



NAME REDACTED

OBJECT

Submission ID: 211755

Organisation: N/A	Key issues: <i>Social impacts, Visual impacts, design and landscaping, Land use compatibility (surrounding land uses), Traffic, Other issues</i>
Location: New South Wales 2577	
Attachment: Attached overleaf	

Submission date: 11/5/2024 1:21:27 PM

For your consideration:

- 1. The newest and final approach has driveway entry and exit facing the residential area to the south / south east ie on Braddon, Beaconsfield and Bulwer Roads. This places an extremely unfair demand and imposition on residents in terms of truck noise (semi trailer? b-double?) at the very least.*
- 2. There is so little space left for significantly sized landscape buffers on southern side of actual development site that they propose landscape mounds on the northern edge of the E4 zoned land. This does not take into account that plants can die from pests and disease nor that any subsequent future owner / developer of the E4 land might remove the mounds / buffers. I note there is a gap left between the proposed mounds on the E4 land. Is this so the proponent is able to use both sections, for whatever reason, with ease?*
- 3. The proposed driveways facing residents means there's nothing to stop drivers using southern and eastern roads to get to and from the site. This will place an enormous and unfair traffic burden on residents of Beaconsfield Road, Bulwer Road, Stables Place, Horseshoe Lane, Roche Close, Trotters Lane, Garrett Road, Lytton Road, Parkes Road, Watson Road, Innes Road etc..*
- 4. There is NO ADEQUATE BUFFER ZONE protecting residents from this development.*

Please see attached supporting docs with thanks. C

APPENDIX 1 DEVELOPMENT LAYOUT PLANS

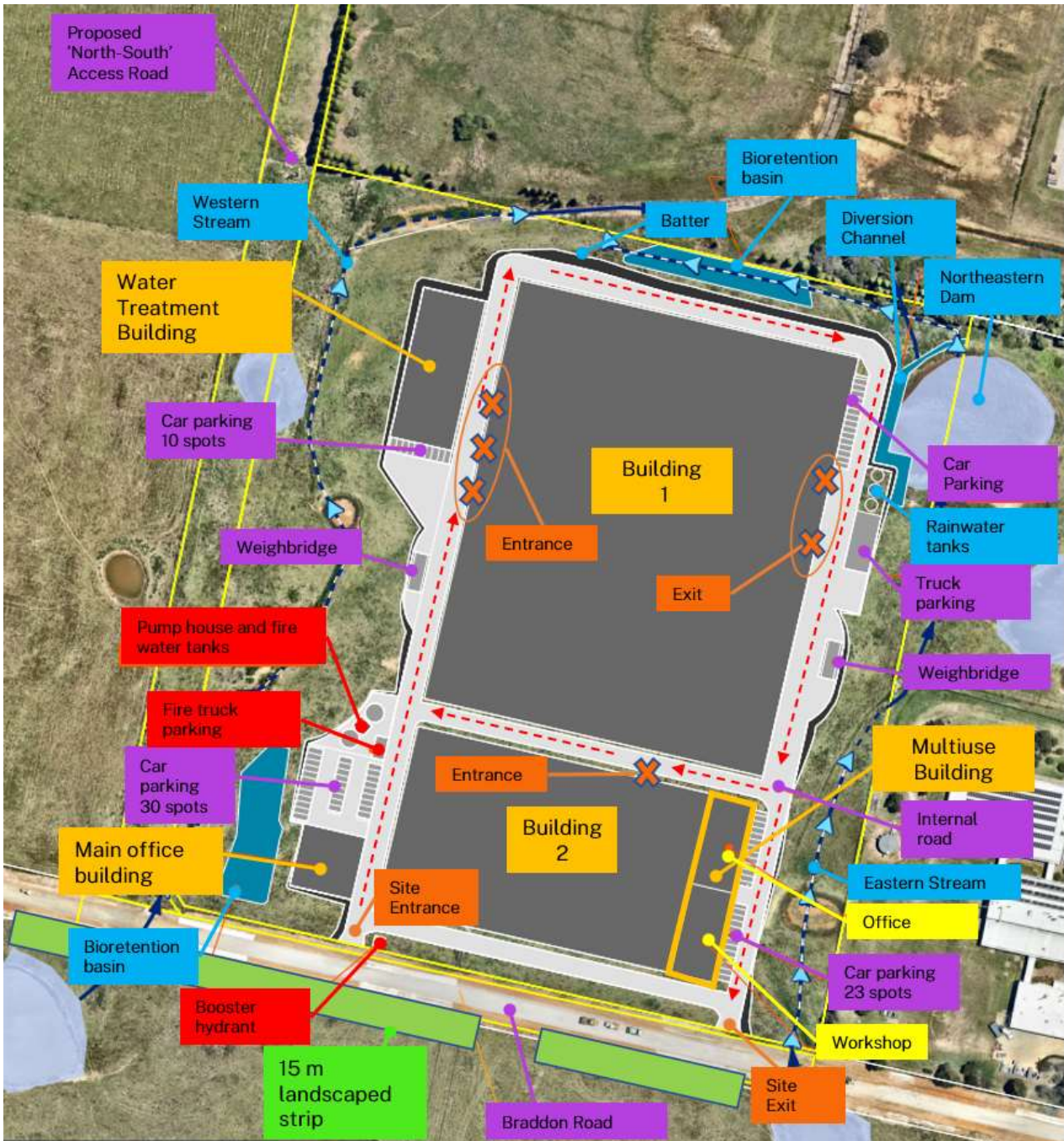


Figure 1: Site Plan

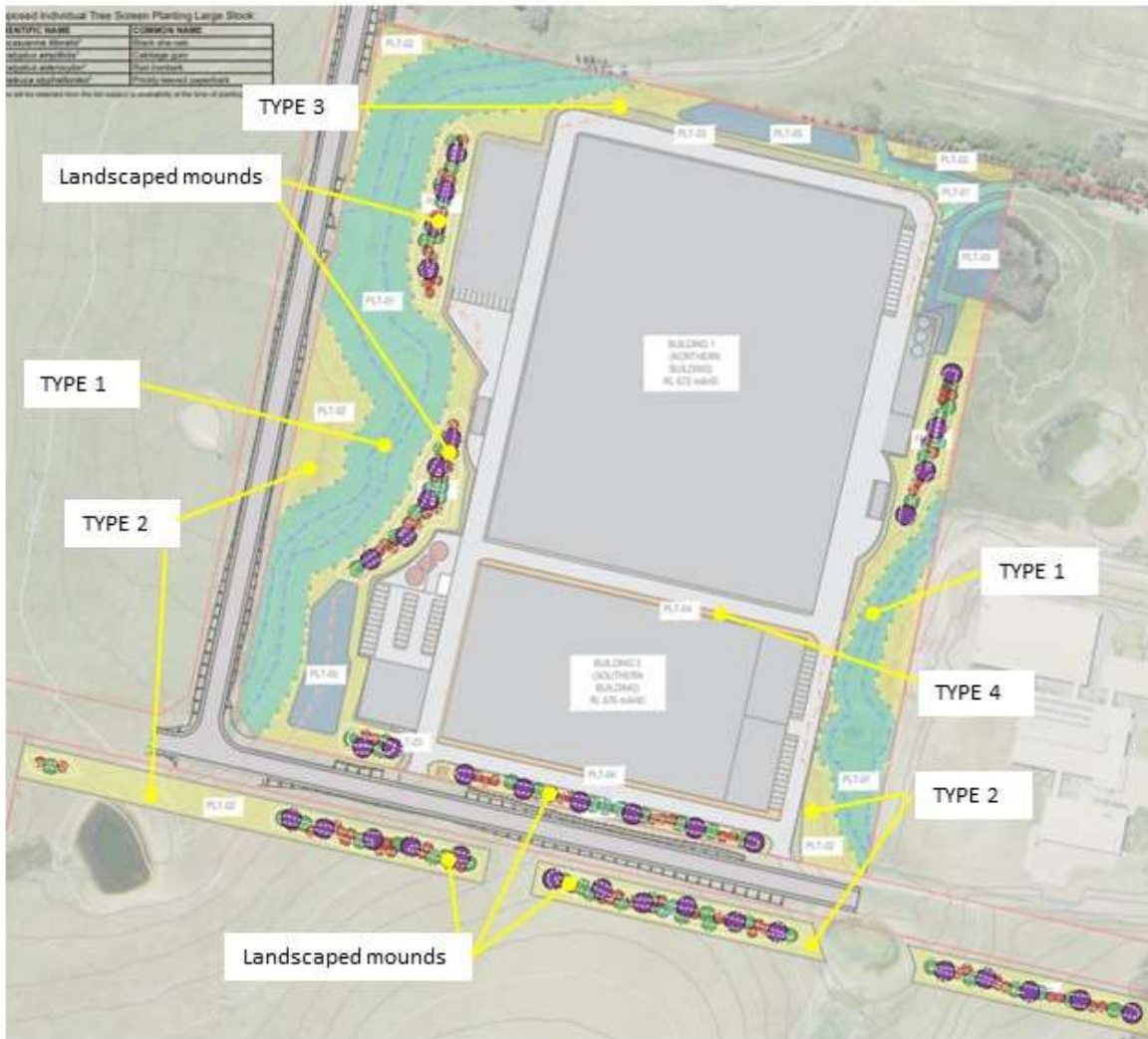


Figure 2: Landscape Plan

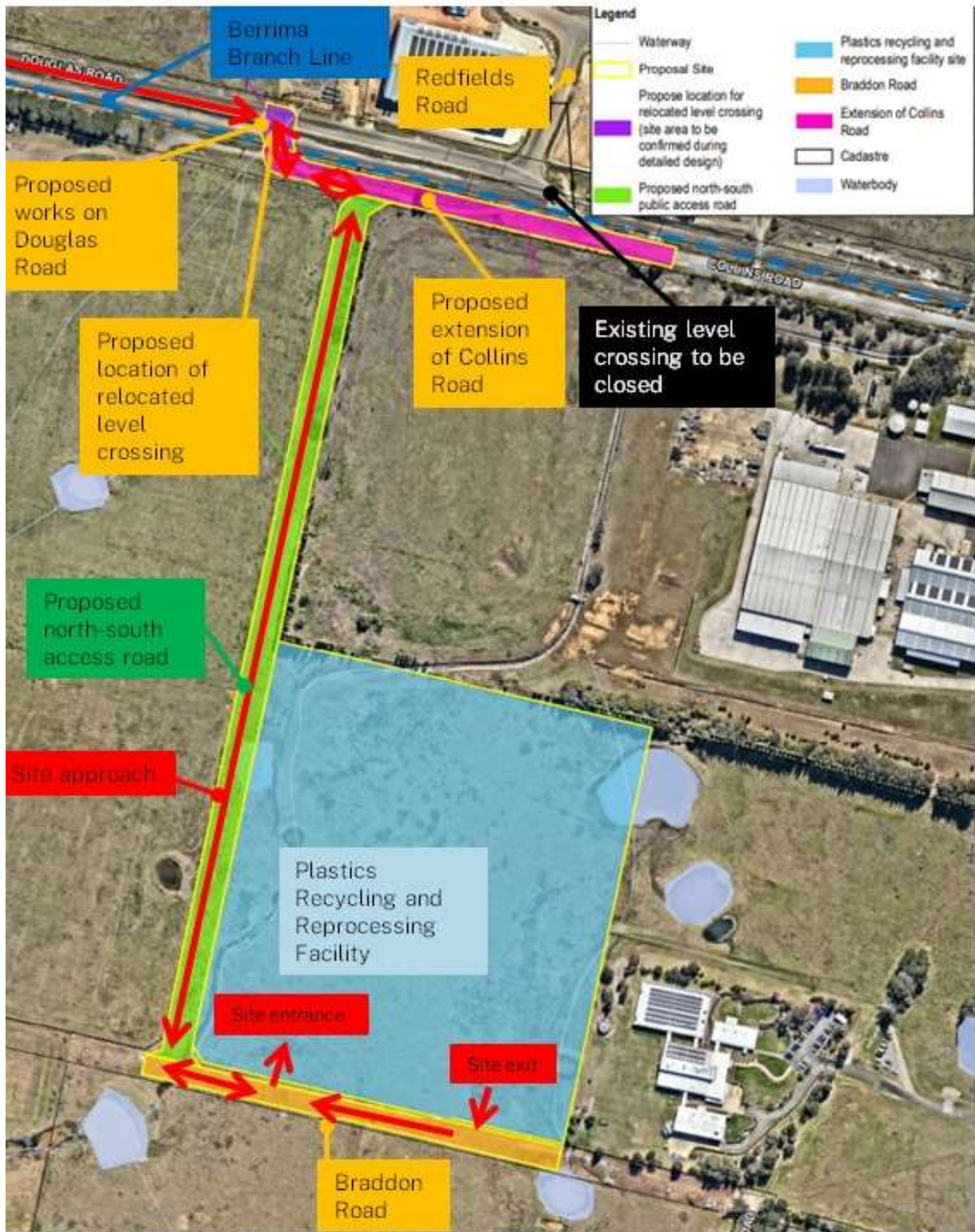


Figure 3: Road plan

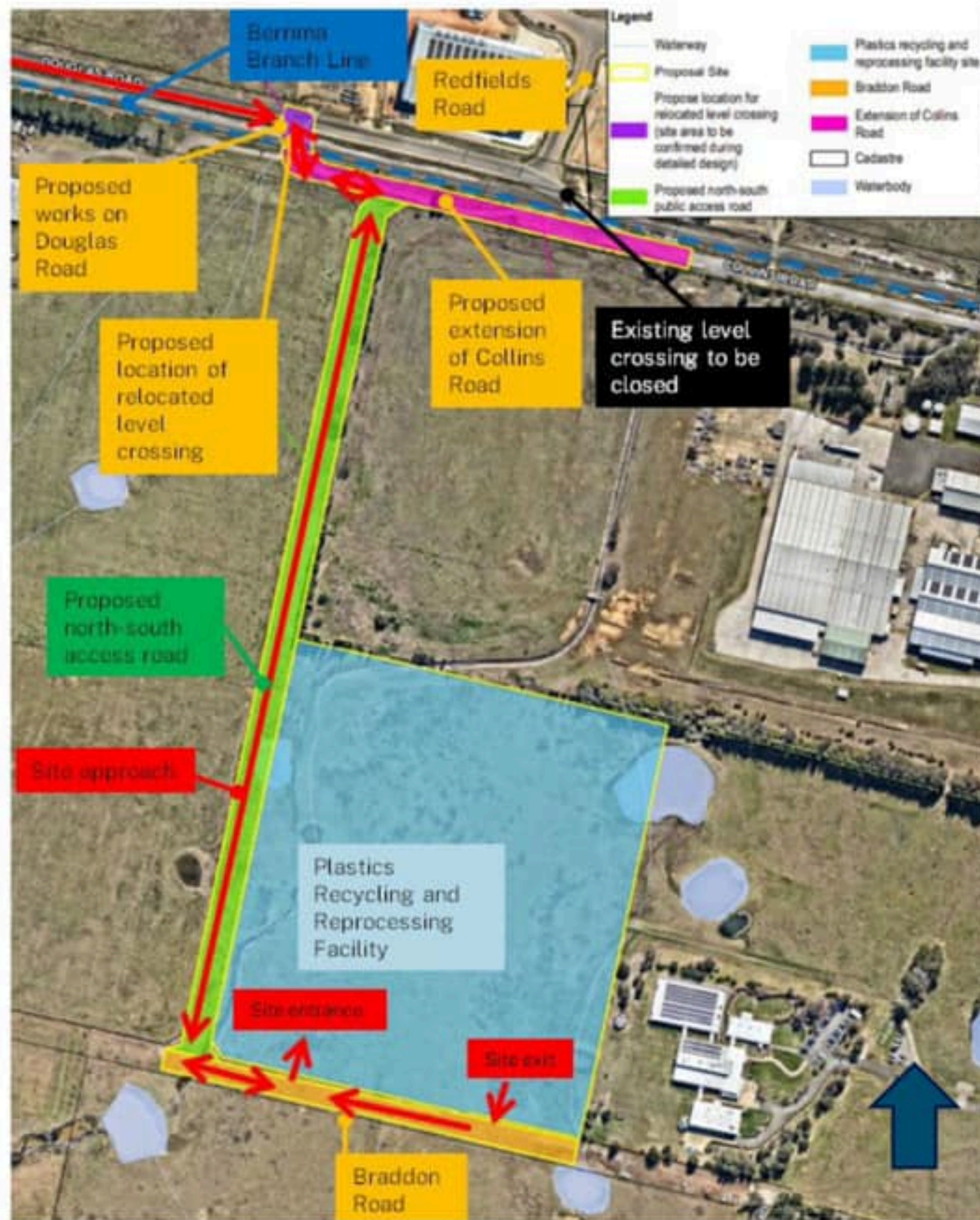


Figure 6 | Site Approach and Access (final version)

31. The new (final) site approach involves construction of a new level crossing of the Berrima Branch Line 190 m to the west of its current location. The new level crossing would enable operational trucks to turn right into the 'north-south' access road when coming from the west (using Douglas Road), thereby removing the need to travel through residential streets to approach from the east. Regional access to the site from both the north or south would now be via Hume Highway, Medway Road (from north), Old Hume Highway (from south), Taylors Avenue, Berrima Road, Douglas Road and Collins Road.