

Technical Report			
Application No:	PA21/117		
Lodgement Date:	9 February 2021	DAU Date:	
Address:	Lot 2, 508 King Road, Oldbury		
Proposal:	Trnasport Depot and Shed		
Land Use:	Transport Depot	Permissibility:	SA
Owner:	Andrew Forbes Mason		
Applicant:	Planning Horizons		
Zoning:	Rural	Density Code:	
Delegation Type:	12.1.1.	Officer:	Helen Maruta
Site Inspection:		Yes	
Advertising:		Yes	
Outstanding Internal Referrals:		No	
External Referrals:		Yes	
Within a Bushfire Prone Area:		Yes	

Introduction:

The purpose of this report is for Council to consider a development application for a retrospective 'Transport Depot' and associated 'Shed' at Lot 508, 2 King Road Oldbury. The subject site is used primarily for residential purposes and has also been used for 'Commercial Vehicle Parking' of trailers, plant and machinery used for civil, construction and farming works. These vehicles are currently stored on site and leased to civil contractors. 'Commercial Vehicle Parking' is a permitted land use in the 'Rural' zone and therefore development approval is not required for this use.

The plant hire business, which is owned by HI Plant Services (Landowner), has been operating from the subject site for the past three years. The applicant provided information that the site has been used by HI Plan Services as an overflow property for commercial vehicle parking in instances where the main business premises located in Maddington were at capacity. As the business has grown over the years, the application is seeking to change the land use from 'Commercial Vehicle Parking' to 'Transport Depot'.

The proposed retrospective transport depot is considered to be generally inconsistent with the objective of the 'Rural' zone. The 'Transport Depot' is predominantly presented as a small civil and earthmoving hire business, which is considered more closely associated with civil contracting thereby servicing urban, commercial and industrial sectors, as opposed to predominantly servicing a rural area and its associated pursuits.

As such, in order to clearly indicate the need to transition this development to a more appropriate industrial zoned area, the report recommends that the application be granted a time limited approval of four years. This would enable a transition of the use to a more appropriate zone consistent with the planning framework, being either the West Mundijong Industrial Area or Cardup Business Park. The time limited approval of four years demonstrates a commitment to work with the applicant to enable a transition to a more appropriately zoned area, and for the landowner to begin that process in order to achieve full transition prior to the expiry of this time

limited approval. Four years also reflects that Council has advanced the Structure Plan for West Mundijong, and that the first subdivision applications have been progressed providing a strong likelihood of new lots being available to market well within the four year timeframe.

Background:

Existing Development

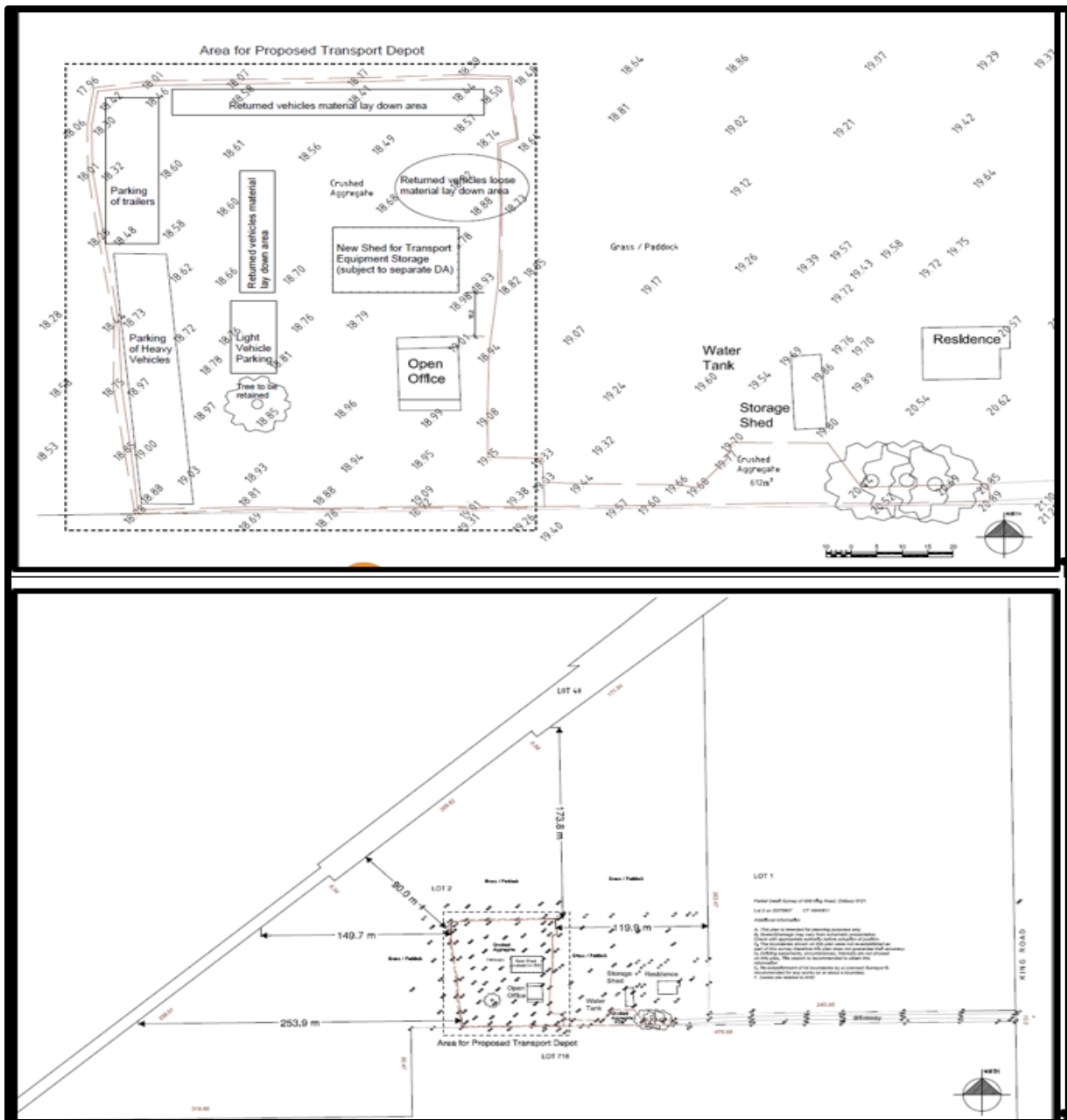
The subject site is located in a rural area towards the west of the Shire. The site is approximately 11.15ha in area and King Road provides access to the site via a battle axe access way.

The general locality comprises of rural properties used for a variety of rural uses that include grazing, equestrian activities, poultry farms, market gardens, plant nursery cattle studs and rural lifestyle lots. It has an existing and future intended level of rural amenity and character under the current and proposed planning frameworks. There is a 'Transport Depot' located to the east of the site which was also granted a four-year temporary approval by Council in November 2020



Location Plan

The subject site comprises an existing single dwelling, outbuilding and a water tank. The area for the proposal is generally cleared. The site contains a significant amount of remnant vegetation along the western boundary which will not be impacted upon by the proposal.



Proposed Development

The application seeks retrospective approval for a 'Transport Depot' and for a proposed 'Shed'. The 'Transport Depot' involves the parking of various commercial vehicles, trailers and machinery. HI Plant Services, who are described as a plant hire business for civil and earthmoving, have been operating the business from the subject site for the past three years. The applicant provided information that the machines and vehicles are mobilised to site and leased to civil contractors. Machinery is often left on the work site and not necessarily brought back to the subject site daily.

Specifically, the 'Transport Depot' and associated 'Shed' comprises of the following aspects as shown on Figure 2.

- Construction of a 24.545m by 14.855m (364.62m²) colourbond shed with a wall height of 5.25m and ridge height of 6.50m.

- The shed is set back 130.7m from the eastern boundary closest to King Road and 245.1m from the rear (western boundary).
- Parking of commercial vehicles and machinery on an existing aggregated hardstand which covers approximately 7,383m² of the subject site.
- The depth of the aggregate varies from 100mm to a maximum of 500mm thick.
- Parking of commercial vehicles and machinery listed as follows:
 - 3 x Scania 6-wheel tippers;
 - 2 x JCB Dinosaur watercarts;
 - 1 x telehandler;
 - Farming machinery for the property; and
 - None-operational four vehicles to be repaired and auctioned.
- Access to the site would be via the existing battle axe crossover on King Road which provides access to the existing 'Commercial Vehicle Parking'.
- The business employs a maximum of four staff, six days a week on Monday to Saturday between 7:00am and 5:00pm.
- Major repairs, wash downs and servicing of vehicles and machinery would be carried out off site.

Community / Stakeholder Consultation:

The application was advertised for a period of 21 days from 19 February 2021 to 12 March 2021 to surrounding landowners within a 400m radius of the subject site, in accordance with LPP1.4 - Consultation for Planning Matters. The application was also advertised on the Shire's website for the same period.

During this period, two submissions were received, one in support of the proposal and one objecting to the proposal. The objection relates to the following issues which are discussed in the relevant headings of the report:

- Suitability of the land use in the 'Rural' zone;
- Noise from traffic movements;
- Dust concerns from traffic movements;
- Suitability of the driveway for the type of vehicles;
- Potential impact of the nearby multiple use wetlands;
- Traffic Impacts and safety;

Consultation with other Agencies or Consultants

Department of Biodiversity, Conservation and Attractions (DBCA)

As the site is located near multiple use wetlands, the application was referred DBCA who have advised that they have no comments on the proposal.

The 'Transport Depot' is located more than 50 metres from the wetland boundary, its activities are unlikely to have a direct impact on the water regime or result in any modification to the wetland habitat. Given that, the proposal does not propose major servicing, repairs and wash down activities within the wetland buffer, Officers have

considered that the proposal has a low risk or potential for causing a diminishment of the wetland water quality.

Department of Water and Environment Regulation (DWER)

The application was also referred to DWER who provided advice on the best management practices for the transport depot to include the following:

- The transport depot and parking areas must be constructed on a non-permeable concrete hardstand that will contain leaks and spills of all fuels, lubricants and wastewater in the event that the integrity of the vehicles becomes compromised;
- Mechanical servicing should be carried out on a durable, low-permeability floor or pad (such as reinforced concrete) finished and graded to contain any spilt material or washdown water;
- Washdown water containing any oils or grease emulsions should pass into a physical separator (e.g. corrugated plate interceptor) or chemical separator (e.g. chemical coagulation tank, followed by water-oil separation) allowing sufficient time to break emulsions and permit effective removal of any floating oil by skimming.
- The storage of all toxic and hazardous substances (THS), including fuels and lubricants, shall be located within a weatherproof compound, upon a bunded hardstand area.
- Tools and materials are to be available for managing chemical spills including absorbent pillows, sawdust, rags, 'kitty litter', mops, brooms and dustpans and chemical-resistant plastic drums.
- Used batteries, used solvent containers, water treatment process sludge, lubricants and other chemicals, machinery parts, tyres and contaminated waste products should be stored inside the workshop or in a contained, weatherproof area (e.g. a lockable skip or sea container), until they can be moved off-site for recycling or to an approved disposal facility.

These have informed the assessment and recommended conditions, should Council support the officer recommendation

Statutory Environment

Legislation

- *Planning and Development Act 2005;*
- *Planning and Development (Local Planning Schemes) Regulations 2015;*
- *Environmental Protection (Noise) Regulations 1997;*

State Government Policies

- Draft South Metropolitan Peel Sub-Regional Framework Towards Perth and Peel 3.5 Million;
- State Planning Policy 2.5 – Rural Planning;
- State Planning Policy 3.7 - Planning in Bushfire Prone Areas'
- Environmental Protection Authority Draft Environmental Assessment Guideline for Separation Distances Between Industrial and Sensitive Land Uses.

Local Planning Framework

- Shire of Serpentine Jarrahdale Town Planning Scheme No.2;
- Rural Strategy Review 2013;
- Draft Shire of Serpentine Jarrahdale Local Planning Scheme No. 3;
- Draft Shire of Serpentine Local Planning Strategy;
- Local Planning Policy 1.4 - Public Consultation for Planning Matters (LPP1.4).

Planning Assessment

Clause 67 of the Deemed Provisions lists matters to be considered in the determination of development applications. A full assessment was carried out against the current planning framework in accordance with Clause 67 of the Deemed Provisions which can be viewed within the Technical Assessment, For the purposes of this report, discussion is confined to the objection resulting in the proposal being presented to Council, and where Council is required to exercise discretion.

Land Use:

The proposed development is considered to fall under the land use definition of 'Transport Depot' defined under TPS2 as follows:

A 'Transport Depot' is defined in Appendix 1 of TPS2 as follows:

'Transport Depot' – "means land or buildings designed or used for one or more of the following purposes:

- (a) The parking or garaging of more than one commercial vehicle used or intended for use for the carriage of goods (including livestock) or persons.*
- (b) The transfer of goods (including livestock) or passengers from one vehicle to another vehicle.*
- (c) The maintenance, repair or refuelling of vehicles referred to in (a) or (b) above.*

The above uses (a) to (c) inclusive, singularly or collectively may, with Council's planning consent, include as an incidental use overnight accommodation of patrons of the facilities."

Officers consider that the proposal fits within the 'Transport Depot' land use as it involves the parking and garaging of commercial vehicles and machinery as well as the minor servicing of vehicles (consistent with the definition of a 'commercial vehicle') and machinery for an earthmoving contractor. Table 1 - Zoning Table of TPS2 provides that 'Transport Depot' is an 'SA' use in the 'Rural' zone, meaning the use is not permitted unless Council has exercised its discretion to permit the use, after notice of the application has been given in accordance with Clause 64 of the Deemed Provisions and any submissions considered.

The use is not considered to reflect the strategic intent and the objective of the Shire's Rural zone. Considering the operational nature of the business servicing a range of earthmoving and civil construction projects within a range of sectors, it is considered to be located more appropriately within an industrial type zone, due to the strong industrial character of the development.

For this reason, Officers recommend only a time limited approval for the 'Transport Depot' use of four years. In terms of the timeframe, this is recommended to be four years, to enable the applicant to plan for transition to a more appropriately zoned area, and for the landowner to begin that process in order to achieve full transition prior to the expiry of this time limited approval. Four years reflects that Council has advanced the Structure Plan for West Mundijong, and that the first subdivision applications have been progressed providing a strong likelihood of new lots being available to market well within the four year timeframe. The four year timeframe also reflects similar applications dealt with in the nearby locality.

Aims and Objectives of TPS2

The purpose and intent of the 'Rural' zone specified in clause 5.10.1 of TPS2 is to *"allocate land to accommodate the full range of rural pursuits and associated activities conducted in the Scheme Area."*

While TPS2 does not define a 'rural pursuit', the general definition as determined by SAT is something that relates to, or is a 'characteristics of the country' as sited in (*Attwell and City of Albany*) where in the *Macquarie Dictionary* rural means:

"(1) Of, relating to, or characteristic of the country (as distinguished from towns or cities), country

life, or country people, rustic;

(2) Living in the country;

(3) Of or relating to agriculture".

and "pursuit:

(1) The act of pursuing; efforts to secure; quest; any occupation, pastime or the like, regularly or customarily pursued."

In considering a discretionary land use like 'Transport Depot', the Officer assessment considers the nature and extent of the association with a rural pursuit or associated activity carried out within the Scheme area. Land uses not directly rural in nature, may still be considered capable of approval where they directly serve the local rural community, thereby supporting rural pursuits.

In this case, the proposal does not clearly demonstrate its primary association with rural pursuits or associated activities. It is considered to be more consistent with development in an industrial area, where civil construction businesses would generally be found.

For this reason, Officers recommend that a time limited approval be granted for the 'Transport Depot', in order to provide a sufficient window of time for the business to relocate within an industrial area of the Shire.

Draft Local Planning Scheme No.3 (LPS3) and Draft Local Planning Strategy (LPS)

The subject site is to remain zoned 'Rural' under LPS3 and the LPS. The objectives of the Rural area under the draft LPS are to provide for a full range of rural uses, tourism, rural enterprise and the preservation of the rural character. LPS emphasises the importance of protecting large rural lot sizes for agriculture.

Supporting this, LPS3 refers to the protection of rural land for rural uses and protecting the rural character. As outlined above, the 'Transport Depot' is not sufficiently aligned to the purpose or intent of the 'Rural' zone, and is recommended for time limited approval so as to enable an orderly transition to an appropriate industrial zoned location. Approval of the proposal would introduce a land use that is not appropriate in the rural area and does not conform to the objectives or strategic intent for uses in this area.

State Planning Policy 2.5 – Rural Planning

The purpose of this policy is to protect and preserve Western Australia's rural land assets due to the importance of their economic, natural resource, food production, environmental and landscape values.

SPP2.5 requires consideration of ensuring compatibility between land uses and is relevantly focused on the need to assess potential impacts that may arise from non-rural activities on nearby rural land use and include such matters as traffic volumes, amenity, visual compatibility and noise.

Officers consider that the proposed 'Transport Depot' does not have a sufficient relationship to rural activities, and thus not sufficiently reflective of the policy framework under SPP2.5 in order to support the use without the intention to facilitate a time limited transition to a more appropriately zoned location.

State Planning Policy 2.1 (SPP2.1) Peel-Harvey Coastal Plain Catchment

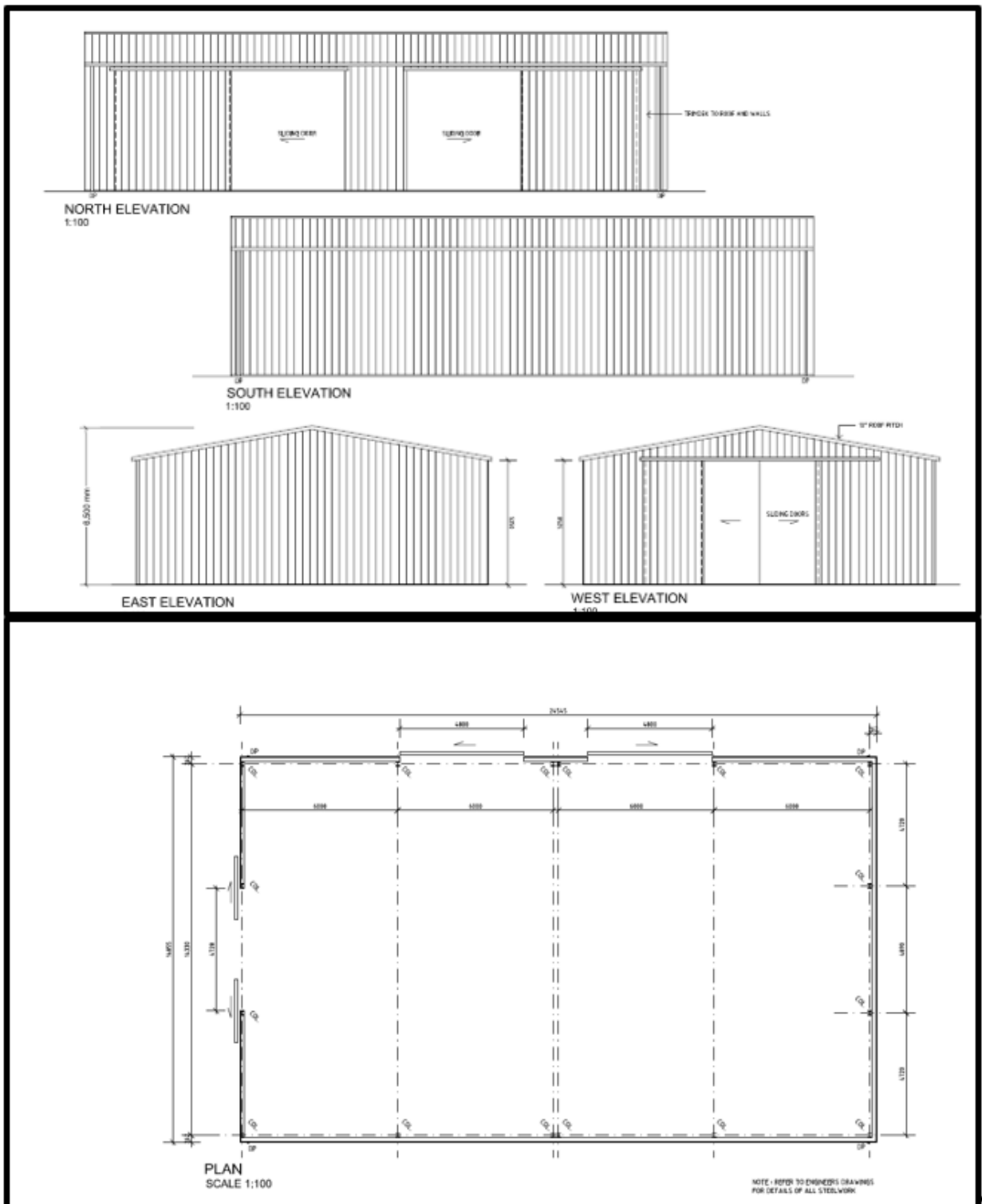
The subject site is located within the Peel-Harvey catchment area. The policy ensures that changes to land use within the catchment to the Peel-Harvey Estuarine System are controlled so as to avoid and minimise environmental damage. Land uses which are likely to drain towards the Peel-Harvey Estuarine System should be managed to reduce or eliminate nutrient export from the land.

Accordingly, as described within SPP2.1 measure 6.6, appropriate nutrient reduction measures to reduce groundwater contamination, nutrient entering into the groundwater profile, and movement towards the Peel Inlet need to be addressed.

The application details that the 'Transport Depot' would not involve washing or major servicing of vehicles onsite. In addition, the application does not propose to either store fuel or refuel commercial vehicles on site. To prevent adverse impact on the surrounding environment, the plan proposes to establish dedicated areas for the parking of the commercial vehicles, trailers, machinery and employee vehicles. This is considered an acceptable management approach, noting the time limited approval recommended by Officers.

Built Form

Approval is sought for the construction of a Shed associated with the transport depot. The proposed shed is for garaging of the commercial vehicles and machinery associated with the proposed 'Transport Depot' land use, as depicted below:



Floor Plan and Elevations of the shed

Officers note that large outbuildings are commonplace within rural areas and the appearance of these can be mitigated through siting, design and landscaping. Due to the setbacks proposed and rural style fencing around the shed, it is considered that the shed would be prominent but not an unexpected aspect of the 'Rural' zone. For these reasons it is also considered that it would not adversely impact on the amenity of surrounding landowners.

Amenity

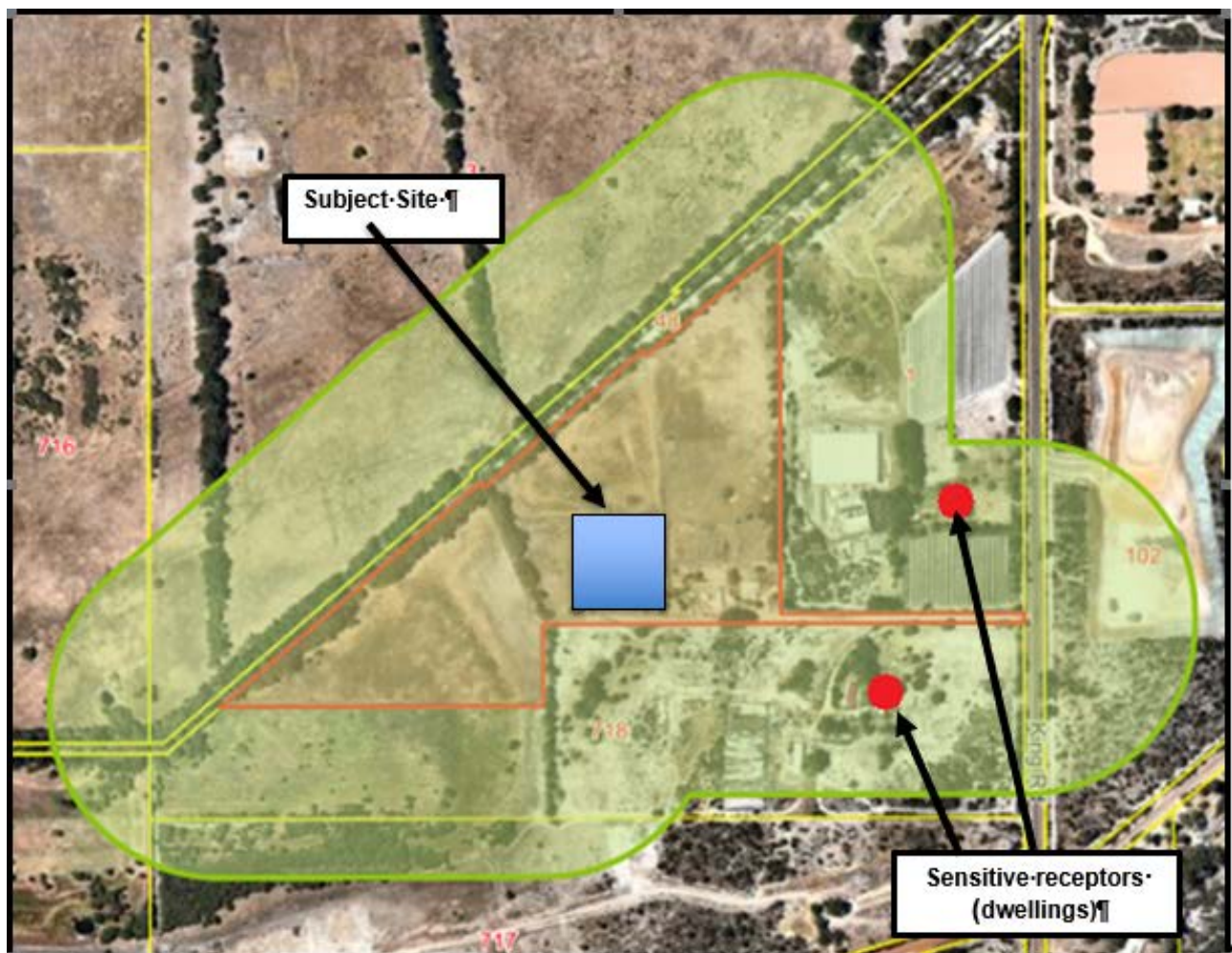
Environmental Protection Authority (EPA) - Guidance Statement No.3

The *Environmental Protection Authority's Guidance Statement 3 - Separation Distances between Industrial and Sensitive Land Uses* (Guidance Statement), sets out generic separation distances between industrial land uses and sensitive land uses.

Clause 2.3 of the Guidance Statement defines a sensitive land use as:

"Land use sensitive to emissions from industry and infrastructure. Sensitive land uses include residential development, hospitals, hotels, motels, hostels, caravan parks, schools, nursing homes, child care facilities, shopping centres, playgrounds and some public buildings".

The separation distance recommended between a 'Transport Depot' and sensitive land uses is 200m. The off-site health and amenity impacts associated with a 'Transport Depot' is primarily noise. Figure 5 below identifies that there are two sensitive receptors within the generic 200m separation distance. The dwellings are marked red in Figure 2 below located approximately 250m to the east and 190m to the south-east of the area dedicated for the 'Transport Depot'.



Sensitive receptors

To assess noise impacts from the development the applicant provided a Noise Assessment report which was prepared by Acoustics Consultants Australia. The report identified the main noise sources associated with the 'Transport Depot' to be from the following activities:

- *Light vehicles manoeuvring on the site access road and within the site;*
- *Heavy vehicles manoeuvring on the site access road and within the site; and*
- *Servicing and light repair work within the site.*

The outcome of the report is that the development is compliant with the Environmental Protection (Noise) Regulations 1997 and concluded that there would be no adverse impact on the residents of the two sensitive receptors (dwellings) within the buffer zone. Officers are satisfied that through implementation of the identified noise control measures, noise levels at sensitive receptors would remain in compliance with the noise regulations and are not expected to exceed that of a typical rural property. It is also noted that the development is designed in such a way that trucks can enter and exit the property without reversing, to avoid noise generated from reverse beepers.

Officers are satisfied that the proposal can be carefully managed so as to not cause any adverse noise impacts in the general locality. Based on the information provided, Officers have considered that impacts related to noise from vehicle movements will not adversely impact on the adjoining neighbours due to the scale of the operations. A condition limiting vehicle movements between the hours of 7:00am and 5:00pm is recommended. The time limited approval also provides a clear transition for the use to a more appropriate zone, and that such use is not intended for further intensification on the subject land.

Dust Management:

Concerns were raised by submitters with regard to the generation of dust from traffic movements. The applicant provided information that the yard surface which is made up of crushed coarse aggregate is regularly maintained to minimise dust. The application provided the following measures as ways to mitigate dust:

- *As there is a water cart on site, during dry weather, the crushed aggregate parking area will be wetted each morning, and a second time during particularly dry and windy days.*
- *As the crushed aggregate parking area is made from coarse aggregate and not fine aggregate, there is not expected to be notable levels of dust created from the static parking area.*
- *As the vehicles to be parked on site remain dormant for extended periods of time, and are not moved about on site until they are ready to be sent on consignment to other sites, the crushed aggregate will be seldom disrupted releasing any dust particles.*

Officers consider that the dust on site can be adequately managed so as to not adversely impact on the amenity of neighbouring properties.

Wastewater Management

The application proposes minor maintenance and light repair works to vehicles on site. During the consultation process, concerns were raised regarding potential contamination of groundwater by wastewater from the wash down area that can contain petroleum hydrocarbons. On this point, the applicant provided information that the 'Transport Depot' would not involve washing or major servicing of vehicles onsite. In addition, the applicant has provided information that the proposal neither proposes storage of fuel nor refuelling of commercial vehicles on site. The single drum of fuel that is kept on site is for emergency use only, and not for regular refuelling of any vehicles.

With regard to minor servicing, the applicant provided information that there is no drainage infrastructure on the hardstand, given that no major servicing is proposed to be carried out on site. Only minor servicing, maintenance and light repair work as mentioned above would be undertaken on site. During the minor servicing of mechanical components containing liquids such as coolants, hydraulic oils, or brake fluid, drip trays with absorbent material would be placed under the vehicles then the excess oil poured into storage drums for removal off site and properly disposed of off-site at specific truck washes.

A condition has also been imposed to ensure management of the risk associated with minor servicing. This is in the form of a Spill Management Plan. The Plan should include details of the hardstand and how oils and hydrocarbons that would come to the site due to the movement of vehicles will be managed so as to not enter the environment.

Overall, Officers consider that the proposal will not adversely impact on the wetland given that the location of the activities is not within the 50m wetland buffer.

Traffic and Access

In addition, Clause 67(t) of the deemed provisions indicates that due regard should be given to the amount of traffic likely to be generated by the development, particularly in relation to the capacity of the road system in the locality and the probable effect on traffic flow and safety.

Access to and from the site is proposed via King Road utilising the existing driveway. During the consultation period, concerns were raised regarding the increase of traffic on King Road and the impact of manoeuvring large vehicles on the existing crossover.

The applicant provided information that the use of vehicles and machinery will be infrequent and minimal. When the machinery and vehicles are on hire, they remain at the worksite for the duration that they are needed on site, which is usually a minimum of one month depending on the nature of the works to be undertaken. After completion of a job, vehicles will be returned to site and remain parked until they are required on another worksite. The maximum number of commercial vehicle movements to and from the subject site will be four trips on a typical day and up to a maximum of eight trips per day for light vehicles.

Based on the information provided, Officers have considered that the traffic likely to be generated by the development is minimal and would not impact on the capacity of King Road and the road system in the locality. The proposal is not likely to adversely impact on the probable effect on traffic flow. Officers have recommended that sealing of the first 20m of the driveway to reduce gravel and debris on King Road as per the image below.



It is noted however that King Road has a speed limit of 100km/hr which would require a 234m safe intersection sight distance (SISD) in accordance with AustRoads. This is a safety measure of how far away a vehicle is when they are able to see the intersection. Vehicles travelling on King Road do not have this sight distance available and the intersection is only visible from 75m away as per the image below.



The applicant has provided the following information with regards to the safety issues that have been raised during the consultation period;

- a) *The entry to the subject site is along a long, straight and flat stretch of King Road providing excellent long range visibility in both directions for oncoming traffic;*
- b) *There are no major visual obstructions along this section of King Road that restrict vision for traffic exiting the subject site;*
- c) *The section of King Road is in good condition with wide shoulders and well-marked with white lines down the centre and either side of the road;*
- d) *The section of King Road is a double white line down the centre of the road extending from the railway crossing to the south, to the entrance to the quarry 160m to the north. This does not permit any overtaking along this stretch of King Road, including the overtaking of vehicles entering and exiting private properties. This provides additional road safety;*
- e) *Other than the directly abutting crossover to the south, the next closest crossover on the same side (western) of the road is approximately 140m to the north, and 160m to the north for the opposite (eastern) side of the road. This provides very good separation from crossovers for safe egress and entry from all the identified sites;*

Officers recommend that a warning sign advising motorists of the driveway is displayed to the north of the driveway entrance on the road reserve. This will form part of a condition of approval, should this be supported by Council.

Options and Implications

Option 1

That Council APPROVES the development application for the 'Transport Depot' and 'Shed' at Lot 2, 508 King Road, Oldbury, subject to a time limited approval of four years, at the expiry of which the development must cease.

Option 2

That Council REFUSES the development application for the 'Transport Depot' at Lot 2, 508 King Road, Oldbury, for reasons the land use is inconsistent with the objective of the 'Rural' zone, and is not consistent with Shire of Serpentine Jarrahdale Town Planning Scheme No.2.

Option 3

That Council APPROVES the development application for the 'Transport Depot' and 'Shed' at Lot 2, 508 King Road, Oldbury, with no time limited approval.

Option 1 is recommended

Conclusion:

The application seeks approval for a 'Transport Depot' and 'Shed' involving the parking of commercial vehicles and machinery associated with a civil and earthmoving business. The 'Transport Depot' is recommended for a time limited approval of four years, given it is most aligned with the objectives of an industrial zone rather than the objectives of a rural zone. A time limited approval will enable a transition over time to an appropriately zoned industrial precinct within the Shire, being West Mundijong or Cardup Business Park.

Deemed Provisions – Cl 67 Matters to be considered by local Government

a) The aims and provisions of this Scheme and any other local planning scheme operating within the area	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>
Comment: The 'Transport Depot' is recommended for a time limited approval of four years, given it is aligned with the objectives of an industrial zone rather than the objectives of a rural zone.			
b) The requirements of orderly and proper planning including any proposed local planning scheme or amendment to this Scheme that has been advertised under the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> or any other proposed planning instrument that the local government is seriously considering adopting or approving	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>	N/A <input type="checkbox"/>
Comment: The land use of transport depot is more aligned with the objectives of an industrial zone rather than the objectives of a rural zone and therefore only a temporary approval of four years should be considered.			
c) any approved State planning policy	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>	N/A <input type="checkbox"/>
Comment: The proposed land use for the transport depot does not have sufficient relationship rural activities, and thus not sufficiently reflective of the policy framework under SPP2.5.			
d) any environmental protection policy approved under the <i>Environmental Protection Act 1986</i> section 31(d) –	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>
Comment:			
e) any policy of the Commission	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>
Comment:			
f) any policy of the State	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>
Comment:			
g) any local planning policy for the Scheme area	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>

Comment:			
h) any structure plan, activity centre plan or local development plan that relates to the development	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>
Comment:			
i) any report of the review of the local planning scheme that has been published under the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i>	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>	N/A <input type="checkbox"/>
Comment: T			
j) in the case of land reserved under this Scheme, the objectives for the reserve and the additional and permitted uses identified in this Scheme for the reserve	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>
Comment:			
k) the built heritage conservation of any place that is of cultural significance	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>
Comment:			
l) the effect of the proposal on the cultural heritage significance of the area in which the development is located	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>
Comment:			
m) the compatibility of the development with its setting including the relationship of the development to development on adjoining land or on other land in the locality including, but not limited to, the likely effect of the height, bulk, scale, orientation and appearance of the development	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>
Comment: The proposed shed would not adversely impact on the amenity of the streetscape or that of neighbouring properties.			
n) the amenity of the locality including the following – I. Environmental impacts of the development II. The character of the locality III. Social impacts of the development	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>	N/A <input type="checkbox"/>
Comment: the proposal for the transport depot is considered to appear at odds with the objectives of the rural zone rural character of the area and therefore only a temporary approval of four years should be considered.			
o) the likely effect of the development on the natural environment or water resources and any means that are proposed to protect or to mitigate impacts on the natural environment or the water resource	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>
Comment:			
p) whether adequate provision has been made for the landscaping of the land to which the application relates and whether any trees or other vegetation on the land should be preserved	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>
Comment: No Further landscaping is proposed as part of the application			
q) the suitability of the land for the development taking into account the possible risk of flooding, tidal inundation, subsidence, landslip, bushfire, soil erosion, land degradation or any other risk	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>	N/A <input type="checkbox"/>
Comment;			
r) the suitability of the land for the development taking into	YES	NO	N/A

account the possible risk to human health or safety	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Comment:			
s) the adequacy of –	YES	NO	N/A
I. The proposed means of access to and egress from the site; and	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
II. Arrangements for the loading, unloading, manoeuvring and parking of vehicles			
Comment: See traffic section of the main report.			
t) the amount of traffic likely to be generated by the development, particularly in relation to the capacity off the road system in the locality and the probable effect on traffic flow and safety	YES	NO	N/A
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Comment: Officers have considered that even with a time limited approval of four years, there is a need to improve the current standard of the crossover and driveway to meet the operational needs of this development. A condition to upgrade the driveway has been included. (See traffic section of the main report.)			
u) the availability and adequacy for the development of the following –	YES	NO	N/A
I. Public transport services	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
II. Public utility services			
III. Storage, management and collection of waste			
IV. Access for pedestrians and cyclists (including end of trip storage, toilet and shower facilities)			
V. Access by older people and people with disability			
Comment:			
v) the potential loss of any community service or benefit resulting from the development other than potential loss that may result from economic competition between new and existing businesses	YES	NO	N/A
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Comment:			
w) the history of the site where the development is to be located	YES	NO	N/A
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Comment:			
x) the impact of the development on the community as a whole notwithstanding the impact of the development on particular individuals	YES	NO	N/A
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Comment:			
y) any submissions received on the application	YES	NO	N/A
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Comment: Refer to consultation section of assessment.			
Za) the comments or submissions received from any authority consulted under clause 66	YES	NO	N/A
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Comment:			
Zb) any other planning consideration the local government considers appropriate	YES	NO	N/A
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Comment:			