

DBCA		The Department of Biodiversity Conservation and Attractions - Swan Region Office has no comments on the application.	Noted	Noted
DWER		<p>Thank you for providing the development application for the Department of Water and Environmental Regulation (Department) to consider.</p> <p>The Department has identified that the transport depot at Lot 2 King Road in Oldbury has the potential for impact on water resource values and/or management. In principle the Department does not object to the proposal, however key issues and recommendations are provided below and these matters should be addressed.</p> <p><b>Issue</b> Peel-Harvey Coastal Plain Catchment</p> <p><b>Recommendation</b> The proponent is to be advised that the proposal is located within the Peel-Harvey coastal plain catchment and the provisions of State Planning Policy 2.1 – The Peel-Harvey Coastal Plain Catchment and Environmental Protection (Peel Inlet – Harvey Estuary) Policy 1992 shall apply.</p> <p><b>Issue</b> Best Practice Management</p> <p><b>Recommendation</b> The following Water Quality Protection Notes (WQPN's) provide best practice management guidelines to protect the state water resources. These can be found on the Department's website here and searching under "publications"</p> <p>WQPN 10 – Contaminant spills - emergency response WQPN 65 – Toxic and hazardous substances WQPN 68 – Mechanical equipment wash down</p>	Noted	<p>Noted. As discussed in the main report. the applicant is required to provide a Spill Management Plan (SMP) prepared as the subject site is in close proximity to Multiple wetlands to the south.</p> <p>The SMP shall be prepared in accordance with the relevant best practice management and protection notes, recommended by Department of Water Quality Protection DWER's Water Quality Protection Notes</p>

		<p>WQPN 28 – Mechanical servicing and workshops WQPN 56 - Tanks for fuel and chemical storage near sensitive water resources</p> <p>Best management practices at the depot includes the following:</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> <li>• 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.</li> <li>• 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.</li> <li>• 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.</li> <li>• 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.</li> </ul>		
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A153308		<p>We have no objection to the proposed Transport Depot.</p> <p>We know the owners and the proposal is not large enough to cause any concern.</p> <p>If it was Toll Ipec or similar large company we would certainly object.</p>	Noted	Noted
A112705		<p>We hereby lodge our objection to a Transport Depot at 508 King Road (Lot 2) for the following reasons:</p> <ol style="list-style-type: none"> <li>1. We moved to Oldbury to live a quiet rural existence – in a rural area.</li> <li>2. We are already constantly being disturbed by the ‘commercial parking’ of six trucks and combinations of trailers, (supposed to be <b>two</b> only) and suffer the eyesore of the destruction of vegetation on the property adjoining ours, replaced by handstands, while trucks come and go all hours of the day and night –5am through to 11pm – regularly waking us from our sleep in the hours of darkness.</li> </ol>	<p>The proposed application clearly states the hours during which the vehicles will enter or exit the subject site. These vehicle movements will not be daily movements, but occasional movements. The current ‘commercial vehicle’ use does not limit the number of vehicles permitted on site.</p>	<p>As discussed in the main report the proposal is considered inconsistent with the objective of the ‘Rural’ zone. As such, the report recommends that the application be granted conditional approval, subject to a time limit of four years. This would enable a transition of the use to a more appropriate zone consistent with the planning framework such as the West Mundijong Industrial Area or Cardup Business</p>

		<p>3. We are already having our peace disturbed by the constant movement of a front end loader moving equipment and resurfacing the handstand and further desecrating the land, causing noise and dust problems.</p> <p>4. We are already being disturbed by the constant beeping of earthmoving machinery down on King Road, nearly a kilometre away. Because of the openness of pasturelands etc, the sound carries.</p>	<p>The subject site hardstand has been completed and will not be further extended as part of this application. The site is for commercial vehicle parking only. The only use of vehicles on site will be the water cart to provide dust suppression on site, or any of the farm vehicles that are kept on site for farming works (but these are acceptable vehicles and not commercial vehicles).</p> <p>The owner of the subject site is open to planting of suitable dense vegetation along the edge of the hardstand area to reduce potential dust, noise and visual impact.</p>	<p>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.</p> <p>Officer recommendation limits</p>
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