



Planning Report in support of Development Application for Unmanned Truck Facility (Fuel Depot) and Ancillary Works



**Lot 0 on Diagram 10668
No.176 Newcastle Road, Northam**

Prepared for IOR Property Group Pty Ltd

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PLANNING REPORT

1. INTRODUCTION

The purpose of this report is to explain the proposal from IOR Property Group Pty Ltd (IOR) for a proposed unmanned truck facility (fuel depot) and ancillary works and to set out the planning and environmental merits of the proposal. The planning report is supported by associated plans and technical reports.

The Application for Development Approval form is provided in Attachment 1.

The application site, to be called the 'site', is Lot 0 on Diagram 10668 (No.176) Newcastle Road, Northam.

In this report, reference will include both an unmanned truck facility and a fuel depot. In particular, development approval is sought for a fuel depot, associated vehicular accessways, parking plus ancillary works.

The report includes the following:

- Context, location and background on the site;
- Overview of planning framework;
- Setting out the development proposal; and
- Planning considerations and planning justification.

The report demonstrates that the proposed development is consistent with the planning framework and the principles of orderly and proper planning.

2. BACKGROUND

2.1 Context

The site is approximately 2.5 kilometres north-west of Northam's town centre (see Attachment 2).

The site has been used for industrial purposes for decades. The area is characterised by industrial development, logistics and support facilities particularly relating to the processing of agricultural commodities. The area is also near the wastewater treatment plant and is within its buffer.

In particular, the site adjoins industrial development to the east and north which includes a feed supplier. The land to the south of Newcastle Road is used for farming and has Residential and Rural Residential zoning (see Attachment 3).

The site is strategically located near Great Eastern Highway which optimises its exposure for local, state and national traffic. The site will service freight moving between Perth and Kalgoorlie/Eastern States along with local and regional traffic.

2.2 Cadastral details

A copy of the Certificate of Title and Diagram are provided in Attachment 4. Cadastral details for the site are summarised below in Table 1.

Lot and address	Lot 0 (No.176) Newcastle Road, Northam
Diagram	10668
Volume/Folio	1258/965
Area	1.2014 hectares
Owner	Colebatch Investments

2.3 Physical characteristics

The site is shown in Attachment 5. The site:

- Is cleared with mature trees within the Colebatch Street reserve;
- Contains two buildings;
- Is gently sloping with a height of approximately 180m AHD. The highest section is on the southern boundary and it generally slopes down to the north;
- Has a low risk of acid sulphate soils;
- Is not within a Sewerage Sensitive Area; and
- Is classified as a registered contaminated site – remediation required.

2.4 Services

The site is serviced with reticulated (scheme) water, power, telecommunications and on-site sewerage disposal. There is a large swale drain within the Colebatch Street reserve.

The site adjoins the sealed Newcastle Road and the partially sealed Colebatch Street.

2.5 Heritage

The Department of Planning, Lands and Heritage's Aboriginal Heritage Inquiry System at <https://maps.dpa.wa.gov.au/ahis/> shows no sites of Aboriginal significance on the subject land.

Landowners and land developers have an obligation under the *Aboriginal Heritage Act 1972* to protect places and objects in Western Australia that are important to Aboriginal people because of the connections to their culture.

The site does not contain any structure or place of non-indigenous heritage significance on the Shire of Northam's Municipal Inventory or on the Shire's Heritage List.

3. PLANNING FRAMEWORK

3.1 Overview

This section will outline how the proposed unmanned truck facility (fuel depot) and ancillary works suitably address relevant legislation, planning policies, strategies, plans and the *Shire of Northam Local Planning Scheme No.6 (LPS6)*. These documents consider key planning, environmental, servicing and economic development matters.

3.2 State planning framework

The following legislation, strategies and policies are of relevance to the Development Application:

- *Planning and Development Act 2005*;
- *Planning and Development (Local Planning Schemes) Regulations 2015*;
- *State Planning Strategy 2050* - sets a broad strategic plan for Western Australia built on sustained growth and prosperity. The Strategy highlights the importance of job creation, economic diversity, value-adding and supports developing strong and resilient regions. Figure 17 shows Northam is within an 'economic activity area'. Table 2 - A strategic approach to economic development - outlines the aspiration that 'Suitable land is allocated and zoned for enterprises, business and industry, including project ready industrial lands, buffer and infrastructure';
- *State Planning Policy 1 State Planning Framework Policy*;
- *State Planning Policy 2 Environment and Natural Resources*;
- *State Planning Policy No. 2.9 Water Resources*;
- *State Planning Policy No. 3 Urban Growth and Settlement*;
- *State Planning Policy 3.4 Natural Hazards and Disasters*;
- *State Planning Policy 3.7 Planning in Bushfire Prone Areas*;

- *State Planning Policy 4.1 State Industrial Buffer Policy;*
- *Guidelines for Planning in Bushfire Prone Areas;*
- *Government Sewerage Policy – the property is not within a sewerage sensitive area;*
- *Visual Landscape Planning in Western Australia Manual;*
- *Environmental Protection Authority Guidance Statement 3 – Separation Distances between Industrial and Sensitive Land Uses; and*
- *Environmental Protection Authority Guidance Statement 33 – Environmental Guidance for Planning and Development.*

Several Department of Water and Environmental Regulation publications of relevance including WQPN 52: *Stormwater management in industrial sites.*

The southern portion of the property is classified as bushfire prone at <https://maps.slip.wa.gov.au/landgate/bushfireprone/>. The fuel depot is importantly located outside of the bushfire prone area (see Attachment 6). It is expected there will only be occasional trailer parking in the southern section (within the bushfire prone area).

3.3 Regional planning framework

3.3.1 Wheatbelt Regional Planning and Infrastructure Framework

The Framework addresses the scale and distribution of future population growth and opportunities for economic development and associated infrastructure priorities in the region. The Framework promotes economic development, diversification and value adding. The Framework recognises the importance of business development and job creation.

3.3.2 Wheatbelt Regional Investment Blueprint

The Blueprint establishes priorities for economic development and growth in the Wheatbelt region and provides an analysis of local, regional, national and global factors influencing the region. A strategic economic growth plan and proposed transformational projects are set out. The Blueprint supports a growing economy, economic diversification and adding value.

The Blueprint supports the provision of serviced industrial land to attract increased industrial activity and supports transport and industry hubs.

3.4 Local planning framework

3.4.1 Shire of Northam Local Planning Scheme No. 6

The site is zoned 'Light & Service Industry' and is within a Wastewater Treatment Plant Buffer Special Control Area in the *Shire of Northam Local Planning Scheme No. 6 (LPS6)*.

Sections of LPS6, relevant to the Development Application, include:

- Objectives of the zones are set out in Clause 3.2 and relevant objectives include to encourage and facilitate employment generating development;
- Clause 3.3 and Table 1 set out the Zoning Table. A fuel depot is an 'A' use in the Light & Service Industry zone. Accordingly, the local government has discretion to approve the proposed fuel depot and ancillary works;
- Clause 4.28 outlines provisions including wastewater, fencing, setbacks and landscaping; and
- Schedule 1 defines fuel depot as: **"fuel depot"** means premises used for the storage and sale in bulk of solid or liquid or gaseous fuel, but does not include a service station and specifically excludes the sale of

fuel by retail into a vehicle for final use of such fuel from the premises’.

3.4.2 Local Planning Strategy

The Shire’s Local Planning Strategy (2013) identifies the site as General Industrial Area (West) as outlined in Attachment 7.

The site is within a Sewage Treatment Plant Buffer and is also within an Extractive Industries Buffer.

The land on the southern side of Newcastle Road is also within a Sewage Treatment Plant Buffer and the Extractive Industries Buffer.

The Strategy supports job creation and diversifying the economic base.

3.4.3 Local Planning Policies

There are various adopted local planning policies of relevance to the Development Application.

3.4.4 Shire of Northam Strategic Community Plan

The Strategic Community Plan sets the community’s vision for the future and it is the principal strategic guide for the Council’s future planning and activities.

The Shire’s vision is:

‘The Shire of Northam is a vibrant growing community that is safe, caring and inclusive. We are recognised as a community that values our heritage, preserves our environment and promotes our commerce.’

One of the key themes includes:

‘ECONOMIC GROWTH: Diversifying and growing the economy for prosperity and employment.’

The proposal is consistent with the Strategic Community Plan including that it supports a strong and diversified economy, it supports local job creation,

there are manageable environmental and landscape impacts and it promotes a safe and connected transport network.

3.5 Other approvals

In addition to gaining development approval, there is a need to obtain various additional approvals and permits:

- Building Permit;
- Demolition permit for the two existing buildings;
- On-site sewerage disposal;
- Dangerous Goods Site Licence from the Department of Mines, Industry Regulation and Safety; and
- Main Roads WA approval for RAV rating for a short section of Newcastle Road and Colebatch Street.

Based on the *Environmental Protection Regulations 1987*, a fuel depot is not a Prescribed Premise. There is accordingly no requirement to obtain a Works Approval or operating licence from the Department of Water and Environmental Regulation.

3.6 Planning framework implications for the Development Application

Common themes of the policies, strategies, plans and LPS6 and their implications for the Development Application include:

- Addressing land use compatibility;
- Addressing key environmental assets;
- Addressing bushfire and other fire risks;
- Addressing landscape impact;
- Supporting sustained growth, job creation, value-adding and economic development;
- Supporting local communities and local economies;
- Appropriate servicing including addressing stormwater management; and
- Addressing traffic safety and suitability of access.

Based on the above, the Development Application is consistent with the planning framework and is consistent with the principles of orderly and proper planning.

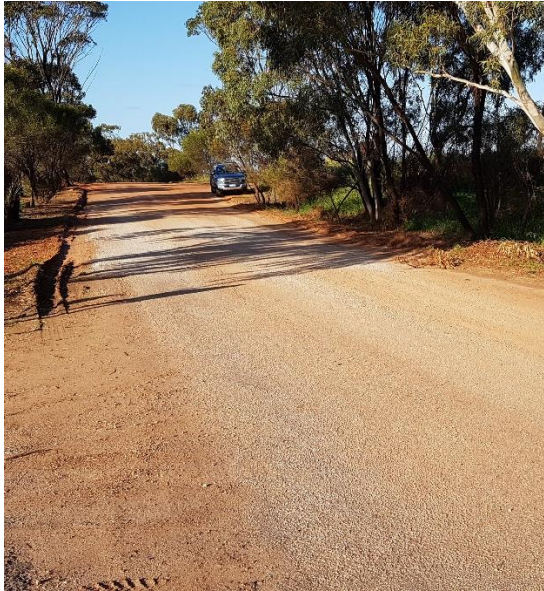


Photo 1: Colebatch Street

4. DEVELOPMENT PROPOSAL

4.1 Overview

Development approval is sought for an unmanned truck facility (fuel depot) along with ancillary works. The ancillary works include a control room/store/amenities building (includes toilets and a vending machine). Details are provided with the enclosed plans and specifications (refer to Attachments 8-12).

The combination fuel tanks will incorporate the storage of diesel fuel and AdBlue. The tanks will be above ground, self-bunded double wall designed tanks for the storage of diesel (combustible and non-flammable) and AdBlue. Specifications of the combination fuel tanks are enclosed.

Fuel dispensing will allow for multiple heavy vehicles to refuel at any time.

The unmanned truck facility is proposed to operate 24/7.

4.2 Vehicles, access and parking

As outlined on the site layout plan, bitumen seal is proposed for higher trafficked areas, while low trafficked areas and occasional parking will be unsealed hardstand.

The unmanned truck facility is designed accommodate road trains that are up to 36.5 metres in length (RAV Category 7).

Heavy vehicles will enter and leave the site from Colebatch Street in a forward gear and exit the site in a forward gear onto Colebatch Street. A vehicle swept path movement plan is provided.

Further details are outlined in section 5.8 and in Attachment 13.

4.3 Construction management

It is recognised there is a need to address sediments, noise and dust, to control environmental incidents and to ensure there are contingency procedures during construction.

4.4 Detailed matters and other approvals

It is suggested that details relating to stormwater management, on-site sewerage disposal/trade waste and a detailed landscaping plan can be addressed through development conditions.

As outlined in Section 3.5, in addition to gaining necessary approvals from the Shire, IOR will need to gain other approvals and permits.



Photo 2: Land south of Newcastle Road

5.0 PLANNING CONSIDERATIONS AND PLANNING JUSTIFICATION

5.1 Overview

This section brings together an assessment of the site's attributes and the planning framework in considering key planning matters and justifying the Development Application.

In addition to matters already set out in this correspondence, the planning justification for the unmanned truck facility (fuel depot) and ancillary works are outlined below. In summary, the site is suitable and capable for the fuel depot and associated access by large vehicles including restricted access vehicles (RAVs) and the application is consistent with the requirements of orderly and proper planning.

The fuel depot will provide a valuable service to Northam along with freight drivers. The fuel depot will create and support jobs including with construction, deliveries, cleaning and maintenance.

5.2 Use consistent with fuel depot

IOR intends to use the proposed site for an unmanned truck facility. Based on LPS6, it is suggested the use best fits with 'fuel depot' (refer to section 3.4.1 of this report).

This section outlines how the unmanned truck facility fits with the fuel depot use in LPS6.

The general public cannot access fuel from IOR's facilities. Fuel can only be accessed at an unmanned IOR site by commercial and industrial customers who have established a commercial account with IOR previously and have been provided by IOR with digitally encoded tags that enables them to access that fuel.

The key features of IOR's sale and supply of fuel are as follows:

- An account is established by a commercial or industrial customer applying for a credit account with IOR. Each customer is subject to an approval process. As part of this process, customers are required to complete an application form, be registered for GST and submit to a credit review. IOR may approve or reject an applicant and so IOR maintains complete discretion over to whom it will and won't sell fuel;
 - Approved customers are issued with IOR electronic tags which allows them to collect fuel. The volumes that IOR supplies fuel are generally between 250 litres and 1,200 litres per vehicle load out;
 - The dispensing of fuel is the only activity that occurs at a site (i.e. there is no retail shop, no convenience store, no repair workshop etc);
 - The price is then invoiced to the customer with payment being on account, based on total quantity of fuel supplied to all the customer's vehicles, using the tags, over a week. There will be no payment at the point of fuel supply at the site or per load out; and
 - IOR does not supply to domestic customers or to the public.
- As outlined above, IOR does not sell fuel to the public because:
 - IOR maintains complete discretion over and selects its customers;
 - Each customer is subject to a genuine credit approval process; and
 - Approved customers are issued with IOR electronic tags which allows them to collect fuel at the site. The price is then invoiced to the customer with payment being on weekly account.

This constitutes a genuine selective process by which IOR accepts and supplies to a limited class of pre-approved customers. Accordingly, although fuel to be supplied at the site is generally intended to be supplied into a vehicle for use by the vehicle, IOR does not sell fuel 'by retail' (i.e. to the public), but sells by private commercial arrangement.

Based on the above, IOR's proposed use of the site falls within 'fuel depot' as defined by LPS6.

5.3 Planning suitability for fuel depot

The site is suitable for the fuel depot (unmanned truck facility) and ancillary works for reasons including:

The following elements confirm that IOR's proposed use of the site is 'fuel depot' for the purpose of the LPS6:

- IOR's intended use of the site is for the storage and sale of fuel in bulk. In this regard, the volumes held at the site and supplied per load out are large enough to be considered 'bulk', being only for heavy trucks, not domestic vehicles. Further, the fact that customers are not charged per supply, but on weekly account, based on total quantity of fuel supplied to all their vehicles over a week, represents a 'sale in bulk';
 - The site will not be used 'for the sale of fuel by retail into a vehicle for final use of such fuel from the premises'. Relevantly, 'retail' is defined in LPS6 to be the sale of goods to the public.
- It is consistent with the planning framework;
 - The use is compatible with the Wastewater Treatment Plant Buffer Special Control Area in LPS6 (there is no habitable component);
 - The use is compatible with extractive industries and adjacent industries;
 - It is consistent with LPS6 requirements for the Light & Service Industry Zone including objectives, standards and land use permissibility;
 - The fuel depot will be located outside of the bushfire prone area. Bushfire risks can be appropriately addressed including for two access routes;

- It has generous buffers to off-site sensitive uses (dwellings). The closest dwelling is approximately 300 metres away (south of Newcastle Road) to the fuel depot. The next closest dwelling, to the proposed fuel depot, is approximately 500 metres away;
- There are limited sensitive uses near the application site;
- The development is complementary to adjoining and surrounding uses;
- All anticipated impacts associated with the fuel depot will be contained on the site;
- The development is located on cleared land and key environmental assets, including water resources, can be suitably addressed;
- There are minimal landscape considerations noting the scale of the feed supplier development, given the existing significant landscaped area;
- There will be no visual impacts when viewed from Great Eastern Highway;
- The development will be appropriately serviced;
- The site has convenient access to the State and regional road network;
- Traffic impacts will be modest, and traffic can readily be accommodated on Newcastle Road and Colebatch Street;
- Vehicles can enter and leave the site in a forward gear and unloading/loading will occur on-site;
- Vehicular access will be to/from Colebatch Street – there will be no direct access to/from Newcastle Road;
- There are appropriate vehicle sight distances at the intersection of Newcastle Road/Colebatch Street as set out in the Traffic Impact Statement (Attachment 13);
- It will support the local economy by providing employment opportunities;
- It will support the provision of cost-effective diesel and AdBlue to Northam; and
- The proposal will complement Northam and the district, increasing its overall viability, vitality and prosperity, increasing the economic

viability of existing services and adding to the range of services that can be provided.

Further details relating to the site's suitability for the proposed fuel depot are outlined in this section and summarised in Table 3.

5.4 Compatibility with adjoining and nearby land uses

A key planning requirement is separating potentially conflicting land uses. This section outlines how the Development Application is compatible with adjoining and nearby land uses.

The site has operated for industrial purposes for decades and is well-buffered to sensitive uses. The site adjoins industrial development to the north and east.

Newcastle Road separates the site to land used for rural purposes to the south. The closest dwelling will be setback approximately 300 metres from the unmanned truck facility, with the next closest dwelling approximately 500 metres from the unmanned truck facility.

Environmental Protection Authority Guidance Statement No. 3 Separation Distances between Industrial and Sensitive Land Uses (Guidance 3) provides recommendations on separation distances for industrial and sensitive land uses. The purpose of Guidance 3 is to outline generic setback distance distances between industrial and sensitive land uses, in order to ensure that the impacts of industrial development do not adversely affect the amenity and enjoyment of sensitive land uses.

While the proposal does not directly fit with Guidance 3, the Guidance Statement recommends a buffer of 300 - 500 metres for fuel storage – crude oil and petroleum products in tanks or vessels exceeding 2000 tonnes capacity (fixed rooves). The key impacts are odour and

risk. In comparison, the draft 2015 Guidance Statement sets out a 200 metres buffer for fuel storage exceeding 2000 tonnes capacity. Based on the fuel depot's modest scale, a more appropriate buffer from sensitive uses could be the range of 50 – 85 metres as set out for service stations and liquid petroleum (LP) gas retailing as per Guidance 3.

As stated on Page 2 of Guidance 3:

'In line with the requirements of the EP Act, it is necessary for individual industrial developers to take all reasonable and practicable measures to prevent or minimise emissions from their premises. It is generally expected that, through appropriate site layout, design of facilities, and the implementation of engineering and process controls, emissions from an individual industrial land use can be prevented from causing an adverse environmental impact beyond the boundaries of the particular site or beyond the boundaries of an industrial estate.'

The Development Application for the unmanned truck facility is compatible with adjoining and nearby land uses/development. The reasons include:

- It is noted that modest sized unmanned truck facilities (fuel depots) do not require extensive buffers and are not prescribed premises;
- Potential noise emissions associated with the fuel depot are considered insignificant compared to the noise generated by traffic on Great Eastern Highway and Newcastle Road;
- There is an appropriate buffer to off-site dwellings;
- As outlined in Attachment 3, the Wastewater Treatment Plant Buffer extends into land zoned Residential and Rural Residential. In accordance with WAPC guidelines and standard practice, it is expected that new dwellings will not be located within

this buffer. This in turn will increase the separation distance to the fuel depot;

- As outlined in Attachment 7, the Extractive Industries Buffer is likely to increase separate distances to future sensitive uses;
- Lighting and light spill can be controlled to the satisfaction of the Shire. The existing vegetation within the Colebatch Street reserve will assist to minimise off-site impacts;
- There is a requirement for operators to appropriately manage their operation and control their impacts on their own property in accordance with standard practice and legal principles; and
- Conditions imposed by the Shire through the development approval will assist to control the impacts of the fuel depot.

Given the above, the proposed fuel depot (unmanned truck facility) will provide for the safety and amenity of surrounding land uses. Accordingly, the site is suitable and capable of accommodating the unmanned truck facility based on the zoning, context and site characteristics.

5.5 Bushfire and fire management

A key State Government document is *Guidelines for Planning in Bushfire Prone Areas* which can be found at <https://www.dplh.wa.gov.au/getmedia/a60c819d-eedf-4518-9817>. The Guidelines set out that fuel depots are a vulnerable land use and a Bushfire Management Plan is required to support a Development Application.

While noting this, the fuel depot will be located outside of the bushfire prone area. Only occasional truck parking will be within the bushfire prone area.

Accordingly, it is suggested that no upfront bushfire assessment is required to be provided for this Development Application given:

- The site has operated for industrial purposes for decades;
- There is 'legacy' industrial development within the bushfire prone area (the buildings will be demolished);
- There will be a low-fuel area around the diesel tanks;
- The site is serviced by reticulated water and fire extinguishers will be provided by IOR;
- No habitable use is proposed;
- The fuel tanks will be subject to a Dangerous Goods Permit from the Department of Mines, Industry Regulation and Safety;
- A site emergency plan will be prepared by IOR or prepared as a condition of development approval; and
- The landowner will comply with the relevant requirements of the Shire's Annual Fire Break Notice.

5.6 Landscape

The site has, for decades, been used for industrial operations. Its current character includes older sheds and is influenced through a significant amount of equipment being stored outdoors.

The proposed unmanned truck facility proposes to demolish the old sheds and clean up the site. The site will be further enhanced through landscaping.

The proposed development will have less visual impact compared to the existing development. Additionally:

- Given the scale of the adjacent feed suppliers business, the proposed development will not have landscape impacts when viewed from the Great Eastern Highway;
- There are established trees within the Colebatch Street reserve; and
- It is recognised the Shire may require the preparation and implementation of a landscape plan as a condition of development approval.

5.7 Environmental impact

5.7.1 Overview

It is expected there will be no or minimal off-site environmental impacts associated with the unmanned truck facility. For instance:

- The site has been previously cleared of native vegetation;
- Only modest clearing of vegetation within Colebatch Street reserve is required to create an additional crossover and to enhance vehicular sight distances;
- There are appropriate buffers to sensitive land uses;
- The site and development will be appropriately serviced;
- Noise, dust and stormwater can be effectively managed;
- While noting it is a registered contaminated site (remediation required), no habitable or sensitive use is proposed;
- There will be low wastewater volumes which will be below 540 litres per 2000m² of lot size. A suitable land application area can be provided on the site;
- Oily water will be treated through the oil/water separator. This will remove oil and other hydrocarbons prior to disposal to the satisfaction of the Shire; and
- There is a separate requirement for a Dangerous Goods Permit.

5.7.2 Noise management

The *Environmental Protection (Noise) Regulations 1997* prescribe standards for noise emissions from industrial areas. The Regulations stipulate that the allowable noise levels that can be received at any noise sensitive premises (i.e. a dwelling).

Noise received at the nearest noise sensitive premises would need to be 35 dB(A) or less, based on the night time noise criteria (2200 0700 hours Monday to Saturday and 2200 0900 hours Sunday and Public Holidays).

The proposal for trucks and vehicles to enter and leave the site in a forward gear will lower noise through no requirement for reversing beepers associated with refuelling.

It is expected that vehicle traffic noise on Great Eastern Highway and Newcastle Road are likely to be greater than any noise generated from the application site.

5.7.3 Risk management

A Dangerous Goods Site Licence is separately required to enable IOR to store dangerous goods as proposed by this Development Application.

5.8 Traffic and carparking

5.8.1 Overview

The site has convenient access to the State and regional road network.

Currently, access to and from this site is via Colebatch Street. There is no direct vehicular access to Newcastle Road.

To support the Development Application, Attachment 13 sets out the Traffic Impact Statement (TIS) prepared by Shawmac.

It is understood that IOR will need to upgrade the Newcastle Road/Colebatch Street intersection at their cost.

IOR have commenced discussions with Main Roads WA regarding upgrading access to be suitable for road that are up to 36.5 metres in length (RAV Category 7).

5.8.2 Access

As set out in the development plans, there will be no direct vehicular access between the site and Newcastle Road. Vehicle access to the site will be provided via two wide crossovers onto Colebatch Street.

Site access and on-site manoeuvrability will cater for road trains. Swept path analysis has been undertaken to demonstrate how heavy vehicles can suitably enter and leave the site in a forward gear.

The design of the crossover will facilitate the safe and efficient movement of traffic including large vehicles.

It is proposed that the crossovers and higher trafficked access areas will be constructed in bitumen seal. Areas used for occasional parking will be unsealed hardstand. The unsealed hardstand will be constructed using materials to minimise dust. Accordingly, given the parking will be for occasional use, dust can be effectively controlled through applying water binding and other measures.

IOR are increasing their presence in Western Australia. There may initially be an average of 10 heavy vehicles which use the facility each day. Over time, with increased patronage, this could rise to approximately 20-30 vehicles per day. The vehicles will range in size from as-of-right vehicles to road trains up to 36.5 metres in length.

It is expected the Shire will impose a development condition requiring the upgrading of adjacent intersections to enable RAV access. This will ensure RAVs can turn in-lane without crossing the centre line or running over the kerb.

5.8.3 Traffic Impact Statement

The Transport Impact Statement (Attachment 13) concluded the following:

- The existing road network will have sufficient capacity to accommodate the traffic generated by the development.
- Adequate sight distance is available from the proposed exit crossover subject to some trimming and

clearing of the vegetation to the west of the crossover.

- The estimated traffic volumes at the Newcastle Road / Colebatch Street intersection would warrant a Basic Right (BAR) and a Basic Left (BAL) treatment. A BAR and BAL is the lowest level of treatment and so no intersection treatment is required.
- The facility is likely to generate minimal car parking demand and any car parking could be accommodated informally in the unsealed areas.
- A swept path assessment shows that the internal layout is adequate but widening is required at the adjacent intersections to accommodate the turning movements of 36.5m RAV vehicles.
- The demand for walking, cycling and public transport is likely to be minimal and so the provision of paths, cycle lanes or additional public transport services is not required.
- The crash history does not indicate any issues with the road network that will be significantly changed by the introduction of additional traffic.
- There is an existing sight distance issue at the Bodiam site as the driveway is aligned at a very acute angle with Colebatch Street. It is recommended that, subject to discussions with Bodiam, the Bodiam driveway is realigned closer to 90 degrees with Colebatch Street to improve sight distance from their driveway.
- A potential alternative solution could be to install give-way line marking on the Bodiam driveway approach to enforce priority along Colebatch Street and to clear vegetation in between the two road segments to improve sight distance.

5.8.4 Parking

All parking associated with the operation will be contained on site in the generous parking areas.

5.9 Services

Further to section 2.4, proposed development will be appropriately serviced. It is expected that the development can be readily serviced without major upgrade.

The unmanned truck facility will be provided with on-site sewerage disposal. The development will generate limited wastewater. There is sufficient space to appropriately accommodate on-site sewage disposal to the satisfaction of the Shire.

5.10 Stormwater management

The site is generous in area and has sufficient space to accommodate on-site stormwater detention to address Shire requirements.

The layout plan (Attachment 8) shows the broad approach to managing stormwater including swales and a drainage basin. In major rainfall events, drainage will connect to the Shire's drainage system.

It is recognised that a stormwater management plan will be required as a condition of development approval. The stormwater management plan will demonstrate the site can appropriately accommodate the stormwater generated by the development through the amount of impervious areas proposed.

As part of preparing a stormwater management plan, our client will have regard to relevant DWER publications including WQPN 52: Stormwater management in industrial sites.

5.11 Shire of Northam Local Planning Scheme No. 6

The below section assesses the proposed development against relevant LPS6 provisions relating to the Light & Service Industry zone and the proposal.

Table 2 – Assessment of proposal against LPS6 provisions

Relevant objectives and provisions	Compliance
Front boundary setback (7.5 metres) – Table 2	Yes
Side boundary setback (4 metres) – Table 2	Yes
Rear setback (7.5 metres) – Table 2	Yes
Minimum lot size (1000m ²) – Table 2	Yes
Landscaping (10%)	Yes
Carparking – Table 3 – Use not listed	Yes. Carparking standards are not set out for fuel depots in Table 3. By way of comparison, Industry-General is 1 bay per 100m ² NLA.
Loading areas – clause 4.16	Yes, vehicles can enter and leave the site in a forward gear.
On-site sewerage disposal – clause 4.28.2	Yes
Fencing – clause 4.28.3	Yes

5.12 Supporting the local and regional economy

The Shire promotes employment and economic growth as outlined in publications such as the Strategic Community Plan and the Local Planning Strategy.

Approval and implementation of the unmanned truck facility (fuel depot) will have various economic benefits including supporting local employment, supporting local services, assisting in a more sustainable local economy and it will add to Northam's overall viability, vitality and prosperity.

A growing and more diverse economy will provide an important foundation for the future economic base of the community. This is consistent with the planning framework which promotes employment and economic growth.

The fuel depot will provide benefits to the local community through direct and indirect employment opportunities and multiplier effects from the economic benefits flowing from the activities of IOR.

IOR will employ staff for deliveries. IOR will engage other contract employees as required. IOR utilises local services and industries where available and practical.

Approval and implementation of the development will also support the provision of cost-effective diesel and AdBlue to Northam and to freight operators.

5.13 Planning justification

The planning justification for the Development Application is summarised in Table 3. As outlined below, the Development Application is consistent with the planning framework and the principles of orderly and proper planning.

The proposed unmanned truck facility (fuel depot) and ancillary works are suitable and capable for reasons including:

- The development is consistent with the planning framework;
- Traffic can readily be accommodated on local roads;

- Large vehicles can enter and leave the site in a forward gear and unloading/loading will occur on-site;
- The site has convenient access to the State road network;
- The site is well-buffered to sensitive uses. The use will complement and not conflict with nearby land uses;
- The site is appropriately serviced;
- Wastewater will be treated on site;
- Stormwater will be effectively managed onsite;
- The site contains no environmental assets and the development will not create adverse environmental impacts;
- The site is not subject to heritage or landscape constraints;
- The proposal will support job creation; and
- It will support the provision of cost-effective diesel to Northam and to the freight industry.



Photo 3: Existing sheds

Table 3 – Summarised Planning Justification

Strategic	Land Use Planning	Environment and Landscape	Transport and Servicing	Economic and Community
<p>The Development Application is consistent with the planning framework.</p> <p>The fuel depot will support the development and sustainability of Northam.</p> <p>The site is well located for a fuel depot including it is compatible with adjoining and nearby uses.</p> <p>The local government has discretion through LPS6 to approve the application.</p> <p>Consistent with the requirements of orderly and proper planning.</p>	<p>There are appropriate buffers to off-site uses (dwellings) and mitigation measures will address land use compatibility.</p> <p>The site is suitable and capable for a fuel depot.</p> <p>Development will be effectively controlled through the submitted technical plans and as required through development conditions.</p> <p>The development will have minimal adverse impacts on the locality.</p>	<p>The site contains no environmental assets and the fuel depot is expected to create manageable environmental impacts.</p> <p>Bushfire risks can be managed.</p> <p>There are limited landscape impacts given it is screened from the Great Eastern Highway and it will enhance the area's appearance compared to the current development.</p> <p>There are no heritage constraints and the site is not located in a public drinking water source area.</p>	<p>The site has convenient access to the State road network.</p> <p>Traffic impacts can be accommodated on local roads.</p> <p>The TIS sets out that safe vehicular access can be achieved between the site and local roads.</p> <p>All loading and unloading will be undertaken on-site.</p> <p>The fuel depot will be appropriately serviced.</p>	<p>The fuel depot will promote job creation by supporting the development of Northam and assist to diversify and grow the local/regional economy.</p> <p>The development will generate and support economic activity.</p> <p>The proposal will assist in enhancing Northam and assist in creating jobs. This includes adding to its overall viability, vitality and prosperity and adding to the range of services that can be provided.</p>

6. CONCLUSION

This report confirms that the Development Application for the unmanned truck facility (fuel depot) and ancillary works are consistent with the planning framework, the site is both suitable and capable of accommodating a fuel depot and the proposal represents orderly and proper planning.

Implementation of the approval will provide a range of benefits to Northam as outlined in this report.

The approval of the Shire is respectfully requested.