



Local Planning Policy

DESIGN GUIDELINES FOR ANZAC DRIVE INDUSTRIAL ESTATE

LPP 07

This policy is adopted as a Local Planning Policy under the provisions of Town Planning Scheme No. 1 1997 (as amended). This policy was adopted on 28 June 2004.

SCOPE

This Policy applies to all development within the Anzac Drive Industrial Estate at former Lot 4788 Great Eastern Highway, West Kalgoorlie.

BACKGROUND

Anzac Drive Industrial Estate is a project specifically designed for industry and because of its strategic location, caters for large lot users including the heavy haulage and freight transport industry.

Given the site's prominent location at the entry to Kalgoorlie-Boulder these guidelines have been formulated to ensure a high standard of development and visual amenity.

Clause 4.19 of Council's Planning Scheme allows Council to vary the requirements of the scheme to achieve particular objectives and outcomes. These guidelines form the basis for Council's exercise of discretion available under the provisions of Clause 4.19.

In this respect the guidelines incorporate variations to the setback, site coverage and landscaping requirements of the City's Town Planning Scheme and in particular specific measures required under Council's Town Planning Scheme in relation to solar efficient design (Clause 5.2), water sensitive design (Clause 5.2), prevention of soil erosion and the control of sedimentation (Clause 5.3), minimizing disturbance to vegetation (Clause 5.4) and the protection of a tree or groups of trees (Clause 5.4).

Council has adopted these Guidelines as its Planning Policy for the Anzac Drive Industrial Estate under the provisions of Clause 8.8 of the Scheme.

Responsible Officer:	Manager Development Services	Version:	4.0
Adopted:	28 June 2004	Last Review:	24 November 2014
Review Period:	2 Years	Next Review:	November 2016
Distribution	28 June 2018	Page:	1 of 10
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OBJECTIVES

The key objectives addressed by the Anzac Drive Industrial Estate guidelines areas follow:

- To achieve an attractive and unified development appropriate for development at the gateway to Kalgoorlie.
- To achieve greater sustainability in the built form through energy and water efficient design.
- To discourage the unnecessary clearing of existing native vegetation.
- To achieve Waterwise landscaping through appropriate selection of plants and efficient reticulation.
- To increase and maintain the future value of industrial property within the estate.

POLICY PROVISIONS

1 SOLAR EFFICIENT DESIGN

Clause 5.2 of TPS No. 1 advises that Council in considering an application for planning approval shall encourage solar efficient design.

In accordance with this provision when planning the site layout and design of buildings, lot owners are required to incorporate where appropriate:

- Building orientation and openings to maximise natural passive lighting and natural cross flow ventilation;
- Energy efficient lighting;
- automated lighting management systems such as ambient and occupancy sensors for both internal and external lighting;

and are further encouraged to install where appropriate:

- Solar hot water systems.

2 WATER SENSITIVE DESIGN

Clause 5.2 of TPS No. 1 advises that Council in considering an application for planning approval shall encourage water sensitive design.

In accordance with this provision when planning the site layout and design of buildings, lot owners are required to install:

- water efficient fixtures such as AAA showerheads as a minimum and flow restrictors in tapware;
- Best practice low flow trickle irrigation;

and are further encouraged to install:

- rainwater tanks for toilet flushing, laundry and washing; and
- for stormwater management water sensitive best management practices such as detention basins, vegetated swales and or gross pollutant traps to retain the first flush of storm events. Retained water should be directed to landscape areas where appropriate.

3 LANDSCAPING

Clause 3.12 of TPS No. 1 requires a minimum of 5% of the lot area to be provided as a landscaped area or the standard specified for a particular use in the Development Table of TPS No. 1, whichever is the greater. The landscaped area shall comprise a minimum of 2 metres in width within all street setback areas. Landscaping of lots shall comprise native species selected from those listed in Schedule 7 of TPS No. 1, the additional species listed in Attachment 1 of these guidelines or as otherwise approved by Council. The minimum landscape strip width shall be 3 metres to both roads for corner lots.

Under these guidelines lots other than the dual frontage lots are to have a minimum 10% of the site area as combined landscaping and existing vegetation. Dual frontage lots are to have a minimum of 15% of the site area as combined landscaping and existing vegetation.

Under Clause 4.13 of TPS No.1, Council may:

- a. determine the quantity and nature of hard and soft materials used in landscaping;
- b. defer occupancy of a building until the required landscaping is completed;
- c. advise that failure to maintain approved landscaping is an offence under the Scheme; and
- d. undertake remedial works at the expense of the owner.

5 BUILDING SETBACKS

The Development Table of TPS No. 1 stipulates the front setback for general industry (single occupancy) is 9 metres. Rear and side setbacks are in accordance with the Building Codes of Australia. Maximum plot ratio is 0.6 and maximum site coverage is 60% for general industry (single occupancy).

These guidelines provide for a variation to the setbacks required in the TPS for the dual frontage larger lots to ensure the retention of natural vegetation within and around lots, to allow for water sensitive stormwater disposal within the lot and to provide visual relief.

The objective is to allow a maximum 85% of the site to be developed provided the building component does not exceed the 0.6 plot ratio and 60% site coverage stipulated in the City's Town Planning Scheme.

Lots with dual road frontage will be assigned a "front" and "rear" with the building frontage to the "rear" road being of an acceptable standard. The same setback and landscape provisions apply to both the rear and front setbacks. See Figure 3 for designated front and rear of the dual frontage lots and Figure 4 for a typical dual access lot layout.



Figure 3 – Primary Frontage for Dual Access Lots

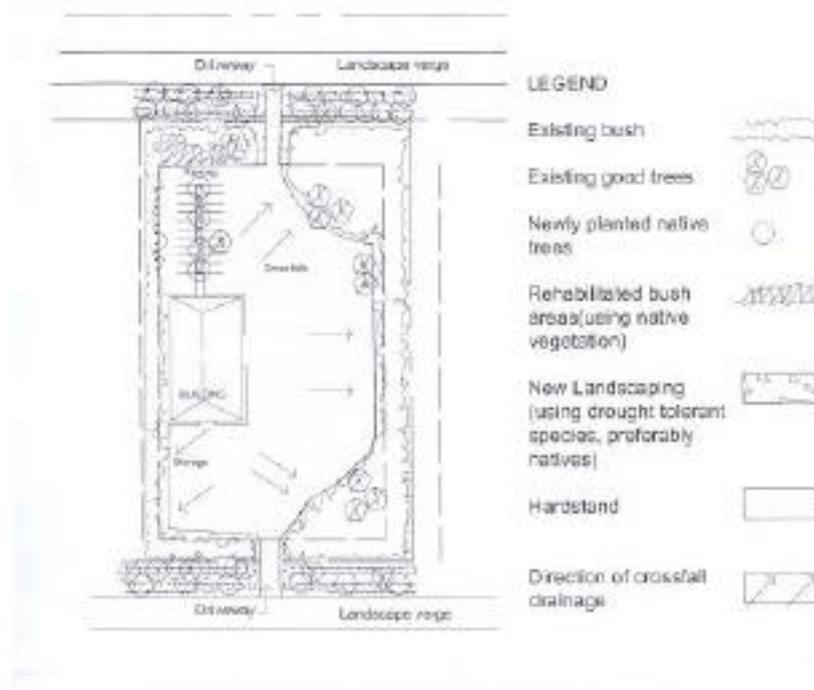


Figure 4 – Typical Dual Access Lot Layout and Set-backs

6 VEHICLE ACCESS AND PARKING

Under Clause 4.10 of TPS No. 1 an access point to a lot is to be a minimum 9 metres from an intersection. Council approval is required for 2 access points. Minimum accessway width at the property boundary is 2.75m and at the kerb line is 5.0m and maximum accessway width at the property boundary is 11m and at the kerb line is 13m, but may be varied at the discretion of Council.

The Development Table of TPS No. 1 requires that car parking shall be provided on the basis of 1 car per bay/100m² NLA or as specified for a particular use. This may be varied under the provisions of these guidelines as provided for in Clause 4.19 of TPS No.1. Variations will be determined individually in accordance with the nature of the business, the number of employees and the servicing requirements.

The design and layout of car park bays is to be in accordance with the provisions of Clause 4.5 and Clause 4.7 of TPS No. 1. Under Clause 4.6 car parking may, with the approval of Council, be located in the front setback area:

- provided there is adequate screening from the street;
- there is separate pedestrian access from the street.

Roadways and parking within a development should be planned to achieve the following:

- Parking areas should be designed to channel water into vegetation areas;
- Parking areas adjoining public roads shall be planted with trees and low shrub planting;

- Where the maximum dimension of any open car parking area exceeds 20 metres in length or width, landscape features are to be provided for every 4 bays for the purpose of shade and visual relief. (Clause 4.6, TPS No.1);
- Parking areas and access driveways should be paved;
- Crossovers must be constructed of black asphalt.

Under these guidelines car parking and vehicle access should be designed to obviate the need for street parking within the estate and the street verges. The internal roads are likely to be used by large trucks and other heavy vehicles and street and verge parking will impede manoeuvrability and safety.

See Figures 5 and 6 for typical car park layouts.

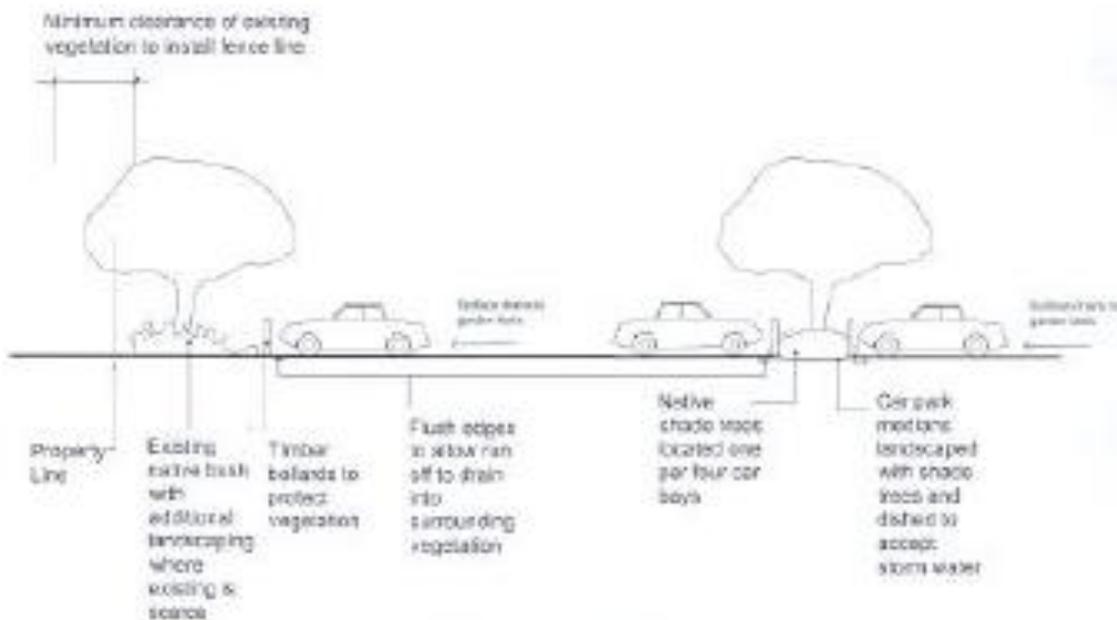


Figure 5 – Typical Car Park Layout Section

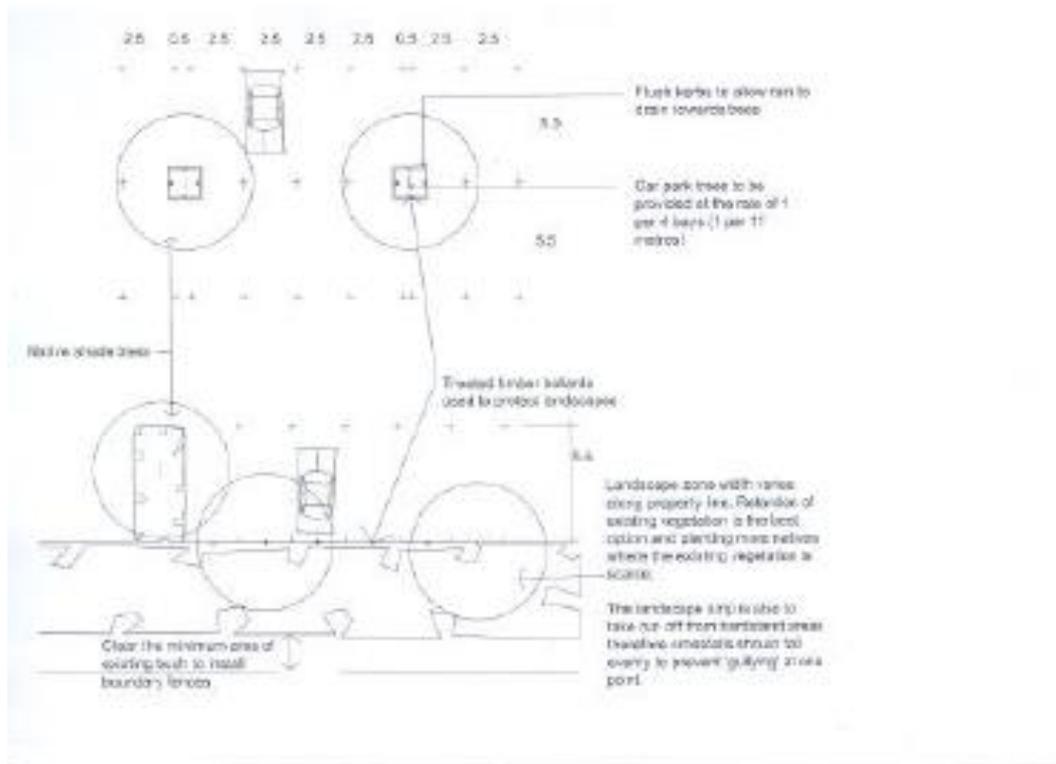


Figure 6 – Typical Car Park Space Plan

7 OTHER DEVELOPMENT REQUIREMENTS

7.1 Building Height

Because of the proximity of the Kalgoorlie-Boulder airport some lots have height restrictions. Relevant restrictions are detailed as memorials on titles for individual lots.

These will apply to cranes, aerials and other tall structures as well as to buildings. Advice on structure heights should be sought from the City of Kalgoorlie-Boulder.

7.2 Service and Storage Areas

Under Clause 4.9 of TPS No. 1 a minimum area of 9 square metres is required as a service area for the loading and unloading of goods and must be screened from public view and from the view of adjoining properties where in the opinion of Council it may detract from the amenity of the area.

Service and storage areas are to be set back behind the front building line and screened so as not to be visible from the street. Landscaping and opaque fencing can be utilised to screen these areas.

Under Clause 3.12 of TPS No. 1 all facades of buildings fronting roads shall be of masonry, plate glass or other material approved by the Council.

In the case of the dual frontage lots, plant and equipment and storage areas are to be adequately screened from public view from both road frontages.

7.3 Display Areas

All display areas can be incorporated into the designated “front” areas of the site. Approval is required from the City of Kalgoorlie-Boulder for any loose or permanent displays.

7.4 Boundary Fencing

Security fencing is permitted along the side and rear boundaries. Where security fencing is required to a street frontage, it should be limited to a minimum and be in keeping with the proposed built form. The minimum standard for fencing is galvanised link mesh.

Security fencing shall meet the following criteria:

- 1.8 m high, galvanised linkmesh plus 3 strands of barbed wire;
- all gates, posts and fitting shall be galvanised steel.

Other fencing shall be designed to blend with building and landscape designs.

PROCESS

These provisions will apply when assessing applications for planning approval for developments in the Anzac Drive Industrial Estate. City Officers will assess compliance with this Policy and any requests for variations will require the approval of Council.

Attachment 1

SUGGESTED PLANT SPECIES IN ADDITION TO THE CITY OF KALGOORLIE TOWN PLANNING SCHEME No.1

SHRUBS	GROUNDCOVERS
<p> <i>Acacia acuminata</i> <i>Alyogyne hakeifolia</i> <i>Alyogyne huegelii</i> <i>Acacia colletioides</i> <i>Acacia hemiteles</i> <i>Acacia ramulosa</i> <i>Acacia tetragonophylla</i> <i>Atriplex amnicola</i> <i>Atriplex codonocarpa</i> <i>Atriplex nummularia</i> <i>Atriplex semibaccata</i> <i>Atriplex vesicaria</i> <i>Callistemon phoeniceus</i> <i>Calothamnus gilesii</i> <i>Calothamnus quadrifidus</i> <i>Dodonea lobulata</i> <i>Eremophila alternifolia</i> <i>Eremophila calorhabdos</i> <i>Eremophila chamaeophila</i> <i>Eremophila clarkii</i> <i>Eremophila decipiens</i> <i>Eremophila denticulate</i> <i>Eremophila drummondii</i> <i>Eremophila eriocalyx</i> <i>Eremophila glabra</i> <i>Eremophila inflata</i> <i>Eremophila scoparia</i> <i>Gossypium sturtianum</i> <i>Lantana montivendensis yellow flower</i> <i>Maireana triptera</i> <i>Oleria muelleri</i> <i>Senna species</i> <i>Swainsonia Formosa</i> <i>Westringia species</i> <i>Thryptomene paynei</i> </p>	<p> <i>Convolvulus mauretanicus</i> <i>Erigeron karvinskianus</i> <i>Eremophila biserrata</i> <i>Eremophila chamaeophila</i> <i>Eremophila densifolia</i> <i>Grevilles obtusifolia</i> <i>Myoporum parvifolium</i> </p>