

Policy

Local Planning Policy No.11 - Site Requirements and Standards for Development within Industrial Zones



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Directorate:	City Regulation
Department:	Statutory Planning
Related documents:	This Policy shall be read in conjunction with the City of Kwinana’s Local Planning Policy No.8: Designing Out Crime and Local Planning Policy No.5: Development Contribution Towards Public Art.

Policy:

1. Title

Local Planning Policy No.11 - Site Requirements and Standards for Development within Industrial Zones

2. Purpose

Local Planning Policy No.11 is intended to complement the City of Kwinana Local Planning Scheme No.2 (LPS2) and provide more flexibility for development through the identification of circumstances where a variation to site requirements and development standards may apply.

This Policy will:

- a) Explain the existing LPS2 requirements; and
- b) Outline variations to the LPS2 requirements through alternative development standards and site requirements that may be applied to development within the industrial zones.

3. Objectives

- a) To provide guidelines for City Officers, developers, landowners and other key stakeholders on the planning requirements and considerations for all development within the General Industry and Light Industry zones.
- b) To clearly identify the circumstances where Council will consider variations to the site requirements and development standards outlined in LPS2 for industrial zoned lots.
- c) To encourage a high standard of development with flexible development controls, which recognise the realistic commercial needs of businesses, while helping to ensure industrial development has minimal impact on the Cockburn Sound Catchment.
- d) To ensure the appropriate provision and siting of landscaping, security fencing, and verge parking ensuring that the City of Kwinana (the City) is not exposed to risk of public liability.

4. Definitions

- Verge - means land within the gazetted road reserve, between the carriageway/pavement and the common boundary of the road reserve and lots fronting the road reserve.
- Verge Parking - means parking of vehicles within the verge.
- Extended Parking - means a parking area constructed within the verge but is physically linked and integrated with parking areas on private land within the setback area and all access/egress to the parking area is via an approved crossover.
- Kerb Access Parking - means a parking area constructed within the verge not physically linked or integrated with parking areas on private land and where the means of access/egress to the parking area is via a mountable kerb and parking bays are aligned at 900 or 450 or parallel to the road carriageway/pavement.
- Parking Embayment - means a parking area within the verge where parking bays are aligned parallel to and at the same vertical level of the road carriageway and the parking bays or bordered by continuation of the kerb.
- Security Fencing - means a barrier, railing, or other upright structure, which encloses a property to prevent and/or control access and incorporates deterrents such as barbwire, razor wire, spiked fencing, electric fencing or other types of deterrents in the design.

5. Intent of the Industrial Zones

The City of Kwinana's Industrial Zones are intended to cater for a wide range of light, service, general and heavy industries.

6. General Design Principles for Industrial Zones

The City's intent for the Industrial Zones is to facilitate good quality design outcomes for both industrial operators and the wider community. When preparing proposals for new development or extensions / re-development, landowners and applicants are encouraged to consider and include the following design elements.

6.1 Legibility

- a) The building should be designed to address the street, providing a legible entrance for pedestrians and a positive contribution to the streetscape through a predominant use of glazing;
- b) All customer service areas and employee amenities shall be consolidated within the front of the building area, and the operational areas should be located to the rear of the site;
- c) Offices and administrative components should be designed as focal points, and include a building element such as a veranda, canopy or colonnade facing the public street and parking areas;
- d) Canopies, awnings and solar shading devices should be thoughtfully integrated into the façade as required on elevations visible to the street;
- e) On corner lots, buildings should address the secondary street through the use of windows, articulated elevations and major openings; and
- f) Blank walls facing streets will not be permitted.

6.2 Form and Layout

- a) The street facade of the building should provide a visual richness and variety. This can be achieved in the use of form, colour, texture and materials and by the following design features;
 - i. Changes in wall planes and height;
 - ii. Varied façade alignment;
 - iii. Projections and/or recessions;
 - iv. The use of different building materials and colours;
 - v. Incorporating horizontal or vertical elements such as recessed walls or banding;
 - vi. Defining the window openings, fenestration, building entrances and doors;
 - vii. Integrated signage;
 - viii. The use of vertical, horizontal and/or angled grids.
 - ix. Emphasis of structural and functional elements such as sun shading devices, noise barriers, louvre vents and exposed braces; and
 - x. Feature roof forms, parapets and overhanging elements.

- b) The scale and selection of building forms, material and elements should relate to the perceived use i.e. the office components should be expressed differently to the warehouse or factory component of the development;
- c) Roof forms should be designed to provide a 'clean' appearance, minimising visual clutter;
- d) Building forms should be designed for adaptability through the provision of flexible spaces and regular building form designed to accommodate a multitude of uses and may be converted or divided in the future;
- e) Glazing should bring daylight to customer service areas and provide surveillance to the street; and
- f) Materials used for the construction of walls on or near boundaries should be rendered or painted and fully integrated into the building design.

6.3 Ancillary Structures and Equipment

- a) Ancillary structures (such as security kiosks, maintenance buildings and outdoor equipment enclosures) or additions to the original development should integrate similar design attributes originally utilised on the main structure including colour, form and materials;
- b) External fixtures and equipment such as roof ventilation, exhaust towers and plumbing pipes should be effectively screened from view using roof structures and architectural elements. All roof top equipment should be screened from public view by materials of the same nature as the building's basic materials;
- c) Temporary structures (e.g. portable modular units, sea containers etc.) should not be located where they will be directly visible from the public street, or are to be appropriately screened;
- d) Storage yards are to be placed behind the primary street building setback line; and
- e) Aboveground water storage tanks are to be positioned within the side setback areas (including secondary streets) or to the rear of the building mass.

6.4 Crime Prevention through Environmental Design (CPTED)

Developments are to minimise the opportunity for crime and maximise people's perception of safety. Developments should be designed to incorporate CPTED principles in accordance with the City's Local Planning Policy No.8: Designing Out Crime.

7. City of Kwinana Local Planning Scheme No.2 Requirements

LPS2 is a statutory document which controls development within the City and prescribes standards and requirements for setbacks, plot ratio/site coverage, minimum landscaping areas, fencing setbacks, building materials and appearance, car parking and crossovers, loading and unloading areas, and waste water and effluent disposal.

Notwithstanding the above, if a proposed development does not comply with a requirement or standard prescribed by LPS2, the Council has discretion to consider each application on its individual merit, and may vary a standard or requirement in accordance with Clause 6.2 of LPS2.

The following elements have been prepared by Council for consideration when assessing development proposals with variations to the requirements of LPS2. The following sections of this Policy outline the development standards and site requirements, to be considered and implemented, when variations to the provisions of LPS2 are sought as part of a development proposal.

8. Setbacks

8.1 Setback Objectives

To provide flexibility for maximum development and use of the land in a manner that does not negatively affect streetscape and encourages upgrading of the aesthetics of industrial sites.

8.2 Setbacks under LPS2

The minimum boundary setback requirements of LPS2 are as follows:

TABLE 1: EXTRACT OF CITY OF KWININA LOCAL PLANNING SCHEME NO. 2

Zone	Front	Side	Rear	Secondary Street Setback
General Industry	15 metres	6 metres	9 metres	6 metres
Light Industry	9 metres	3 metres	6 metres	4.5 metres

8.3 Acceptable Setback Variations

In considering variations to boundary setbacks, Council shall have regard to the provisions of Clause 6.3.2 and 6.8.5 of LPS2, except as varied by the following section.

To provide more certainty for landowners and developers this Policy outlines the City's position in regards to variations to the boundary setbacks of both Light and General Industrial uses, in accordance with Table 2 below (subject to the provisions of Part 8.3.1 and 8.3.2).

TABLE 2: ACCEPTABLE SETBACK VARIATIONS SUBJECT TO CONDITIONS

Lot Size	Primary Street Setback	Side	Rear	Secondary Street Setback
Lots less than 5000m ²	9 metres – May be varied subject to conditions	Nil – conditions apply	Nil – conditions apply	Determined by Building Code and Landscaping.
Lots of 5000m ² and greater	15 metres – May be varied subject to conditions	Nil – conditions apply	Nil – conditions apply	Determined by Building Code and Landscaping.

It is accepted that the generic setback requirements may not be appropriate or desirable in all cases and the City has the discretion to consider variations on their individual merit. The City will favourably consider setback variations for development proposals that incorporate elements of the General Design Principles outlined in this Policy.

8.3.1 Requirements for Acceptable Primary Street Setback Variations

The City is prepared to consider a reduced Primary Street setback where:

- (i) New developments, or extensions to existing buildings, incorporate a minimum of five (5) design elements outlined in Part 6.1 and 6.2 of this policy;
- (ii) Upgrading of the site is proposed. (e.g. upgrading of existing landscaping, provision of new landscaping areas, verge treatment, screening of external storage);
- (iii) Upgrading of an existing building is proposed. Upgrading works may include but not be limited to;
 - Rendering/ bagging and painting existing old brickwork for portions of an existing façade visible from the street;
 - Professionally re-coating or painting existing metal sheeting for portions of an existing façade visible from the street;
 - Replacing or modifying older windows and doors;
 - Construction of new entry statements such as porticos, new front doors, verandahs and awnings; and
 - Replacing/repairing and painting gutters and downpipes.
- (iii) The variation is necessary to facilitate redevelopment or extensions with good quality elevations; and
- (iv) The variation will negate the need for external storage, result in an increased level of amenity, increase opportunities for onsite car parking, contribute positively to the existing streetscape or where the

applicant can demonstrate some other planning benefit to the wider community.

8.3.2 Requirements for Acceptable Side, Rear and Secondary Street Setback Variations

The City is prepared to consider reduced Side, Rear and Secondary Street setbacks where:

- (i) The development incorporates a minimum of three (3) design elements outlined in Part 6.1 and 6.2 of this policy;
- (ii) Parapet walls are located having regard to visibility from the street and relationship to buildings on adjacent lots - refer Figure 1;
- (iii) Side and/or Rear parapet walls, which are visible from the street, shall incorporate appropriate architectural treatments to reduce the visual impact of blank walls (e.g. grooves/patterns combined with textures/colours) – Refer Figure 2;
- (iv) The variation is necessary to facilitate development or building extensions with good quality elevations;
- (v) The variation will negate the need for external storage, result in an increased level of amenity, increase opportunities for onsite car parking, contribute positively to the existing streetscape or where the applicant can demonstrate some other planning benefit to the wider community; and
- (vi) Maximum wall height on the boundary does not exceed 9 metres.

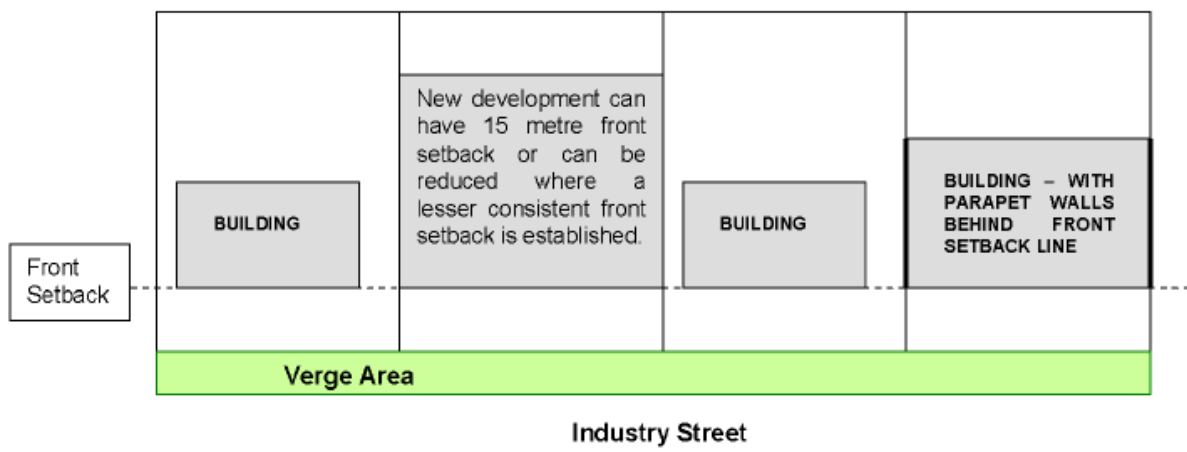


FIGURE 1: PARAPET WALLS BEHIND THE FRONT SETBACK LINE

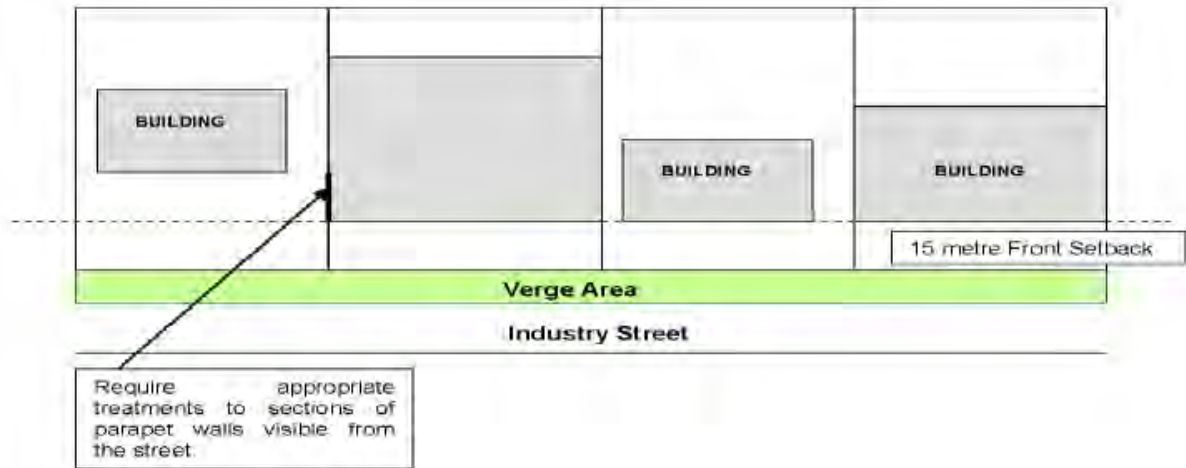


FIGURE 2: PARAPET WALLS VISIBLE WITH SUITABLE TREATMENT

9. Landscaping

Clause 6.8.7 of LPS2 requires a minimum of 5% of the site to be developed and maintained as landscape area. The requirement can be reduced to 2.5% where the applicant agrees to landscape the verge.

9.1 Landscaping Objectives

This Policy aims to achieve:

- a) Quality smaller landscaping areas that can be realistically maintained to a high standard;
- b) Upgrading of landscaping throughout the whole Kwinana Industrial Area;
- c) The use of native and water wise species;
- d) Landscaping of the street verge that will contribute to the streetscape;
- e) Minimum areas appropriate for varying lot sizes and some flexibility for multi-hectare lots;
- f) Landscaping strips to act as a visual buffer adjacent to all street frontages.

9.2 Acceptable Landscaping Variations

Variations to LPS2 landscaping requirements will be supported where they comply with the following:

TABLE 3: ACCEPTABLE LANDSCAPING VARIATIONS SUBJECT TO CONDITIONS.

Lot size	Minimum landscaping*
Up to 10,0002	A 3 metre wide landscape strip being provided adjacent to the primary street boundary for the width of the property, which may be reduced by up to half if landscaping/tree planting is provided within the verge.
Secondary Street Frontages	A minimum 1.5m metre landscaping area shall be applied to all secondary street frontages.
Large / Multi Hectare Lots	<p>In exceptional circumstances where a lot has extensive and / or multiple street frontages, the City may allow;</p> <ul style="list-style-type: none"> (i) A 3 metre landscaping area located adjacent to the primary street boundary; (ii) Landscaping for secondary streets to be provided in the verge where the applicant demonstrates landscaping will be of a high quality; (iii) The use of trees to break up any large expanses of car parking areas visible from the street.

Any landscaping which is located within the verge shall be installed and thereafter maintained, to a high standard, in accordance with the City's Policy – Street Trees and Verge Treatments.

*Note: Landscaping areas may be required to increase over the areas listed above dependent on any land area requirement for effluent disposal.

10. Plot Ratio and Site Coverage

10.1 Existing LPS2 Requirements

Clause 6.8.4 of LPS2 applies the following as maximum plot ratio and site coverage requirements:

TABLE 4: EXTRACT OF THE CITY OF KWININA LOCAL PLANNING SCHEME NO. 2

Zone	Plot Ratio	Site Coverage
Light Industry	1.0	70%
General Industry	0.8	65%

10.2 Plot Ratio and Site Coverage Objective

To allow increased flexibility of the maximum building floor area as long as adequate on site car parking, landscaping, accessways, loading/unloading and storage areas are provided.

10.3 Acceptable Variations to Plot Ratio and Site Coverage

It is recognised that the area that can be developed for buildings on any lot is typically constrained by the need to provide adequate on site car parking, landscaping, accessways, loading/unloading and storage areas.

The City is therefore prepared to support variations to plot ratio and site coverage requirements for all development where;

- i) There is adequate onsite parking to service the existing and proposed development; and
- ii) The application complies with the setback requirements of LPS2 or the acceptable setbacks outlined in Part 8 of this Policy; and
- iii) The application complies with the landscaping requirements of LPS2 or the acceptable landscaping areas outlined in Part 9 of this Policy; and
- iv) The proposal will result in an upgrade of the aesthetics of the site (landscaping, resurfacing / repairing car parking/ verge treatment).

11. Fencing

11.1 Existing LPS2 Requirements

Clause 6.8.12 of LPS2 requires that any security fence be subject to a minimum 1.5 metre setback from the front boundary of a lot. Minimum fencing standards within the Industrial areas is black PVC coated chain or link mesh.

11.2 Objectives for Fencing

To encourage minimal fencing within the front setback area. Where fencing cannot be located behind the front building line, a higher quality fencing combined with good quality landscaping will be encouraged.

11.3 Acceptable variations to fencing setback

Fencing will be permitted with a nil setback to the front property boundary where;

- i) The fencing is necessary for security purposes; and
- ii) Quality fencing (Garrison or Masonry Pillars with open style infill panels) is proposed; and
- iii) Landscaping on the site is substantially upgraded or new landscaping is proposed along the frontage that meets the minimum landscaping requirements of LPS2 or the acceptable landscaping areas outlined in Part 9 of this Policy.

12. Transportable/Non-permanent Structures

12.1 LPS2 Requirements

Clause 6.8.6 of LPS2 requires that all buildings and ancillary structures shall be located, designed and constructed so that the external appearance arising from height, expanse, method of construction, materials used, colour and texture of external finish serve to blend the development into the natural landscape and surrounding built environment and minimise the visual impact of the development.

12.2 Objectives for Transportable / Non-permanent Structures

The City's objective with regard to transportable/non-permanent structures is to minimise the typically adverse visual impact of such structures (offices, amenities etc.) on streetscapes and to encourage the general upgrade of the aesthetics of industrial sites.

12.3 Transportable / Non-permanent Structures requirement for Approval

With the exception of transportable buildings / non-permanent structures used as part of construction works for approved buildings and development, all transportable or non-permanent type structures require planning approval.

12.4 Development Standards for Transportable / Non-permanent Structures Transportable or non-permanent structures sited behind the building line, which are not visible from the street or public thoroughfares, may be approved on a permanent basis subject to the following criteria:

- a. The transportable structure is ancillary to the main office or administration function on the property; and
- b. The finish, materials and colours used in construction of the transportable or non-permanent structure is to be visually sympathetic to that of the main building. More specifically a minimum of three of the following architectural features are incorporated into the transportable or non-permanent structure design:
 - i. Incorporate a facade comprising of two different building materials or two different colours;

- ii. Incorporate defined window openings, fenestration, building entrances and doors;
- iii. Incorporate the use of vertical, horizontal and/or angled grids;
- iv. Incorporate articulated building frontages and/or features;
- v. Incorporate structural and functional elements such as sun shading devices, noise barriers and louvre vents.

13. Verge Parking

13.1 Existing LPS2 Requirements

Clause 6.8.8 of LPS2 requires that car parking spaces shall be provided, designed, constructed and maintained in accordance with the provisions of Part VII of LPS2 and approved plan relating thereto.

13.2 Objectives for Verge Parking

That as far as practicable all vehicle parking associated with land use and development applications shall be accommodated onsite.

That verge parking will only be considered:

- i. in circumstances where expansion of existing industrial premises is only possible if verge parking is permitted; and
- ii. in defined areas where such parking does not prejudice traffic safety, traffic circulation, access, amenity or pose a threat to infrastructure located in the road verge.

13.3 Acceptable Variations to Verge Parking

Verge parking will only be considered where the landowner seeks a reduction in car parking based on staff numbers and operational requirements and where physically car parking cannot fit on site.

13.4 Verge Parking Locations

Verge parking will only be considered for installation in the extended parking, embayment parking, or kerb access parking locations identified in Appendix B of this Policy.

13.5 Verge Parking Layouts

The City's acceptable verge parking layouts are depicted in Appendix A of this Policy.

13.6 Implementation

- 13.6.1 Verge Parking of any form is inappropriate where:

- a) The road is reserved under the Metropolitan Region Scheme, has known road widening requirements or is subject to Main Roads WA Control of Access notice.
- b) Such parking obstructs traffic sight lines because of its location near an intersection or road curvature or vertical elevation.
- c) Such parking compromises the functioning and maintenance of essential services (electricity, gas, water, sewer, telephone) and is opposed by the relevant public utility agency.
- d) Such parking inhibits manoeuvring of industrial traffic.
- e) Such parking renders the use of the public road network unsafe.

13.6.2 Kerb Access Parking and Extended Access Parking (refer to Appendix A) is inappropriate where;

- a) Traffic speeds and volumes on the road are unacceptably high.
- b) The functional role of the road is a local, district or regional distributor.
- c) The road represents a through route.
- d) The gradients on the adjacent roads prevent effective emergency stopping.
- e) The topography of the locality prevents adequate sight distance.
- f) Where medians or islands have been installed in the vicinity.
- g) Verge width is less than 7.5 metres.
- h) Distance from intersection is less than specified under Main Roads WA Traffic regulations and therefore impacts on safe traffic movement at the intersection.

13.6.3 Embayment Parking (refer to Appendix A) is inappropriate where;

- a) Road reserve and carriageway/pavement widths are inadequate.
- b) Road gradients in the vicinity prevent emergency stopping.
- c) Topography in the vicinity obstructs safe traffic sight lines.
- d) Verge width is less than 3.5 metres.

13.7 Consideration of Verge Parking

- a) The City may decline support for verge parking if in its opinion such parking poses a threat to traffic and pedestrian safety and the smooth flow of traffic.
- b) The City in considering individual applications involving verge parking shall have regard to the criteria for verge parking listed in Part 13.6.1 of this policy.
- c) Verge Parking will only be considered in relation to development proposals for expansion of long standing existing industrial developments where such

expansion could not comply with LPS2 requirements in respect of onsite parking, as a result of insufficient available land area.

- d) Verge parking will not be considered where new development is proposed on vacant lots, where parking could be accommodated onsite with redesign of the proposed development or where a change of use and/or ownership (respectively) is proposed or is in process.
- e) Verge parking will only be considered where the proponent provides the City with written agreement from all public utility agencies to the extent that the installation of verge parking will not prejudice the function or maintenance of electricity, gas, water, sewer, telephone or other communication infrastructure.

13.8 Conditions of Verge Parking

- a) Where the City and Public Utilities approve verge parking, the owner/proponent shall indemnify the City and Public Utilities against public liability claims to a value of \$10,000,000 against damage to or injury arising from the use and works, undertaken in the course of establishing and the operation of verge parking. The indemnity should also include damage to services in the verge arising from works undertaken in the verge in order to establish verge parking. Where public utilities require access to the verge for upgrade and maintenance purposes, the landowner/proponent shall reinstate the verge and parking area immediately thereafter at no cost to the City or the Public Utility. The proponent shall also meet all costs associated with relocation of services.
- b) The requirement to indemnify the City, referred to in (a) above shall be secured by legally binding agreement between the landowner/developer and the City and shall be secured by a bond and the cost associated with the drafting, preparation and registration of the agreement will be met by the landowner/proponent.
- c) The approval and agreement should also require the acknowledgement by the owner that the permanent use of the verge for parking cannot be granted and that at some time in the future, the City or other public agencies may require the parking area be removed and the verge area be reinstated at no cost to the City.
- d) Verge parking areas shall be sealed and drained at the proponent's cost to the City's specifications and all stormwater drainage from the paved areas is to be directed towards and disposed of on the proponent's landholding.
- e) Verge parking areas shall be landscaped to the satisfaction of the City, equivalent to 5% of the area within the verge used for parking and shall include the installation of reticulation and thereafter be maintained to a high standard to the satisfaction of the City.
- f) The layout of Extended Parking areas shall ensure that all vehicles are able to manoeuvre and leave the subject property in a forward gear and via an approved crossover.
- g) Verge parking areas shall not be used for the loading, unloading or storage of goods.

- h) For Embayment Parking entry and exit, curves should be to the City's specifications.

14. Effluent and Wastewater Disposal

14.1 All proposed or upgrades to on-site effluent disposal systems are to be nutrient retentive. Conventional septic systems are not permitted within the Industrial area. Expansions of an existing development's effluent disposal system shall be in accordance with City's Policy - Nutrient Retentive Effluent Disposal Systems.

14.2 Development shall not discharge wastewater to the environment or be used as a 'wet industry' without the prior approval of the City and Department of Water and Environmental Regulation.

For further advice on this matter, please refer to the following documents:

- a) Health (Treatment of Sewage and Disposal of Effluent and Liquid Waste) Regulations 1974;
- b) City of Kwinana Policy - Nutrient Retentive Effluent Disposal Systems;
- c) Code of Practice for the design, manufacture and installation and operation of aerobic treatment units;
- d) Environmental Protection (Unauthorised Discharges) Regulations 2004.
- e) All proposed development is required to comply with the current Western Australian Government Sewerage Policy.

15. Groundwater Protection

15.1 Where applications are processed by the City, or where members of the community are using chemicals, fuel storage and other organic matters with the potential to impact on the groundwater in the long term, the following documents will need to be considered, to minimise risk and liability:

- a) Water quality protection note, land use compatibility in public drinking water sources;
- b) Health Act (Underground Water Supply) Regulations 1959;
- c) Environmental Management Plan for Cockburn Sound and its Catchment.

15.2 Where applications are processed by the City or members of the community are using chemicals, fuel storage and other organic matter, with the potential to impact on groundwater in the long term, the following conditions shall be imposed to minimise risk and liability:

- a) All storage containers, facilities or tank farms where chemicals, fuel and organic matter are used, stored or handled, shall be bunded equal to 110% capacity of the product used, stored or handled, to prevent pollution of groundwater, including drinking water.

- b) Where large capacities in excess of 5000 litres are capable of being stored, or are present in tanks, containers or other facilities, it shall be necessary to install impervious membrane protection under the tank, containers or other facility. The membrane shall direct any spilt liquid or spillage of chemicals, including fuels and organic matter, to a protected area surrounding each tank, container or other facility, which shall discharge to a waste treatment and recovery process.
- c) When a development is proposed to be developed, modified or changed, the proponent shall be advised that the City requires that the environment and the health of the community is to be protected from any potential environmental and health impacts from the development including the processes and practices.
- d) The proponent shall be required to provide the appropriate groundwater protection and bore monitoring systems and all monitoring bores installed shall be based on professional hydro-geological advice. The advice shall be provided to the City's Environmental Health Services prior to the installation commencing.
- e) The proponent shall be advised to seek professional hydro-geological advice pertaining to any existing contamination, the processes and practices proposed or utilised and the potential for groundwater contamination from chemicals spilt and/or leaks and contaminated stormwater run-off from the development.

16. Sealing/Drainage

All proposed paving and drainage is to be installed as per the specifications for Pavement and Drainage of Trafficable Areas and Parking Areas, and Non-Trafficable and Lay-Down Areas to the satisfaction of the City of Kwinana.

17. Public Art

The objective of this section is to seek opportunities to introduce art on both public and private land, which will add to the visual interest and character of the City's Industrial Areas. Art may be incorporated into built form, along streetscapes, within lot frontages and so on. Art may be painted, constructed, sculptured or an interesting architectural feature or such like. It may be linked with the marketing of the company or industrial type. The aim is to create visual interest, a point of difference and to encourage the general upgrade of the aesthetics of the City's industrial areas.

Opportunities to introduce art within both public and private land, as part of development, are encouraged in accordance with the City's Local Planning Policy No.5: Development Contribution Towards Public Art.

18. Kwinana Beach and Naval Base - Development of Regional Significance

18.1 Background

- The State Government of Western Australia has identified the Kwinana Industrial Area under the State Planning framework as a Strategic Industrial Area of significant economic and strategic importance to the State economy.

- The central core of the Kwinana Industrial Area is intended to accommodate existing (and planned) heavy industries, which generate offsite impacts including, risks and hazards, reduced air quality, odours, noise and vibration which are subject to licensing by various state government regulatory agencies which in part requires separation from uses attracting members of the public non-employees of industry.
- The establishment of uses attracting members of the public into areas subject to industrial impacts is inappropriate from a public health and safety and environmental perspective.
- The establishment of uses attracting members of the public into areas in close proximity to these industries will in many cases, result in minimum separation distances referred to in licences or used as the basis for issuing licences issued by State Government agencies, not being met.
- Depending on the particular issue, the City's objectives for business services and facilities with the Kwinana Industrial Area may from time to time not necessarily be consistent with State Government objectives.
- At present LPS2 permits (with varying levels of Council use of discretionary powers) certain uses within the General Industrial Zone (which includes the central core of the Kwinana Industrial Area), which may attract members of the public into areas subject to unacceptable levels of industrial impacts.
- The Western Australian Planning Commission (WAPC) whose role it is to protect State Government Interest in the planning process is not always aware of proposals, which may impact on State Interest within the Kwinana Industrial Area.
- Local Government is able to refer proposals for development which it believes are of State or Regional significance to the Western Australian Planning Commission for determination.

18.2 Implementation

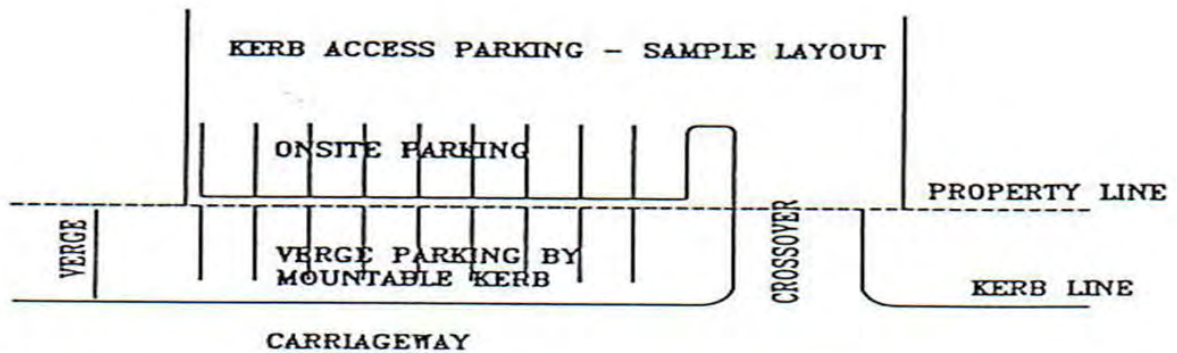
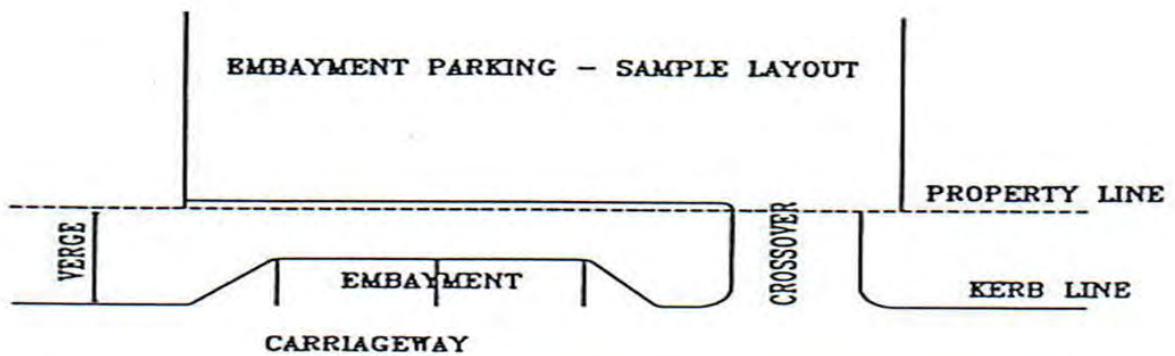
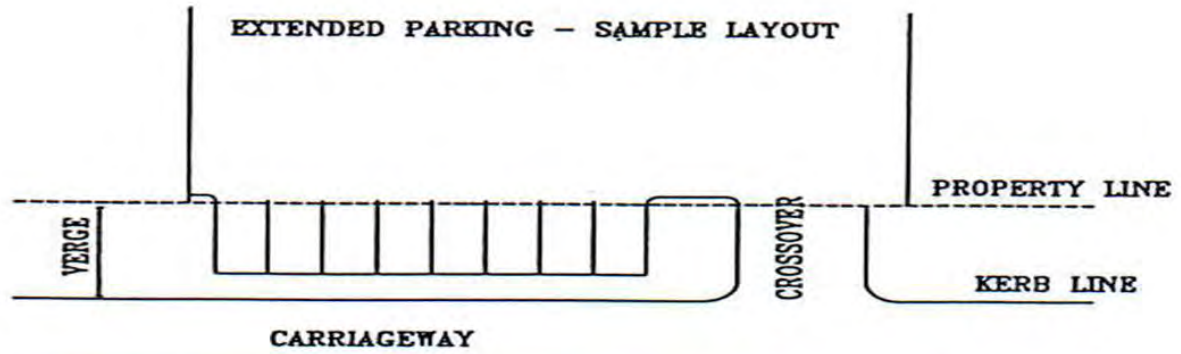
- a) Where the City receives development applications for the establishment of a new retail, commercial, service commercial, light industrial or service industrial, or uses of a similar nature (or expansion thereof), which, in the opinion of the City, is likely to attract members of the public into an area exposed to industrial impacts, within Policy Area 15 Kwinana Industrial Strip, and Policy Area No 14 Naval Base in Part 4 of LPS2, and the City intends to grant approval of the use or development, the City shall deem that the proposed use or development is of State or Regional Significance and refer the application to the WAPC for determination under the Metropolitan Region Scheme.
- b) Such referral should occur irrespective of the value of development proposed.
- c) Maintenance and refurbishment of existing approved development where no expansion or change of use is proposed shall not be deemed to be of State or Regional Significance in the context of this Policy and do not necessitate referral to the WAPC.

19. Medina Light (Golf Course) Industrial Estate

19.1 Gentle Road Amalgamation of Lots

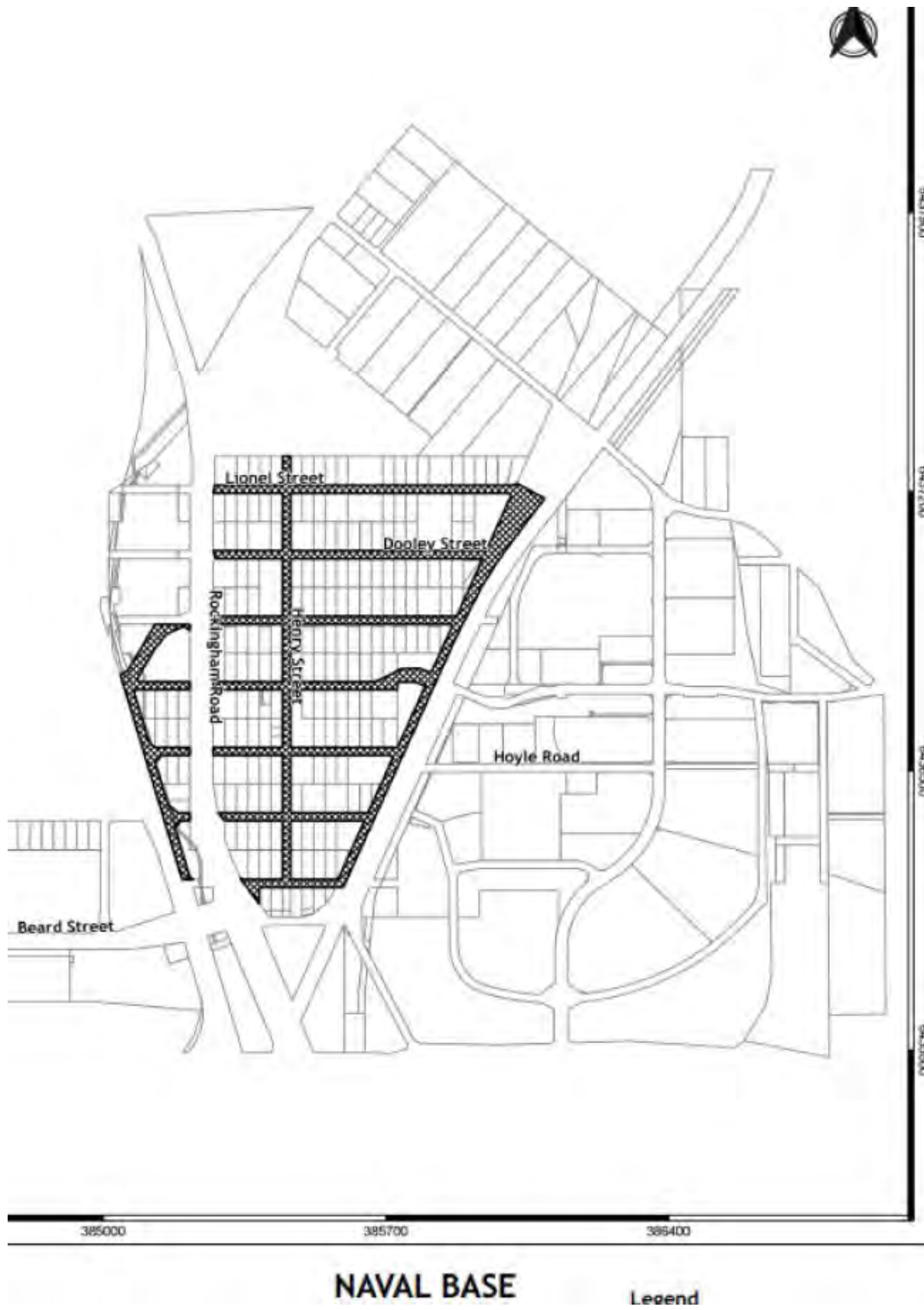
That as a condition of Development Approval, Council impose a requirement to amalgamate front and rear portions of Lots 149-159 with Lots 184-191 Gentle Road, Medina if under the same ownership.

APENDIX A: VERGE PARKING LAYOUTS



APPENDIX B: VERGE PARKING LOCATIONS

The City of Kwinana will only consider Extended Parking in industrial zoned areas delineated on Plan 1 (a - c).








Scale 1:10,000



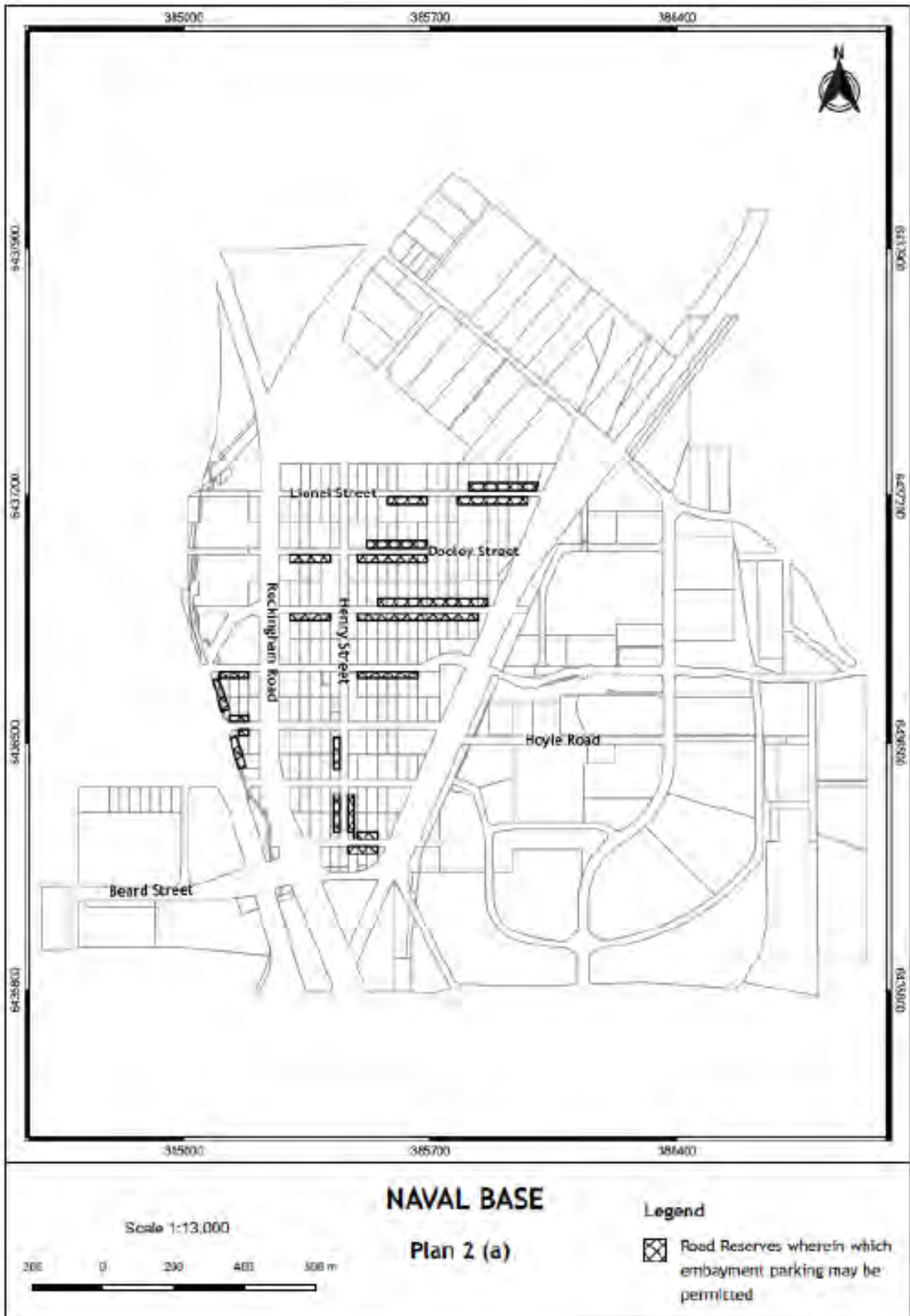
MEDINA

Plan 1 (c)

Legend

-  Road Reserves wherein which extended parking may be permitted

The City of Kwinana will only consider Embayment Parking in areas delineated on Plan 2 (a-c).

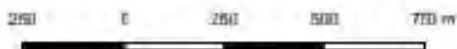





KWINANA BEACH

Plan 2 (b)

Scale 1:15,000



Legend

-  Road Reserves wherein which embayment parking may be permitted



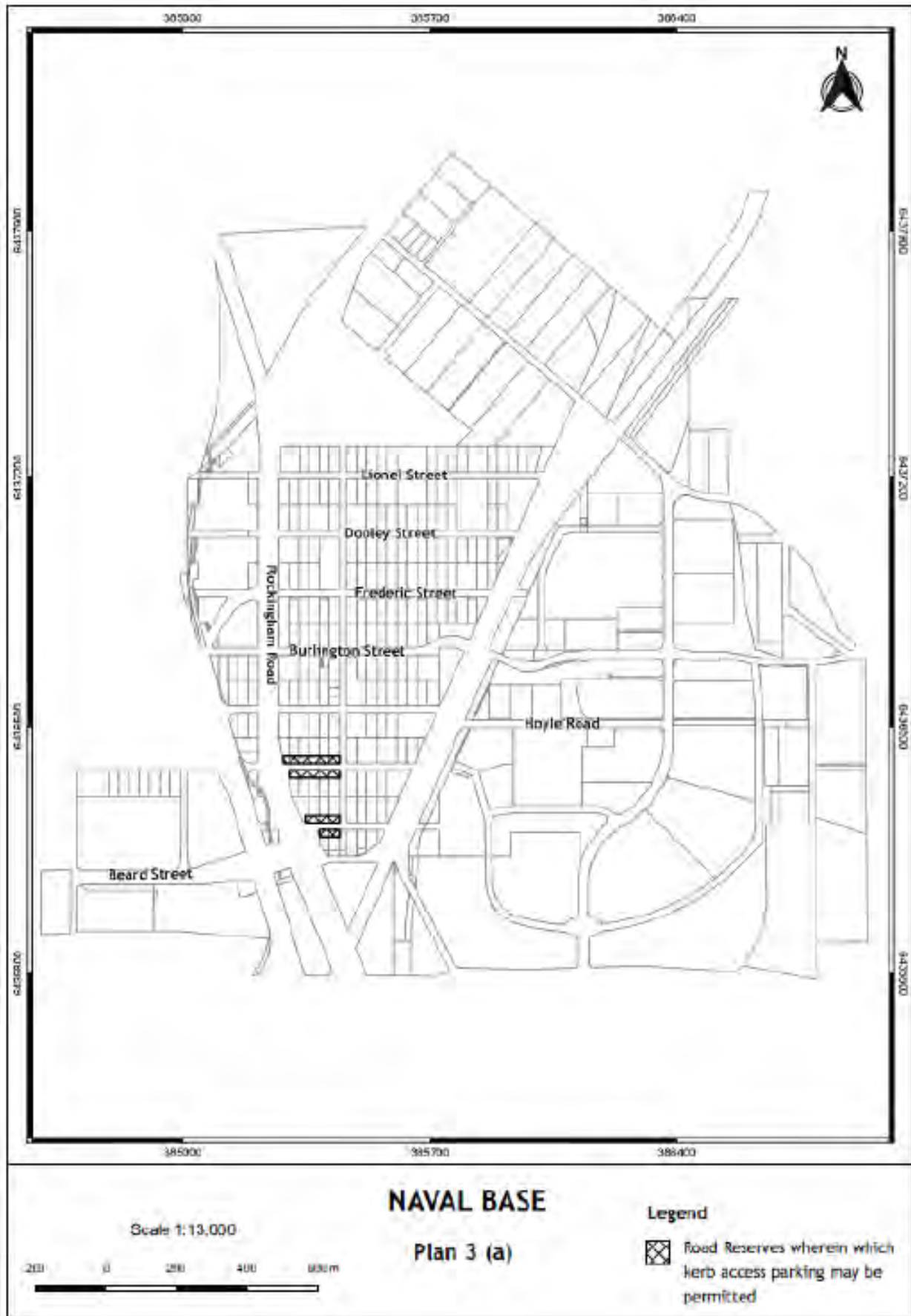
MEDINA
Plan 2 (c)

Scale 1:10,000

Legend

Road Reserves wherein which embayment parking may be permitted

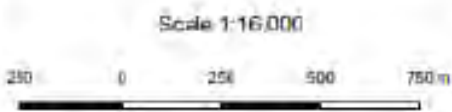
The City of Kwinana will only consider Kerb Access parking in areas delineated on Plan 3 (a-c).






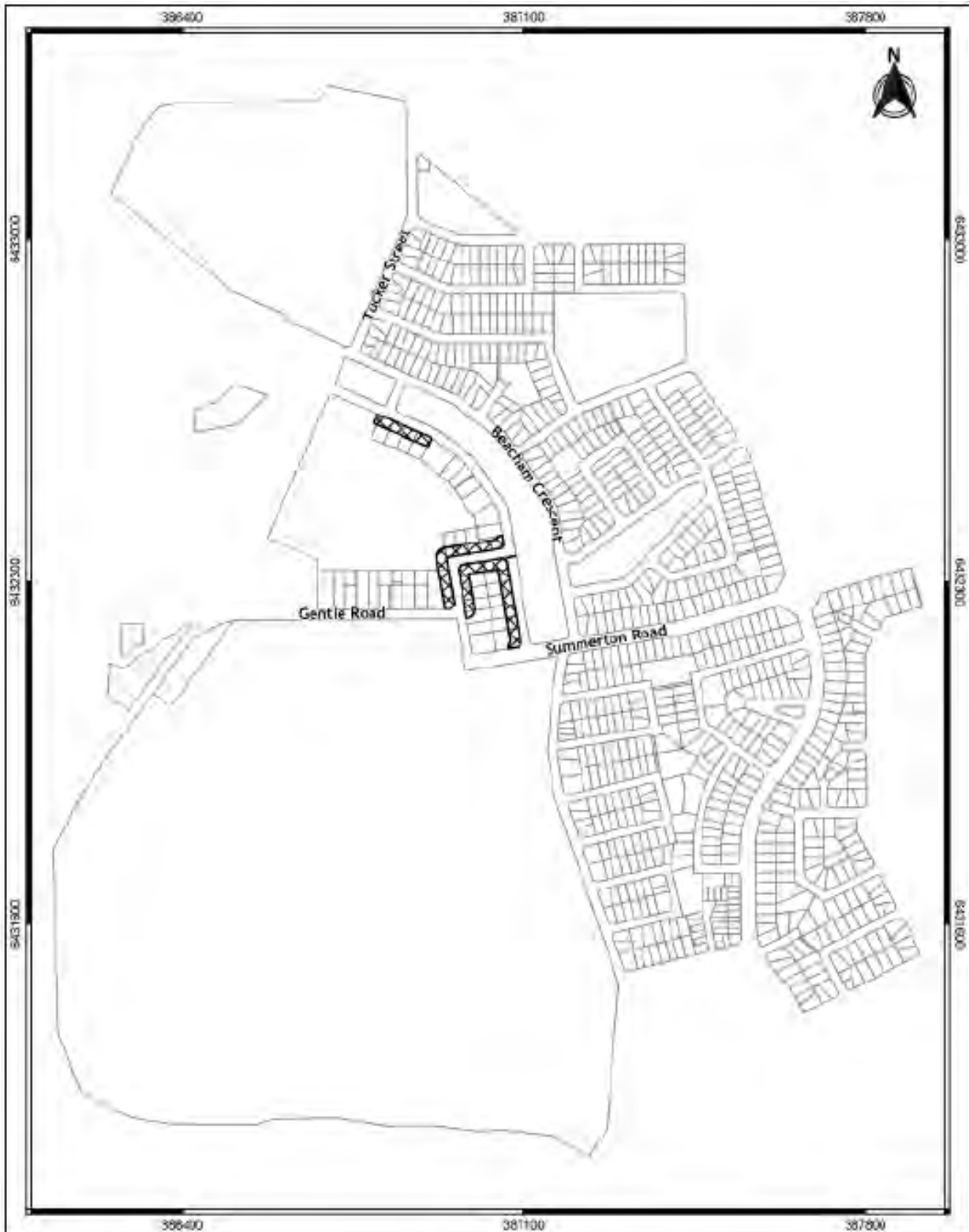
KWINANA BEACH

Plan 3 (b)




Legend

-  Road Reserves wherein kerb access parking may be permitted



MEDINA
Plan 3 (c)

- Legend**
-  Road Reserves wherein which kerb access parking may be permitted