

GENERAL NOTES
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 All items not shown in the scope of works or drawings, but necessary for the proper completion of the works are deemed to be included.
 All work will be carried out in accordance with the NCC, EP&A Act 1979 (as amended), Local Government Act 1993, Regulations under the Acts, relevant Australian Standards, and local authority conditions.
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 Before any work commences on site a Dial Before You Dig search should be undertaken by the person completing the work and the results compiled with and adhered to.
 If any items cannot be accurately located on site to facilitate construction, the services of a registered surveyor should be employed to locate those items/boundaries.
ISSUE
 For Council Submission

Note: Northern, Eastern and Western boundary fences to be installed consistent with the recommendation of the Acoustic Assessment prepared by Acoustic Works dated 7 June 2022 approve with original development consent - solid panel concrete masonry construction

Revision	Changes	Date
A	Changed parking layout to accommodate HRV trucks, added in landscape strip on W boundary	11/10/24
B	Changed sealed surface to Blue metal surface	16/10/24
C	Added note regarding boundary fencing	26/11/24
D	Removed note saying "Sealed Surface"	26/11/24
E	Added notes on boundary fencing	27/11/24

PROJECT
 Proposed Truck Depot

CLIENT
 Cleancote

LOCATION
 12 Ribbands Way, Cowra NSW, 2794

DATE 1/10/2024 **SCALE** 1:200

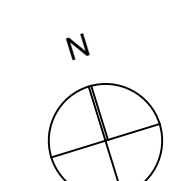
Sheet size: A1
 Drawing to be read printed at 100% print scale

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VISION
 PROPERTY DEVELOPMENT HUB

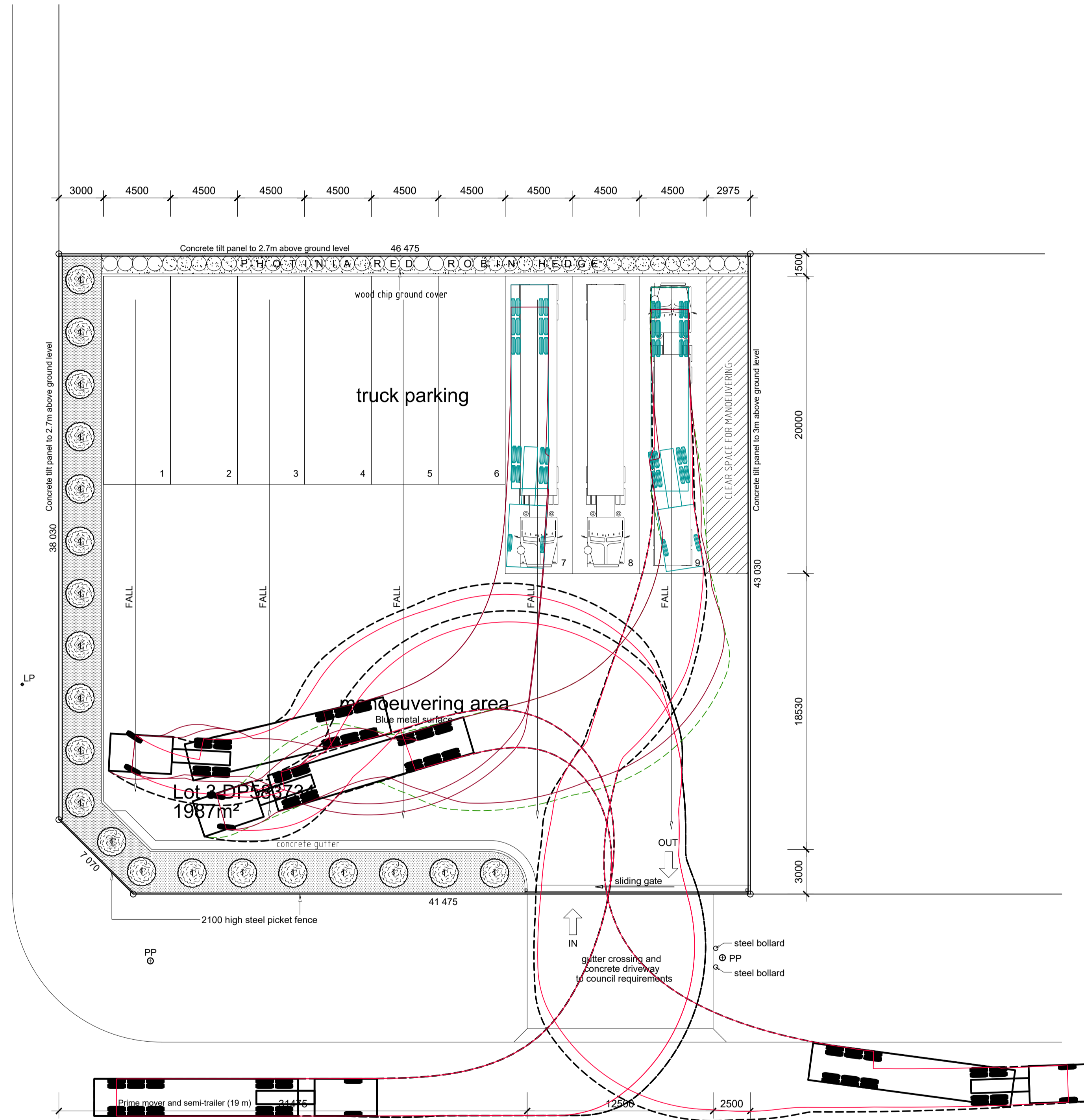
JOB NUMBER 20/20
DRAWING Site Plan
SD001 E

site PLAN



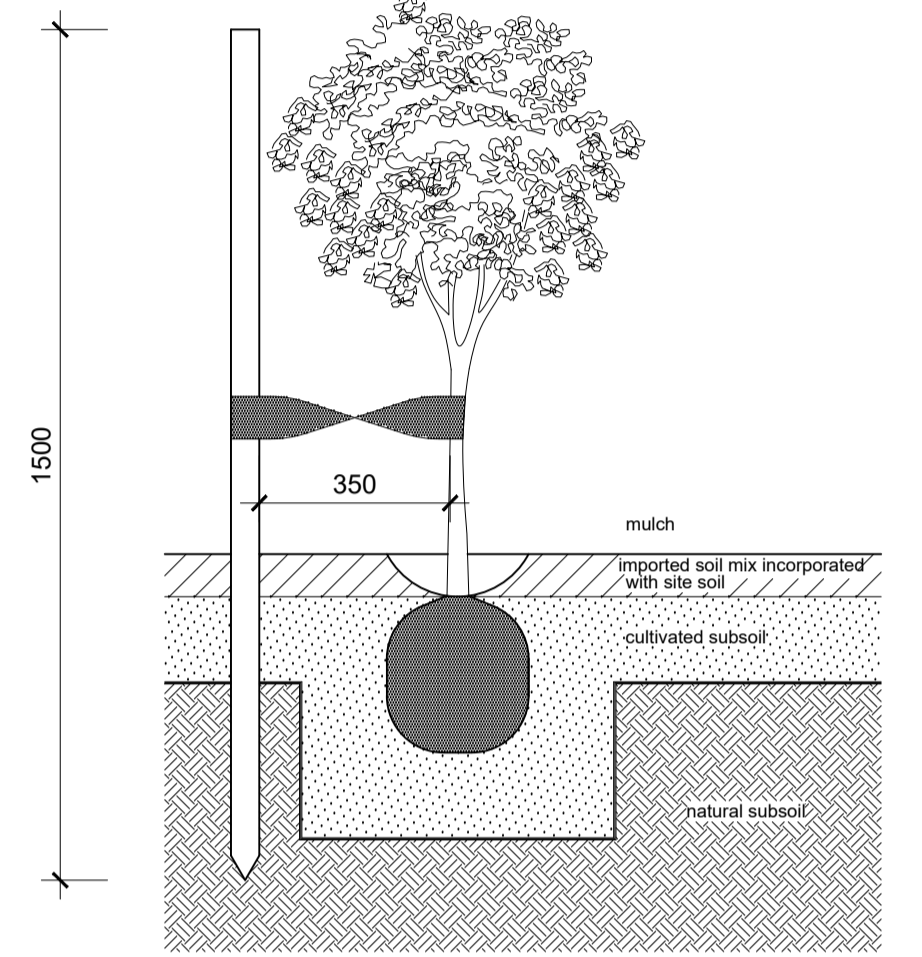
R I B A N D S W A Y

C O W R A R O A D

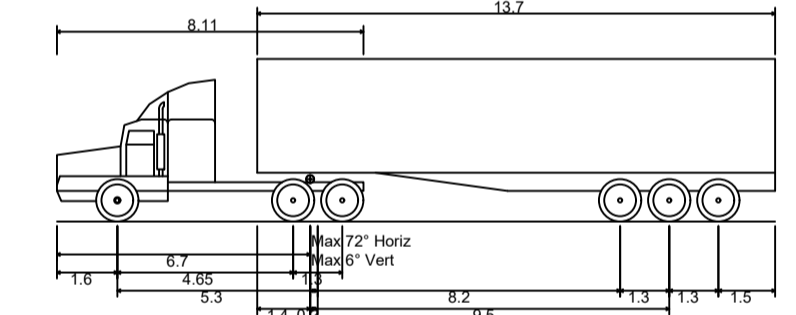


- Legend**
- Kikuyu turf
 - wood chip ground cover
 - ACACIA Cognita
Narrow Leaf Bower Wattle
6m to 8m high
 - PHOTINIA RED ROBIN Hedge

GARDEN NOTES:
All gardens filled min 200 deep with premium garden mix
- to be mixed with existing garden bed soil
MULCH
15mm tan bark to cover all gardens areas
EDGING
concrete edging
Garden to be irrigated



planting and staking detail



Prime mover and semi-trailer (19 m)
Overall Length 19.000m
Overall Width 2.500m
Overall Height 4.300m
Min Body Ground Clearance 0.540m
Track Width 2.500m
Lock-to-lock time 6.00s
Curb to Curb Turning Radius 12.500m

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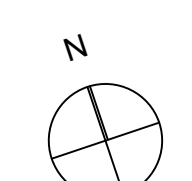
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JOB NUMBER 20/20

DRAWING Semi Turnpath **SD003**



site PLAN

Cowra Shire Council
Private Bag 342
Cowra NSW 2794

DEVELOPMENT: Mod to development consent 92/2020 - Transport depot
Subject land: Lot 3 DP 583734, 12 Ribands Way, Cowra

Version	Date	Changes
Version 1	16/10/2024	Superseded
Version 2	29/10/2024	Superseded
Version 3	26/11/2024	Additional justification for unsealed site surface

Vision Property Development Hub (Vision) have been commissioned by the landowner to prepare and submit a modification application under Section 4.55(2) of the Environmental Planning and assessment Act 1979 NSW (the Act) seeking Council approval of an updated site layout which removes the entry/exit of any vehicles onto Ribands Way from the site, retains a single entry/exit driveway crossover directly to Cowra Road in the location approved with the original development consent and permits the use of blue metal gravel as the finished surface of the site.

The approved land-use as a transport depot is not proposed to change as part of this modification application.

Modification Application

The primary changes of the modification include increasing the amount of landscaping proposed by removing the vehicle crossing from Ribands Way and reducing the size of some of the trucks to be parked on part of the site. The modification also proposes to allow for a compacted gravel surface finish.

These changes do not substantially alter the approved use or overall finished appearance of the development as solid panel fencing is already approved to be constructed on the east, west and north property boundaries.

The quantity of the trucks to be parked at the site and the approved fences/acoustic wall barriers as displayed on the amended site plan is unchanged by the modification. Likewise the quality of the design and the location of the truck parking and manoeuvring does not differ.

Blue Metal Surface Finish

The original DA was submitted proposing a blue metal surface finish for the site. The acoustic report submitted with the original DA includes plans in the appendix all of which refer to a blue metal surface finish. The approved Statement of Environmental Effects (SEE) makes reference to a blue metal surface as the proposed finish.

Condition No. 15 of Development Consent No. 92/2020 (DA) prevails over any of the approved plans or documentation including the acoustic report, SEE and development plans in the case of any difference between these documents. The condition states:

'All vehicle parking and manoeuvring areas are to be constructed in either concrete, asphalt or bitumen sealed and appropriately drained to an approved discharge point.'

The land owner needs to modify this requirement as sealing the entire site with concrete is excessively cost prohibitive. The use of asphalt whilst more hard wearing than bitumen will eventually wear and erode as a result of the slow moving truck movements (known as the screwing effect of slow heavy vehicle movements) and is very cost prohibitive. Lastly, bitumen seal surface in hot weather breaks and erodes under heavy truck movements and is not a suitable surface finish.

Part M.3.13 Surface materials of the Cowra Shire Council development Control Plan 2021 (DCP) states:

'All new car parking areas and their associated site accesses, vehicle manoeuvring areas and loading / unloading areas must be constructed with a surface finish in accordance with Table 6 below.'

Table 6 includes the following surface requirements for both commercial or industrial sites included below:

Commercial

'Vehicle Manoeuvring Areas concrete / bitumen seal. Crushed blue metal (or similar) is a suitable alternative where the manoeuvring areas service < 6 car parking spaces.'

Industrial

'Vehicle Manoeuvring Areas concrete / bitumen seal / crushed blue metal (or similar)'

The site does not involve any trade with customers and will be secured by boundary fencing. The site is obscured from view from neighbouring properties to the east, west and north by the substantial acoustic boundary fencing already approved to be constructed at heights of 3.0 metres and 2.7 metres as displayed in the recommendations of the approved acoustic report.

It is requested that the land owner be permitted to retain a blue metal surface for the full coverage for the site. The acoustic walls to be constructed on the boundaries will retain the blue metal material which will become compacted by the truck movements.

A blue metal surface will prevent dust from churning into the air from truck movements, and is more cost effective and practical to maintain.

The site and neighbouring sites are positioned within the floodway identified in the flood mapping adopted with the Cowra and Gooloogong Flood Plain Risk Management Plan 2006 (Flood Study). An extract identifying the site is included below.

As the site is surrounded by various land uses including industrial, residential, agricultural and a petrol station, it is not considered reasonable to prevent the use of a blue metal gravel finish in the

event that it may or may not be eroded from the site. The material would not constitute a large piece of debris in a flood event capable of damaging any neighbouring property.

Figure 1 - Flood Mapping



Source: Map 3 Cowra and Gooloogong Floodplain Risk Management study and plan 2006

Altering condition No. 15 to allow the blue metal gravel to be retained as the finished surface in the location of the site behind the acoustic walls to be constructed on three of the four property boundaries will not result in any negative impact that would be avoided by requiring the site to be sealed.

The proposal to utilise blue metal gravel as the finished surface is consistent with part m of the DCP and appropriate in this instance.

It is requested that the condition be modified to allow for a blue metal surface installed on the site to be retained.

Condition to be Removed

As part of the modification application, it is appropriate that Council delete condition 16 from the development consent which relates to the construction and upgrade of the intersection of Ribands Way and Cowra Road. This intersection will no longer form part of the route used by the trucks parking at the site and so no longer relates to the development. Ribands way is a short cul-de-sac road with no need for vehicles from the site to utilise that roadway. Likewise, condition 19 should also be deleted as it relates to the construction work required by condition 16.

The above considerations confirm the modified design result in the development remaining substantially the same, making the proposal appropriate for consideration as a modification application.

As the development will not have any negative environmental effect, the modification application should be approved by Council as proposed.

Yours faithfully,



Patrick Fitzsimmons
Town Planner, Managing Director
VISION Property Development Hub

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This Document Version was prepared based on the following plan versions:

Author	Plan	Page	Date	Job
Vision Property Development Hub	Site Plan	SD001 C	25/11/24	20/20
Vision Property Development Hub	HRV Turnpath	SD002 B	25/11/24	20/20
Vision Property Development Hub	Semi Turnpath	SD003 B	25/11/24	20/20