

21 December 2021

Our Reference: SYD21/01513/01

Departments Reference: DA318-12-2004-Mod-4

Thomas Bertwistle
Department of Planning and Environment
GPO Box 39
SYDNEY NSW 2001

Dear Mr Bertwistle,

SECTION 4.55 (2) MODIFICATION TO ALLIED MILLS FLOUR AND MAIZE MILL - 330 PICTON ROAD, MALDON

Reference is made to the Department's referral dated 30 November 2021 with regard to the abovementioned Development Application, which was referred to Transport for NSW (TfNSW) for comment.

TfNSW notes that the modification seeks consent to modify the existing DA318-12-2004 Development consent to enable the following:

- circulation, ingredient holding and de-packaging room (within existing building)
- test kitchen and pre-weigh room (within existing building)
- complex mix room (within existing building with new expansion through the roof)
- warehouse extension (warehouse for holding and dispatch of finished product, storage of bulk ingredients)
- office
- sheltered concrete slab
- amenities.

TfNSW has reviewed the submitted documentation and provides comments to the Department in **Attachment A**.

If you have any further questions, Ms Laura van Putten would be pleased to take your call on (02) 8849 2480 or please email development.sydney@transport.nsw.gov.au. I hope this has been of assistance.

Yours sincerely



Malgy Coman

A/Senior Manager Land Use Assessment West & Central
Greater Sydney

Attachment A

Appendix K – Traffic & Transport Memorandum

1. Comment

No turning paths were provided as part of this assessment.

Recommendation

The swept path of the longest vehicle entering and exiting the subject site, as well as manoeuvrability through the site, shall be in accordance with AUSTROADS and should be provided for review.

2. Comment

It is noted that a conservative growth rate of 1% has been applied. Considering the proposed and approved development in the area, a 1% growth rate is very considered conservative and may not be representative of the actual rate.

Recommendation

It is recommended that the applicant clarify how a 1% growth rate was considered.

3. Comment

Level of Service D for the performance of the intersection post-development during the 2020 and 2030 PM peak as shown in the Traffic and Transport Memo (appendix K) is not an acceptable level of service.

- i. Also noting that the section 2.2 states that: *“This is likely due to heavy vehicle movements out of the site given the opposing westbound through traffic volumes of up to 908 vehicles.”*

It is noted that section 4.1 *OPERATIONAL IMPACT MITIGATION* stated that mitigation treatment won't be required until 2030 where further investigation would be needed. In addition it is noted that some mitigation measures have been considered however there doesn't appear to be any commitment to provide the need infrastructure.

Recommendation

TfNSW requests further clarification as to whether the required 2030 mitigation measures are being considered for this development application.