



Planning and Strategy Committee of the Whole

12 April 2017

UNDER SEPARATE COVER ATTACHMENTS

ITEM 4.1

DEVELOPMENT APPLICATION 2016.105 - 233 BURRA
ROAD, BURRA - TRUCK DEPOT, ANCILLARY OFFICE AND
ACCESS ROAD CONSTRUCTION

Attachment 4

**QUEANBEYAN-PALERANG REGIONAL COUNCIL
PLANNING AND STRATEGY COMMITTEE OF THE WHOLE**

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QUEANBEYAN-PALERANG REGIONAL COUNCIL

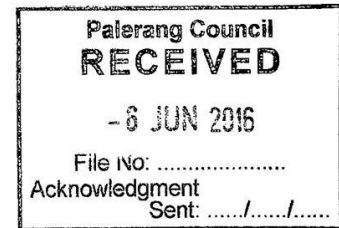
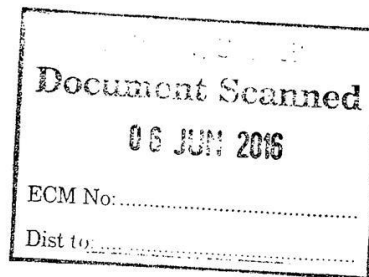
Planning and Strategy Committee of the Whole Meeting Attachment

12 APRIL 2017

- | | |
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| ITEM 4.1 | DEVELOPMENT APPLICATION 2016.105 - 233 BURRA ROAD, BURRA - TRUCK DEPOT, ANCILLARY OFFICE AND ACCESS ROAD CONSTRUCTION |
| ATTACHMENT 4 | DA NO 2016.105 - 233 BURRA ROAD, BURRA - TRUCK DEPOT, ANCILLARY OFFICE AND ACCESS ROAD CONSTRUCTION - SUBMISSIONS |

5 June 2016

QPRC
PO BOX 348
BUNGENDORE NSW 2621



OBJECTION TO LOT 11 DP 255493 DEVELOPMENT PROPOSAL DA.2016.105

Dear Sir/Madam,

We would like to submit our objection as owners of Lot 19, 107 Burra Road Googong to the development proposal DA.2016.105, 233 Burra Road Googong NSW 2620, Lot 11DP 255493.

We believe that this development proposal is to the benefit of lot 11 while burdening and affecting the rural life style of lots associated with the right of carriageway.

Our concerns are associated with issues arising from the 'right of carriageway' being used as a heavy industrial commercial truck depot access 12 hours each day, seven days a week instead of the 'right of carriageway' being used for several rural properties and homes.

The following are our primary concerns which we feel must to be addressed before approval is given to Lot 11 DA.2016.105.

1. Maintenance for Right of Carriageway.

Lot 11 proposal states that 'The lot has access to a right of carriageway from Burra Road which will be maintained' and anticipates twenty two (22) various heavy haulage vehicles as well as Ten (10) employees accessing site.

The Right of Carriageway maintenance cost is currently to be shared between all lots using this access road. However due to the high level of commercial usage and heavy vehicles proposed now and possibly more in the future accessing Lot 11 truck depot on a daily basis. We believe that lot 11 should as a condition of this development proposal amend the section 88B instrument, 'Right of Carriageway' and legally bear the full responsibility, maintenance and upkeep for the Right of Carriageway instead of unfairly burdening Lot 19.

2. Dust.

Concerns that dust caused by movement of trucks, size, weight, employees and other vehicles will have a negative effect to rain water catchment, enjoyment and lifestyle of Lot 19.

Lot 11 proposal 4.5 Table 2 d states 'The new track to be constructed along the right of carriageway will be sealed if grades and dust is determined to be a consideration to other landholders'.

We feel that sealing of the road and planting of an appropriate tree buffer zone would reduce dust problems.

3. Noise.

We have concerns regarding noise due to the industrial use of the road including the possible use of compression braking on heavy vehicles particularly due to the slope/grade of the road leading down to the current entrance gate of Lot 19 which will affect people and stock in the valley.

Lot 11 proposal 4.5 Table 2 d states 'The new track to be constructed along the right of carriageway will be sealed if grades and dust is determined to be a consideration to other landholders'.

We believe that sealing of the road and planting of an appropriate tree buffer zone would reduce noise problems.

4. Safety.

No mention of possible safety measures to be implemented due to frequent usage of road like speed limits, right of way on both sides, passing areas or fencing in of 'right of carriageway' for stock.

5. Boundary Fencing.

There is no mention of installation of gates on boundary fences that cross the right of carriageway which is preferred by Lot 19 owners.

6. Hours of Operation.

The hours of operation contained in the development application are vague. An indication has been given that currently the road could be used for 12 hours a day and doesn't give any days of operation, indicating that if business is good and expands, usage could be during daylight hours seven days a week which would affect rural life style, enjoyment and value.

Possible further time and/or days of usage restriction should be included in council's approval.

7. Details of New Road Construction.

No true details of the access road have been provided for us to comment on apart from 'constructed to council standards' which we are not sure if the proposed usage has been accounted for in all weather conditions.

Lot 11 proposal mentions 'gravel formation unless dust or slope constraints dictate otherwise' also 'the right of carriageway will be sealed if grades and dust is determined to be a consideration to other landholders'.

Due to the proposed heavy industrial usage, we believe sealing of the road would reduce concerns and issues regarding dust, noise and safety.

As I am sure you will appreciate we consider it essential that the concerns and issues outlined above be resolved as it is our intention to build our new family home on [REDACTED].

Should you wish to discuss any of the above issues or seek further clarification, I can be contacted on [REDACTED] I look forward to hearing from you.

Regards
[REDACTED]

Political Donations and Gifts Disclosure Statement to Council

If you are required under section 147(4) or (5) of the Environmental Planning and Assessment Act 1979 to disclose any political donations or gifts (see page 1 for details), please fill in this form and sign below.

Disclosure Statement Details	
Name of person making this disclosure statement <div style="background-color: black; width: 100px; height: 15px;"></div>	Planning application reference (e.g. DA number, planning application title or reference, property address or other description) DA 2016.105 Lot 11 DP 255493
Person's interest in the application (circle relevant option below)	
You are the APPLICANT YES / NO OR You are a PERSON MAKING A SUBMISSION IN RELATION TO AN APPLICATION YES / NO	
Reportable political donations or gifts made by person making this declaration or by other relevant persons	
<p>* State below any reportable political donations or gifts you have made over the 'relevant period' (see glossary on page 2). If the donation or gift was made by an entity (and not by you as an individual) include Australian Business Number (ABN).</p> <p>* If you are the applicant of a planning application state below any reportable political donations or gifts that you know, or ought reasonably to know, were made by any persons with a financial interest in the planning application, OR</p> <p>* If you are a person making a submission in relation to an application, state below any reportable political donations or gifts that you know, or ought reasonably to know, were made by an associate.</p>	
Donation or gift?	Name of donor (or ABN if an entity); or name of person who made the gift
Donor's residential address or entity's registered address or other official office of the donor; address of person who made the gift or entity's address	Name of party or person for whose benefit the donation was made; or person to whom the gift was made
Date donation or gift was made	Amount/ value of donation or gift
N/A	N/A
N/A	N/A
N/A	N/A
N/A	N/A
N/A	N/A
N/A	N/A
Please list all reportable political donations and gifts—additional space is provided overleaf if required.	
By signing below, I/we hereby declare that all information contained within this statement is accurate at the time of signing.	
Signature(s) a	<div style="background-color: black; width: 100px; height: 15px;"></div> 5-6-16 <div style="background-color: black; width: 100px; height: 15px;"></div> 5-6-16
Name(s)	<div style="background-color: black; width: 100px; height: 15px;"></div> <div style="background-color: black; width: 100px; height: 15px;"></div>

From: [REDACTED]
To: [Records](#)
Subject: FW: Development Application
Date: Monday, 21 November 2016 3:13:56 PM

From: [REDACTED]
Sent: Monday, 21 November 2016 1:35 PM
To: Council Mailuser <Council.Mailuser@qprc.nsw.gov.au>
Cc: [REDACTED]
Subject: Fwd: Development Application

For attention: Kylie Coe, QPCR Coordinator Development Services

Re DA.2016.105

We received notice of DA.2016.105 [REDACTED]. We have several questions to Council about its consideration of DA 2016.105 for an office, workshop, truck depot and upgraded access road.

Some time ago, when [REDACTED], consulted the Palerang Planning Officer on the future of his property [REDACTED], developments in the region were restricted to residential and rural activities.

1. Does this mean that development proposals for industrial and general commercial activities in this area may now be approved?
2. How many vehicle journeys per day will be allowed on the upgraded right of way/access road contained in DA 2016.105?
3. Is there a size limit to the vehicles that will be allowed to use that road?
4. Who will be expected to pay for future maintenance of the access road, considering that frequent use by heavy machinery may degrade it quickly?
5. Is there a formal process and public consultation for reclassifying and redesignating land uses for areas South of the new Googong development, ie in the region of [REDACTED]?

Sincerely,

[REDACTED]

[REDACTED]

From: [REDACTED]
To: council@gprc.nsw.gov.au; [Records](#)
Subject: Objection submission to DA.2016.105
Date: Thursday, 24 November 2016 10:37:26 PM
Attachments: [REDACTED]

Hi Queanbeyan-Palerang Regional Council,

To whom it may concern, I am writing to express my concerns and objections to DA.2016.105—
Truck Depot, Office and Access Road.

Thank you for sending the DA out to me for my review.

Before I commence, please find attached my completed 'Political Donations and Gifts Disclosure
Statement' of which I have given NIL donations.

It is worth noting that my objections are in no way a personal attack on Mr Charman or his
business.

My main areas of concern for this DA are listed below, under objections.

Objections

Public safety

If you are driving from Old Cooma Road along Burra Road, there are two blind corners within a
limited distance before the proposed driveway to the depot would be located. Currently, both of
these corners are notorious blackspots to local residents and are raised in a lot of conversations
throughout the year in the community. The idea of having a number of long, unloaded or heavily
loaded slow moving trucks entering and exiting would considerably place public safety in danger.

The road a couple of hundred metres either side of the proposed depot driveway is a
thoroughfare for bike riders (increasing with Googong resident riders heading this way more
often), wombats, kangaroos, and many other animals. In it's current state, any vehicle longer
than 4 or 5 metres would nearly have to pass on to the other side of Burra Road when exiting
(and possibly entering) the proposed site.

The distance to the proposed depot driveway from the abovementioned corners, would be
considered by many, enough reason for this proposal to be rejected, due to public safety.

It's also common for low laying fog to be found in this area, especially during winter, for long
periods of time, causing more concern.

It's also my understanding there would be no slip lane or dual carriageway put in by council or
Mr Charman to enhance the safety from this aspect.

Road damage

I understand that Mr Charman can have as many trucks as he wants using this driveway. This
again, coupled with the above, increases the likelihood of accidents in this area.

It also severely increases the impact on the surface of Burra Road. Residents of Burra are continuously seeing their road being damaged (cracked up/potholes etc), especially further down the road, with council generally only committing to 'bandaid' fixes. The amount of trucks Mr Charman has would see a sharp increase in heavily loaded vehicles using the road, therefore further damage.

All in all, most Burra residents live out here on acreage to get away from business, close neighbours, noise and busy roads ... Having a large number of trucks in the area would affect this type of lifestyle. I believe the better, safer and more logical way forward is for this depot to be accessed off Wells Road (off Old Cooma Road). If I am reading the maps correct, the proposed depot location is very close to this road. Wouldn't putting in another road also have more environmental impacts?

Appreciate you taking the time to read my views.

Regards

[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Records](#)
Subject: DA.2016.105
Date: Sunday, 27 November 2016 12:11:36 PM
Attachments: [Declaration Political donations.docx](#)

Dear Sir/Madam,

Thank you for the opportunity to comment on Development proposal DA.2016.105

We have a number of concerns relating to the proposed development of a truck depot and increase in heavy vehicle traffic in a rural residential area.

Access to this depot is of concern because it will lead to an increase in heavy vehicle usage of the Burra Road. We do not believe the Burra Road is designed for such usage and are concerned that heavy vehicles most likely will be accessing the Burra Road in the morning and afternoon periods when commuter traffic is at its heaviest. That section of the Burra Road is winding and the access point to 233 Burra Road is at the apex of a curve in the road with limited visibility in both directions. Slow moving trucks entering the road at this point will pose a risk to other traffic and this will be exacerbated by adverse weather conditions including thick fog which is common in this area. There will inevitably be a further increase in traffic on the Burra Road with the imminent Burrabella/Mt Pleasant development. We would think that future residents in that development, who will not have the opportunity to comment on a truck depot nearby, would share our view that this is not an appropriate use of rural residential land.

Although our main concern relates to public safety, an increase in wear and tear on the Burra road is a further consideration and damage to the pavement (e.g. potholes) may also pose a safety risk apart from the additional cost to ratepayers for road repairs. There is already an abundance of wildlife along this section of road which is a potential traffic hazard.

From examining the maps/plans that you have forwarded, alternative access should be available from Wells Road which would be a more satisfactory alternative.

Thank you again for the chance to comment on this development application. We have attached a Political Donations and Gifts Disclosure statement as requested.

Yours sincerely,

[REDACTED]

From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: Development Application DA 2016:105 [SEC=UNCLASSIFIED]
Date: Friday, 10 June 2016 4:04:34 PM
Attachments: [image001.png](#)

UNCLASSIFIED

Hi Haydon,

In view of the advice provided by Icon Water in the email below of 10 June, [REDACTED]

[REDACTED]
also unable to support the proposal put forward in DA 2016:105.

I look forward to the requested information being provided to Icon Water for consideration at your earliest opportunity. The importance of maintaining the quality of water entering the Googong catchment area cannot be understated.

Regards

[REDACTED]

UNCLASSIFIED

From: [REDACTED]
Sent: Friday, 10 June 2016 1:20 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: re: comments on DA 2016:2015

Hello Haydon,

Icon Water as the water utility for Canberra and region have reviewed truncated information provided to us on 02/06/2016 for the above DA which was on public exhibition until 09/06/2016.

Through phone calls and emails I have attempted to obtain the full submission documents since 03/06/2016.

At this point in time, without having received the full documentation Icon Water is unable to assess the potential impact to the drinking water storage of Googong Dam.

As a result Icon Water is unable to support this proposal.

I look forward to reviewing the information when it becomes available.

Kind regards,

[REDACTED]

Environment and Catchment Protection Strategy Officer, Business Services Group




Icon Water
GPO Box 366 Canberra ACT 2601
iconwater.com.au | [Twitter](#) | [YouTube](#) | [LinkedIn](#)

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[Redacted]

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6 July, 2016

Mr. Haydon Murdoch
Queanbeyan/Palerang council.
10 Majara Street,
Bungendore, NSW 2621

Reference: DA2016.105 - 233 Burra Road, Googong. Lot 10 DP 255493, Lot 11 DP 255493

Subject: Objection to proposed development application

I have recently been informed of the proposed development application and I have a number of concerns that I feel need to be clarified.

The application itself indicates an access road will be formed. The application does not specify whether the proposed access road will emanate from 233 Burra Road or whether it will emanate off a private dirt road that currently exists at the end of Wells Place, Googong. Either scenario will present significant problems if allowed. Problems include sight distance to property if access is to be off the Burra Road including ingress/egress to the property, and noise/dust, quality of life issues and possible affect to land values in the future, (as Googong township expands), if access is to be from Wells Place.

The applicant's purpose is to move/locate and service his heavy haulage vehicles and other earth moving equipment to and from the proposed truck depot site.

The purpose in requesting clarification of the access issue is pertinent in respect of Wells Place and if allowed will directly impact 3 neighbouring properties located in Wells Place. It may also affect possible future expansion of the Googong estate to the Burra Road once it reaches its current extreme boundaries. Obviously this will have impact on future land values for affected property owners in Wells Place, myself included.

Typically truck movements leaving a depot occur between 4 to 6am each working day and return whenever. I note the applicant's vehicle yard is currently located at Hume in the ACT and question whether a further proposed truck depot is actually necessary. Surely there are sufficient facilities in industrial areas for his machinery to be located.

If the application is allowed I strongly request a condition be that access to/from the depot is to only occur from the Burra Road. There are no other directly affected neighbours in the vicinity if that condition is imposed.

Sincerely


Queanbeyan-Palerang Regional Council

Document Scanned

12 JUL 2016

ECM No:

Dist to:

To whom it may concern,

We are responding to the development proposal 233 Burra Road Googong N.S.W 2620 Lot 11 DP 255493 which appears to be an industrial/commercial development with increased heavy vehicle and machinery transport. Our concerns are with the access point leading off Burra Road with the proposed entry point [REDACTED] Our major concerns are as follows;

1. On the information presented there are no provisions for a passing bay to allow trucks to be off the road for vehicles to pass.
2. The standard rural access requirements for councils are not designed for continuous heavy access or industrial/commercial business. There appear to be not documentation to upgrade the access point and a standard access point is not safe or sufficient for the vehicles proposed to be entering. These designs are not sufficient for a commercial operation or continuous heavy vehicle access day in day out especially halfway around a bend.
3. The road is a school bus route and during winter the road is often covered in thick fog for the majority of the day, leading to even lower visibility. In the next two years, we will be living at our property full-time and our son will be waiting [REDACTED] from the proposed access area for the school bus. This is a major concern for us especially with how quickly traffic take the bends and the limited amount of time to react as detailed further below. The additional heavy vehicles using the road will have insufficient passing bays leading off multiple bends with very limited visibility leading in to a small straight with the temptation of vehicles behind HR trucks to pass. We feel strongly that this factor will result in a possible accident or fatality. Especially if we are exiting our entrance or if our son is standing at the bus stop [REDACTED]
4. Heavy vehicles turning off multiple 'S' bends will leave traffic insufficient time to react.
5. It is assumed that the 15+ trucks will be leaving the shed each morning so one can assume that the 15 will be returning each afternoon making 30 HR trucks per day Minimum using the access point. We [REDACTED] and have concerns with a gravel road as dust will travel across the gully and we will be dealing with consistence nascence dust. There is nothing in the DA regarding dust suppression. If this happens we will be seeking further action as it will devalue our property and with an approved dwelling, we do not want to be covered in a consistent stream of dust traveling across the hill nor do we want to be dealing with trucks entering and exiting before 7am or entering after 5pm. Industrial areas have been designed for hours outside of this.
6. Compression breaking from the trucks leading to excess noise leading up to and through the 'S' Bends day in and day out will wear very thin.
7. The approval of Burra Bella is also going to increase traffic on an already busy road.

It is evident by the size of the shed that the shed will be a major office and access point for the business and not just a small-time operation and once approved there is no limit to the number of HR Trucks entering each day into the future and once approved making the road and access safe will not happen. I can assure the council that if an accident/fatality happens as a result of poor planning and insufficient passing and pull out bays concerning my family we will not hesitate to seek legal action against the council for not enforcing sufficient passing bays or allowing a commercial access point leading off 'S' bends. My family's safety and the families with children on school's buses and general community traffic should be held as the highest priority.

After consulting with civil engineers without major modification to road conditions this access point is not suitable for a HR trucks and plant commercial business to be entering. I am sure that there would be alternate access points that would be safer coming off Cooma Road that would be better suited for the public or alternate access points should be considered.

Our concerns above are legitimate and if the access point was a more suitable section of road our only concern would be nuisance dust and excessive noise outside of business hours. Unfortunately, that is not the case.

Thank you for your consideration and we look forward to your response.

Regards,



From: [REDACTED]
To: [Records](#)
Subject: DA 2016.105 - 233 Burra Rd Googong
Date: Tuesday, 10 January 2017 12:42:35 PM

Good Morning,

We wish to make a submission in relation to the Development application DA 2016.105 - 233 Burra Rd Googong. We are currently in the process of purchasing [REDACTED] and [REDACTED]

We do not currently have any objections to the DA however as future owners would like to ensure we are not disadvantaged by the applicants [REDACTED] and would like to be kept informed of any decisions. We would also like to ensure that during this road upgrade, that the current trees are left undisturbed as much as possible.

Our current mailing address is

[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]

[REDACTED]
[REDACTED]

From: [REDACTED]
To: council@gprc.nsw.gov.au; [Records](#)
Subject: Burra Road truck depot
Date: Thursday, 1 December 2016 4:44:24 PM

Hi QPRC,

I am writing to express my objections to DA.2016.105—Truck Depot, Office and Access Road on Burra Road NSW 2620.

I can confirm that I have given **NIL** Political Donations and Gifts to Queanbeyan Palerang Regional Council.

I have only recently been made aware of this Development Application as I have been on holidays and have only just checked my mail. I understand that objections needed to be submitted by 28 November but [REDACTED] I would like to have my objections put forward.

Objections are -

Poor visibility with oncoming traffic approaching trucks turning into and out of the truck depot.

Approaching this bend is blind even in good driving conditions as this part of the Burra Road has mature trees, dense vegetation lining the road, fog that will often lay in this valley and also a common local wildlife crossing with wombats especially living in the creek adjacent to the entrance of proposed truck depot.

There are two warning animals signs placed at this location, one a kangaroo and the other a wombat sign, so already it is highlighted to drivers to be aware of wildlife in this area.

Since Googong Estate has been established there has been increased numbers of wildlife in the Burra area.

Heavy traffic already impacts the surface of the Burra Road as this is a busy road that is under stress with heavy traffic and weather. The soon to be added Burrabella Estate will use the Burra Road, meaning there will be more traffic on this road to add to its deterioration and congestion.

Burra Road has two regular full school buses on the road at the moment and wouldn't this add risk to the bus service and passengers negotiating the bend and having to share the road with the heavy (some very heavy and oversized) vehicles. Also with Burrabella Estate more bus services would be added once the estate is established added to more traffic. Burra and Urila residents often travel with

livestock trailers and horse floats approaching this bend with trucks turning would add to risk of safety for this type of traffic.

Would there be a limit to how many trucks and the lengths of the trucks including trailers to be kept at the proposed premises?.

After viewing the maps Mr. Charman owns a property on Wells Road wouldn't that be a more safer option for the trucks to travel that road and to be located there.

Burra residents and soon to be Burrabella residents live in a rural environment having the truck depot will change that and certainty could de value local properties. A truck depot would be more suitable in a industrial area.

Also have all Burra, Williamsdale & Urila residents been informed of this proposal? As they all use this road.

I'm hoping that my letter will be considered and our views will be heard and recorded. As a regular user of the Burra Road for more than 50 years I believe that I have experienced how this road would be impacted with heavy vehicles allowed to access this road and I have concerns for local residents and their safety.

Kind Regards

[REDACTED]
[REDACTED]