

ATTACHMENT D - Schedule of Submissions

PROPOSAL: DA16/0400: Service station (with ancillary wholesale fruit and vegetable, including small scale retail and drive through coffee outlet). tractive Industry (Sand) - Lot 1 (Hse No 99) Causeway Road

OFFICER: Joanna Wilson

Submission No	ADDRESS	NAME	Nature of Submission	Officer Comment
GOVERNMENT SUBMISSIONS				
1		Main Roads Western Australia	The plans is not consistent with the approved DGP from 2003 which includes road reserve widening for Causeway Road from the subject land. The road reserve widening is required to accommodate future upgrading of Causeway Road to a dual carriageway including kerbing and drainage and the intersection at Koordan Place To accommodate the	Noted, discussed within the report
2		Department of Fire and Emergency Services	No information or comment to provide at this time, however the development proposal may need to be assessed at a later date by the Built Environment Branch in accordance with the BCA.	Noted.

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3	Department of Water	<p>The development application did not contain any details of water management at this site, other than indicating areas for swale drainage on site. Thus the department can only provide generalise information. To protect the above water resource and mitigate against the risks stated, the Department of Water advises the following:-</p> <p>Tank systems</p> <ol style="list-style-type: none"> 1. Tanks should be located in stable compacted granular soils to prevent tank movement. Soil in contact with the unprotected metal or concrete tank systems should not have chemical properties (salts or acids) that may cause tank or pipe work deterioration. Metal tanks in corrosive solids should have protective coatings and cathodic protection to prevent tank deterioration. 2. Tanks systems should not be located; <ol style="list-style-type: none"> a. in poorly compacted soil or on sites subject to seismic movement; b. with parts in contact with the water table (unless protected against buoyancy forces and corrosion). c. near sensitive water resources (Lot 1 is located 850 metres from the Vasse estuary and is located within a multiple use estuary peripheral wetland.) 3. All new tanks and their pipe work should have double-walled construction, with an interstitial leak monitoring space. This is particularly important when located close to sensitive water resources and/or where the tanks may come into contact with the water table. 4. All tank systems should have be fitted with spill contaminant devices at each fill point. Each spill containment device should have a minimum capacity of 15L. 	Noted. Conditions have been included in the officer recommendation to address the issues raised by Dept of Water.
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			<p>Stormwater management</p> <ol style="list-style-type: none"> 1. Measures should be taken to prevent uncontaminated external surface water from entering the forecourt. These include: <ol style="list-style-type: none"> a. kerbing or grade changes for paved areas b. installing and maintaining stormwater collection systems, such as bio-retention gardens and soak wells to intercept roof and general runoff that would otherwise enter the forecourt. c. establishing soaks that collect and permit infiltration of stormwater. 2. Stormwater that maybe contaminated should pass through a well-maintained litter and sediment trap, then an appropriately designed and regularly maintained fuel and oil trap (eg. coalescing plate separator or treatment unit providing equivalent performance). 3. Waste solids from the water treatment process should be collected and disposed of outside any sensitive environment, in accordance with the requirements of the local government. 4. Clean wastewater, that has been effectively treated and tested, may be discharged to: <ol style="list-style-type: none"> a. on site soak wells b. onsite leach drains c. onsite bio-retention gardens d. a reticulated sewer where accepted by a service provider. 5. Additional guidance on stormwater management in urban areas is provided in the '<i>Stormwater management manual for WA, 2007</i>'. <p>Emergency response</p> <ol style="list-style-type: none"> 1. Site operators should prepare an emergency chemical spill response plan, install and retain necessary response equipment on site, and train their staff in the plan's effective implementation. 	
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			<p><u>Flood advice</u></p> <p>The Busselton Regional Flood Study shows that the lot may be partially affected by major flooding as the 1 in 100 AEP flood level in this area is estimated to be 1.64 m AHD.</p> <p>Based on our floodplain development strategy, there is no objection to the proposed development with regard to major flooding, subject to a minimum building floor level of 2.34 m AHD to ensure adequate flood protection.</p> <p>As the proposed service station, fruit/veg wholesale shop and drive-through coffee shop have a finished floor level of 2.80 m AHD (referenced in submitted drawings DA02), there is no objection to the proposed development with regard to major flooding.</p> <p><u>RIWI Act advice</u></p> <p><u>Groundwater</u></p> <p>The application falls under the Busselton-Capel Groundwater Area and is proclaimed under the <i>Rights in Water and Irrigation Act 1914</i> (RIWI). Therefore any groundwater abstraction / dewatering in this proclaimed area is subject to licensing by the department.</p>	
4		Department of Health	<p>The proposed development is required to connect to scheme water and reticulated sewerage.</p> <p>All food related aspect to comply with the provisions of the Food Act 2008 and related code, regulations and guidelines.</p>	Noted. The site is not currently connected to sewer, a condition will be imposed.
PUBLIC SUBMISSIONS				

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5		Price Grey 1 Daly Road, Yalyalup	<p>Raises concerns about the following topics:</p> <ul style="list-style-type: none"> • Traffic impacts and management, especially at peak seasons when traffic will have to cross the road • Traffic congestion on Causeway Road and Koorden Place by vehicles towing boats and caravans; • The proposal does not seek to complement the bypass traffic flows, rather create congestion and potential accident hot spots; • The need from this development to widen causeway road from 2 to four lanes which would adversely affect the abience of this country town. • This would result in poor traffic planning; • Car parking is inadequate; • It is unclear if it is safe for cyclists and pedestrians to pass. 	<ol style="list-style-type: none"> 1. Vehicle safety and access/egress is discussed in detail within the report; 2. This development would not result in Causeway Road being required to be dual carriageway; 3. The number of car parking proposed is in accordance with the Citys Car Parking Policy;
6.		R & J Johnston	<p>Raises concerns about the following topics:</p> <ul style="list-style-type: none"> • Competition – there are already a large number of service stations this will only exacerbate the situation and squeeze out small independent businesses; • Yes the proposal creates employment but if small businesses are pushed out this will have the opposite effect; • Traffic management and impact from people trying to cross lanes; • Pressure on the surrounding road network; 	<ol style="list-style-type: none"> 1. Use is compatible with the Special Provision 15. 2. Vehicle safety and access/egress is discussed in detail within the report;
7		D Gulberti 194 Yoongarillup Rd Sabina River	<p>Raises concerns about the following topics:</p> <ul style="list-style-type: none"> • There are already too may service stations for the seasonal population, particularly compared to Bunbury • As Busselton is a very seasonal City is does not have the population to support another station. 	<ol style="list-style-type: none"> 1. Use is compatible with the Special Provision 15.

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8.	V Bussell Whicher Heights Busselton	<p>Raises concerns about the following topics:</p> <ul style="list-style-type: none"> • The applicant should not be allowed to utilise the Ford Road road reserve in particular making it a 'no-through' road as this would make the construction of Ford Road impossible; • We do not require yet another service station; • The development should be smaller so car parking and maneuvering can be located on the site, this would also ensure that Ford Road is not affected; 	<ol style="list-style-type: none"> 1. Use is compatible with the Special Provision 15. 2. Vehicle safety and access/egress is discussed in detail within the report; 3. Location of car parking within Ford Road is discussed within the report.
9.	J Vines on behalf of E Vines Lot 7 Ford Road	<ul style="list-style-type: none"> • Require confirmation that Access to Lot 7 is not affected in any way, and that no further land from Lot 7 is to be taken; • The development would result in a loss of opportunity to have a development that would enhance the entrance to Busselton. 	<ol style="list-style-type: none"> 1. The proposal does not affect Lot 7; 2. The use is compatible with the Special Provision 15.
10.	M Young 48 Lindsay Drive Yalyalup	<ol style="list-style-type: none"> 1. Proposal is contrary to the Local Planning Scheme and Special Provision No.15 insofar as it includes land uses not included in the schedule of special provisions; 2. Inconsistent with the Development Guide Plan and associated notations for the subject site; 3. The proposal represents over-development of the site as it is reliant on car parking, loading and drainage having to be accommodated with the adjoining road reserves; 4. Fails to address the requirements of the DGP which requires exception landscaping in order to reflect the significance of Causeway Road as a primary entry corridor to Busselton; 5. The development will have an impact on the path/pedestrian dual use path which exists on Koorden Place, which will increase pedestrian/vehicle conflicts; 	<ol style="list-style-type: none"> 1. Use is compatible with the Special Provision 15. 2. The issue of the DGP is discussed in detail within the report; 3. The proposal would improve the current standard of Koorden Place

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11.		J Valentine 8 Levillain Retreat Geographe	<ol style="list-style-type: none">1. The proposal is a good development that will transform the present unsightly development into an attractive entry statement.2. Only concerns is traffic entering the development and this should be achieved by a slip lane to ease congestion along Causeway Road.	<ol style="list-style-type: none">1. Vehicle safety and access/egress is discussed in detail within the report;
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