

POLICY DC 4.1

INDUSTRIAL SUBDIVISION

BACKGROUND NOTES

1. This Policy Statement replaces Policy Statement No. P.9 of the former Town Planning Board with the same title, which was first published in February, 1983, and slightly modified in June 1983. The provisions of the former policy were the subject of formal consultations with both local government and other interested bodies prior to its release. The 1983 modification reduced the minimum width for roads in industrial areas from 25m to 20m, although heavily trafficked routes were to remain at 25m.
2. The former policy has now been operational for some five years, and no problems or difficulties have become evident. Accordingly, this Policy Statement simply repeats those provisions, redrafted into the Commission's own policy format. The only significant change is in the section dealing with Public Open Space, where some additional factors which may influence the Commission to require the giving up of land for open space as a condition of subdivision have been included.

Adopted July 1988

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1. INTRODUCTION

- 1.1 This policy statement provides guidance on the matters considered by the Commission when determining applications for industrial subdivision throughout the State. These include such matters as the design and shape of industrial lots, road layout, servicing and open space requirements.
- 1.2 More detailed development control requirements - such as car parking, landscaping and the design and siting of industrial buildings - will be found in the Town Planning Scheme and policies of the relevant local authority. It should also be noted that a major review of industrial land use in the Perth Metropolitan Region has recently been undertaken through the Corridor Plan Review and the PRIZE (Perth Region Industrial Zone Evaluation) survey. The Commission intends to develop a metropolitan industrial land policy based on the findings of this review which may then necessitate some amendment or addition to this policy statement.

2. POLICY OBJECTIVES

- To encourage the development of well designed industrial areas serving the full range of general and special industrial needs throughout the State.
- To provide for the safe and efficient movement of traffic to and from each site within the industrial area.
- To provide for infrastructure services and public open space consistent with the operational needs of industrial users and the workforce.
- To protect the amenity of adjacent land uses, where necessary, from the effects of industrial development.

3. POLICY MEASURES

3.1 ZONING

- 3.1.1 The land proposed to be subdivided must be appropriately zoned in the local authority's Town Planning Scheme and, where applicable, the Metropolitan Region Scheme.
- 3.1.2 When considering applications for subdivision of land for industrial purposes, the Commission will have regard to relevant provisions in the local authority's Town Planning Scheme.

3.2 RELATIONSHIP TO ADJACENT DEVELOPMENT

- 3.2.1 It is important that the design of an industrial area ensures compatibility with adjacent commercial and/or residential areas. This may be achieved in the following ways:
- a) an arterial street or freeway may be used as a buffer area. Here both industrial and residential lots may face internal roads with appropriate landscaping and screening along the arterial road frontages.
 - b) alternatively, compatibility may be achieved by sensitive landscaping,

berming, and other site planning techniques.

3.3 LOT SIZES AND SHAPES

- 3.3.1 Each proposed lot should offer maximum utility in terms of budding space and accessibility bearing in mind the requirements of modern industrial activities.
- 3.3.2 In certain circumstances, the Commission may request information on preliminary development designs before making a decision on an industrial subdivision. This request is likely to be made for proposals which involve irregular shaped lots or where there may be access problems.
- 3.3.3 The Commission recognises that lot sizes for the different types of industrial subdivision will vary according to function and purpose. No minimum lot sizes are specified within this policy, as the land area required for a particular industrial activity or activities should reflect the most efficient and beneficial utilisation of the land involved. In considering appropriate lot sizes for an industrial subdivision, the Commission will have regard to the following factors:
- a) the subdivision, where it involves the creation of a significant number of lots, should provide for variety in lot size;
 - b) the size of lots should provide sufficient space to accommodate the industrial operations and buildings envisaged, make allowance for possible future expansion, and allow the site to function properly and efficiently in terms of development requirements of the local authority(s) concerned. These requirements may relate to such factors as safe ingress and egress, vehicular movement within the curtilage of the site, parking, deliveries, storage and bin areas, boundary setback requirements and landscaped areas;
 - c) the overall pattern of lot sizes in the locality and the type of industrial activity characteristic of the locality in which the subdivision is located;
 - d) planning policies and other requirements of the Commission, the local authority and other consultees (primarily relevant servicing authorities) which relate to specific areas, localities or activities.

3.4 FLEXIBILITY AND STAGING

- 3.4.1 Because lot size requirements are difficult to predict at the planning stage, the initial design should allow for as much flexibility as possible.
- 3.4.2 Flexibility depends to a large extent on the particular circumstances and the objectives of the subdivider and may be achieved in several ways. The following are four examples:

- a) subdivision of an area into a series of modules or basic site-units, with firms selecting the number and combination of units that suit their needs;
- b) the design of services so that larger lots can later, if required, be subdivided into smaller units with a minimum of cost and disruption;
- c) preparation of a structure plan showing only major roads and activity areas with inclusion of policy statements for lot sizes and location of different industrial types;
- d) in the case of larger subdivisions, by adopting a staged development strategy and progressively adjusting lot sizes to take account of the market experience in the earlier stages.

3.5 ACCESS AND ROAD LAYOUT

- 3.5.1 Good access to and from the subdivision is imperative and the optimal number of access points should be provided.
- 3.5.2 Generally a simple layout providing a clear hierarchy of roads is desirable. Roads which may attract unrelated fast-moving traffic from nearby congested routes should be avoided.
- 3.5.3 Access from individual lots to major roads should be minimised. The use of minor roads for such access is desirable whenever practical.
- 3.5.4 To facilitate the movement of large and cumbersome vehicles, culs-de-sac and battleaxe lots should generally be avoided, curves should not be abrupt, and corners will normally be provided with a minimum truncation of 14m for primary and district distributors, and 8.5m for all other roads.
- 3.5.5 Battleaxe lots may be acceptable for light and service industries which are not serviced by larger vehicles. Details such as the shape of the effective lot area, the need for truncations within the lot and the width of the access leg will be determined on the basis of each proposal in consultation with the local authority and other relevant authorities. In all cases, however, the construction of the access to the lot to the specification of the local authority will be required as a condition of subdivision. The use of shared access legs is not acceptable in industrial situations.
- 3.5.6 In industrial areas, a minimum road reserve width of 20 metres is not required to provide for safe and efficient traffic movement. For heavily trafficked/major through routes, a minimum road reserve width of 25 metres is required. Carriageway widths of 10 metres are favoured.

3.6 PUBLIC OPEN SPACE

- 3.6.1 The Commission has no general requirement for the provision of public open space in industrial areas. However, it is necessary to ensure that adequate facilities are available for both passive and active recreation during workers leisure periods, and it may require land to be given up free of cost for this purpose in particular circumstances. In this regard, the size of workforce in the area, the proximity of existing public open space and the scale of new development being proposed will be taken into consideration.
- 3.6.2 In addition, land in an industrial subdivision may also be required to be given up as public open space in order to provide for buffer strips and/or suitable planted areas between industrial uses and any adjacent non industrial areas. Again, the decision will be dependent upon the particular circumstances of the application.

3.7 SERVICES

- 3.7.1 Industrial development requires water for domestic and health uses, manufacturing processes and fire protection. Accordingly, each industrial lot will be required to connect to a reticulated water supply by arrangement with the relevant water authority.
- 3.7.2 Connection to a reticulated sewerage system is a normal requirement of industrial subdivision. However, where a reticulated sewerage connection is not available and is not in early prospect, this requirement may be dispensed with when the Commission:
 - a) is satisfied that development will be limited to 'dry' industry, and
 - b) is advised by the relevant authorities that good conditions allow for efficient on-site disposal of effluent on a long-term basis.
- 3.7.3 If the area to be subdivided is, or may be, serviced by a railway, the subdivisional pattern should take this service into consideration and utilise it to the best advantage for the sites involved. Where it is intended to provide rail connection by way of sidings into the industrial properties, the preferred subdivisional layout is that of a "herringbone" pattern. The desired minimum length of sidings on industrial sites is in the order of 200 metres. Detailed enquiries in this regard should be directed to Westrail.
- 3.7.4 Requirements relating to such matters as drainage, electricity, telephones, and the disposal of trade wastes should be arranged with the relevant servicing authorities.
- 3.7.5 Lot boundaries should be drawn to take into consideration any easements required for services (e.g. electricity, sewerage and drainage) with a view to maximising the use of the surface of those areas for such purposes as car parking, storage or landscaping.