

INDUSTRY ZONE 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.

2. OBJECTIVES

The objectives of this Policy are to:

- (a) **Provide** standards and guidance for development within the 'Industry' zone.
- (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.
- (c) **Encourage** built form and landscaping that complements the streetscape.
- (d) **Provide** guidance in the exercising of discretion for industrial development.

3. 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).

4. POLICY PROVISIONS

Refer to Table 1 in Appendix A.

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.

6. REFERENCES TO RELATED DOCUMENTS

- Application for Development Approval Form
- Planning Services Fee Schedule
- City of Karratha Local Planning Scheme No. 8
- *Planning and Development (Local Planning Schemes) Regulations 2015*
- *Environmental Protection (Noise) Regulations 1997*
- City of Karratha Health Local Laws

Policy Number:	DP05
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Resolution Numbers:	12168-Sep 2000, 12738-Sep 2002, 13497-Oct 2004, 14223-Oct 2007, 14640-May 2009; 154666-Sep 2020 [For Advertising]
Last Review:	September 2020
Next Review:	December <u>November</u> 2020 05 [Every 5 years]
Responsible Officer:	Manager Approvals & Compliance

This policy takes effect from the date of adoption by Council and shall remain valid until it is amended or rescinded.

TABLE 1

Planning Matter	Scheme Provision	Potential Impacts	Performance Criteria
Clause 67 of the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> .	City of Karratha Local Planning Scheme No. 8 (LPS8)		
Setback, Site Coverage and Built Form (m)	5.8.7 - Industry	<ul style="list-style-type: none"> Poor interface with the streetscape, including poor built form outcomes. Poor legibility when approaching and entering the site for customers/visitors, service vehicles. 	<ol style="list-style-type: none"> Development should incorporate design elements which contribute to the streetscape and amenity of the area, whilst providing for functionality of industrial uses. 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. 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. 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.
Vehicle Parking, Access and Traffic Management (s) (t)	5.11 – Vehicle Parking and Access <ul style="list-style-type: none"> Car Parking (5.11.1 – 5.11.4) Variations to Car Parking (5.11.5 – 5.11.8) Design and Maintenance (5.11.9 – 5.11.10) 	<ul style="list-style-type: none"> Insufficient car parking provided. Conflict between pedestrians and vehicles. Poor separation between light vehicles and trucks / heavy machinery. Illegal parking within the road reserve. Non-compliant and unsafe vehicle access to and within sites. 	<ol style="list-style-type: none"> Visitor and staff parking shall be provided having regard for Scheme requirements and should be located within 20m of the front boundary. 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. Car parking and vehicle access to parking area/s within 20m of the front boundary are to be sealed using asphalt, bitumen or concrete. Heavy vehicle parking, laydown, turnaround and loading areas should be located to the rear of the site where possible. 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.

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	<ul style="list-style-type: none"> Parking for People with Disabilities (5.11.11) Dimensions (5.11.12 – 5.11.15) Sealed Areas (5.11.16) 		<p>(f) Parking within the verge immediately adjacent to the site will only be considered where there are constraints in providing all car parking onsite. The potential to provide for all parking onsite must be maximised before any parking within the verge will be considered.</p> <p>(g) 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.</p> <p>(h) 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.</p> <p>(i) Crossovers must be designed and constructed in accordance with the City's Vehicle Crossover Specification and Drawings and the City's TE06 – Crossover Policy.</p>
Stormwater (u) (zb)		<ul style="list-style-type: none"> Uncontrolled disposal of stormwater from developments/properties resulting in erosion and other potential impacts to drainage reserves and road reserves. Inappropriate disposal of stormwater where land slopes away from a road reserve or drainage reserve causing potential impacts to adjoining properties. 	<p>(a) Stormwater should be directed toward a road reserve or drainage reserve unless an alternative solution has been approved by the City.</p> <p>(b) Stormwater should not be discharged onto adjoining private property.</p> <p>(c) 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</p> <p>(d) 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.</p>
Landscaping, Screening and Fencing (p)	5.12 – Landscaping, Screening and Fencing	<ul style="list-style-type: none"> Sparse or non-existent landscaping resulting in poor streetscape outcomes. Poorly-maintained landscaping resulting in poor streetscape outcomes. 	<p>(a) Street front boundary fencing should be visually-permeable along all road front boundaries.</p> <p>(b) 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.</p>

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		<ul style="list-style-type: none"> A species mix not appropriate to the locality is proposed, resulting in poor streetscape outcomes. Visually impermeable fencing in inappropriate locations or to an inappropriate extent, resulting in poor streetscape outcomes. 	<ul style="list-style-type: none"> (c) 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. (d) 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. (e) 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. (f) Landscaping should be designed and installed in accordance with the City's relevant Landscaping Guidelines.
Acceptable Accommodation (n) (r)	5.10 – Transportable Structures 5.14 – Caretaker's Dwellings 5.15 – Drivers Accommodation	<ul style="list-style-type: none"> Compatibility of sensitive land uses within a designated industrial area. Impacts on industrial operations and potential restrictions due to presence of residential development. 	<ul style="list-style-type: none"> (a) Accommodation is generally not permitted in Industry zones and is only permitted for particular purposes and under certain conditions, as prescribed by the Scheme. (b) Caretaker's dwellings and driver's accommodation are to be located appropriately and are not be located within 20m of the front boundary. (c) 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). (d) 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.
Storage, Laydown, Depot Uses (m)	5.10 – Transportable Structures	<ul style="list-style-type: none"> Inappropriate location of sea containers and transportable storage units and consequent detrimental impact on amenity and functionality of sites. Underdeveloped sites being used for storage and laydown and not adhering to minimum standards such 	<ul style="list-style-type: none"> (a) 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. (b) 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

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		as provision of landscaping, formal access and parking.	<p>dimensions of storage proposed (including, in the case of sea containers, whether they will be stacked).</p> <p>(c) 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.</p> <p>(d) Sea containers will not be approved in an approved car park, access way or landscaped area.</p>
Offsite Emissions, Compatibility of Proposed Development (m) (n) (r)	5.8 – Industry <ul style="list-style-type: none"> 5.8.1 – 5.8.2 – General Provisions 5.8.6 – 5.8.8 – Industry 5.14 – Caretaker's Dwellings 	<ul style="list-style-type: none"> Visual, physical and offsite impacts (noise, odour, fumes, dust emissions) as a result of activities and processes which are not correctly managed. Compatibility of land uses. Potential land use conflicts regarding sensitive land uses such as caretaker's dwellings. 	<p>(a) 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.</p>
Waste/Bin Storage and Washdown Bays (u)(ii)		<ul style="list-style-type: none"> Lack of provision for bin storage, resulting in unsightly or unsafe storage of waste. Lack of space provided for waste collection service vehicles to collect waste and enter and exit the site in forward gear. Environmental and Health impacts to the site and surrounds. 	<p>(a) Designated bin storage areas of a size commensurate with the waste disposal needs of the site should be provided.</p> <p>(b) Bin storage areas should be screened from public view. Where not enclosed, tie-down points should be provided for use during cyclones.</p> <p>(c) 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.</p> <p>(d) 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.</p> <p>(e) 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.</p>

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<p>Clause 67 of the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i>.</p>	<p>City of Karratha Local Planning Scheme No. 8 (LPS8)</p>	<ul style="list-style-type: none"> • Unsightly and overcrowded signs along streetscapes. • Inappropriate locations of signs impacting on functionality of a site and visual amenity. 	<p>(a) 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.</p> <p>(b) Signage must not intervene with vehicle sightlines.</p>