

**Marine Drive, Valley and Canal
Community Council**

TO: Marine Drive, Valley and Canal Community Council

SUBMITTED BY: _____
Ellinor Williams, Vice-Chair, Halifax Watershed Advisory Board

DATE: 22 July, 2004.

SUBJECT: **Case 00428: Application by Paddy Excavations Limited to amend an existing development agreement to permit the expansion of the existing contracting yard at Civic 1 and 5 Sawlor Road, 1495 Cobequid Road, Waverley.**

INFORMATION REPORT

ORIGIN:

On 19th May, 2004, an application by Paddy Excavations Limited, Waverley, was reviewed by the Halifax Watershed Advisory Board. The proposal provided a description of the expansion of an existing contracting yard; but the expansion had been completed without approval of an amendment to the original development agreement. The proposal indicated the enlargement of an area used to store heavy equipment and the construction of a temporary salt shed. The developer, who had been unaware that an amendment was required, submitted the proposal to rectify the situation.

BOARD RECOMMENDATIONS:

The Watershed Advisory Board appreciates this opportunity to review the Paddy Excavations Limited Application and to make the following recommendations which are related specifically to the protection of the watershed and the natural environment. In this instance, the Board is particularly concerned with the proximity of the operational site to the wetland; this emphasizes the need for containment of potential contaminants.

1. The applicant proposes to construct a permanent salt storage shed to replace the current

HALIFAX WATERSHED ADVISORY BOARD

RECOMMENDATIONS RE: Case 00428:

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- temporary structure. The Board recommends that the permanent structure be placed on an impervious surface to prevent soil contamination and groundwater infiltration.
2. The Board's guidelines include a 20 metre buffer zone adjacent to all watercourses and waterbodies. The Board would like a 20 metre buffer to exist between the vehicle storage area and the wetland area to mitigate impacts. Currently no such buffer exists; if a buffer of this width is not feasible, the Board recommends the creation of a vegetated berm near the boundary of the vehicle storage area to protect the watercourse.
 3. The Board recommends that run-off from the site is directed to a settling pond to allow sediment to settle out before it enters the watercourse.
 4. The Board recommends that the area where vehicles are serviced be paved with an impervious surface and that any discharge from this area be directed to an oil and grit separator prior to discharge into the environment.
 5. The Board recommends that the above ground fuel tanks be brought up to current standards (i.e. doubled walled) and placed on an impervious surface with containment in case of a spill. The Board also endorses the proposal for a concrete containment pad for refueling.
 6. The Board recommends that septic tanks be pumped every three years, and that proof of the pumping (i.e. invoices) be submitted to HRM and the Board.
 7. The Board recommends that the proponent be made aware of the Shubenacadie Lakes Planning/Pollution Control Study.

BACKGROUND:

The site lies between the Cobequid Road to the North and by Sawlor Road to the south and Rocky Lake Drive to the east. With the approval of the N.S. Department of Environment & Labour, the applicant previously altered the grade of the lot. It now slopes gently down to the West and then drops off steeply to an extensive, well-vegetated wetland area which eventually drains into Lake William. There is a fence along the western border of the property adjacent to the wetland, but there is no real separation between the area used for the storage of heavy equipment and the wetland.