

DRAFT LOCAL PLANNING POLICY

POL-C-119 Transport Depot and Rural Transport Depot Policy



1 Background

A number of major regional, inter-regional and interstate transport routes converge upon the City of Swan, which makes the City convenient for the establishment and operation of transport companies. This attribute, along with the availability of appropriate sized lots adjacent to major transport routes, makes the area desirable for the parking of commercial vehicles.

The number and size of vehicles, the associated infrastructure and the type of activity at premises have the potential to adversely affect the amenity of the surrounding area by way of traffic congestion, noise, fumes, odour, visual appearance and pollution. Vehicles may also impact upon the safety of the area by way of the type of load carried and the suitability of the roads used to access the premises.

As a result of the potential conflict between transport depots and surrounding sensitive land uses, it is considered appropriate that guidance is provided for the drafting and assessment of development proposals.

2 Definitions

The following definitions are to be applied within this policy:

“Transport Depot” means premises, or a portion of premises, used for the parking or garaging of three or more commercial vehicles, and:

- i. may include the maintenance and refuelling of those vehicles and the temporary storage of goods brought to the premises by those vehicles, provided that those activities are ancillary to the parking or garaging of the motor vehicles; and
- ii. may include the transfer of goods or persons from one motor vehicle to another.

“Rural Transport Depot” means premises, or a portion of premises, used for parking or garaging up to five Commercial Vehicles associated with the transport of rural produce or rural goods, and:

- i. may include the maintenance and refuelling of those vehicles, provided that those activities are ancillary to the parking or garaging of the motor vehicles; but
- ii. may include the storage of rural produce or rural goods for a period of no longer than 48 hours;
- iii. may include the transfer of rural produce or rural goods from one motor vehicle to another.

“Commercial Vehicle” means a vehicle, whether licensed or not, which has a gross vehicle mass of greater than 4.5 tonnes and includes the following vehicles above that weight:

- i. Any utility, van, truck, trailer or tractor or any attachment to any of them or any article designed to be an attachment to them; and
- ii. Any omnibus and any earthmoving machine whether self-propelled or not.

3 Objectives

This policy seeks to provide guidance for proposals for the development of a 'Transport Depot' or a 'Rural Transport Depot' within applicable zones outlined in *Local Planning Scheme No. 17*.

The specific objectives of this policy are to:

- (a) Encourage the appropriate development of 'Transport Depot' and 'Rural Transport Depot' businesses, based on their compatibility with land uses in the surrounding area;
- (b) Provide clear guidance to proponents on the level of information required to be submitted as part of an application for the development of a 'Transport Depot' or 'Rural Transport Depot';
- (c) Provide consistency in the assessment of applications for a 'Transport Depot' or 'Rural Transport Depot'; and
- (d) Protect the visual amenity and character of the City's rural areas from ad-hoc industrial development.

4 Policy Statement

The City of Swan provides the following provisions and requirements for the drafting and assessment of proposals for a 'Transport Depot' or 'Rural Transport Depot' within the applicable zones under *Local Planning Scheme No. 17*:

4.1 Commercial and Industrial Zones

The following provisions are to be given due regard in the assessment of applications for a 'Transport Depot' within the 'General Commercial', 'Highway Service', 'Industrial Development', 'General Industrial' and 'Resource' zones, as outlined in *Local Planning Scheme No. 17*.

4.1.1 General Provisions:

- (a) A proposal for the development of a 'Transport Depot' within the 'General Commercial' zone must not conflict with the general objectives of this zone, as outlined in Clause 4.2.8 of *Local Planning Scheme 17* and in Section 5 of this Policy;
- (b) A proposal for the development of a 'Transport Depot' within the 'Highway Service' zone must not conflict with the general objectives of this zone, as outlined in Clause 4.2.9 of *Local Planning Scheme No. 17* and in Section 5 of this Policy;
- (c) A proposal for the development of a 'Transport Depot' within the 'General Industrial' zone must not conflict with the objectives of this zone, as outlined in Clause 4.2.11 of *Local Planning Scheme No. 17* and in Section 5 of this Policy;
- (d) A proposal for the development of a 'Transport Depot' within the 'Resource' zone must not conflict with the objectives of this zone¹,

¹ All proposals for the development of a 'Transport Depot' within the 'Resource' zone will be assessed with due regard to the *State Planning Policy 2.6: Basic Raw Materials*. As such, it is recommended that proponents consult with the State government department responsible for mining and industrial matters prior to submitting a development proposal to the City.

as outlined in clause 4.2.21 of *Local Planning Scheme No. 17* and in Section 5 of this Policy;

- (e) A proposal for the development of a 'Transport Depot' within the 'Industrial Development' zone must be consistent with a structure plan that has been endorsed for that area.

4.1.2 Application Requirements:

As part of any submitted application for a 'Transport Depot' within the 'General Commercial', 'Highway Service', 'General Industrial' and 'Resource' zones, the City will require the proponent to provide a report that includes the following information to support the proposal:

- (a) A map of sufficient scale that identifies the proposed development area, all proposed structures, hard stand areas, access and egress points, thoroughfares, stormwater disposal, buffer areas, sensitive environmental features and site topography;
- (b) A context map of the local area identifying surrounding land uses and transport networks;
- (c) The type and maximum number of commercial and non-commercial vehicles that will be parked within the development area;
- (d) An indication of the size and scale of the business, including the number of staff employed, operational activities including refuelling, vehicle cleaning, maintenance, etc.
- (e) The requirement for any additional roads, culverts or alterations or upgrades to the street network;
- (f) The proposed means of access to and egress from the site;
- (g) A traffic impact statement and safety audit² that indicates the maximum number of vehicle movements to and from the premises and their impact on the locality, particularly in relation to the capacity of the road system and the probable effect on traffic flow, safety, noise and dust pollution;
- (h) The potential impact of the proposal on the local streetscape and road network.
- (i) The visual sensitivity of the subject site from the point of view of major transport routes and any significant landmarks;
- (j) Any proposed method(s) of screening required as a result of the impact determined by details addressed in 4.1.2 (g) and 4.1.2 (h) above, in order to maintain the character of the local area; and
- (k) The proposed method of wastewater and storm water management, including any proposed wash down areas, and their potential impact on groundwater and local waterways.

² All applicants must note that a planning approval for a 'Transport Depot' does not negate the need to attain approval from Main Roads for the operation of Restricted Access Vehicles (RAVs) within a road network. Applicants must ensure that they attain any required Main Roads approval prior to applying for planning approval to develop a 'Transport Depot'.

4.2 General Rural Zone

The following provisions will be given due regard in the assessment of applications for a 'Rural Transport Depot' within the 'General Rural' zone as outlined in *Local Planning Scheme No. 17*.

4.2.1 General Provisions:

- (a) A proposal for the development of a 'Rural Transport Depot' must be demonstrated to be associated with the transport of rural produce or rural goods;
- (b) A proposal for the development of a 'Rural Transport Depot' within the 'General Rural' zone must not conflict with the objectives of this zone as outlined in clause 4.2.23 of *Local Planning Scheme 17* and in Section 5 of this Policy;

4.2.2 Application Requirements:

As part of any submitted Development Application for a 'Rural Transport Depot' within the 'General Rural' zone, the City will require the following information to be included to support the proposal:

- (a) A report that identifies all relevant details for the proposal, including:
 - i. A map of sufficient scale that identifies the proposed development area, all proposed structures, hard stand areas, access points, thoroughfares, stormwater disposal, buffer areas, sensitive environmental features and site topography;
 - ii. A context map of the local area surrounding land uses, distances to neighbouring dwellings, sensitive land uses and the local transport networks;
 - iii. A written report to outline relevant supporting information for the maps provided;
- (b) A Traffic Management Plan completed by a qualified person that clearly identifies:
 - i. The maximum number of commercial and non-commercial vehicles that can be parked within the development area;
 - ii. The requirement for any additional roads, culverts or alterations to the street network need to be clearly identified to the satisfaction of the City's engineers;
 - iii. The proposed means of access to and egress from the site;
 - iv. The maximum number of commercial vehicle movements to and from the premises and the capacity of the road system in the locality and the probable effect these additional commercial vehicle movements will have on traffic flow and safety;

-
- v. A Main Roads assessment of the permissibility of the movement of an Restricted Access Vehicles (RAVs) that will be entering or exiting the subject lot³; and
 - vi. The potential impact of the proposal on the local streetscape and road network.
- (c) An Environmental Management Plan completed by a suitably qualified person that clearly identifies:
- i. The land capability of the subject site(s) for the proposed use of the land, particularly with respect to the potential for soil erosion, soil contamination, acid sulphate soils or any other type of land degradation and any detailed measures taken or proposed by the applicant to mitigate degradation;
 - ii. The existing local waterways and groundwater level, with respect to the potential for these to be adversely affected by effluent disposal, wash-down areas, oil plate separators, storage of fuel/chemicals and detailed measures taken or proposed by the applicant to mitigate pollution/impact;
 - iii. The condition of on-site native vegetation and any proposal to retain this vegetation within the development area or as part of the vegetated buffer outlined in Section 4.2.1.1 (d) and 4.2.1.2 (e)
- (d) A Noise Management Plan completed by a suitably qualified person that addresses:
- i. Proposed noise exposure levels as a result of the operation of the 'Rural Transport Depot';
 - ii. Any surrounding sensitive land uses that may be unduly affected by the operation of the 'Transport Depot';
 - iii. Proposed methods of noise mitigation, including screening, buffer zones and/or operating times.
- (e) A Visual Management Plan that clearly addresses:
- i. The visual sensitivity of the subject site from the point of view of major transport routes and any significant landmarks;
 - ii. The proposed native vegetation buffer to be established to a minimum width of 30m on all boundaries of the subject site. The specifications and management of this vegetated buffer are to be clearly identified and will be incorporated as part of the development approval conditions.
 - iii. Any proposed method of screening in addition to the vegetated buffer outlined in Section 4.2.2 (e) ii.

³ All applicants must note that a planning approval for a 'Rural Transport Depot' does not negate the need to attain approval from Main Roads for the operation of Restricted Access Vehicles (RAVs) within a road network. Applicants must ensure that they attain any required Main Roads approval prior to applying for planning approval to develop a 'Rural Transport Depot'.

5 Objectives of Relevant Zones

This policy refers to the objectives of a number of zones under *Local Planning Scheme No 17*. These objectives are outlined below for reference only, and it should be noted that these references are not intended to contradict the intention or interpretation of the zoning under *Local Planning Scheme No. 17*.

General Commercial Zone

The objectives of the General Commercial Zone are to -

- a) encourage those uses necessary to provide convenience shopping of the lower order outside the Strategic Regional Centre;
- b) avoid development of land for any purposes or in any manner likely to compromise development of the Strategic Regional Centre or the efficient distribution of commercial services within the district;
- c) ensure development provides a high level of visual attraction at street level, and does not unduly detract from the visual amenities of adjacent residential areas;
- d) ensure any on-site advertising is integrated with the overall site development and does not detract from the amenities of the adjacent area;
- e) promote the development of continuous commercial frontages and the integration of adjacent commercial development so as to facilitate pedestrian access to and within commercial areas;
- f) enhance the amenities of the area and the development of a more sustainable environment through the use of complementary landscaping, including shade trees and stormwater recharge facilities.

General Industrial Zone

The objectives of the General Industrial Zone are to -

- a) provide for a range of generally larger scale industrial development, including manufacturing, servicing, storage and distribution;
- b) ensure development within the zone is complementary to development in other zones and to avoid development of land for any purposes or in any manner which would detract from the viability or integrity of development in either the Strategic Regional Centre or the Commercial zones;
- c) ensure any on-site advertising is integrated with the overall site development and does not detract from the amenities of the road frontages or of adjacent development;
- d) ensure environmental performance of industry, does not detract from the amenity of adjacent sensitive areas and conforms with any relevant environmental standards applicable to the neighbourhood.

General Rural Zone

The objectives of the General Rural Zone are to -

- a) facilitate the use and development of land for a range of productive rural activities, which will contribute towards the economic base of the region;

- b) provide for a limited range of compatible support services to meet the needs of the rural community, but which will not prejudice the development of land elsewhere which is specifically zoned for such development;
- c) ensure the use and development of land does not prejudice rural amenities, and to promote the enhancement of rural character;
- d) ensure that development and land management are sustainable with reference to the capability of land and the natural resource values.

Highway Service Zone

The objectives of the Highway Service Zone are to -

- a) secure the development of low intensity commercial uses along selected major arterial roads outside the Strategic Regional Centre which can benefit from the high exposure offered by the major traffic thoroughfares; and car based comparison shopping for bulky goods;
- b) ensure commercial activity within the zone is complementary to development in other commercial zones and does not detract from the viability or integrity of development in either the Strategic Regional Centre or the Commercial zones;
- c) ensure development contributes towards the image of the City through high quality design and development with consistent and well landscaped set backs from street frontages;
- d) promote shared use of vehicular access and car parking facilities where such arrangements will result in improved traffic management, more efficient use of land and more attractive development;
- e) ensure car parking and vehicular access facilities are located, designed and landscaped so as not to detract from the amenities of the road frontages or of adjacent development;
- f) ensure any on-site advertising is integrated with the overall site development and does not detract from the amenities of the road frontages or of adjacent development.

Industrial Development Zone

The objectives of the Industrial Development Zone are to -

- a) provide for the co-ordinated development of future industrial areas through the application of a comprehensive plan to guide subdivision and development to be known as a "Structure Plan";
- b) ensure that the coordinated provision of infrastructure, and the equitable sharing of service costs associated with the subdivision and development of industrial land;
- c) avoid the premature development of land for any purposes likely to compromise development elsewhere in the district or prejudice the future development of land in the Industrial Development Zone for more appropriate purposes;
- d) protect the amenity of adjacent property owners as well as providing a safe, efficient and predictable context for future industrial development.

Resource Zone

The objectives of the Resource Zone are to -

- a) provide for the extraction of basic raw materials with proper environmental safeguards;
- b) protect resources of basic raw materials from inappropriate development.

6 Monitoring and Review

This Policy is proposed to be reviewed on a annual basis, with the next review proposed in 2011.

More frequent amendments/reviews to the Policy may need to be undertaken in response to amendments to *Local Planning Scheme No. 17* that are inconsistent with the direction or intentions of this Policy.

Governance References

Statutory Compliance	Local Planning Scheme No. 17
Industry Compliance	N/A
Organisational Compliance	N/A
Decision Maker	Council
Process Links	N/A

Policy Administration

Business Unit Name	Officer Title	Contact:
Statutory Planning	Project Planner - Statutory	9267 9444
Risk Complexity Classification	Insert #	Review Frequency
		Annual
		Next Due
		2012

Version	Decision Reference	Synopsis
1.	OCM or MANEX 00/00/00-PtB-0.0	Capture brief details of the reasons for adoption / amendment
2.		
3.		