

June 2015

# Town Planning Report

Ashworth Road Transport Depot

Avon Waste Pty Ltd

## Contents

1.0	Introduction .....	3
2.0	Location and Area .....	4
	Figure 1 – Location Plan .....	4
	Figure 2 – Aerial Photograph .....	5
	Figure 3 – Contour Map .....	5
	Photo 1 – Existing Dwelling.....	6
	Photo 2 – Workshop .....	6
	Photo 3 – Machinery Shed.....	7
	Photo 4 – Hay Shed .....	7
	Photo 5 – Depot Location (looking south-east) .....	8
	Photo 6 – Depot Location (looking east).....	8
3.0	Statutory Planning Context.....	9
3.1	Existing Zoning & Relevant Town Planning Scheme Provisions.....	9
	Figure 4 – Zoning Map .....	10
4.0	The Development Proposal.....	11
5.0	Servicing .....	13
5.1	Roads.....	13
	Figure 5 – Existing Access.....	13
5.2	Power .....	14
5.3	Water .....	14
5.4	Communications .....	14
5.5	Effluent Disposal .....	14
6.0	Conclusion.....	15

## 1.0 Introduction

This 'Application for Planning Approval' has been prepared for Avon Waste Pty Ltd who proposes to develop Lot 5113 on Plan 112167 (3933) Great Southern Highway, Daliak.

The application proposes the development of a 'transport depot' on Lot 5113 to enable Avon Waste to relocate from their existing site in a residential area to larger premises for more efficient and effective operations and for expansion into the future.

The property contains an existing workshop, dwelling and farm sheds and is generally cleared for cropping and grazing purposes. The site is currently accessed from the York Golf Course road, a private accessway that connects to the Great Southern Highway.

Avon Waste is a locally York-based company that has been operating successfully throughout Western Australian in the waste management arena for 35 years. They bring together expertise in managing operations across a wide geographic area, serving local and state governments, as well as the commercial and industrial sectors across Western Australia.

Currently Avon Waste are employing 27 local York people in their waste management operations, including the management of the York transfer station, which makes them one of the largest local employers.

Avon Waste see themselves as resource management professionals; whether it's managing the physical fleet and personnel resources to carry out the operations across Western Australia; or the waste and recyclable resources that they collect for recycling or ultimate disposal. Whichever it is, they endeavour to ensure that waste is managed in a sustainable manner, for the benefit of their customers, the communities that they serve and the environment in which they operate.

Whilst their background developed in regional Western Australia, they are continuing to expand the range of services that they offer to their regional customer base and extending their services into larger regional and metropolitan centres.

The purpose of the Report is to set out the relevant town planning considerations, and to demonstrate the extent to which the proposal satisfies those considerations. The Report should be read in conjunction with the Plans and Traffic Impact Statement submitted with the application for planning approval.

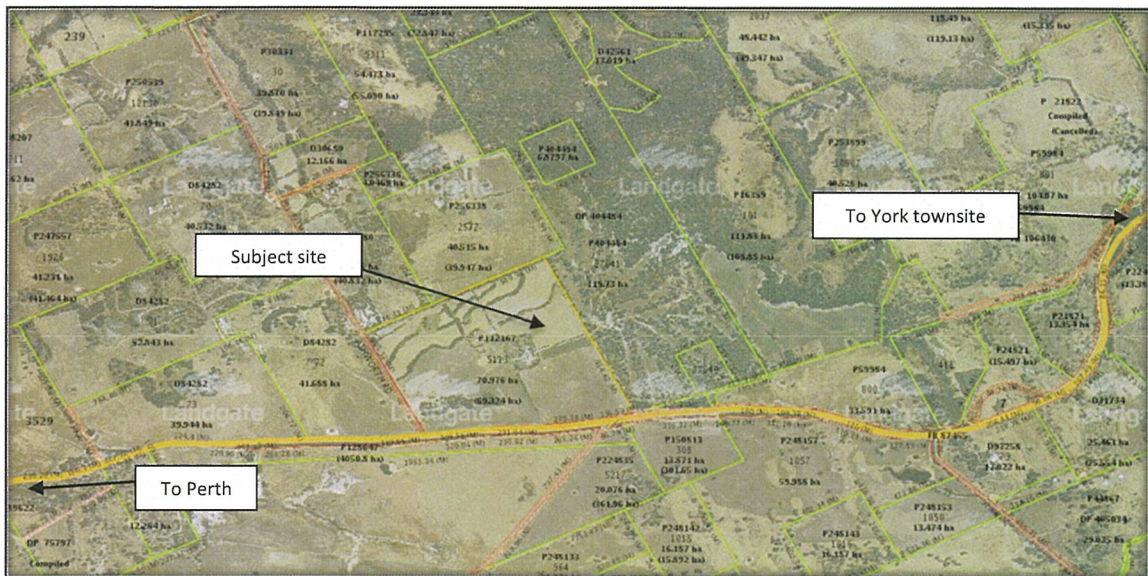
## 2.0 Location and Area

The subject land is located on the Great Southern Highway approximately 7.8 kilometres from the York townsite on the main route into the York between Ashworth Road and the Golf Course Road in the locality of Daliak in the Shire of York.

Surrounding uses include:

- York Golf Course to the east; and
- Farming properties to the north, south and west.

Figure 1 – Location Plan



The subject site is identified as Lot 5113 on Plan 112167 and has an area of 70.976 hectares, with frontages of 943.35 m along Great Southern Highway, 605.52 m along Ashworth Road and 934.42 m along the Golf Course Road.

The subject land is characterised by areas of cleared pasture, defined paddocks and existing farm infrastructure (refer Figure 2).

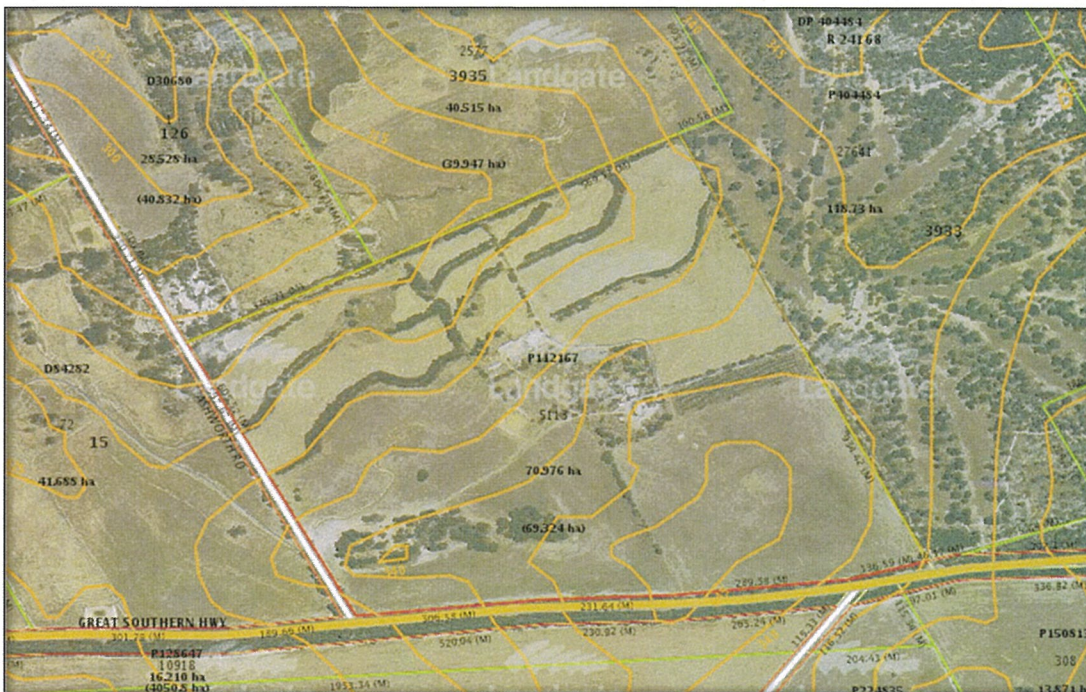


Figure 2 – Aerial Photograph



The land falls gently from a high point of approximately 340 metres AHD at the north-eastern corner to a low point at a height of approximately 315 metres AHD in the south-western corner of the property (refer Figure 3).

Figure 3 – Contour Map





The subject land has been primarily used for farming purposes associated with cropping and grazing. The existing buildings, which will remain, have been used historically for storage of machinery, equipment and stockfeed (refer Photos 1 to 4). Photo's 5 and 6 are of the proposed location of the transport depot.

**Photo 1 – Existing Dwelling**



**Photo 2 – Workshop**





Photo 3 - Machinery Shed



Photo 4 - Hay Shed





Photo 5 - Depot Location (looking south-east)



Photo 6 - Depot Location (looking east)





## 3.0 Statutory Planning Context

### 3.1 Existing Zoning & Relevant Town Planning Scheme Provisions

The subject land is zoned General Agriculture (as depicted by Figure 4) under the provisions of the York Town Planning Scheme No. 2 (TPS2).

The objectives of the 'General Agriculture' zone are:

- a) "To ensure the continuation of broad-hectare agriculture as the principal land use in the district encouraging where appropriate the retention and expansion of agricultural activities.
- b) To consider non-rural uses where they can be shown to be of benefit to the district and not detrimental to the natural resources or the environment.
- c) To allow for facilities for tourists and travellers, and for recreation uses.
- d) To have regard to residential use of adjoining land at the interface of the General Agriculture zone with other zones to avoid adverse effects on local amenities."

Within the General Agriculture Zone the following provisions of TPS2 may apply:

#### 4.15.2 Development

Having regard to the scenic values of the district and the views from roads the local government may refuse an application for planning consent if, in the opinion of the local government, the development if approved will have a detrimental effect on the rural character and amenities.

#### 4.15.3 Site Requirements

The following minimum building setbacks shall apply:

Front: 15.0 m

Rear: 15.0 m

Side: 15.0 m

#### 4.15.4 Retention of Vegetation

Except for:

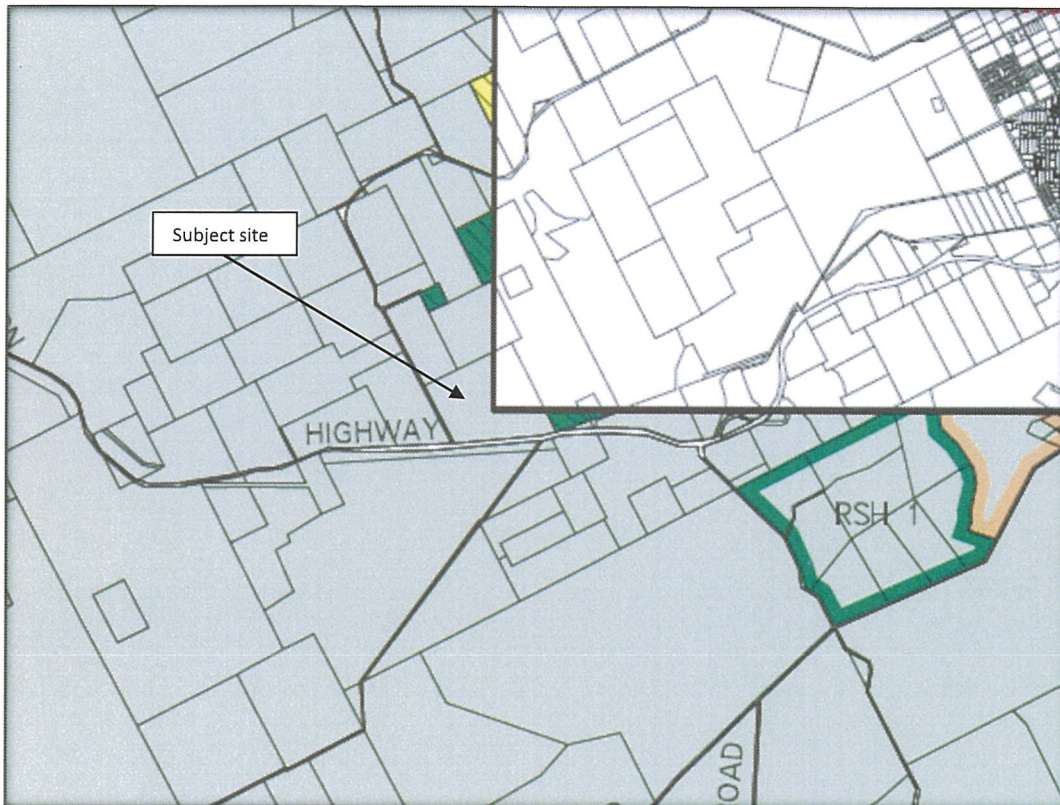
- (a) Establishment of a firebreak required to comply with a regulation or local law, or
- (b) Provision of access to a building site, or
- (c) The area of building, or
- (d) Cash crops;

Not more than 2,000m<sup>2</sup> on any lot shall be cleared of indigenous trees or substantial vegetation. If the local government is satisfied upon receipt of a submission the clearing of an area greater than 2,000m<sup>2</sup> will not adversely affect the amenity, character and landscape qualities of the locality it may approve such land to be cleared subject to conditions as may be required by the local government."

A 'Transport Depot' means in TPS2 "land and buildings used for the garaging of motor vehicles used or intended to be used for carrying goods or persons for hire or reward or for any consideration, or for the transfer of goods or persons from one such motor vehicle and includes maintenance, management and repair of the vehicles used, but not of other vehicles".

The proposed transport depot is listed in the Land Use Table of TPS2 as a 'SA' use. A 'SA' as a use that is not permitted unless the local government has exercised its discretion and has granted planning consent after giving special notice in accordance with clause 7.2.

**Figure 4 – Zoning Map**



Scheme Amendment No. 50 – Omnibus

Scheme Amendment No. 50, an Omnibus amendment, was finally adopted for approval by the Shire of York at its Ordinary Meeting held on 15 April 2013 and was considered by the Western Australian Planning Commission at its Statutory Planning Committee Meeting on 23 July 2013. The final decision from the Minister for Planning is still pending due to unexpected delays.

The amendment is considered a seriously entertained planning proposal and therefore the provisions of the amendment and its intent must be taken into consideration.

In regards to this proposal, however, the permissibility of transport depots in the General Agriculture zone is not proposed to change and will remain a 'SA' use.



## 4.0 The Development Proposal

The 'Application for Planning Approval' seeks approval to use a portion of existing Lot 5113 as a 'Transport Depot' together with ancillary uses including workshop, office, wash bay, spray booth, fuel supply and storage.

The proposed development, indicating the intended uses and parking area, is depicted in the Site Plan, the more detailed floor plan of the proposed depot and elevations are depicted in the accompanying plans. Access to the depot will be from the existing point on Ashworth Road that will be upgraded in accordance with the recommendations in the supporting Traffic Impact Assessment.

The 'Transport Depot' is proposed as the predominant use. The other proposed uses are incidental to the predominant use.

Consistent with the definition of 'Transport Depot', the proposal incorporates:

- Both land and buildings for the garaging of motor vehicles used for the collection and carrying of waste and recyclables within and external to the Shire of York and related servicing;
- Maintenance, management, repair of vehicles including:
  - Office for administration of the business;
  - Wash-down facility;
  - Workshop; and
  - Storage and facilities for the repair of bins.

Buildings will consist of a 300m<sup>2</sup> office and two 490m<sup>2</sup> workshops ancillary to the transport depot and will be located on a dedicated 7.5 hectare area of the property adjacent to the existing olive tree plantation and setback 20 metres from the 'golf course' road frontage. The office will have a similar look and size to a house with the two workshops being 35 metres long x 14 metres deep with a roof height of 8.75 metres.

The workshops will have openings/doors along the long side. One shed will be for general mechanical repairs and will house the parts room, oil storage, crib room and toilets. The other shed will be for the purpose of bin storage, metal fabrication and will include a spray paint booth for repainting of bins.

The site will also house a 10 metre x 15 metre wash bay and an above ground self-bunded 27,000 litre fuel tank which is 10m long x 3m wide (truck to park and refuel either side of the tank). The area will also have an above ground unleaded tank and Ad Blue IBC's.

Avon Waste currently have 23 collection vehicles operating from their site in Crawford Court, York that are frontline collection vehicles, backup vehicles and support vehicles such as hiab/tray top trucks. Trucks will be parked overnight behind the sheds on an open hardstand area and at a future date an undercover area may be constructed. A stockpile of front lift bins and hook/lift bins will be stored on the hardstand area also.

The workshop will be operational from 7.30 am to 5.00 pm Monday to Friday, with the Office open from 8.30 am to 5.00 pm Monday to Friday. It is not proposed to operate the depot on the weekend, however there are times when repairs will be carried out on vehicles on Saturday mornings.

Currently there are 11 collection vehicles leaving the depot Monday to Friday from 4am to 6am returning to the yard from 2pm to 5pm. Drivers arrive on site, pre-start the vehicles, leave for the day, return and leave for home. Due to the distance to some collection areas, most drivers stay away from the depot one night a week, so not all vehicles that leave in the morning return that night. There are no collection rounds on Saturday or Sunday. In addition to the drivers, there are two (2) mechanical staff and four (4) office staff.

Avon Waste activity has steadily grown over 35 years to this point. Operations are dependent on service contracts and some continued growth of activity is likely. To add context, one truck movement per week would service a typical Local Government rural district and Avon Waste have steadily added new districts to their service over the years. Business growth is dependent on a competitive market, government initiatives and is problematic to precisely predict. Based on historical business growth the additional growth in truck movements is likely to average one (1) additional truck movement added for each year of operation of the depot.

The remainder of the property will continue to be used for agricultural purposes, predominantly cropping and grazing.

The application allows for development of a use permitted (subject to Council's discretionary approval) within the General Agriculture zone. This proposal will allow for an expansion of Avon Waste's operations and in doing so, relocate from a Residential area and utilise land that is considered to be well situated to avoid land use conflict. The site also has the advantage of having existing access from Ashworth Road directly onto the Great Southern Highway, a heavy vehicle route.

In addition to the above, the proposal is considered to be consistent with the objectives of the General Agriculture zone in so far as:

- Although the 'Transport Depot' is a non-rural use, it will be benefit to the district as it will result in a local business operating without impact, more efficiently and effectively, and to expand in the future.
- Avon Waste is a significant employer in York, employing 27 local persons, and the employment number will increase when the operations expand.
- The operations of Avon Waste from its base in York services regional and rural local governments, including surrounding Shires in the district such as Northam and Beverley.
- The proposed development will not jeopardise the future use of surrounding land for agricultural purposes.
- The remainder of the property will continued to be farmed thereby continuing broad-hectare agricultural activities.
- The proposed use will not be detrimental to natural resources or the environment. All fuel and oil storage will be in accordance with relevant environmental standards and legislation.
- The proposed development will incorporate (and surround) the existing structures on the land.

It is worthwhile considering also that the relocation of the existing depot from Crawford Court, a recently rezoned residential area, will alleviate amenity impacts experienced by local residents as a result of truck movements.



## 5.0 Servicing

### 5.1 Roads

The main site access is currently from the golf course road and this access will remain in-situ for farming activities.

Initial discussions with Main Roads indicate their preference for Ashworth Road to be used as the access point for the depot, and in accordance with their recommendation, a Traffic Impact Assessment has been prepared by Opus Pty Ltd.

Opus has concluded that the existing formal access located on Ashworth Road at the crest in the hill about 30 metres south of the existing access point (refer Figure 5) will comply with engineering standards and has good sight distance in both directions. Access to the Great Southern Highway would then be by the existing Ashworth Road/Great Southern Highway intersection.

The Report also investigates the need for upgrading the intersection of Ashworth Road and the Great Southern Highway as initially recommended by Main Roads. However, the author has concluded that upgrading is not necessary after examining the existing construction and number and type of vehicle movements.

Refer to the Traffic Impact Assessment Report for further details on access, traffic and road suitability.

**Figure 5 – Existing Access**



## **5.2 Power**

Existing services will be extended to service the development. Any required upgrades will be undertaken in accordance with Western Power's requirements.

## **5.3 Water**

Scheme water is not available to the site. The potable water supply for the existing dwelling is supplied by rainwater tanks. It is proposed to install additional rainwater tanks to provide the water needs for the new development. The wash bay will have a water recycling system installed.

## **5.4 Communications**

Existing services will be extended to service the new development.

## **5.5 Effluent Disposal**

An existing septic system services the dwelling. An additional system will be installed to service the new amenities in accordance with the requirements of the Department of Health and the Shire's Environmental Health Officer.



## 6.0 Conclusion

Use of the land in the manner proposed is considered to be consistent with the requirements and other provisions contained with Council's Town Planning Scheme No. 2.

The proposed use of the land will not affect the rural character of the area and it is proposed to continue using the majority of the property for agricultural purposes.

The proposed use will have minimal impact on surrounding amenity, including traffic, due to size of the property, its location and access, and distance from any sensitive land uses.

Approval of the Application pursuant to the provisions of the Shire of York Town Planning Scheme No. 2 is therefore considered appropriate.