

TO: Northwest Community Council

SUBMITTED BY: *Julia Haincastle*
for Dr. Wayne Stobo, Chair, Halifax Watershed Advisory Board.

DATE: 20th June, 2007

SUBJECT: **Case 00929: plan amendment to permit an auto body shop by development agreement, Sackville Drive.**

ORIGIN:

On 16th May, 2007, an application to amend the Sackville Municipal Planning Strategy to permit the relocation of an Auto Body shop by development agreement was brought before the Halifax Watershed Advisory Board by Andrew Bone, Senior Planner.

RECOMMENDATIONS:

The primary concerns of the Watershed Advisory Board are to protect the watershed and the natural environment. The Board appreciates the opportunity to comment on this application and would like to make the following recommendations.

1. Under no circumstances should the stream which runs along the West side of the property be piped as it crosses any part of the site. Any attempt to do so would represent the destruction of habitat. Permits for this would have to be obtained from the federal Department of Fisheries and Oceans and the Nova Scotia Department of Environment and Labour.
2. No further disturbance should occur within 30 metres on either side of the watercourse. Within this 30 metre buffer zone, the steeper gradients should be left undisturbed as they are currently stabilized with vegetation. Flat surfaces and gentler slopes should be stabilized with native species.

Ideally the buffer zone should be turned over to HRM.

3. If the Southern portion of the lot is developed for residential use, the 30 metre buffer zone along the water course should be respected for the building itself and the septic disposal system.
4. If there are any future requests to permit the development of an out-door display court and auto-sales area, then the 30 metre buffer zone along the watercourse must be respected. In addition, an impervious surface should be installed in the area and the run-off from it passed through an oil/grit separator before it is released to the storm drainage system.

5. If basement storage for vehicles and parts is included in this development, an oil/grit separator should be provided to filter any effluents from the basement.
6. Any out-door parking should be provided with an impervious surface and run-off should be passed through an oil/grit separator before exiting to the storm drainage system.
7. All manufacturers' recommendations for servicing, cleaning and maintenance should be followed for any oil/grit separators on the site, and records should be forwarded to HRM and the Board for review.
8. A Waste Management plan should be drawn up to cover the storage of all materials and the disposal of waste.
9. If a central sewage system is to be installed in this area, development should be delayed until central sewage is available.

If the proponent decides to move before this, given the short distance between the stream on the West side of the property and the proposed foundation, and the low quality soils used for infilling at this site, no septic disposal system should be placed on the West side of the building.

10. If the building is to be heated by oil, the oil tank should be fully contained to protect against spills.

BACKGROUND:

The developer is proposing to subdivide a 3 acre property on Sackville Drive and to build an auto-body shop of approximately 10,000 square feet, on one section, leaving the remainder for future development - probably residential.

The current plan is to store vehicles and materials in an underground storage area beneath the auto-body shop. However, there have been some discussions of the possibility of also developing an out-door display court and auto-sales area on the property.

A stream runs along the Western side of the property from North to South. The lot itself, which has been extensively infilled with a variety of unconsolidated materials, slopes in the same direction, from Sackville Drive to the Old Sackville Road.

The lot is not currently provided with municipal water and sewer services, although it is partially within the servicing boundary for both. These could become available if service is extended to the Lively Subdivision.