



11 March 2019

Regional Assessments
Planning Services
Department of Planning and Environment
GPO Box 39
SYDNEY NSW 2001

Att Ms E Butcher

Dear Emma

Elf Mushroom Farm MP08_225 MOD 2, 521 The Northern Road Londonderry

I refer to our meeting last week concerning the above application and provide below a response to several matters that were discussed during the meeting.

Car Parking Numbers

The issue raised was the increase in car parking numbers from the approved development which involved 55 spaces to the amended 123 spaces given the capacity of the operation was not increasing or was the staffing.

The initial parking of 55 spaces was based on the car parking rates where most employees of the current mushroom farm which my client operates car pool and it averages out that 2 staff arrive in one vehicle.

The client has increased the car parking on site primarily due to the child care centre that was in the initial approval being not approved allowed extra spaces in this north eastern area to accommodate the parking based on the maximum employment of 113 staff and each staff arriving to work by their own vehicle with no carpooling.

As a result, the parking for approximately 123 spaces was considered more than adequate to meet the worst-case scenario all staff arriving by car and having some extra spaces for visitors of the site.

This number is not predicated to be needed.

The parking will be constructed over stages and the car parking will be expanded on a needs basis as the development requires extra staff and visitor parking.

Due to the design and drive to implement vision and automation systems to assist with the harvesting and packing it is highly unlikely that the maximum staffing numbers will ever be needed.

Most of the staff are harvesting and packing staff that are predominantly immigrants which tend to share rides far more than non-ethnic employees.

The number of car parking spaces can be reduced if needed.

Attached to the letter is a plan that shows the staging of the front parking area.

Acoustic Mounds and Walls

The plan attached confirms the various acoustic mounds and walls that will be constructed on the site and timing of the construction as discussed during the meeting.

Driveway arrangement and RMS comment

The RMS comments suggested that a 2nd access point from The Northern Road should be provided to separate the staff and operational traffic on site.

The initial approved development on site approved 1 access point and this was supported by a Traffic Assessment prepared by Holcrow MWT.

The modified development does not increase the truck movements that were assessed and approved with the development application being 128 light vehicle movements which include staff and 34 truck movements per day.

The traffic report considered the submission from Penrith City Council in respect to intersection works at the proposed access to the site.

The traffic report recommended that based on the anticipated site generated traffic flows the site intersection with The Northern Road would need to be provided with a Type AU intersection.

Condition 27 of the development consent issued required the construction of the site access to the farm site as a TYPE CHR rural intersection in accordance with RTA's Design Guide and relevant Austroads guidelines.

The CHR design from the Austroads guidelines for Unsignalised and Signalised Intersections is attached to the letter.

This intersection design will also incorporate the AUL intersection treatment for left turn movements as recommended in the traffic consultant's report.
The AUL design is also attached to the letter

The installation of another driveway near the required intersection works would have the potential of reducing the traffic safety in the vicinity of the proposed intersection as well as its effectiveness and functioning.

The initial approved development proposed only one access point that was shared by both light vehicles (cars) and trucks and is in the same location on the site as well as the internal access arrangements for both light vehicles and trucks.

The construction of another separate access point for the car park area from The Northern Road will also create another opening in the proposed acoustic mound and reduce the effectiveness of the mound as a noise barrier.

Based on the above comments the need for another separate driveway access point to The Northern Road is not considered necessary and would have the potential to impact on traffic safety and the effectiveness of the proposed intersection required to be constructed in accordance with the condition of the development consent.

The width of the access point at The Northern Road boundary is 20m which widens out to 30m.

This width is adequate to accommodate both light vehicles and trucks with separate left and right turn lanes for vehicles leaving the site.

Refer to plan attached that shows the likely turning vehicle movements on the proposed driveway.

The internal access driveway width from the rear of the driveway entry point to the car park is 15m which is adequate to accommodate both light vehicles and trucks without causing any potential traffic safety issues.

Environmentally Sustainable Development

The amended layout now allows the catchment of a larger quantity of water than will be used for cleaning down the roads and other areas in the building as well as for the cooling towers which has greatly reduced the need for town water which will only be used in the growing rooms and for human consumption.

The larger size of the building and the 5 degree north facing roof has also allowed a building foot print that would allow up to a 6MW solar energy system to be installed that will reduce the energy consumption of the operation during the day which is the peak operation period.

Currently solar batteries are not economically feasible but may be considered at a later period.

The 5-degree roof pitch is the minimum pitch allowed for warranty purposes.

Proposed Landscape Areas

The proposed landscape areas along the northern property boundary and along The Northern Road front setback area will be outside the 25m Asset Protection Zone as required in the Bushfire Risk Assessment Report that accompanied the application. As in the previous approval if any direct neighbours wish to plant screening plants along their properties this will be provided by the applicant.

If you require any further information, please contact me.

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Yours Faithfully

Greg Hall
Town Planning Manager
Urban City Planning