

# **PROPOSED INDUSTRIAL ESTATE**

**Shire of York**

**April 2009**

**DRAFT**

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# INTRODUCTION

This Structure Plan intends to provide a basis for rezoning of land for a new industrial precinct for the locality of York to allow for subdivision and development to occur.

There is a scarcity of available industrial land in the town and this plan provides for a variety of land uses ranging from General Industry, Light Industry and additional Mixed Business land uses each in strategic and dedicated locations.

The plan is based around the constraints of the existing Co-Operative Bulk Handling Facility, the adjacent railway line and the future York-Chidlow Road realignment.

The traffic circulation pattern aims at directing through traffic away from the town centre, more direct and efficient access to CBH and re-directing traffic heavy haulage vehicles away from the Blandstown Heritage Precinct.

Development conditions are aimed at providing a highly presentable entry to the town by commuter traffic on the approaches to the town centre area and Blandstown, as well as for the future residential development on the historic Balladong Farm. Controls on building mass and structures and landscaping are essential to achieve the objectives of an attractive and efficient development.

Land drainage is accounted for in accordance with the 'total water cycle' parameters by the provision of drainage basins for both water capture for re-use and to ensure excess stormwater is discharged into the Avon River in a clean and debris free state. Bland Brook is to be protected from excess discharge of water by the inclusion of a comprehensive drainage system.

The completion of the planning process for this precinct will see the final adoption of the amendments to the town planning scheme and the approval of subdivision applications leading to the development of the land.

Development conditions of subdivision will apply further detail of performance standards to meet the overall objectives for the precinct.

# 1.0 STATUTORY FRAMEWORK

## 1.1 Local Planning Strategy

### *"2.3.7 Industrial and Rural Industries*

**Objective:**

- *Encourage development and diversification of industry that will strengthen and broaden the economic base of the Shire and provide employment opportunities for the community whilst minimising impacts on existing landowners.*

**Strategies and Actions:**

- Provide suitably zoned and serviced industrial land to attract new industries to the Shire and to allow for future industrial and rural industry expansion.*
- Encourage locating the new industrial area to the Cold Harbour Precinct, south east of the townsite, along the Quairading-York railway line and York Merredin Road and to the south west adjacent to the CBH facility.*
- Any proposed site will take into account the outcomes of any relevant studies such as the Shire of York Transport Study and the proposed inter-modal hub facility and require liaison with the Department of Environment and Conservation in regard to the impact a proposed industrial area may have on Hedley Creek and consideration of the ability of the site to be seweraged to accommodate 'wet' industry.*
- Ensure that the proposed industrial area is large enough to cater for existing and new industries, and in particular able to cater for expanded hay, wheat and grain exports and any proposed inter-modal hub facility.*
- Ensure that any new industrial area is appropriately planned for through requiring the preparation of a Structure Plan and development plan prior to approving industrial development.*
- Key issues in undertaking structure planning to include access, servicing and infrastructure requirements, integration with existing and future transport infrastructure, has a suitable interface with adjoining land uses, provision and identification of suitable buffers, landscaping requirements to minimise any potential impacts, urban water management and identification, retention of native vegetation and any other matter deemed relevant by the Shire to ensure that the development does not have any additional adverse impact. The development plan will include an analysis of the impacts to ensure they are consistent and contained within the buffers of the existing and/or proposed uses.*
- Seek the retention of existing transport infrastructure to facilitate expansion of industry i.e. retention of Quairading-York rail spur line that is proposed to be closed.*
- In consultation with the Environmental Protection Authority and the Department of Environment and Conservation, determine the appropriate buffers for existing and proposed developments, including CBH and Gilmac Hay, and illustrate these on the appropriate local planning strategy maps.*
- Amend the scheme to zone land identified in the Shire for future industrial development and include provisions for such development including the need for a development plan as a prerequisite to development.*
- Investigate the long-term land use options for the existing industrial area, with the preferred option of redeveloping it for mixed commercial/business and residential purposes. A contaminated site assessment study will need to be conducted to assist in determining the viability of potential land use options. Costs associated with this investigation, including a contaminated site assessment, will be borne by the landowners of the existing industrial area.*

- k. *Review, and if necessary, support amendments to, the existing zoning and town planning scheme provisions for the existing industrial area to provide guidance on future development, which may include the need for a structure plan and development plan.*
- l. *Investigate all options to minimise the amount of heavy traffic and service vehicles passing through Blandstown including considering the closure of Wheeler Street when other access road become operational to provide efficient vehicle access to the business sector.*
- m. *Seek government and professional advice the need for economic development expertise to promote economic growth.”*

An integral part of the LPS is the notional by-pass road being the realignment of the Great Southern Highway (York-Chidlow Road) away from the town centre and Blandstown precincts and to connect to the York-Merredin Road on the eastern side of the Avon River. This is further discussed in Part 5 of this report.

## **1.2 Town Planning Scheme Provisions**

Town Planning Scheme No 2 requires the following provisions to be met with regard to any industrial development.

### **4.12 Industrial Zone**

#### **4.12.1 Objectives**

- (a) *To encourage industrial development with diverse employment opportunities.*
- (b) *To provide for industry to support development in the District.*
- (c) *To include development requirements for building facades, with particular attention to minimizing any adverse effects on the nearby Blandstown residential area.*

#### **4.12.2 Site Requirements:**

*The following minimum building setbacks shall apply:*

*Front : 7.5m  
Rear : 7.5m  
Side : 5.0m on one side*

#### **4.12.3 Development Requirements**

- 4.12.3.1 *The first 5 metres of the front setback on any lot shall be landscaped to the satisfaction of the local government. Where a lot has frontage to two or more streets the local government may vary the landscaping requirement only where the local government has approved a reduced setback pursuant to clause 4.6 in which case the whole of the setback so reduced shall be landscaped to the satisfaction of the local government.*
- 4.12.3.2 *No building or any other structure shall be erected closer than a distance of 15 metres from any part of the Residential zone, except with the approval of the local government. The setback area shall be landscaped and maintained to provide a suitable screen as may be required by the local government as a condition of such approval.*
- 4.12.3.3 *The whole of any wall or building facing any street shall be constructed in brick, concrete, or masonry provided however that the local government may permit the use of such other materials where it is satisfied that such use will not detract from local amenity.”*
- 4.12.3.4 *Each open yard on an industrial lot shall be screened from any street by a closed fence or wall not less than 1.8 metres in height unless with the approval of the local government.*

#### **4.10 Mixed Business Zone**

##### **4.10.1 Objectives**

- (a) *To provide for a range of commercial uses which complement the town centre.*
- (b) *To generally exclude retail shopping which should be located within the town centre.*
- (c) *To achieve a high standard of development and presentation including buildings, landscaping, car parking, and the conservation of existing heritage buildings.*

##### **4.10.2 Site Requirements**

###### **4.10.2.1 *At the discretion of the local government which may be guided by the following:***

- (a) *lot size and frontage should generally be consistent with existing lots in the vicinity and capable of supporting development which complies with provisions of the Scheme;*
- (b) *setbacks are to comply with the Building Code of Australia, and the local government will encourage building to the front boundary where this will be consistent with existing development on adjoining lots fronting the same street.*

###### **4.10.2.2 *Notwithstanding the provisions of clause 4.10.2.1, for a lot in the Mixed Business zone which abuts a lot in the Residential zone setbacks shall comply with the Residential Design Code applicable to the abutting lot.***

##### **4.10.3 Development Requirements**

###### **4.10.3.1 *Development shall not exceed 2 storeys in height except where the local government considers that particular circumstances may warrant an exception being made and provided such development will not affect local amenity and will enhance the character of the locality.***

###### **4.10.3.2 *In considering an application for planning consent for a proposed development (including additions and alterations to existing development) the local government shall have regard to the following:***

- (a) *the colour and texture of external building materials; the local government may require the building facade and side walls to a building depth of three metres to be constructed in masonry;*
- (b) *building size, height, bulk, roof pitch;*
- (c) *setback and location of the building on its lot;*
- (d) *architectural style and design details of the building;*
- (e) *function of the building;*
- (f) *the relationship to surrounding development having particular regard to any impact upon the heritage significance of the York townscape, its streetscapes and any Heritage Place or Heritage Precinct; and*
- (g) *other characteristics considered by the local government to be relevant.*

###### **4.10.3.3 *Landscaping shall be provided to complement the appearance of the proposed development and the locality.***

###### **4.10.3.4 *The layout of car parking provided in accordance with the provisions of the Scheme shall have regard for traffic circulation in existing car parking areas and shall be integrated with any existing and adjoining car park.***

These provisions relate to the existing industrial area on Forrest Street. To make them more relevant to the new industrial areas and to remedy the problems that are currently experienced, these clauses in the Scheme Text require modification to make future development attain a higher standard.

The reasons for this are that the new development areas (Knotts Road and Great Southern Highway) are on the approaches to the town and therefore constitute an 'entry statement' from outside the townsite boundaries. Furthermore, these industrial precincts are in close proximity to the Blandstown Heritage Precinct and therefore shall provide an aesthetic approach to the residential character of the precinct.

These industrial precincts are also selected because of the relationship to the CBH grain handling facility and the assumed buffer around it because of noise and dust nuisance at the busy operating times.

Rezoning of the affected land shall be included in the scheme amendment.

### **1.3 *Western Australian Planning Commission Policy: DC 4.1; Industrial Subdivision***

The WAPC Policy provides some guidance as to the development of industrial areas but allows for the local authority to prescribe performance criteria in either the town planning scheme or enabling policies.

These guidelines are acknowledged and expanded upon due to the location of the proposed development areas and the desire to ensure an efficient and high quality presentation is maintained.

### **1.4 *Blandstown/Balladong Structure Plan***

The Structure Plan for the Blandstown/Balladong precinct depicts these proposed industrial areas as being the optimum land use for servicing, roads and compatibility with the CBH operations.

One of the primary considerations in the Structure Plan is to reduce the heavy traffic from entering the Blandstown heritage Precinct where noise and vibrations are having a damaging effect on the close living environment.

The other factor in the Structure Plan is the proposed conversion of the existing industrial area in Forrest Street to Mixed Business and to encourage the 'general' industries to relocate to the new industrial area.

## 2.0 LOCATION (Figure 1)

The town expansion precinct lies to the south of the town largely around the CBH facility. The main features are the Great Southern Highway, railway reserve, CBH, and Knotts Road.

For the most part the land may be described as vacant although some cropping/grazing is practiced on the open country.

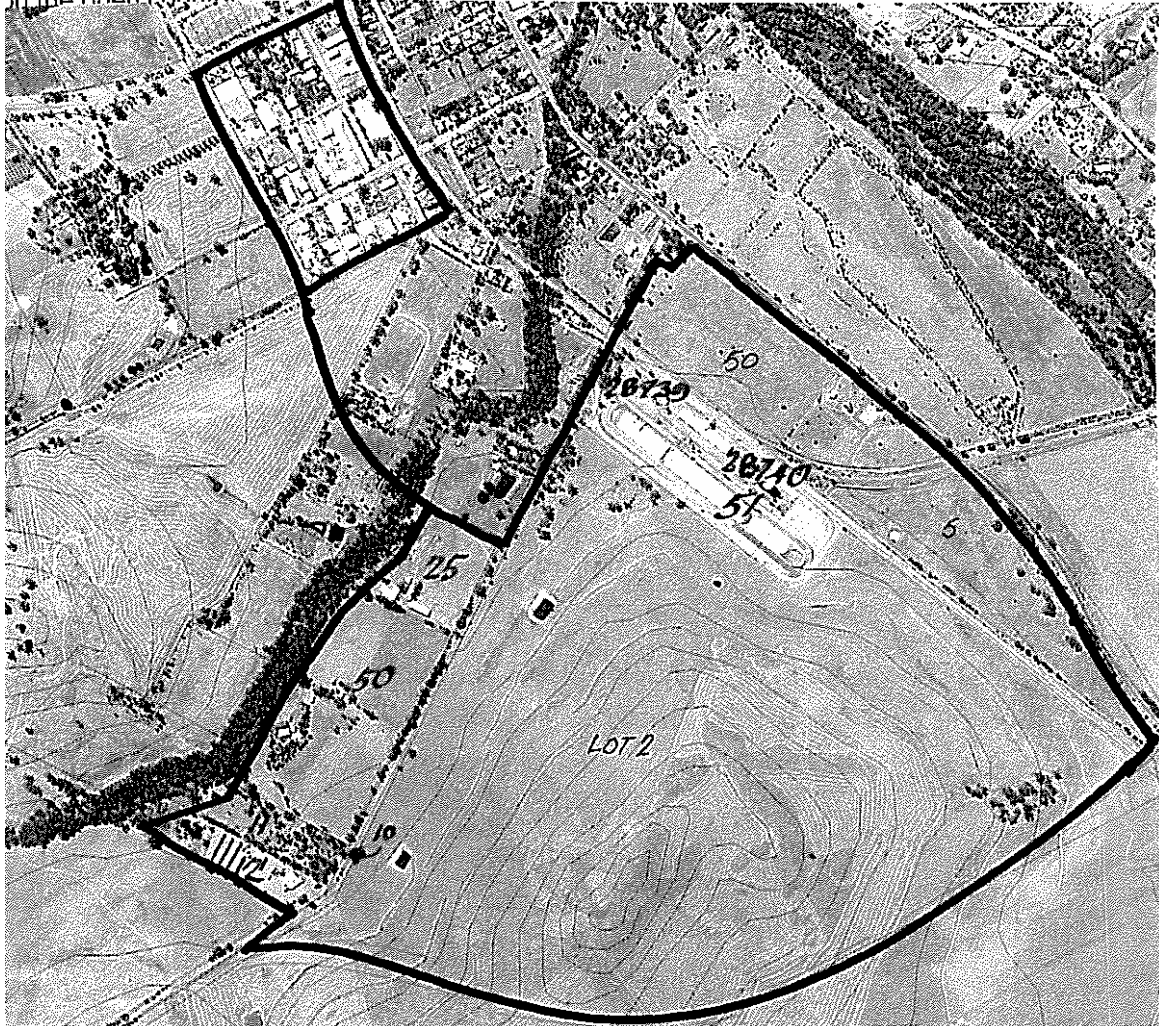


Figure 1: Locality Sketch

### 2.1 Land Description

The land to the east of CBH and the railway reserve is flat and easily accessible. To the west the land rises from 186 metres AHD to the peak of the hill at 236 metres AHD. The more gentle gradients cease at about 200 metres AHD, and are more suitable for development.

To the north of Knotts Road, the terrain is even with a slight decline to Bland Brook.

### 2.2 Soils

The soils comprise light to heavy clays with granite outcropping at the higher levels. Excavation poses little difficulty and any embankments for roads or structures are stable although susceptible to water erosion if not properly protected.



### **2.3 *Vegetation***

Only Bland Brook has significant remnant vegetation and this is to be protected in future reservation.

Some scattered natural vegetation is on Knotts Road reserve, but there is little if no understorey or regeneration.

All of the land proposed for industrial development is on cleared land.

## 3.0 LOCAL INDUSTRIAL ENVIRONMENT

### 3.1 *Existing Industrial Areas*

Currently all small industries are located in the Forrest Street sector. Larger agricultural industries like Gilmac Hay and CBH are located on General Agriculture Zones and are permitted uses as such in the scheme.

The Forrest Street sector contains a variety of land uses including concrete batching, auto repairs, agricultural sales and service, shire depot, fabrication operations, landscape supplies, motor vehicle wrecking and so forth, mixed in with residential uses.

Most of the lots are small and constrained for some of the industrial activities. There is little opportunity for some activities to expand.

While some operators present a clean and efficient business others are unkempt and are of low standard.

There is clear incompatibility amongst the land uses and this causes some conflict but without an alternative location for noisy or dusty activity they are tolerated.

New industries to serve the region have nowhere to go and York is missing out on services and employment opportunities.

### 3.2 *Services*

*Water Supply:* Scheme water can be provided by Water Corporation up to 220 metres AHD from existing infrastructure.

*Sewerage:* Sewerage can be provided if necessary as gravity feed either directly to the adjacent treatment works or by the existing mains along Avon Terrace. An engineering assessment accompanying the detail design applications will demonstrate the most appropriate system for this precinct.

*Power:* Electricity can be provided by Western Power although it is anticipated that substantial upgrading of the existing network will be needed to provide adequate power to satisfy industrial requirements.

*Communications:* An existing optic fibre cable is located on the southern side of Knotts Road. Telstra can provide the necessary information to service all industrial lots.

## **4.0 CONSTRAINTS**

### **4.1 *Existing Land Drainage***

Drainage is a major issue for any development in this precinct.

Drainage is well managed for most of the area by the use of contour bunding and agricultural dams on the broad acre farmland. Obviously, the industrial development will require a more sophisticated approach to create a safe and efficient drainage system.

Land Drainage issues and solutions are broadly addressed in Part 6 of this report.

### **4.2 *Gradients***

Parts of the landform require some cut and fill to render the land suitable for large sheds. Large lots are recommended to allow for buildings to be properly established without excessive 'surplus' space for earthworks. Similarly, road construction may require variable reserve widths to cater for access and roadside drainage.

### **4.3 *Buffer Zones***

Buffer zones will apply to CBH for noise and dust emissions. CBH has varying or seasonal busy periods, mainly at harvest times when truck deliveries are made from farms.

Elevator noise may be experienced as loading from the silos to the trains and during busy periods can be over 24 hour spans.

Noise from the trains can also be experienced during the busy transport times; however this is normal practice and is largely acceptable for a country centre.

Noise intrusion from either the railway or CBH to Balladong Farm will be mitigated by intervening service industry development.

Protection from noise in the meantime can best be approached by applying a Special Control Area which may include noise absorbing measures for future dwellings (insulation, double glazing and screening).

## 5.0 ROADS

### 5.1 *Major Highway* (Figures 2 and 3)

The options for the York-Chidlow Road realignment have been assessed based upon two options.

In either case the Knotts Road/Cut Hill Road option will remain as a permit vehicle road and may have the potential to be constructed before the highway route.

**Option One** was for the use of Cut Hill/Knotts Road with a sweeping bend around the CBH facility. This option required a longer new section of road and extended upgrading of Cut Hill Road and part of Knotts Road (about 1.7 km). The junction of Cut Hill Road and York Chidlow Road would also require significant changes to direct traffic away from the thoroughfare to the York townsite and giving preference to the new alignment.

Numerous properties along both Cut Hill Road and Knotts Road from which land may need to be acquired to allow for road widening and carriageway reconstruction. Significant works are needed to eliminate tight corners and relatively poor vertical geometry. Cut and fill is likely to be extensive with the additional costs of constructing several watercourse crossings of either larger culverts or small bridges.

An advantage of this option is the reduction in heavy and through traffic reaching close proximity to the town particularly the new development area of Daliak and the adjoining school and hospital.

Construction costs are likely to be high due to frequent rock outcropping.

**Option Two** This option set the realignment of the York-Chidlow Road, near Henrietta Street, and running parallel to Forrest Street and around the south of CBH.

The option follows that generally depicted in the Local Planning Strategy. Although longer in new road construction than Option One (about 3km), it does not have the attachment of upgrading a secondary road as with Cut Hill Road.

The only significant watercourse of consequence is Bland Brook.

Both options propose to cross the Avon River to join up with the York-Merredin Road.

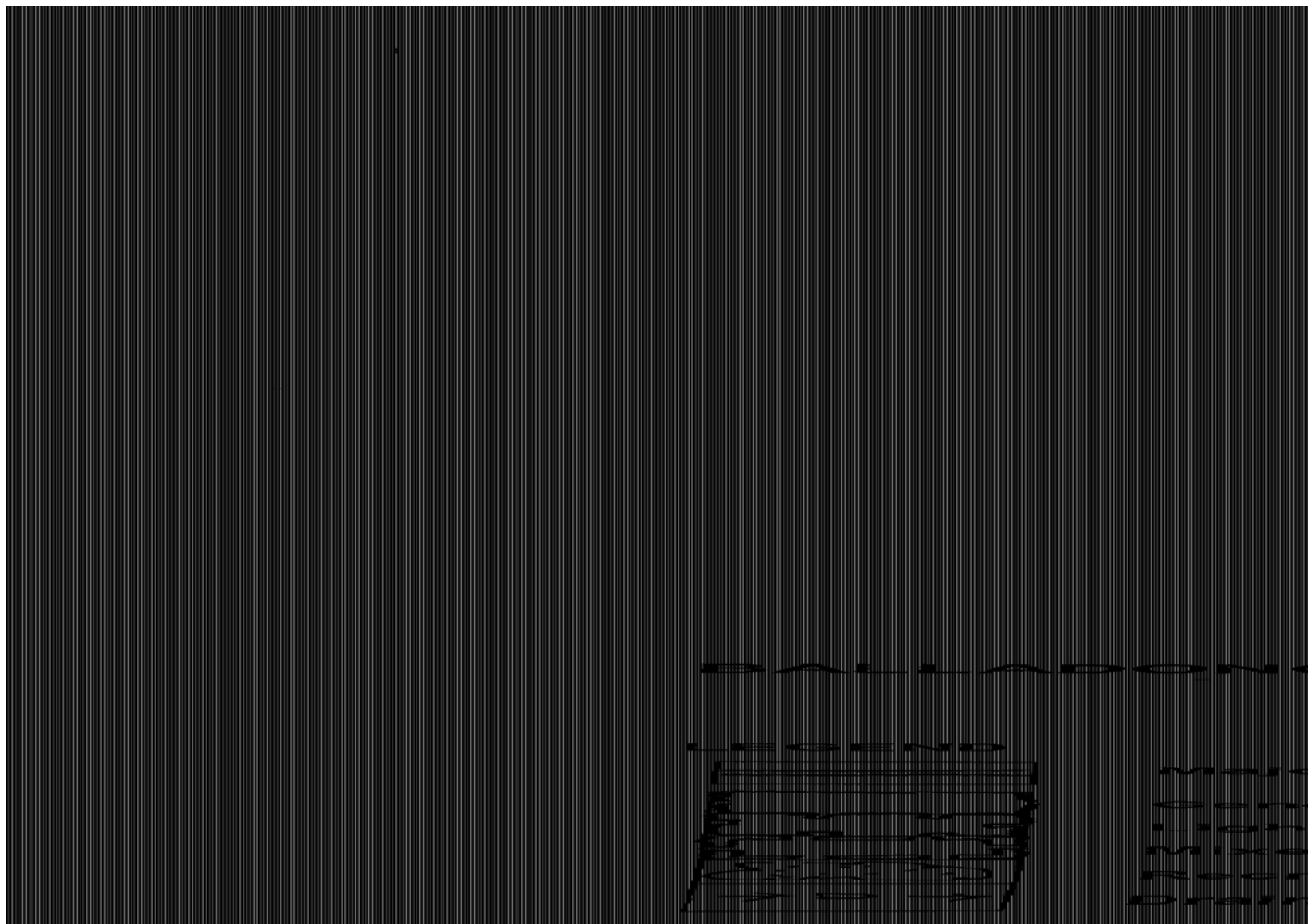
A radius of about 500 metres curve is shown on the sketch to avoid impacting on existing heritage structures (Hillside and Hart Leap) and their appurtenant lands. This radius will determine the speed regulations.

A wider reserve width may be required to the west of CBH to accommodate cut and fill on the sloping landform.

Landscaping on the verges will be necessary for both soil stabilisation and aesthetics. Intersection and service road junctions will be to Main Roads W.A. specifications. Access to the highway from abutting lots will be restricted.

The final alignment will be determined by the Department of Planning and Infrastructure and Main Roads W.A.

Enquiries to the Minister for Transport resulted in a determination that Option 2 was preferred and that the future alignment be that illustrated on the Local Planning Strategy maps.



**Figure 2: Proposed Development Layout**

## **5.2 Local and Service Roads**

Local or service roads for industrial purposes may be contained in 20 metre reservations with a 10 metre carriageway. Some additional reserve widening may be required for roadside drainage.

## **5.3 Road Widening/Access Point Requirements**

Road widening is required on Spice Road and Avon Terrace, adjacent to the future residential development on Balladong Farm.

Some road widening is also required along Knotts Road (south suite) to allow for road upgrading.

Several access points are needed to the existing and future roads into the development areas require special design in accordance with proper engineering standards.

Access to Henrietta Street from the highway for commercial and local traffic, will need to be modified to give priority to the highway. Access into the existing Forrest Street Mixed Use precinct should be restricted to either Fisher Street or Wheeler Street. The Wheeler Street railway crossing could be permanently closed off when the by-pass is functional.

The intersection with Knotts Road could be a four way crossroad with priority to the highway. The railway crossing on Knotts Road could also be permanently closed.

Industrial lots adjacent to CBH shall only be accessed by an internal service road. Further vehicle access to CBH can be built into the design allowing more flexibility for CBH operations and reduce the heavy traffic on the minor roads.

Both Knotts Road and Cut Hill Road will require significant road widening and carriageway upgrading to improve the vertical and horizontal geometry and totally restructure the Cut Hill Road York-Chidlow junction.

## **5.4 Traffic Management**

As part of the engineering design stage, a detailed assessment of the traffic needs shall be undertaken to properly provide for safety and efficiency of traffic movements, particularly in relation to heavy haulage vehicles.

Roadside signage is not permitted on the highway or at the junction /intersection to any service road.

## **5.5 Land Drainage**

Drainage is probably the most important consideration of this area. The nature of the heavy soils and its inability to rapidly absorb heavy rain events together with the projected increase in impervious surfaces as industrial buildings and associated activities are established, means a significant increase in runoff into substandard drainage systems.

Heavy summer rains has demonstrated the need for a comprehensive drainage plan. Flash flooding is widespread during such storms leading to severe erosion, damage to public infrastructure and private property.

Bland Brook is the more prominent recipient of runoff and is also a significant part of the Blandstown Heritage Precinct. The brook, in either private or public land is one of the town's stands of remnant vegetation. It is an important biodiversity corridor connecting the rural areas with the river.

The Bland Brook catchment is extensive and it is not considered a viable option for any increase in discharge from the proposed industrial development and additional roads. This tributary simply cannot cope with additional high volumes of storm water as experienced in recent storms. (November 2008).

To offset the impact on Bland Brook and downstream developments it is preferred that supplementary drainage basins be constructed within this precinct to intercept and arrest surface runoff.

Cut-off drains between the new industrial area and CBH and within the proposed industrial lots should direct runoff into roadside drainage systems and into the retention basins.

The location of these retention basins is marked on each of the Optional Plans. However, the exact siting and capacities shall be verified by competent engineering assessments. There is ample opportunity for modifications to the proposed basins within the plans.

Minimum drainage discharge into Bland Brook from lots fronting Knotts Road is essential and the larger lots proposed shall be made to accommodate individual lot runoff and retained on-site.

Construction of the basins shall acquire the further function of nutrient stripping, and in the case of large retained volumes, the capacity for future use of the water for open space reticulation.

Use of land contiguous to, and within the railway reserve, shall not be used for stormwater retention. Protection of the railway line from inundation and erosion of the embankments is essential.

## **6.0 LOT SIZES and DEVELOPMENT CRITERIA**

### **6.1 Lot Sizes**

There is no hard and fast rule over lot sizes. Lot areas depend on the activity and the need for efficient access. For a small rural townsite it is more to do with accommodating a local business with room to expand in the future.

The proposed lots range from 2500m<sup>2</sup> at Avon Terrace to about one hectare on the Knotts Road area. These sizes allow for substantial buildings/workshops, offices, landscaping, car parking and limited outdoor storage.

Regular shaped lots are preferred given the geometric shapes of factory buildings, road access and parking.

Road frontage is important for both access and for advertising the business to be carried on. Lots of any size should not have a frontage of less than 30-40 metres to allow for efficient access/egress.

Plot ratios of 50% or less are preferred to allow for the inclusion of access, parking, landscaping and water retention.

### **6.2 Facades and Building Materials**

The current town planning scheme recommends masonry for facades but with Council discretion for alternate materials. Masonry structures are not required as more modern materials can achieve the same if not better presentations with the same structural strength.

Metal walls may be coloured (Colourbond) and not galvanised or highly reflective zincalume .

Nevertheless, all buildings shall meet a standard of construction which presents an attractive but not bland façade with adequate fenestration.

Building height restrictions do not apply.

### **6.3 Streetscape and Frontage**

In the interests of tidy sites land between the front boundary and the building shall not be used for the storage of unfinished or stored goods or materials.

This area can be used for formal car parking, landscaping and display of finished good for exhibition or sale. Such areas must be kept in a clean and tidy condition.

On the large lots there is the opportunity to develop factoryettes for two or more businesses.

### **6.4 Building Setbacks – Industrial Zones**

Front building setbacks shall be:

- a) Knotts Road frontage - 30 metres.
- b) Other Service Road frontage - 15 metres
- c) Avon Terrace frontage – 15 metres

Side setbacks shall be a minimum of 10 metres on one side and 5 metres on the other.

Rear setbacks shall be set at a minimum 10 metres.

It is important to have clear access to all boundaries for fire protection and general maintenance.

## **6.5 Highway Access**

No direct access to the highway shall be permitted unless absolutely necessary and only with the approval of Main Roads WA if required.

## **6.6 On -Site Drainage**

Development shall ensure as much retention of stormwater on-site as practicable. This may be by the installation of soakage pits, minor bunding or water tanks.

Runoff from properties to the roadway shall be kept to a minimum and then only into formal drains.

## **6.7 Signage**

Signage at the entrance to internal or service roads may be permitted to notify the services available within that road/street.

Individual properties may advertise the services offered on that property.

## **6.8 Factoryette Development**

Factoryette developments are permitted for small business operators. Parking and landscaping requirements are

## **6.9 Easements/ Reserves**

For essential services installation and protection some reservations or easements are required. This is particularly important for land drainage. It is essential that any reserve or easement is clearly depicted on any subdivision and development plan.

Easements for drainage shall be in favour of the Shire of York and access to those easements shall be unimpeded.

Land for drainage and public open space shall be ceded to the crown and vested in the Shire of York for those specific purposes.



## **7.0 PROPOSALS**

### **7.1 *Development Proposals***

The introduction of two industry zones shall assist in determining the location of specific industrial land uses. The objective is clear in that the activities that emit noise, vibration dust are to be confined to the inner areas whilst those land uses that are relatively quiet, inoffensive and provide an attractive facade shall be located on the main roads leading into the town.

The land fronting Avon Terrace shall be specifically for commercial type activities in line with the provision of the Mixed Business Zone that provides for an aesthetic entry statement into the town via Blandstown.

### **7.2 *Varying Lot Sizes***

Lot sizes will vary according to land requirements. Flexibility to side boundaries may be applied to cater for expansion if needed as the subdivision proceeds.

### **7.3 *Knotts Road Frontage***

The use of suitable land on Knotts Road is appropriate given the existing light industrial uses on the northern side and the presence of the 'buffer' for CBH. In this part, larger lots are possible of about one hectare can be created with minimal additional infrastructure. Knotts Road has a reserve width of 20 metres which is adequate for a low traffic road.

The carriageway needs to be widened to 10 metres. The road reserve may require widening to include increased stormwater capacity.

### **7.4 *Avon Terrace Frontage***

The land between Avon Terrace and railway reserve has suitable terrain for Mixed Business with an internal loop road.

Any development in this area will be the interface between the CBH facility and the Balladong Farm residential precinct. It is also on one of the main entry roads to the town and is therefore required to have a highly presentable facade and attractive landscaping.

Lots of about 2500m<sup>2</sup> would be adequate for small business which may include showrooms and service trades /retail floor space uses.

Land uses shall be complementary to the Town Centre but not

### **7.5 *Internal Area Development***

The development contained within the perimeter roads is likely to be incremental and reactive to demand. Nevertheless, an overall plan of subdivision is required to ensure the future roads and services designs can be prepared in confidence. This is particularly important for land drainage.

### **7.6 *Storage of Materials***

To prevent the whole area being spoiled by unkempt and untidy sites, conditions of development and land usage are required to form a consistent standard of presentation.

Areas between the building line and the lot frontage shall not be used for the dumping or storage of unfinished products, derelict machinery or motor vehicles or sundry rubbish.

The area so defined may be used for open air display of finished products, car parking and landscaping.

## **7.7 *Water Tanks***

In order to limit the runoff from buildings a water tank/s shall be connected to each roof area. Excess rainwater is to be retained on-site as much as practicable.

## **7.8 *Landscape Requirements***

No less than 5% of the frontage of each lot shall be landscaped to the satisfaction of the Shire and maintained in a tidy and presentable condition.

## 8.0 PROPOSED SCHEME AMENDMENT

### 8.1 Objectives

To meet the objectives of environmental care and management, to differentiate the differences between the industrial activities and prescribe development conditions or performance criteria, the current scheme clauses require modification.

The existing Industry Zone is to be deleted in favour of a General Industry Zone and a Light Industry Zone.

### 8.2 Definitions of Industry

The definitions of the various types of industry are listed below for the purpose of clarification

**industry:** means the carrying out of any process in the course of trade or business for gain, for and incidental to one or more of the following:

- (a) the winning, processing, or treatment of minerals;
- (b) the making, altering, repairing, or ornamentation, painting, finishing, cleaning, packing, or canning or adapting for sale, or the breaking up or demolition of any article or part of an article;
- (c) the generation of electricity or the production of gas;
- (d) the manufacture of edible goods, and includes, when carried out on land upon which the process is carried out and in connection with that process, the storage of goods, any work of administration or accounting, or the wholesaling of, or the incidental sale of goods resulting from the process, and the use of land for the amenity of persons engaged in the process; but does not include:
  - (i) the carrying out of agriculture,
  - (ii) on-site work on buildings or land,
  - (iii) in the case of edible goods the preparation of food for retail sale from the premises.

**industry - cottage:** means a business, professional service, trade or light industry producing arts and craft goods which cannot be carried out under the provisions relating to a "home occupation" and which in the opinion of the local government:

- (a) does not cause injury to or prejudicially affect the amenity of the neighbourhood;
- (b) where operated in a Residential Zone, does not entail the employment of any person other than a member of the occupier's household;
- (c) is conducted in an outbuilding which is compatible within the principal uses to which land in the zone in which it is located may be put;
- (d) does not occupy an area greater than 50m<sup>2</sup>;
- (e) does not display a sign exceeding 0.2m<sup>2</sup> in area.

**industry - extractive:** means an industry which involves:

- (a) the extraction of sand, gravel, clay, turf, soil, rock, stone, minerals, or similar substance from the land, and also the storage, treatment, or manufacture of products from those materials when the manufacture is carried out on the land from which any of the materials so used is extracted or on land adjacent thereto, and the storage of such materials or products;
- (b) the production of salt by the evaporation of salt water.

**industry - general:** means an industry other than a cottage, extractive, hazardous, light, noxious, rural, or service industry.

**industry - hazardous:** means an industry which, when in operation and when all measures proposed to minimize its impact on the locality have been employed (including measures to isolate the industry from existing or likely future development on other land in the locality), would pose a significant risk in relation to the locality, to human health, life or property, or to the biophysical environment. Examples of such industry include oil refineries and chemical plants but would generally exclude light, rural, or service industries.

**industry - light:** means an industry:

- (a) in which the processes carried on, the machinery used, and the goods and commodities carried to and from the premises will not cause any injury to, or will not adversely affect the amenity of the locality by reason of the emission of light, noise, electrical interference, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, wastewater or other waste products; and
- (b) the establishment of which will not or the conduct of which does not impose an undue load on any existing or projected service for the supply or provision of water, electricity, sewerage facilities, or any other like services.

**industry - noxious:** means an industry which is subject to licensing as "Prescribed Premises" under the *Environmental Protection Act, 1986* (as amended).

**industry - rural:** means an industry handling, treating, processing, or packing primary products grown, reared, or produced in the locality, and a workshop servicing plant or equipment used for rural purposes in the locality.

**industry - service:** means a light industry carried out on land or in buildings which may have a retail shop front and from which goods manufactured on the premises may be sold; or land and buildings having a retail shop front and used as a depot for receiving goods to be serviced.

### 8.3 **Scheme Amendment Details**

Amending the Town Planning Scheme to:

- a) *Delete the Industry Zone from the Scheme Text and Maps;*
- b) *rezone Part of Lot 2, Lots 51, 28739 and 28740 Knotts Road from General Agriculture Zone to General Industry Zone;*
- c) *rezone Lots 50. 5 and 3 Great Southern Highway from General Agriculture Zone to Mixed Business Zone;*
- d) *rezone Lots 25, 10, 11 and 12 and part of Lot 50 Knotts Road from General Agriculture Zone to Light Industry Zone;*
- e) *rezone parts of Lot, 11, 12 and 50 Knotts Road from Genal Agriculture Zone to Recreation and Open Space zone;*
- f) *rezone part of Lot 2 Knotts Road from General Agriculture Zone to Recreation and Open Space zone*
- g) *rezone Lots 2, 635-637 Henrietta Street, 204, 200, 209, 210, 260, 26126, 27,23, 586, 38 Maxwell Street, Part Lot 104, 103, Part Lot 18, 50, 594 (Reserve 37504).6- 9, 13 Elizabeth Street, 613,614, 51, 52, 1-6 Wheeler Street, 7-12 Fisher Street, 1,2 and 216 Main Camp Road from Industry Zone to Light Industry Zone.*
- h) *To replace Clause 4.12 from the Scheme Text and replace it with the following:*
  - 4.12.1 General Industry Zone:*
    - a) *To encourage industrial development with diverse employment opportunities.*
    - b) *To provide for industry to support development in the District,*
    - (b) *To provide for protection of Bland Brook;*
    - (c) *To include development requirements for building facades, with particular attention to minimising any adverse effects on the nearby Blandstown residential area.*

- 4.12.2 Site Requirements:  
*The following minimum building setbacks shall apply:*

General Industry Zone:

- d) *Knotts Road frontage - 20 metres.*
- e) *Other Service Road frontage - 15 metres*
- f) *Side setbacks shall be a minimum of 10 metres on one side and 5 metres on the other.*

Light Industry Zone

- a) *Knotts Road frontage - 20 metres.*
- b) *Great Southern Highway – 10*
- c) *Other Service Road frontage - 10 metres*
- d) *Avon Terrace frontage – 15 metres*
- e) *Side setbacks shall be a minimum of 10 metres on one side and 5 metres on the other.*

- 4.12.3 Landscaping

*The first 5 metres of the front setback on any lot shall be landscaped to the satisfaction of the local government. Where a lot has frontage to two or more streets the local government may vary the landscaping requirement only where the local government has approved a reduced setback pursuant to clause 4.6 in which case the whole of the setback so reduced shall be landscaped to the satisfaction of the local government.*

- 4.12.3.4 Setbacks from Residential Zoned land

*No building or any other structure shall be erected closer than a distance of 15 metres from any part of the Residential zone, except with the approval of the local government. The setback area shall be landscaped and maintained to provide a suitable screen as may be required by the local government as a condition of such approval.*

- 4.12.3.5 Building facades

*The whole of any wall or building facing any street shall be constructed in brick, concrete, or masonry provided, however that the local government may permit the use of such other materials where it is satisfied that such use will not detract from local amenities.*

- 4.12.3.6 Screening

*Each open yard on an industrial lot shall be screened from any street by a closed fence or wall not less than 1.8 metres in height unless with the approval of the local government.*

- 4.12.3.7 Display Areas

*The local government may permit the use of the land between the front building line and the street boundary for car parking and the display of finished goods but shall not permit the storage of unfinished goods and materials or waste products.*

- 4.12.3.8 On -Site Drainage

*Development shall ensure as much retention of stormwater on-site as practicable. This may be by the installation of soakage pits, minor bunding or water tanks.*

*Runoff from properties to the roadway shall be kept to a minimum and then only into formal drains and retention basins.*

- 4.12.3.9 Signage

*Signage at the entrance to internal or service roads may be permitted to notify the services available within that road/street.*

- 4.12.3.10 Factoryette Development

*Factoryette developments are permitted in both industrial zones.*

#### 4.12.3.11 Easements/ Reserves

*Land for drainage and public open space shall be ceded to the crown and vested in the Shire of York for that specific purpose. Easements for drainage shall be in favour of the local government.*

i) *To modify the Zoning Table (Figure 4) to delete the Industrial Zone and include General Industry Zone and Light Industry Zone and add the appropriate symbols to the land uses.*

j) *To modify the Zoning Table to change the permissible uses against the Mixed Business Zone;*

b) *Adding to Schedule 1- Interpretations - the following definitions:*

**“farm supply centre”** means the use of land and buildings for the supply of vegetable seed, fertilizers, agricultural chemicals, stock food, tractors, farm equipment, implements or components, or irrigation equipment.

**“restricted premises”** means premises used for the sale by retail or wholesale, or the offer for hire, loan or exchange, or the exhibition, display or delivery of —

(a) publications that are classified as restricted under the *Censorship Act 1996*;

(b) materials, compounds, preparations or articles which are used or intended to be used primarily in or in connection with any form of sexual behaviour or activity;

**“trade display”** means premises used for the display of trade goods and equipment for the purpose of advertisement;

**“warehouse”** means premises used to store or display goods and may include sale by wholesale;

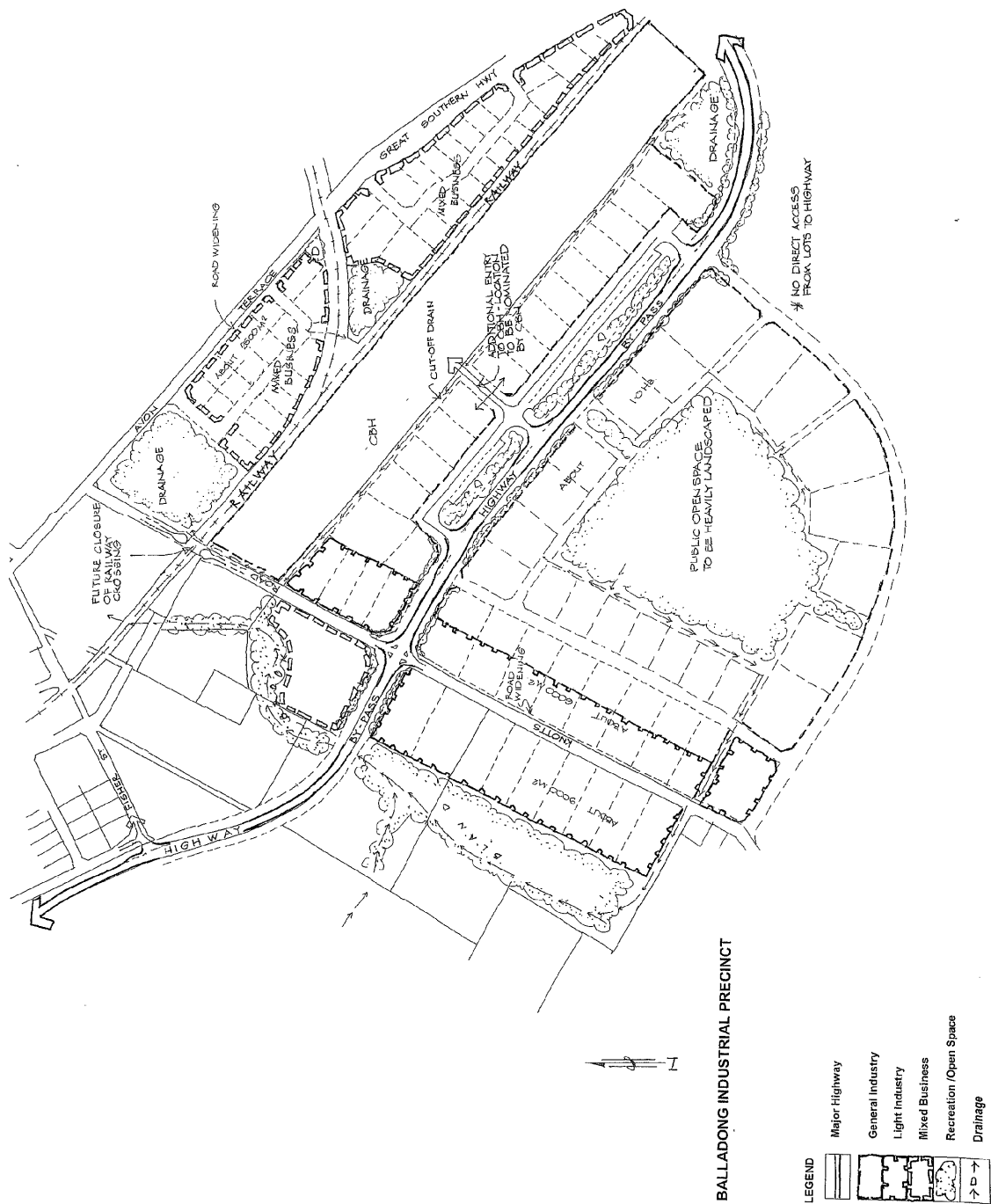
## ZONING TABLE

The symbols used in the cross reference in the Zoning Table have the following meanings:

- 'P' means that the use is permitted by the Scheme
- 'AA' means that the use is not permitted unless the local government has exercised its discretion by granting planning consent.
- 'SA' means that the use is not permitted unless the local government has exercised its discretion and has granted planning consent after giving special notice in accordance with clause 7.3.
- 'IP' means a use that is not permitted unless such use is incidental to the predominant use as decided and approved by the local government.
- 'X' means a use that is not permitted by the Scheme.

USES		GENERAL INDUSTRY	LIGHT INDUSTRY	MIXED BUSINESS
1	aged or dependent persons' dwelling	X	X	X
2	ancillary accommodation	X	IP	X
3	caretakers dwelling	IP	IP	IP
4	civic building	AA	AA	AA
5	club premises	X	X	AA
6	consulting rooms	X	X	AA
7	dog kennels	X	SA	X
8	education establishment	X	X	AA
9	farm supply centre	AA	P	AA
10	fast food outlet	X	X	SA
11	fuel depot	SA	X	X
12	grouped dwelling	X	X	X
13	home business	X	AA	X
14	home occupation	X	X	X
15	hotel	X	X	X
16	industry - cottage	X	X	X
17	industry - extractive	X	X	X
18	industry - general	P	X	X
19	industry - light	P	P	X
20	industry - noxious	X	X	X
21	industry - rural	AA	P	X
22	industry - service	P	P	X
23	intensive agriculture	X	X	X
24	lunch bar	AA	AA	AA
25	motel	X	X	AA
26	motor vehicle repair	P	AA	X
27	motor vehicle, boat or caravan sales	P	P	AA
28	office	X	X	P
29	piggery	X	X	X
30	plant nursery	P	P	AA
31	poultry farm	X	X	X
32	public recreation	AA	AA	AA
33	public utility	P	P	P
34	residential building	X	X	X
35	restaurant	X	X	AA
36	restricted premises	X	SA	SA
37	rural pursuit	X	X	X
38	service station	SA	SA	SA
39	shop	X	X	SA
40	storage	P	AA	AA
41	single house	X	X	X
42	tavern	X	X	SA
43	trade display	P	P	P
44	transport depot	P	X	X
45	veterinary centre	P	SA	AA
46	warehouse	P	P	AA

**Figure 3: Zoning Table**



**Figure 4: Balladong Industrial Precinct Outline Development Plan**