

PLAN OF MANAGEMENT

Use and Development of Transport Depot – Two Diesel Fuel Tanks, Concrete Pad, & Barbed Wire Fencing

Lots 45/-/DP1175457, 46/-/DP1175457, 47/-/DP1175457, and 48/-/DP1175457



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Plan of Management

1.0 Introduction

This Plan of Management (PoM) document has been prepared by Planright Surveying to accompany a Use and Development application to permit a Transport Depot on the properties of 23 & 25 Wild Avenue, 17 Gove Drive, and 2 Blyth Court, Moama. To support the proposed Use of the land, two self-bunded diesel fuel tanks are proposed to be placed on the land, along with concrete pad and a 2.4m high perimeter fence (with barbed wire). A Development Application for further development of the land is to be applied for upon approval and commencement of the Land Use.

The development is proposed in order to facilitate the growth of an existing Transport business currently evident within Victoria. The expansion into Moama will boost both the economy and jobs within Moama, and will provide a more appropriate approach to the transportation of goods.

1.1 Purpose

The purpose of this document is to describe the operational, security, parking and management details of the business, and to outline measures that will be taken to minimise crime, antisocial behaviour and impacts to surrounding properties.

It is noted that this Plan of Management is for Development Application only, and written aspects are subject to change.

1.2 Business Operation

This PoM is provided for the Moama *AG-Spread* private Transport Depot, which will be utilised and managed by staff of the Agricultural Transit company only. The business is an interim depot for trucks which are used to pick up and deliver agricultural produce through Victoria and New south Wales. Trucks and trailers are to be serviced, repaired and maintained on-site within the property to ensure the fleet remains operable. The activities associated with the Transport Depot for this application include refuelling and temporary parking.

1.3 Hours of Operation

The secured yards are to be utilised 24/7 by driving staff only.

Access to the property and diesel tanks will be 24/7; however, minimal activity is anticipated between midnight and 4:00am. Assumptions for access to the property outside of staffed hours is unable to be accurately quantified, but has been addressed within the Traffic Impact Assessment Report.

1.4 Vehicles

Vehicles to be park on-site include Truck & dogs (tippers & stock crates), B Double tippers (tanker, and stock crates), B triple tippers (tankers & stock crates), AB triple tippers (tankers & stock crates), and single trailer heavy haulage drop decks.

2.0 Amenity and Neighbourhood

The subject development is seeking the implementation of an industrial use within the general industry zone. The use and development of the land for a Transport Depot is considered suitable for the land.

2.1 Neighbourhood Character

The subject proposal is seeking the use and development of a Transport Depot within the General Industrial Zone. The proposed use is common and preferred in industrial areas due to the practices that take place within these businesses. Similar developments are evident within Industrial area within surrounding regional and municipal Local Government Areas of New South Wales. The development is appropriate for the location and does not detract from existing development of the immediate surrounds or future development of surrounding land. for this application, the Transport Depot will be minor, and will provide refuelling opportunities and temporary parking to a private Transport Business that regularly utilises the Moama road network.

It is anticipated that an application proceeding this will be submitted, which will seek further development of the land in line with the Transport Facility Use. The Use will also be intensified from what is proposed.

Businesses currently evident within the surrounding land consist predominantly of warehouse sheds, with the addition of a 24/7 gym, a café, and a plant hire business.

The proposal will be complimentary of the existing streetscape character evident within the industrial estate, as the development will be in alignment with the Moama Business Park design guidelines outlined within the DCP.

2.2 Noise

Noise from truck engines is deemed to be the main form of noise nuisance form the property at this stage. Truck noise is common throughout Australia due to the need for heavy haulage vehicles. Truck noises likely to be evident will arise from vehicle operations that include reversing beepers, tyres, engines and braking elements.

Whilst within the site, trucks are to minimise idling and reversing as necessary to ensure noise pollution is not higher than required. Compression braking will not be permitted within the property.

The separation of residential developments from the proposed development (over 780m) is sufficient to alleviate any impacts that may arise. The use of perimeter landscaping will also work as a barrier to reduce the impact of noise which may impact surrounding residential and industrial developments. Appropriate safety gear will be worn by staff to ensure no-long term impacts from noise arise.

2.3 Odour

Odours likely to arise from the proposal development will be due to truck use. Fuel emissions resulting from truck use (exhaust fumes) will be associated with trucks, which affect the immediate vicinity of the vehicle. This is standard an unavoidable.

To reduce the potential for odours, the development will be suitably separated from any sensitive land uses.

The scattered flow of trucks within the business will ensure odours are not constant or overpowering to staff and surrounding businesses.

2.4 Vibrations

No aspects or assets of the business will result in vibrations to surrounding development. Trucks and the diesel tanks are the main mechanical assets to the site; however, none of these can produce significant noise or impacts which will create vibrations. Surrounding developments will not be impacted by vibrations as a result of this Transport Depot.

2.5 Run-off

All diesel to be retained and used within the property is to be bunded to minimise any accidental run-off or spillage that may arise. The proposed concrete apron is to be sloped towards the diesel tanks, in order to bund any spillage that may occur during refilling of vehicles.

Areas of bunding are to be appropriately cleaned as necessary (minimum of once per week), ensuring infiltration into the soil and environment does not arise.

2.6 Traffic

Approval for access by the National Heavy Vehicle Regulator has been granted to allow heavy vehicles to traverse through the Moama Business District to the subject lot. A Traffic Impact Assessment undertaken by Trafficworks deems the subject site as suitably located, and does not require upgrades to existing infrastructure to accommodate the development.

Recommendations 1-3 as outlined within this report are to be adhered to.

- **Recommendation 1:** ensure that trucks can enter the warehouse, park at the fuel tank, and exit the subject site in a forward direction
- **Recommendation 2:** the security gates should be setback such that a B-triple truck can stop at the gate without obstructing the road
- **Recommendation 3:** ensure a minimum height clearance of 5 m is provided within the warehouse for loading.

3.0 Crime Prevention through Environmental Design

3.1 Closed Circuit Television Cameras (CCTV)

An outdoor CCTV camera is to be strategically implemented with the refuelling cell on-site. The camera will be installed to monitor the refuelling at all hours of the day. The use of cameras will deter unwanted behaviours from staff or members of the public who enter the private premises. All video recordings are to be kept for a minimum of 30 days, and must be kept for security reasons if requested by staff.

Business owners are able to view live CCTV footage remotely at all times.

3.2 Lighting

Use of flood lights along the perimeter of the fencing and within proximity of the diesel tanks will provide security and safety to the site and to staff within the property. These lights will be baffled to reduce the impact of light spill on surrounding properties within the industrial estate. The lighting will be sufficient to allow crime prevention within the site, and to allow access for users at night.

Floodlights will be set up on timers to ensure lighting is turned off at appropriate times.

Censor lighting will be set up on access gates. These will activate when approached, allowing staff to input the required information to access the property. These will turn off after a set time, ensuring amenity to other users of the estate are not impacted.

3.3 Site Entry

Entry to the premises will be via vehicle for the front gate only. A security gate with a coded lock will be implemented within each access point. The gates are to be locked when the property is unattended, ensuring protection of assets within the site. As appropriate, gates will be left open, ensuring trucks can freely drive to and from the property without potentially holding up traffic within the industrial estate.

Security patrols will be considered; however, will only be implemented if deterrence systems are ignored.

3.4 Landscaping

In an attempt to reduce crime potential within the site, the land will not be landscaped beyond the Council required softening vegetation, internal of the front fence. No visual obstructions will be present on-site.

3.5 Fencing

The whole of the development will be surrounding by 2.4m high fences. A fence has been erected which is compliant with Clauses 2.37 and 2.38 of the Exempt and Complying Development State Environmental Planning Policy. Upon approval of this application, barbed wire will be erected along the peak of the chain and wire fence, deterring trespassing onto the property. The fences are not solid fill, but will be landscaped behind to protect the amenity of the industrial neighbourhood.

The fence will be utilised to deter negative behaviours through its presence.

4.0 Site Operations

4.1 Deliveries

Deliveries relevant to this application will be for the transportation of fuel to the cells. This will be undertaken as required. This will be transported internally from the transport business rather than by a private courier.

4.2 Material Storage

Materials related to the use of the land for this maintenance of the trucks will be stored based on their hazard potential and general use within the business.

For the proposal, diesel is to be stored within the self-bunded fuel tanks evident within Lot 45 of DP1175457. This is existing and is suitably located and designed. Materials associated with

4.3 Waste Management

Given the lack of permanent staff at this stage in the land use, waste to be generated from the business is not anticipated to be high. The use of small bins within proximity of the refuelling cell will ensure to the business, staff, environment and surrounding developments do not arise.

The amount of waste/rubbish generated by the business is minimal and would generally require emptying by staff approximately once to twice per week.

4.4 Rubbish Removal

Cleaning of the premises will be carried out on a weekly or bi-weekly basis as required. All general waste will be stored in a standard bin, which will be placed on the front kerb for collection by Council services.

4.5 Site Maintenance

The site will be regularly maintained to ensure the site does not become derelict or fall into disrepair. Maintenance to be undertaken within the site will include landscape maintenance, and yard maintenance. Landscaping will consist mainly of plantings, which will be maintained on a long-term basis by a contractor. Yard maintenance will be self-managed by staff as required.