effluent and Liquid Waste) Regulations 1974*.
- An application must also be lodged to the Department of Health to seek approval for systems producing greater than 540 litres per day.

Applicants must demonstrate the following to support an Application to Construct or Install an Apparatus for the Treatment of Sewage.

- Total estimated maximum volumes of wastewater generated.
- Details of the type of wastewater disposal system.
- Details of irrigation areas if these are to be used or where the wastewater will be ultimately disposed.
- Details of other fixtures adjacent to irrigation or disposal areas such as structures, subsoil drainage and sumps.
- The reuse of wastewater is encouraged. Where there is a component of reuse of wastewater a management statement to demonstrate compliance with the *National Water Quality Management Strategy – Australian Guidelines for Water Recycling – Managing Health and Environmental Risks 2006*.

#### **4.5.2 Solid Waste:**

The management of solid waste for industrial premises usually entails the installation of specific areas to store and to wash refuse disposal receptacles. The following development standards apply:

- Each site requires a rubbish compound/bin storage area, with the actual requirement (size, construction material and location) being defined by the use.
- Rubbish compound/bin storage area is to be screened from public view and provided with a tap and adequate mains supply.
- If not fenced or otherwise enclosed, tie down points or alternative means of securing bins during cyclones must be provided.
- Rubbish compound/bin storage area is to be constructed with bunded concrete flooring graded to an industrial floor waste gully connected to an approved wastewater disposal system for commercial waste.
- Drains are to incorporate a 200 mm bucket trap or an alternate solid particulate capture system.
- Location of rubbish pickup compound should take into account the ability for a front loading single unit truck (12.5m long with a 12.5m turning radius) to access the compound – particularly when using bulk bin service.
- Should the rubbish compound/bin storage area exceed 20m<sup>2</sup> a roof may be required in accordance with Water Corporation policy. Please contact the Water Corporation prior to preparing and submitting your plans.

#### **4.5.3 Temporary Toilets:**

In accordance with Part 2 Division 1 of the *City of Karratha Health Local Laws 1996* one onsite temporary toilet is required for every twenty construction workers. These temporary toilets that



~~must be removed upon the completion of the construction works are exempt from requiring planning approval.~~

#### **4.5.4 Commercial Food Premises:**

~~The regulatory requirements of the *Health Act 1911*, the *Food Act 2008*, *Health (Food Hygiene) Regulations 1993* and the *Food Standards Code* are to be complied with for the type of food handling activity proposed. The design of the development must comply with these requirements.~~

#### **4.5.5 Accommodation:**

- ~~• Lodging Houses including transient workforce accommodation developments must be in accordance with Part 9 of the City of Karratha *Health Local Laws 1996* (as amended).~~
- ~~• Moveable dwellings (caravans and park homes) and camping must be in accordance with the *Caravan Parks and Camping Grounds Act 1985* and the *Caravan Parks and Camping Grounds Regulations 1997*.~~
- ~~• Public assembly areas must be in accordance with the *Health (Public Buildings) Regulations 1992*.~~

#### **4.5.6 Public Swimming Pools:**

~~The *Health (Aquatic Facilities) Regulations 2007* sets out requirements for public swimming pools. Approvals are administered by the Department of Health.~~

## **5. CONSULTATION**

- ~~a) The City may require applicants to provide written evidence of support for an application from owners/occupiers of neighbouring properties before issuing a decision.~~
- ~~b) Regardless of whether written support is provided pursuant to (a) above, the City may advertise an application for public comment.~~

## **5.6. REFERENCES TO RELATED DOCUMENTS**

- Application for ~~Planning Consent Form~~ Development Approval Form
- ~~• Application to Construct or Install an Apparatus for the Treatment of Sewage~~
- Development Planning Services Fees Schedule and Charges Information Sheet BS-0005
- City of Karratha ~~Town Local~~ Planning Scheme No.8
- ~~• Residential Design Codes of Western Australia 2008~~
- Planning and Development (Local Planning Schemes) Regulations 2015
- ~~• City of Karratha By Law Laws Relating to Signs, Hoardings and Bill Posting~~
- City of Karratha Health Local Laws
- ~~• Local Planning Policy DP2 Performance Guarantee~~
- ~~• Local Planning Policy DP6 Landscaping Requirements for Industrial and Commercial Areas~~
- ~~• Local Planning Policy DP10 Transient Workforce Accommodation~~
- ~~• Dangerous Goods Safety Act 2004~~
- ~~• Environmental Protection Act 1986~~
- ~~• Food Act 2008~~
- ~~• Health Act 1911~~
- ~~• Strata Titles Act 1985~~
- *Environmental Protection (Noise) Regulations 1997*
  - ~~• *Health (Aquatic Facilities) Regulations 2007*~~
  - ~~• *Health (Food Hygiene) Regulations 1993*~~
  - ~~• *Health (Public Buildings) Regulations 1992*~~
  - ~~• *Health (Treatment of Sewage and Disposal of Effluent and Liquid Waste) Regulations 1974*~~

- ~~Australian Standard AS1158 Lighting for Roads and Public Spaces~~
- ~~Australian Standard AS2890 Parking Facilities 2004~~
- ~~Food Safety Standards Australia~~
- ~~National Water Quality Management Strategy- Australian Guidelines for Water Recycling- Managing Health and Environmental Risks 2006~~
- ~~Water Quality Protection Note 68: Mechanical Equipment Washdown Department of Water 2006~~

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Responsible Officer:	Manager <del>Planning Services</del> Approvals & Compliance

*This Policy takes effect from the date of adoption by Council and shall remain valid until it is amended or deleted.*

**TABLE 1**

<u>Planning Matter</u>	<u>Scheme Provision</u>	<u>Potential Impacts</u>	<u>Performance Criteria</u>
<u>Clause 67 of the Planning and Development (Local Planning Schemes) Regulations 2015.</u>			
<u>Setback, Site Coverage and Built Form (m)</u>	<u>5.8.7 - Industry</u>	<ul style="list-style-type: none"> <li>• <u>Poor interface with the streetscape, including poor built form outcomes.</u></li> <li>• <u>Poor legibility when approaching and entering the site for customers/visitors, service vehicles.</u></li> </ul>	<p>a) <u>Development should incorporate design elements which contribute to the streetscape and amenity of the area, whilst providing for functionality of industrial uses.</u></p> <p>b) <u>Buildings that provide a public interface (office/reception) should be located at the front of the property, and should be integrated with the entry, parking, fencing, screening and landscaping to present an acceptable view from the street.</u></p> <p>c) <u>Suitable buildings at the front of the site should be between 5m and 20m from the front boundary. Building entries should be designed as focus points.</u></p> <p>d) <u>Walls facing a street frontage should be articulated and/or be broken up with entries, open screens, fencing, landscaping and other elements that provide greater visual interest when viewed from the street. Blank walls facing the street frontage should be avoided wherever possible.</u></p>
<u>Vehicle Parking, Access and Traffic Management (s) (t)</u>	<u>5.11 – Vehicle Parking and Access</u> <ul style="list-style-type: none"> <li>• <u>Car Parking (5.11.1 – 5.11.4)</u></li> <li>• <u>Variations to Car Parking (5.11.5 – 5.11.8)</u></li> <li>• <u>Design and Maintenance (5.11.9 – 5.11.10)</u></li> <li>• <u>Parking for People with</u></li> </ul>	<ul style="list-style-type: none"> <li>• <u>Insufficient car parking provided.</u></li> <li>• <u>Conflict between pedestrians and vehicles.</u></li> <li>• <u>Poor separation between light vehicles and trucks / heavy machinery.</u></li> <li>• <u>Illegal parking within the road reserve.</u></li> <li>• <u>Non-compliant and unsafe vehicle access to and within sites.</u></li> </ul>	<p>(a) <u>Visitor and staff parking shall be provided having regard for Scheme requirements and should be located within 20m of the front boundary.</u></p> <p>(b) <u>Parking may be permitted more than 20m from the front boundary where existing development prevents additional parking being provided within 20m of the front boundary or where there is not sufficient space in that area for a larger numbers of vehicles.</u></p> <p>(c) <u>Car parking and vehicle access to parking area/s within 20m of the front boundary are to be sealed using asphalt, bitumen or concrete.</u></p> <p>(d) <u>Heavy vehicle parking, laydown, turnaround and loading areas should be located to the rear of the site where possible.</u></p> <p>(e) <u>Vehicle access and manoeuvring areas beyond the parking and access areas under (c) may be sealed or of a compacted surface treatment. The type of surface will be determined on a case-by-case basis with reference to operational requirements.</u></p> <p>(f) <u>Parking within the verge will only be considered where there are constraints in providing all car parking onsite. The potential to provide</u></p>

	<p><a href="#">Disabilities (5.11.11)</a></p> <ul style="list-style-type: none"> <li>• <a href="#">Dimensions (5.11.12 – 5.11.15)</a></li> <li>• <a href="#">Sealed Areas (5.11.16)</a></li> </ul>		<p>for all parking onsite must be maximised before any parking within the verge will be considered.</p> <p>(g) <a href="#">In considering an application for parking within the verge, the City will consider the potential impact on drainage function and safe traffic flow, and an appropriate standard of construction.</a></p> <p>(h) <a href="#">Any approval granted for parking within the verge will be contingent on the applicant accepting responsibility for maintenance and indemnifying the City against any claims for compensation arising due to use of that parking area.</a></p> <p>(i) <a href="#">Crossovers must be designed and constructed in accordance with the City's Vehicle Crossover Specification and Drawings and the City's TE06 – Crossover Policy.</a></p>
<a href="#">Stormwater (u) (zb)</a>		<ul style="list-style-type: none"> <li>• <a href="#">Uncontrolled disposal of stormwater from developments/properties resulting in erosion and other potential impacts to drainage reserves and road reserves.</a></li> <li>• <a href="#">Inappropriate disposal of stormwater where land slopes away from a road reserve or drainage reserve causing potential impacts to adjoining properties.</a></li> </ul>	<p>(a) <a href="#">Stormwater should be directed toward a road reserve or drainage reserve unless an alternative solution has been approved by the City.</a></p> <p>(b) <a href="#">Stormwater should not be discharged onto adjoining private property.</a></p> <p>(c) <a href="#">Applications for new development or significant expansion of existing development should be accompanied by a Stormwater Management Plan prepared in accordance with relevant City of Karratha Stormwater Management Guidelines</a></p> <p>(d) <a href="#">At points where it is proposed for stormwater to leave a site and enter the public drainage network, the City will require appropriate erosion control devices appropriate to the site circumstances and to the satisfaction of the City of Karratha.</a></p>
<a href="#">Landscaping, Screening and Fencing (p)</a>	<a href="#">5.12 – Landscaping, Screening and Fencing</a>	<ul style="list-style-type: none"> <li>• <a href="#">Sparse or non-existent landscaping resulting in poor streetscape outcomes.</a></li> <li>• <a href="#">Poorly-maintained landscaping resulting in poor streetscape outcomes.</a></li> <li>• <a href="#">A species mix not appropriate to the locality is proposed, resulting in poor streetscape outcomes.</a></li> <li>• <a href="#">Visually impermeable fencing in inappropriate locations or to an inappropriate extent, resulting in poor streetscape outcomes.</a></li> </ul>	<p>(a) <a href="#">Street front boundary fencing should be visually-permeable along all road front boundaries.</a></p> <p>(b) <a href="#">As a general guide, a landscaped strip at least 1m in width should be provided along the primary and secondary street frontages. However, the City will consider alternative landscaping solutions.</a></p> <p>(c) <a href="#">Well-designed, well-maintained landscaped spaces that fit with the overall site frontage design are preferred over a larger extent of poorly-designed and poorly-maintained landscaped space.</a></p> <p>(d) <a href="#">Landscaping to the front of the site should include trees to provide shade to parking areas as well as ground covers to improve streetscape aesthetics.</a></p> <p>(e) <a href="#">The City may permit landscaping within the road verge where it is satisfied that it contributes positively to the streetscape and where the applicant takes responsibility for ongoing maintenance.</a></p> <p>(f) <a href="#">Landscaping should be designed and installed in accordance with the City's relevant Landscaping Guidelines.</a></p>

<u><b>Acceptable Accommodation (n) (r)</b></u>	<u><b>5.10 – Transportable Structures</b></u>  <u><b>5.14 – Caretaker's Dwellings</b></u>  <u><b>5.15 – Drivers Accommodation</b></u>	<ul style="list-style-type: none"> <li>• <u>Compatibility of sensitive land uses within a designated industrial area.</u></li> <li>• <u>Impacts on industrial operations and potential restrictions due to presence of residential development.</u></li> </ul>	<p>(a) <u>Accommodation is generally not permitted in Industry zones and is only permitted for particular purposes and under certain conditions, as prescribed by the Scheme.</u></p> <p>(b) <u>Caretaker's dwellings and driver's accommodation are to be located appropriately and are not be located within 20m of the front boundary.</u></p> <p>(c) <u>Caretaker's Dwelling's are only to contain rooms and facilities required for the accommodation of a supervisor of the approved use of a site (a kitchen, laundry, bathroom, living area and one bedroom).</u></p> <p>(d) <u>An acoustic assessment may be required to determine the acceptability of the accommodation proposal (including the need for noise attenuation measures) against noise levels set by the <i>Environmental Protection (Noise) Regulations 1997</i>. The use or potential use of adjoining properties is a consideration.</u></p>
<u><b>Storage, Laydown, Depot Uses (m)</b></u>	<u><b>5.10 – Transportable Structures</b></u>	<ul style="list-style-type: none"> <li>• <u>Inappropriate location of seacontainers and transportable storage units and consequent detrimental impact on amenity and functionality of sites.</u></li> <li>• <u>Underdeveloped sites being used for storage and laydown and not adhering to minimum standards such as provision of landscaping, formal access and parking.</u></li> </ul>	<p>(a) <u>Minimum development standards for landscaping, formal access, parking and vehicle turnaround and manoeuvring areas must be met for sites being used for storage, laydown and/or depot uses, including sites with no buildings.</u></p> <p>(b) <u>Development applications for transportable buildings, storage and/or laydown uses should include information about the type of storage proposed, the type and number of buildings proposed, the duration of intended use (temporary or permanent) and an indication of the dimensions of storage proposed (including, in the case of sea containers, whether they will be stacked).</u></p> <p>(c) <u>Sea containers and transportable buildings should be located such that they do not detract from local amenity and the streetscape and should not be located within 20m of the front boundary.</u></p> <p>(d) <u>Sea containers will not be approved in an approved car park, access way or landscaped area.</u></p>
<u><b>Offsite Emissions, Compatibility of Proposed Development (m) (n) (r)</b></u>	<u><b>5.8 – Industry</b></u> <ul style="list-style-type: none"> <li>• <u>5.8.1 – 5.8.2 – General Provisions</u></li> <li>• <u>5.8.6 – 5.8.8 – Industry</u></li> <li>• <u>5.14 – Caretaker's Dwellings</u></li> </ul>	<ul style="list-style-type: none"> <li>• <u>Visual, physical and offsite impacts (noise, odour, fumes, dust emissions) as a result of activities and processes which are not correctly managed.</u></li> <li>• <u>Compatibility of land uses.</u></li> <li>• <u>Potential land use conflicts regarding sensitive land uses such as caretaker's dwellings.</u></li> </ul>	<p>(a) <u>Construction and/or Operational Environmental Management Plans may be required to be prepared and lodged with a Development Application or required as a condition of development approval. These plans should outline potential impacts on surrounding properties and propose mitigation measures for those impacts.</u></p>

<p><u>Waste/Bin Storage and Washdown Bays (u)(ii)</u></p>		<ul style="list-style-type: none"> <li>• <u>Lack of provision for bin storage, resulting in unsightly or unsafe storage of waste.</u></li> <li>• <u>Lack of space provided for waste collection service vehicles to collect waste and enter and exit the site in forward gear.</u></li> <li>• <u>Environmental and Health impacts to the site and surrounds.</u></li> </ul>	<ul style="list-style-type: none"> <li>(a) <u>Designated bin storage areas of a size commensurate with the waste disposal needs of the site should be provided.</u></li> <li>(b) <u>Bin storage areas should be screened from public view. Where not enclosed, tie-down points should be provided for use during cyclones.</u></li> <li>(c) <u>Plans for new development or significant expansion of existing development should include designation of adequate area for bin storage and appropriate access to this area for service vehicles.</u></li> <li>(d) <u>Any washdown of plant, vehicles or equipment must be carried out over an approved wash down pad with waste water treated to remove solids and hydrocarbons prior to discharge to the environment.</u></li> <li>(e) <u>The disposal of industrial liquid waste is to comply with relevant legislation and be disposed of in an approved manner to the satisfaction of the City.</u></li> </ul>
<p><u>Signs</u></p>		<ul style="list-style-type: none"> <li>• <u>Unsightly and overcrowded signs along streetscapes.</u></li> <li>• <u>Inappropriate locations of signs impacting on functionality of a site and visual amenity.</u></li> </ul>	<ul style="list-style-type: none"> <li>(a) <u>All signs must be designed and placed in accordance with the City's Local Planning Policy DP22 – Advertising Signs. Signage can be incorporated into an Application for Development Approval for a building or development. Where signage is proposed, the details of such signage must be provided with the Application. If no signage details are provided, then signage would not form part of the Development Approval and would require separate approval.</u></li> <li>(b) <u>Signage must not intervene with vehicle sightlines.</u></li> </ul>