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Haley Rich
Environmental Planning Officer
Major Project Assessment
Department of Planning & Infrastructure NSW
23-33 Bridge Street
Sydney NSW 2000

9 September 2011

Cover Letter-(Final).docx
EN03048

Dear Haley

Allied Mills Request to Modify a Major Project

Please find attached Allied Mills' Request to Modify a Major Project for their Kingsgrove mixing plant. The original approval requires annual noise monitoring, and creation of a one-way internal roadway. The attached modification request asks that these conditions be removed.

The Allied Mills mixing plant is located in an industrial estate, and is bordered in the east, south and west by other industrial facilities, and by the M5 East Freeway to the north. When the mixing plant was originally commissioned the adjacent M5 East Freeway did not exist, so the industrial estate may have contributed to noise exceedances for sensitive receivers to the north. However, monitoring conducted since creation of the M5 East Freeway has determined noise from the industrial estate is inaudible to sensitive receivers against the traffic noise from the M5 East Freeway. Noise mitigation measures implemented along the length M5 East Freeway (e.g. noise walls and bunds) further contribute to minimising noise disturbance from the industrial estate to local residences. In addition, no noise complaints have been received throughout the life of the plant.

Vehicular traffic at the mixing plant is currently managed via two separate access gates, and an approximately semi-circular internal road at the perimeter of the site. Gate A (north gate) allows for entry and exit, and Gate B (south gate) allows entry only. This arrangement facilitates one-way movement through the site of bulk tankers (entering via Gate B, progressing anti-clockwise around the perimeter of the site on the internal road, and exiting via Gate A), and allows delivery trucks and other vehicles to enter and exit via Gate A. A traffic study conducted in July 2011 determined that the current arrangement was the most efficient use of space, and facilitates the most effective traffic movement through the site. In addition, creation of a one-way internal road (to comply with the original approval) would require widening the existing internal road at Gate B to allow delivery vehicles to pass bulk tankers when the bulk tankers are parked and loading/unloading. Any inbound movement through this Gate would also be prevented. Widening of the road to allow two-way

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movement through Gate B would require expansion of the road outside the existing property boundaries.

The Traffic Operations Assessment and completed Request to Modify a Major Project Department of Planning form are attached, for your information. SKM (on behalf of Allied Mills) has also endeavoured to contact and engage with Hurstville City Council, to ascertain their expectations in regards to noise and traffic management at the Allied Mills mixing plant site. To date no response has been received.

Please call me if you have any questions or comments.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Ben Ison', with a long, horizontal, wavy line extending to the right.

Ben Ison

Senior Environmental Scientist

Phone: 02 4979 2611

Fax: 02 4979 2666

E-mail: bison@globalskm.com

Request to modify a major project



NSW GOVERNMENT
Department of Planning

Date duly made: ____/____/____

Modification No. _____

1. Before you lodge

This form is required under section 75W of the *Environmental Planning and Assessment Act 1979* (the Act) in order to request the Minister to modify the Minister's approval to carry out a project or concept plan to which Part 3A of the Act applies.

Before making this request, it is recommended that you first consult with the Department of Planning (the Department) concerning your modification. The Director-General may issue environmental assessment requirements that must be complied with before your request will be considered by the Minister. If the changes proposed by the modification will result in a project that is consistent with the existing approval, the Minister's approval for a modification is not required.

Disclosure Statement

Persons making a request to modify a project or concept plan are required to declare reportable political donations (including donations of or more than \$1,000) made in the previous two years.

Note: For more details about political donations disclosure requirements, including a disclosure form, go to www.planning.nsw.gov.au/donations.

Lodgement

All modification requests must be lodged with the Director-General of the Department of Planning, by courier or mail. An electronic copy should also be e-mailed to the assessment contact officer assigned to the project.

NSW Department of Planning
Ground floor, 23-33 Bridge Street, SYDNEY NSW 2000
GPO Box 39 SYDNEY NSW 2001
Phone 1300 305 695

2. Details of the proponent

Company/organisation/agency

ALLIED MILLS PTY LTD

ABN

24 000 00 8739

☐ Mr ☐ Ms ☐ Mrs ☐ Dr ☐ Other

First name

Family name

Position

STREET ADDRESS

Unit/street no.

4G

Street name

1 HOMEBUSH BAY DRIVE

Suburb or town

RHODES

State

NSW

Postcode

2138

POSTAL ADDRESS (or mark 'as above')

AS ABOVE

Suburb or town

State

Postcode

Daytime telephone

Fax

Mobile

Email

nikki.town@alliedmills.com.au

3. Identify the land

STREET ADDRESS (where relevant)

Unit/street no.

4

Street or property name

The Crescent

Suburb, town or locality

Kingsgrove

Postcode

1480

Local government area(s)

State Electorate(s)

REAL PROPERTY DESCRIPTION

Lot 1 / DP 20025

Note: The real property description is found on a map of the land or on the title documents for the land. If you are unsure of the real property description, you should contact the Department of Lands.

Please ensure that you place a slash (/) to distinguish between the lot, section, DP and strata numbers. If the proposed modification applies to more than one piece of land, please use a comma to distinguish between each real property description.

OR: detailed description of land attached: ☐

MAP: A map of the site and locality should also be submitted with this request.

4. Details of the original major project or concept plan

Briefly describe what the original approval allows

Condition 6.1e) ...The applicant must prepare ...an EMP ...The program must... include the following - a Noise Compliance Monitoring Program to determine the level of compliance with the noise criteria in condition 4.5 ...

Condition 6.2 The Applicant must conduct noise monitoring during the operational phase to assess compliance with noise limits set out in condition 4.5. the frequency of monitoring must be as follows:

-Within 3 months of commissioning the mixing plant; and

-Annually thereafter

and

Condition 4.24 Before the plant is commissioned, the one way internal roadway must be commissioned.

What was the original project application no.?

DA 143-06-01

What was the date of the approval?

20 JUNE 2011

What was the original application fee?

Note: Clause 245K of the *Environmental Planning and Assessment Regulation 2000* provides information on calculating the maximum fee for a request for modification.

5. Describe the modification you propose to make to the approval

Describe the proposed modification

- Modify condition 6.1e) and condition 6.2 to remove the requirement for ongoing noise monitoring
- Remove the requirement for one way traffic movement on site (Condition 4.24)

Your modification request may need to be accompanied by an Environmental Assessment, including plans. An electronic and hard copy of this document will be required.

ESTIMATED CAPITAL INVESTMENT VALUE

Please indicate the estimated capital investment value (CIV) of the modification to the project approval or concept plan (excluding GST).

\$0

FULL TIME EQUIVALENT JOBS

Please indicate the number of jobs created by the proposed modification. This should be expressed as a proportion of full time equivalent (FTE) jobs over a full year.

Construction jobs (FTE)

0

Operational jobs (FTE)

0

6. Landowner's consent (where required)

As the owner(s) of the above property, I/we consent to this request being made by the proponent:

Land

Signature

Name

JOSEPH DI LEO MANAGING
DIRECTOR

Date

Land

Signature

Name

NICAE TOWN COMPANY SECRETARY

Date

2/9/2011

Note: Under Clause 8F of the *Environmental Planning and Assessment Regulation 2000* (the Regulation), certain applications for approval under Part 3A of the Act do not require consent of the landowner, however, the proponent is required to give notice of the application (e.g. linear infrastructure, mining & petroleum projects, and critical infrastructure).

7. Political donation disclosure statement

Persons making a request to modify a project or concept plan are required to declare reportable political donations (including donations of or more than \$1,000) made in the previous two years.

Have you attached a disclosure statement to this request?

- ☐ Yes
☒ No

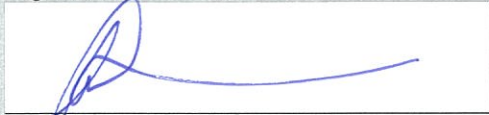
Note: For more details about political donations disclosure requirements, including a disclosure form, go to www.planning.nsw.gov.au/donations.

8. Proponent's signature

As the proponent(s) of the project and in signing below, I/we hereby:

- provide a description of the modification to the project approval or concept plan and address all matters required by the Director-General pursuant to Section 75W of the Act, and
- declare that all information contained within this form is accurate at the time of signing.

Signature



Name

Nicole Tawn

Date

2/9/2011

In what capacity are you signing if you are not the proponent

COMPANY SECRETARY

Name, if you are not the proponent



Location of the Allied Mills mixing plant at Kingsgrove. Note the proximity M5 East Freeway, and the industrial local context of the plant.

Technical Note



To	Ross Herron, Allied Mills	Date	5 th July 2011
From	Volker Buhl	Project No	EN02842
Copy			
Subject	Allied Mills, Kingsgrove – Traffic Operations Assessment		

1. Background

Allied Mills are located in Kingsgrove, NSW south of the M5. The site can be accessed from the M5 via King George Road/Tooronga Terrace/Vanessa Road/ the Crescent from the west or via Kingsgrove Road/Commercial Road/Vanessa Road/The Crescent from the east.

This report discusses the constraints of operating vehicular movements via a one-way system using the eastern gate as access and the western gate as the exit point.

2. Site Overview

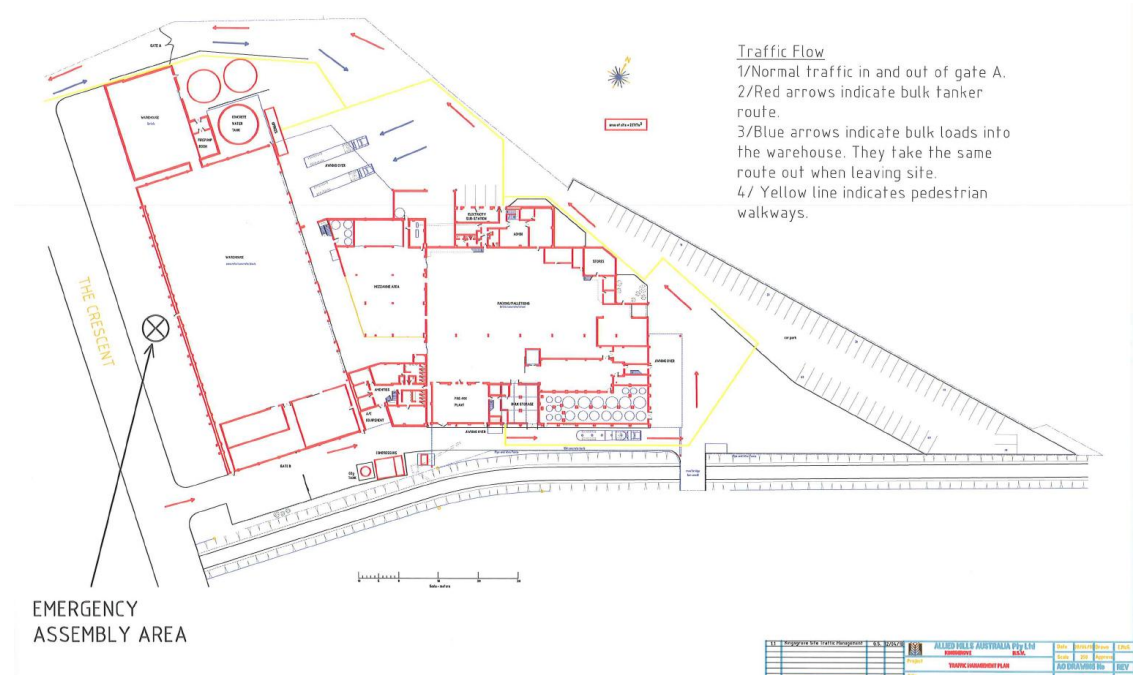
An overview of the site layout is shown in **Figure 1**. The existing traffic arrangements at the site predominantly comprise entry and exit via Gate A at the western end of the site. The exception to this rule is the bulk tanker route which operates one-way in an anti-clockwise direction with entry via Gate B, at the eastern end of the site, and exit via Gate A. The vehicular movements on site are currently summarised as follows:

- Delivery trucks and other vehicles access the site via Gate A, turn around by using the loading bays/parking spaces and exit the property via Gate A (approximately 20 movements per day);
- Bulk tankers access the property via Gate B and exit via Gate A.

Both gates are accessed from The Crescent. In addition to truck and vehicle movements on the site, pedestrians follow dedicated walkways across the site.



■ Figure 1: Site Overview Allied Mills



3. Assessment of Constraints

The primary constraint to the operation of an entirely one-way traffic system throughout the site, whereby vehicles would enter via the southern gate (Gate B) and exit via the northern gate (Gate A), is the limited width of the access adjacent to the bulk tanker loading/unloading area (Location 2) as shown in **Figure 2**. The width at this location is such that when a vehicle is loading or unloading access is effectively blocked for the duration of the loading/unloading operation. During these periods any inbound movement through Gate B would be prevented unless the access road is widened in the area adjacent to this loading station to allow other vehicles to pass.

Due to the proximity of the Allied Mills building to the north and the property boundary (and the adjacent storm water drain) located to the south of the bulk tanker loading/unloading area (refer **Figure 2**) the widening of the Gate B driveway is not considered practical.



- **Figure 2: Layout of Loading Station for Bulk Tankers (Location 2)**



4. Recommendations

The introduction of one-way system of vehicular operation of the western driveway at the Allied Mills site would seriously impede traffic movements through the site and require extensive construction and mitigation measures for efficient operation.

Our recommendation would be for Allied Mills to maintain the existing traffic arrangements on the site.

Yours sincerely

A handwritten signature in black ink, appearing to be "DL", is located below the text "Yours sincerely".

David Lowe
Traffic and Transport Planning Manager
Buildings and Infrastructure NSW