

1. INTRODUCTION

Industrial zoned land within the City of Armadale occupies strategic positions in relation to:

- Major roads (Tonkin Highway, South West Highway, Rowley Road, Ranford Road, Armadale Road, Champion Drive, Railway Avenue, Gillam Drive); and
- Residential areas (Kelmscott Industrial area).

This policy includes a map (Figure 1) indicating all the Industrial zoned land located within the City of Armadale.

In view of these strategic locations and the desire to improve the visual impact of industrial areas, Council seeks to encourage and coordinate development that is of a high quality, visually attractive and functional. Council also seeks to maintain a high level of vehicle permeability and accessibility through the industrial area.

The purpose of this policy is to assist the applicant in achieving the desired quality of site development, maintenance and road network and accessibility envisaged by the City of Armadale.

Permeability Definition/Objective – *“Street networks should be connected or ‘permeable’, which encourages walking and cycling, using a variety of routes and make places easier to navigate. Internal permeability to appropriate connections is important within a neighbourhood to encourage movement to and within by all modes of transport (not just vehicles)”*. Source: 2015 Liveable Neighbourhoods Draft. WAPC.

2. APPLICATION OF POLICY

This policy will be applied to applications to subdivide or develop land zoned for General Industry and Industrial Business within the City of Armadale. Areas zoned Industrial Development with an approved structure plan will also be subject to the provisions of this policy.

3. POLICY OBJECTIVES

The Policy Objectives are:

- a) To achieve and maintain a high standard of development and vehicle permeability throughout industrial areas within the City of Armadale. Of particular importance is visual amenity in relation to built form, colour, tone, materials and landscaping, particularly for those parts of a development that can be viewed from public areas or nearby residential properties.
- b) To ensure a consistent and high quality approach to the development of the visual landscape.

- c) To ensure screening of aspects of a development considered unsightly by the City that may prejudice the amenity of the area.
- d) To provide convenient, functional and safe access arrangements into and out of industrial sites.

4. POLICY STATEMENT

4.1. Building Setbacks

4.1.1. Buildings are to be setback from boundaries in accordance with Clause 4D.1 of TPS No. 4.

4.1.2. Minimum street setbacks shall be as per Table 1.

Table 1: Building setback requirements

Area	Front Setback	Secondary Street Setback
Forrestdale Business Park East (area bound by Tonkin Highway, Ranford Road and Armadale Road)	Minimum 15 metres Maximum 21 metres	6 metres
All other industrial areas	7.5 metres	Determined at the discretion of the City

4.1.3. The City may allow an averaging of the front setback on certain lots where it is considered by the City to better accommodate car parking and servicing requirements or it improves the streetscape.

4.1.4. The street setback area is only to be used for landscaping, vehicular access and parking, not including the parking of vehicles which are being wrecked, repaired or stored. The street setback area must not be used for the storage of any goods or materials.

4.2. Building Design

4.2.1. Buildings shall be designed in accordance with Clauses 4D.2 and 4D.3 of TPS No. 4.

4.2.2. Development within Forrestdale Business Park East is to achieve a minimum site cover of 20% of the lot area for lots up to 1500m² in area.

4.2.3. Lots greater than 1500m² in area are to achieve a minimum site cover of 300m².

4.2.4. Buildings shall respond to the alignment of the lot boundaries. Where lots have non-rectangular shapes, alignment with the street frontage is the priority.

- 4.2.5. The external surfaces of all walls that are on or near a property boundary shall be painted, rendered and painted or finished in face brick and be consistent with the schedule of colours approved by the City of the development.
- 4.2.6. Developments of two or more building/structures on a site shall create a cohesive, well-coordinated and complementary development of similar construction quality.
- 4.2.7. Building massing shall complement adjacent development to create a cohesive streetscape.
- 4.2.8. The facades and portions of all buildings that are visible from the street shall be designed and constructed in a manner which in the opinion of the City is to a human scale and provides visual interest.

Buildings shall not be designed with blank walls facing the street or other public areas. The use of windows, variations in wall plane and articulation through the setting back of upper portions may be used to assist in achieving this outcome.

Small scale design elements and features adjoining the exterior walls are encouraged to create human scale. Building materials that express a small-scale may also be used around activated land uses and entrances to assist in breaking down any perceived mass of large wall planes.

- 4.2.9. Pedestrian entrances shall be covered to provide weather protection, and include well placed windows to enhance passive surveillance from within the development. If the pedestrian entrance directly abuts the car park, a pedestrian path / refuge area must be provided to separate the entrance from the car park.
- 4.2.10. Any activated customer based land uses shall be set forward of the main building alignment. If all uses are integrated in one building, street frontages shall be broken up by varying wall planes, heights and material application.
- 4.2.11. All buildings shall be designed to incorporate CPTED principles to ensure surveillance of the street and public realm in accordance with the *WAPC Designing Out Crime Planning Guidelines* (June 2006).
- 4.2.12. The external surfaces of all walls, including boundary walls, shall be finished to the same quality of the primary façades.
- 4.2.13. Buildings shall utilise materials that are durable and low maintenance. Appropriately contrasting materials and finishes that contribute positively to the area shall be used. The use of recycled and/or locally sourced materials is strongly encouraged.

4.2.14. All developments shall maximise access to natural light and ventilation by incorporating windows, skylights and air vents in appropriate locations. The placement of shade structures on the building is encouraged, where they assist in reducing overheating in summer and adding visual interest to the façade.

4.2.15. Utilities infrastructure (e.g. air conditioner machinery and the like) shall be screened from public view. For example, roof mounted equipment could sit behind parapet walls that extend beyond roof height.



Figure 1: Building Layout (refer CI 4.2.9)

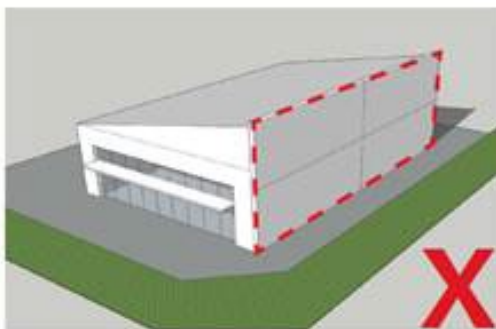


Figure 2: Articulation of Buildings (refer CI 4.2.8)

4.3. Vehicle Access

- 4.3.1. Any subdivision application must be generally in accordance with the road layout depicted in the attached plan (or Figure 2), ensuring road connections are logical, permeable and do not result in cul-de-sacs.
- 4.3.2. To reduce the total number of vehicle crossovers and promote efficient and safe traffic management, the City may require adjoining owners to enter into reciprocal rights agreements relating to access ways and car parking where appropriate as per Clauses 4D.5.5(e) and 4D.6 of TPS No.4.
- 4.3.3. The City requires that vehicle access driveway systems facilitate all vehicles being able to leave the site in forward gear. Therefore, appropriate turning areas and/or through movement of traffic shall be provided to facilitate this.
- 4.3.4. All roads and trafficable pavement areas shall be designed in accordance with the requirements of the current Local Government Guidelines for Subdivisional Development (IPWEA WA Division Inc), and the City of Armadale annexure to these guidelines.
- 4.3.5. Hard stand areas shall be paved, marked, kerbed and drained and could include permeable pavement.
- 4.3.6. All loading and unloading areas shall be provided in accordance with Clause 4D.7 of TPS No. 4. They shall be located behind the street setback area, screened from public view and appropriately marked.
- 4.3.7. Direct vehicle access is not permitted to major arterial roads including Tonkin Highway, Ranford Road and Armadale Road. Access shall be achieved via a side street, service road or coordinated reciprocal access way.

4.4. Car Parking, Bicycle Parking and End of Trip Facilities

- 4.4.1. Car parking shall be provided in accordance with the provisions of the City of Armadale Town Planning Scheme No. 4 (Clauses 4D.5, 4D.6 and Schedule 7A).
- 4.4.2. A minimum of one 45 litre tree for every four parking bays is required to be provided within the lot to contribute to a high quality street character and provide shading and cooling. Refer to the provisions of the City of Armadale Town Planning Scheme No. 4 (Part 4) and the City's Planning Policy PLN 2.9 Landscaping.
- 4.4.3. Bicycle parking and end of trip facilities shall be provided in accordance with the provisions of the City of Armadale Town Planning Scheme No. 4 (Clause 4.11 and Schedule 7B).

4.5. Fencing

- 4.5.1. Fencing within the primary and secondary street setbacks shall be no higher than 2.4 metres above the corresponding natural ground level of the adjacent footpath or road.
- 4.5.2. Front fencing within Forrestdale Business Park East shall be powder coated garrison style fencing or similar high quality open fencing to the satisfaction of the City of Armadale.
- 4.5.3. Fencing behind the building line will be in accordance with the City of Armadale Fencing Local Law.

4.6. Lighting

- 4.6.1. Outdoor lighting shall be provided to illuminate entrances of development and key pedestrian areas and should comply with Australian Standard 4282-1997 “Control of the obtrusive effects of outdoor lighting” and the City’s Environment, Animals and Nuisance Local Law.
- 4.6.2. All applications for development shall be conditioned with a requirement to provide and obtain approval for an outdoor lighting plan prior to the issue of a Building Permit. Lighting shall be integrated into the built form to highlight architectural features, landscaping, main entrances and the corners of buildings.

4.7. Landscaping

- 4.7.1. All applications for development shall include a landscaping plan that is prepared in accordance with this policy, Clause 4D.4 of TPS No. 4, Local Planning Policy PLN 2.9 Landscaping and the City’s Industrial and Commercial Landscaping Guidelines.
- 4.7.2. A minimum landscaping zone of two metres is to be provided along all street frontages (excluding Forrestdale Business Park East).
- 4.7.3. Within Forrestdale Business Park East, a minimum landscaping zone of three metres is to be provided along all street frontages and receive a minimum of 75% understorey planting coverage and 25% unplanted mulch area utilising native and water wise species.
- 4.7.4. All verge areas are to be landscaped and maintained in accordance with the City’s Landscaping Guideline: Industrial Commercial, and utilise native and water wise species.
- 4.7.5. A minimum of one 45 litre tree shall be provided within the verge for every 10 metres of street frontage to all street frontages as well as a minimum of one 45 litre tree for every four parking bays within the lot as required by Clause 4D.4.3(b) of TPS No. 4 to contribute to a high quality street character and provide shading and cooling.

4.7.6. Street trees shall be setback a minimum of one metre from crossovers to maintain sightlines, include root barriers where located within one metre of services and be provided in accordance with the City's ENG6 – Street Tree policy.

4.7.7. Landscaped areas shall be irrigated with a fit-for-purpose water source (e.g. rain water reuse and/or waste water recycling) and plans shall include detail in this regard. If bore water is proposed it must be justified with a stormwater capture and infiltration plan capable of demonstrating on-going sustainability (i.e. extraction must be equal to or less than infiltration).

4.7.8. All development shall be designed to minimise the extent of fill and retaining on site.

4.7.9. Some rainwater from driveways and parking areas shall be directed into landscaped areas. Flush or gapped kerbing may be necessary in this regard.

4.8. Signage

4.8.1. All signage shall be provided in accordance with Council Policy (PLN 4.2 – Advertisements – Signage).

4.9. Storage Yards & Bin Areas

4.9.1. Where provided, storage yards shall be provided in accordance with Clause 4D.8 of TPS No. 4.

4.9.2. The provision of designated outdoor storage yards is encouraged.

4.9.3. Designated bin storage areas shall be provided.

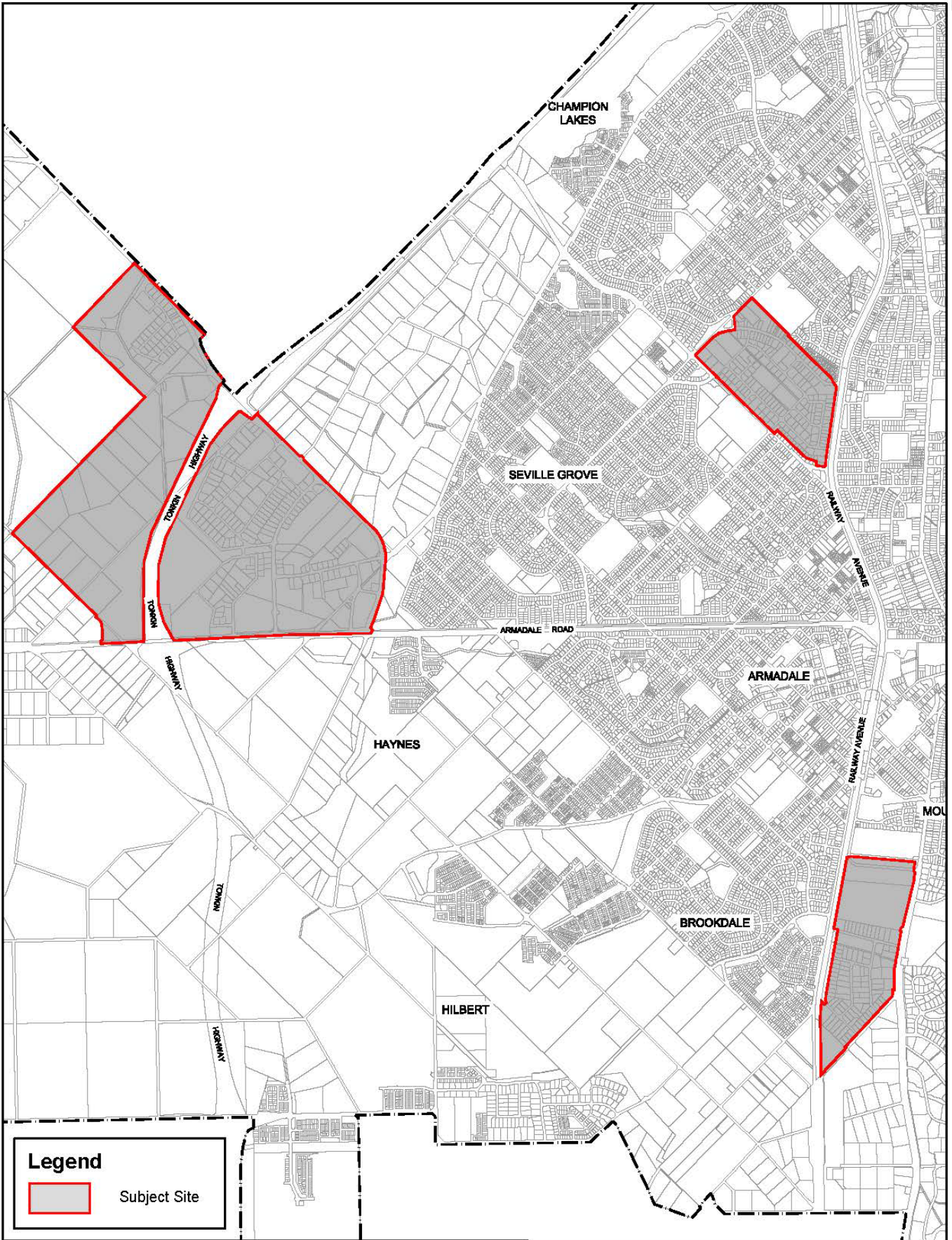
4.9.4. Bin storage areas and outdoor storage yards shall be behind the front building line and constructed appurtenant to and be of the same material and colour scheme as the main building. These areas shall be screened so they are not clearly visible from the street and nearby or adjoining properties.

4.9.5. No materials shall be stored in car parking areas or areas clearly visible from the street and nearby or adjoining properties.

4.10. Bushfire

4.10.1. All development located within a Bushfire Prone Area must comply with *State Planning Policy 3.7 – Planning in Bushfire Prone Areas* and associated guidelines.

D106/6/03 **Development Services Committee 9 June 2003 - Adopted by Council 16 June 2003**
D160/9/04 **Development Services Committee 13 Sept 2004 - Adopted by Council 20 Sept 2004**
D27/4/12 **Development Services Committee 16 April 2012 - Adopted by Council 23 April 2012**
D32/8/16 **Development Services Committee 16 Aug 2016 - Adopted by Council 22 Aug 2016**
 - Revised January 2018 (as per Amendment 86)
D38/6/20 **Development Services Committee 15 June 2020 - Adopted by Council 22 June 2020**
D2/2/23 **Development Services Committee 20 February 2023 - Adopted by Council 27 February**
2023



LOCATION PLAN
Industrial Precincts

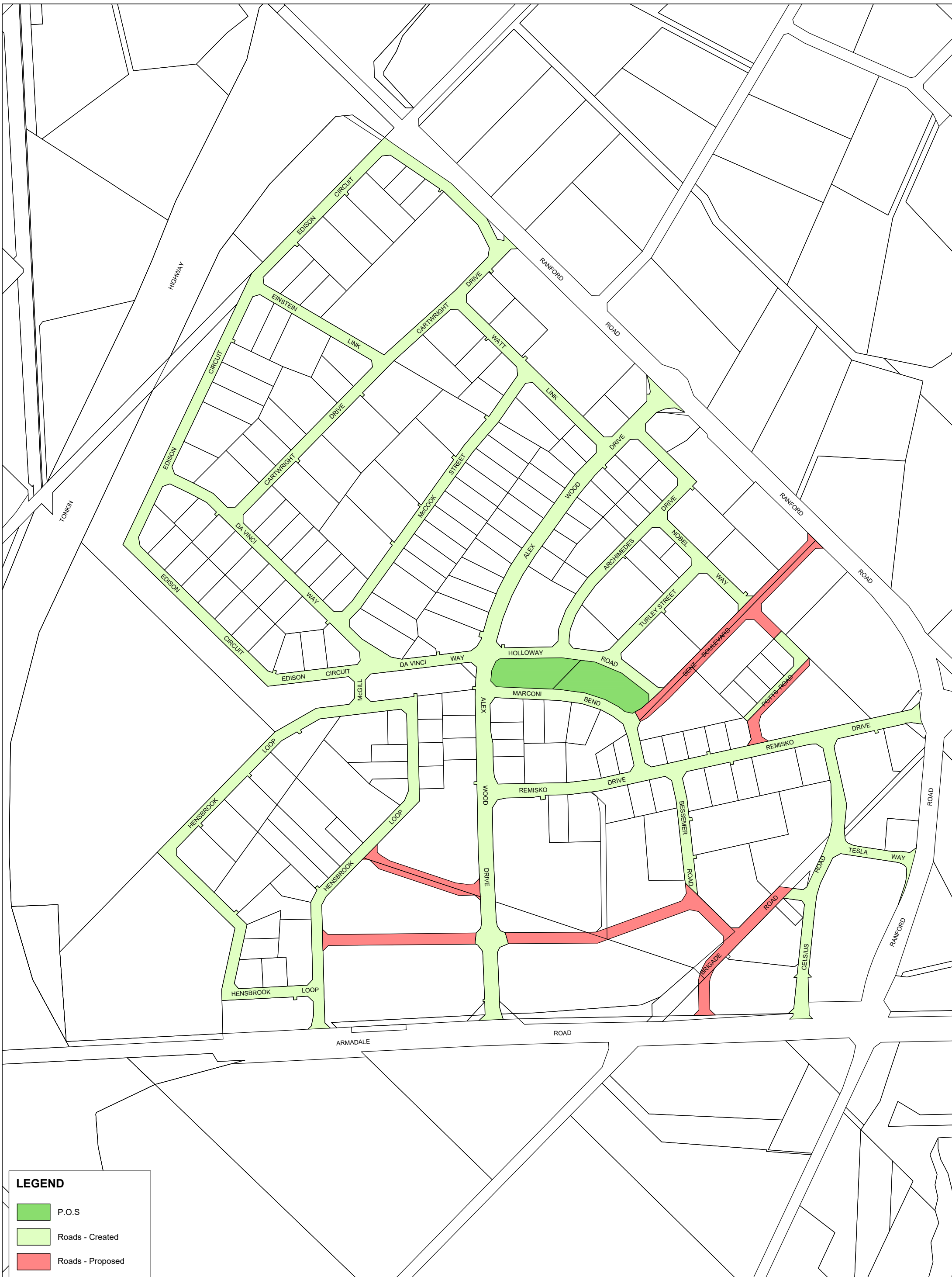


SCALE 1 : 45000



DATE 21 January 2020 - REVISION 2001
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Western Australian Land Information Authority (Landscape CD02).
Aerial photographs supplied by Landsat, Photoscans by Mapbox.



LEGEND

- P.O.S
- Roads - Created
- Roads - Proposed

FIGURE 2 - FORRESTDALE BUSINESS PARK EAST



SCALE 1 : 6000