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BACKGROUND:

This policy augments the existing provisions of the City of Cockburn’s Local Planning Scheme No. 3 (LPS 3) relating to the development of industrial land. This policy also supersedes several industrial design guideline documents which applied to various specific areas within the City. It is the aim of this policy to deliver more consistent set of built form controls for development across the various industrial areas of the City.

PURPOSE:

The purpose of this policy is to provide guidance for the development of land in the City of Cockburn’s industrial and mixed business zones in an endeavour to achieve coordinated, quality development outcomes.

POLICY:

(1) Scope

1. This policy applies to the development of all land within the following LPS 3 zones:
 - Industry;

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- Light and Service Industry;
- Mixed Business; and
- Development (where a structure plan indicates the use as Industry, Light and Service Industry, Mixed Business or similar).

2. This policy does not apply in the following instances:

- Where a Local Development Plan (LDP) has been adopted to guide the built form and where provisions of the LDP conflict with this policy.
- Where there is a conflict between this policy and the 'Cockburn Commercial Park' and 'Phoenix Business Park' design Guidelines, those area specific design guidelines shall prevail over this policy. However any provision of this policy that may not be included in the area specific design guidelines shall still apply (for example the Vehicle Access and Parking provisions).

(2) Land Use

1. For speculative developments proposing more than one use within the same building, the building shall be provided with clear physical separation of the uses which may be achieved through a wall or other barrier to the satisfaction of the City. Delineation of uses on plan only with no physical separation will generally not be supported.
2. Changes of use to a use which is designated as a permitted (P) use of LPS 3 where car parking remains the same (or which results in a surplus) as what has been approved shall be exempt from requiring planning approval.

(3) Setbacks

1. The minimum primary street setback shall be 15m unless it can be clearly demonstrated that a reduced setback is consistent with the existing streetscape.
2. The minimum secondary street setback shall be 3m unless it can be demonstrated that a reduced setback is consistent with the existing streetscape and/or that a reduction will not result in a detrimental impact on the streetscape.
3. Where a lot has frontages to two streets (excluding the secondary street) then both setbacks shall be 15m.
4. Setbacks other than those to the street shall be in accordance with the Building Code of Australia.

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5. The primary and secondary street setback areas shall not be used for any purpose other than vehicle access, car parking, loading or unloading of vehicles and landscaping.
- (4) Vehicle Access & Parking
1. Car Parking
 - Car parking provision shall be in accordance with the minimum requirements of LPS 3; and
 - Any industrial use class as contained in LPS 3, containing more than one tenancy or unit, shall, in addition to the LPS 3 minimum requirements, provide a minimum of 4 car parking bays per unit (For example a 300m² 'warehouse' shall provide 4 car parking bays).
 - All parking calculations shall be rounded up to the nearest number on a per unit/tenancy basis.
 - Tandem car parking bays shall generally not be supported unless they are in excess of the minimum parking bay requirements of LPS 3 and this policy.
 - Car parking inside an existing building will generally not be supported unless they are in excess of the minimum parking bay requirements of LPS 3 and this policy. However, purpose-built undercover car parking will be considered.
 - Car parking areas shall be designed and constructed in accordance with the most recent version of Australian Standard AS2890.1(as amended).
 2. Bicycle Parking
 - In addition to the requirements of LPS 3, bicycle parking facilities shall provide weather protection via an awning or similar and shall consist of rails, stands, locker or any other type of equipment designed for this purpose in accordance with Australian Standard AS2890.3-2015.
 3. Service, Loading & Delivery Areas
 - Delivery and/or loading bays may be considered inside a building adjacent to a suitable opening however this area shall be marked, signed, easily accessible and available in perpetuity for deliveries to the building or tenancy.
- (5) End of Trip Facilities
1. All developments that are required to provide 5 or more bicycle parking bays in accordance with the minimum provisions of LPS 3 are required to provide End of Trip Facilities, which are to be designed in accordance with the following criteria:
 - A minimum of one female shower and one male shower, located in separate change rooms or a minimum of two separate unisex shower and change rooms;
 - Additional shower facilities to be provided at a rate of one female shower and one male shower for every additional 10 bicycle parking

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bays, to a maximum of five female and five male showers per development;

- The showers must dispense both hot and cold water;
- The end of trip facilities shall include non-slip surfaces, hooks and/or benches for peoples belongings, adequate lighting and ventilation;
- The end of trip facilities should be located as close as possible to the bicycle parking facilities;
- Secure change rooms capable of being locked; and
- A locker for every bicycle parking bay provided.

(6) Fencing

1. The minimum standard of fencing shall be black PVC coated chain/link mesh with black support posts and a height of 1.8m. Additional security may be provided through the provision of a maximum “3-barb” wire on top of chain/link mesh fence of equivalent. All gates, posts, and fittings shall be black galvanised steel.
2. Fencing which exceeds the minimum standard shall complement the building and landscaping design.

(7) Stormwater Management

1. Every development shall be designed to contain all stormwater on site.
2. Specific drainage requirements shall be in accordance with the Building Code of Australia.
3. Stormwater drainage plans shall be lodged up front at the planning application stage.

(8) Signage

1. The provision of all signage on site shall be in accordance with LPS 3 and the City’s Signage Policy.
2. Any signage installed shall be an integral part of the building.
3. Painted on signs shall only be permitted where the signage does not dominate the building facade or detract from the streetscape.

(9) Retaining Walls

1. All retaining walls on site shall be constructed from cut, flush jointed limestone blocks or similar masonry material approved by the City.
2. Concrete post and panel retaining walls will generally not be permitted.

(10) Built Form

1. Building Frontage and Entry

- All buildings shall be designed to address the primary and (if applicable) secondary street through use of openings and building materials.
- Large expanses of unrelieved sections of wall or roof where seen from the primary and (if applicable) secondary street, shall not be permitted.
- The main entrance to the building is on the front elevation or close to the front of the building and should be clearly visible, easily accessible and marked with signage.
- Entrances shall contain a covered portico, awning, canopy or verandah to further emphasize it and provide weather protection.

2. Roofs

- A parapet, creating a visual top to the building facade is to be provided where flat, skillion or similar roofs are proposed.

3. Materials, Colours and Finishes

- Broad facades are to be broken down into separate sections through different materials, colours and finishes to provide interest and enhance the streetscape.
- External boundary walls that are visible from the street shall be treated appropriately. This may be achieved through colour, score lines or similar. Where an adjoining site is vacant, the treatment shall be for at least half the length of the wall, measured from the portion of wall closest to the street.
- Any development proposal with a construction value exceeding \$500,000 shall include a set of coloured perspectives with the application.

4. Passive Solar Design

- The orientation of the building shall be designed to maximise north exposure where possible.
- East and west openings shall be minimised.
- North, east and west openings shall be provided with awnings or other similar shading device.
- The orientation and openings to the building shall maximise natural cross flow ventilation where possible.

(11) Landscaping

1. General

- A detailed landscape plan shall be submitted with a planning application.
- The area of landscaping to be provided shall be in accordance with the requirements of LPS 3.

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- All species shall be selected from the relevant City of Cockburn's Landscaping Species Lists.
- Trees shall be a minimum of 2m in height (approx. 45 litre pot size at time of planting).
- Landscaping proposals which seek a reduction in accordance with LPS 3 shall be required to include the verge landscaping in the landscape plan.

2. Verge Planting

- Verge trees shall be a minimum of 2m in height (approx.. 45 litre pot size at time of planting).
- The remainder of the verge may be either mulch with ground coverings or lawn.
- The verge shall be irrigated for two (2) years from the time that plantings are installed and maintained thereafter by the landowner/occupier adjacent to the verge.
- The verge shall not be used for car parking purposes unless approved by the City of Cockburn.

(12) Waste Management

1. Every proposal shall include internal or external bin storage provisions for each tenancy or an appropriate shared bin storage area for unit developments may be permitted.
2. Internal bin storage shall be adequately sized to contain all waste bins and consist of a concrete wash-down pad of at least 1m² graded to a 100mm diameter industrial floor waste with a hose cock, and connected to sewer.
3. External bin storage enclosures shall be adequately sized to contain all waste bins and be a minimum of 1.8m high, fitted with a gate and graded to a 100mm diameter industrial floor waste with a hose cock, and connected to sewer.
4. External bin storage enclosures shall be located behind the building alignment and be screened from view of the street.

(13) Staged Development

1. Future stages of any development shall be considered and included on the site plan along with any necessary expansion to vehicle parking.

(14) Future Road Networks

1. Proposals on land subject to a future road network shall ensure that provision of the future road network and vehicle access forms part of the proposal.

2. Proposals on land which is required for a future road network shall ensure that road reserves are ceded as part of a development application or subdivision application, whichever comes first.
3. Proposals incorporating road networks or as otherwise determined by the City, shall demonstrate integration with adjoining development.

(15) Vehicle Crossovers

1. A limit of one (1) crossover for every 30m of lineal lot frontage shall apply with a maximum of two (2) crossovers for corner lots (For example lots less than 30m have one crossover, 30-60m may have two crossovers, 60-90 may have three crossovers etc).
2. Traffic movement to (access) and from (egress) a lot via one (1) crossover is to be facilitated by the effective movement of vehicles within a lot.
3. Crossover location and traffic movement within a lot is to occur in a manner that enables all vehicles to leave a lot in a forward manner. This includes larger vehicles, and can often be facilitated through the inclusion of a designated manoeuvring bay.
4. Lots with two (2) or more frontages can have an additional crossover i.e. on the secondary street, providing all other requirements of this Policy are satisfied. A crossover on a secondary street is to serve a specific function i.e. the servicing of a lot and/or improved traffic circulation.
5. All crossovers are to be separated from street intersections and crossovers on adjoining lots by the following distances:
 - Street intersection (exclusive of truncation):
 - 2m (minor road);
 - 3m (major road); and
 - Crossover on adjoining lot/s: 1.5m to side boundary i.e. 3m between crossovers.
6. Existing street trees are to be preserved wherever possible in determining the location of a crossover.
7. Redundant crossovers are to be removed and the verge/lot frontage made good to existing standard/s of the locality, or as otherwise specified by the City's Engineering Services.
8. The City encourages the use of shared crossovers for the purpose of facilitating access/egress across multiple lot frontages. In some instances, the City may require the establishment of shared crossovers. This requirement is usually associated with 'strip' industrial or commercial development. Access across the front of lots is facilitated through 'right of carriage way' (or similar) easements.

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9. In the event more than one (1) crossover is necessary to enable the specific use or development of a lot, the City may consider the appropriateness of such subject to the presentation of a submission in support of such. Depending on the nature of the proposal, the City may require written certification from a suitably qualified traffic engineer (or similar).
10. Certification will need to confirm what's proposed is necessary and appropriate in the context of the location. In this regard, it needs to be demonstrated that the provision of more than one (1) crossover will not adversely affect traffic flows in the adjoining street, or on an adjoining property/lot.