



# TRANSPORT AND TRAFFIC PLANNING ASSOCIATES

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24 September 2020

Ref: 20093

Martin Abell

General Manager – Project Management

Macro Plan

By Email: [martin.abell@macroplan.com.au](mailto:martin.abell@macroplan.com.au)

Dear Martin

**Response to Council's Request for Information  
Alterations & Additions to Lennox Village Shopping Centre  
including ALDI Supermarket Extension & Car Park Modifications  
2 20 Pyramid Street Emu Plains (DA20/0457)**

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This letter is prepared to address Council's Request for Information for traffic matters detailed in the correspondence letter dated 15 September 2020. The following details Council's comments and associated TTPA's response:

***Council's comment:***

***Traffic Matters***

*The pre-lodgement advice detailed the conflict between the service trucks reversing into the public carpark, and conflicts with vehicles and pedestrians. It was noted the truck lane would not be supported and a reconfiguration was necessary. Apart from the proposed path along building, the traffic, pedestrian and truck reversing issues (including reversing at the pedestrian crossing in the loading access) detailed within the pre-lodgement advice have not been addressed and the application cannot be supported.*

*The submitted Traffic Report states that the existing arrangement has reversing trucks and this proposal is an improvement on the existing arrangement where trucks stop in the car park aisle to load/unload. However, any re-development must remove any truck reversing in the car park/pedestrian activity areas.*

*The application has not demonstrated compliance with Australian Standard 2890 (AS2890) regarding waste/service vehicles access, manoeuvring and reversing in traffic car parking and pedestrian activity areas. The application is also inconsistent with Penrith Development Control Plan 2014, C10 insofar as it refers to design principles to mitigate conflict between car parking, service areas and pedestrian activity.*

TTPA’s response:

Council’s DCP Section 5.3.B states the following:

*e) To ensure new developments incorporate waste storage and waste collection areas that are accessible, safe and convenient for both occupants and service providers.*

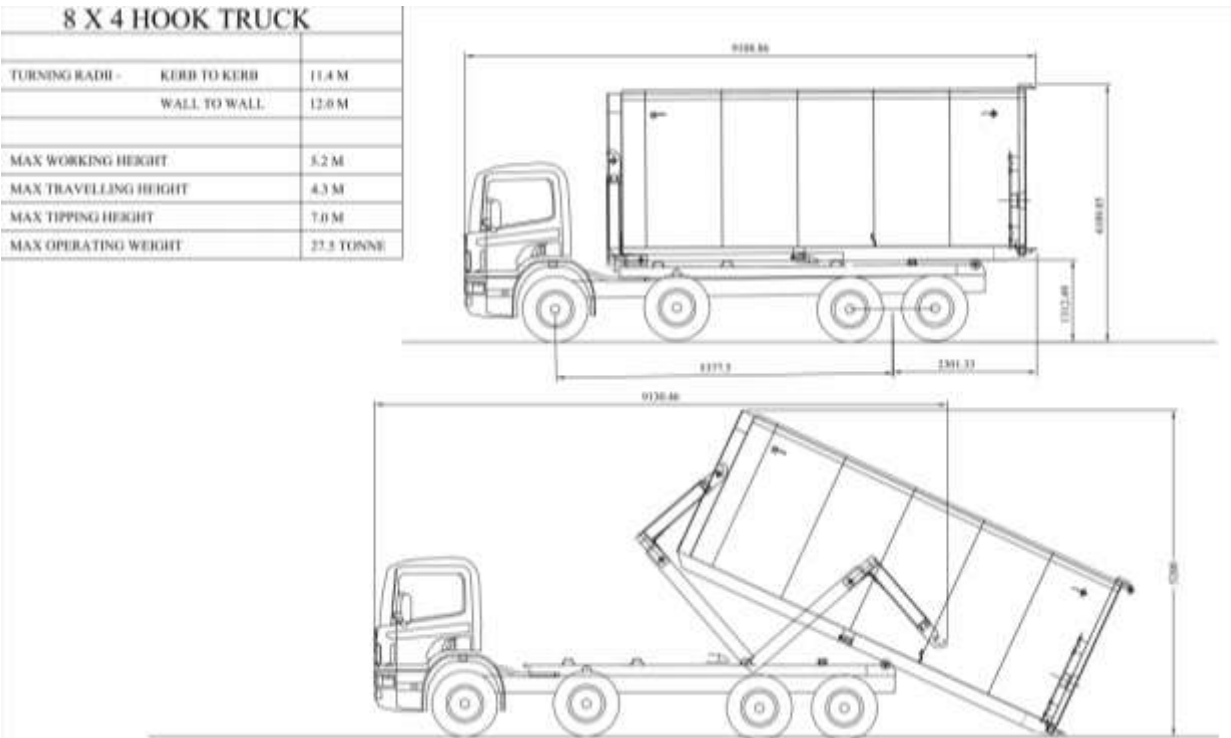
In addition, Council’s DCP Section 5.3.4.1 - Access to Waste Storage and/or Collection Areas, states the following:

*1) The design and location of waste storage and/or collection areas should allow for ease of access for both tenants and waste contractors and should be separated from the car parking area(s) **or** located away from the circulation path of other vehicles.*

*3) There must be sufficient manoeuvring area on-site to allow collection vehicles to enter and leave the site in a forward direction and service the development efficiently with little or no need to reverse.*

It should be noted that the DA is not associated with a new development but comprises the alterations & additions to the existing ALDI Supermarket.

The reconfiguration of the servicing area to ensure no reversing is not possible due to the operating nature of the hook truck. The truck uses a hook-lift system to load the container from the ground onto the truck only from the rear, thus requiring the truck to reverse on arrival.



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The following figures illustrate how a hook truck access a compactor.



Due to the operational limits of a hook truck, the truck is equipped with features to eliminate hazards or reduce risks such as reversing cameras, audible alarms, lights and mirrors.

The waste collection area has been reconfigured to be separated from the car parking area in accordance with Council's DCP Section 5.3.4.1(1). The truck will be able to enter and exit the site in a forward direction in accordance with Council's DCP Section 5.3.4.1(3).

While the manoeuvring associated with the truck parking cannot be confined to the service area,

TTPA considers such an arrangement is acceptable and a minor non-compliance from AS 2890.2 due to the following reasons:

- the location of the compactor remains unchanged from the existing location
- the reversing on arrival is required for the hook truck to manoeuvre rear in to access the compactor.
- the waste collection only occurs fortnightly and outside of peak periods

The current servicing arrangement meets the intentions and objectives of Council's DCP and AS2890.2 to reduce the conflicts and impacts on pedestrians and car park users. The hook truck currently only arrives and departs the site outside the retail peak hours when on-site vehicular and pedestrian activities are minimal.

It should be noted that the current servicing arrangement has traditionally operated safely without any accident for more than 10 years. The swept paths shown in the DA report demonstrated the servicing area to be accessible and convenient for both ALDI and the service provider.

***Council's comment:***

*In addition, the plans also do not provide the required PCC DCP C10 and NSW Government Walking and Cycling Guidelines required all weather, secure, accessible bicycle parking and end of journey facilities (showers, change rooms, lockers) for staff. The Traffic Report states that, as ABS data shows less than 0.3% of people in the Emu Plains area cycle, these facilities are not needed or provided. However, these facilities are still required by PCC to promote and support active transport.*

**TTPA's response:**

The NSW Government Walking and Cycling Guidelines suggest the following bicycle parking provisions for major shopping centres:

- Staff (long-term use) – 3% to 5% of staff
- Visitor (short-term use) – 5% to 10% of staff

In addition, Council's DCP states the following:

*For commercial developments providing employment for 20 people or more, bicycle parking is to be in secure and accessible locations, and provided with weather protection.*

*The following associated facilities are to be provided:*

- i) Change and shower for cyclists and are to be conveniently located close to the bicycle storage areas.*
- ii) Where the building is to be strata-titled, the bicycle storage facilities and shower/ change facilities are to be made available to all occupants of the building.*

While ALDI has 25 - 30 staff on payroll for this store, there will only be a maximum of 10 staff working at any one day. Applying the above rates to 10 staff, the proposed development should provide a total of 2 bicycle spaces (1 space for staff and 1 space for visitors). See revised architectural plans in Appendix A.

The development proposes 1 bicycle locker for staff and 1 bicycle rack for visitors to be in accordance with the NSW Government Walking and Cycling Guidelines.

Given that the proposed development will have fewer than 20 staff in the store at any one day, shower facilities will not be required.

ALDI currently provides 2 restrooms (which serve as change rooms) and employee lockers for the convenience of all staff.

Should you have any questions or require any further information, please do not hesitate to contact me on (02) 9411 5660.

Yours faithfully

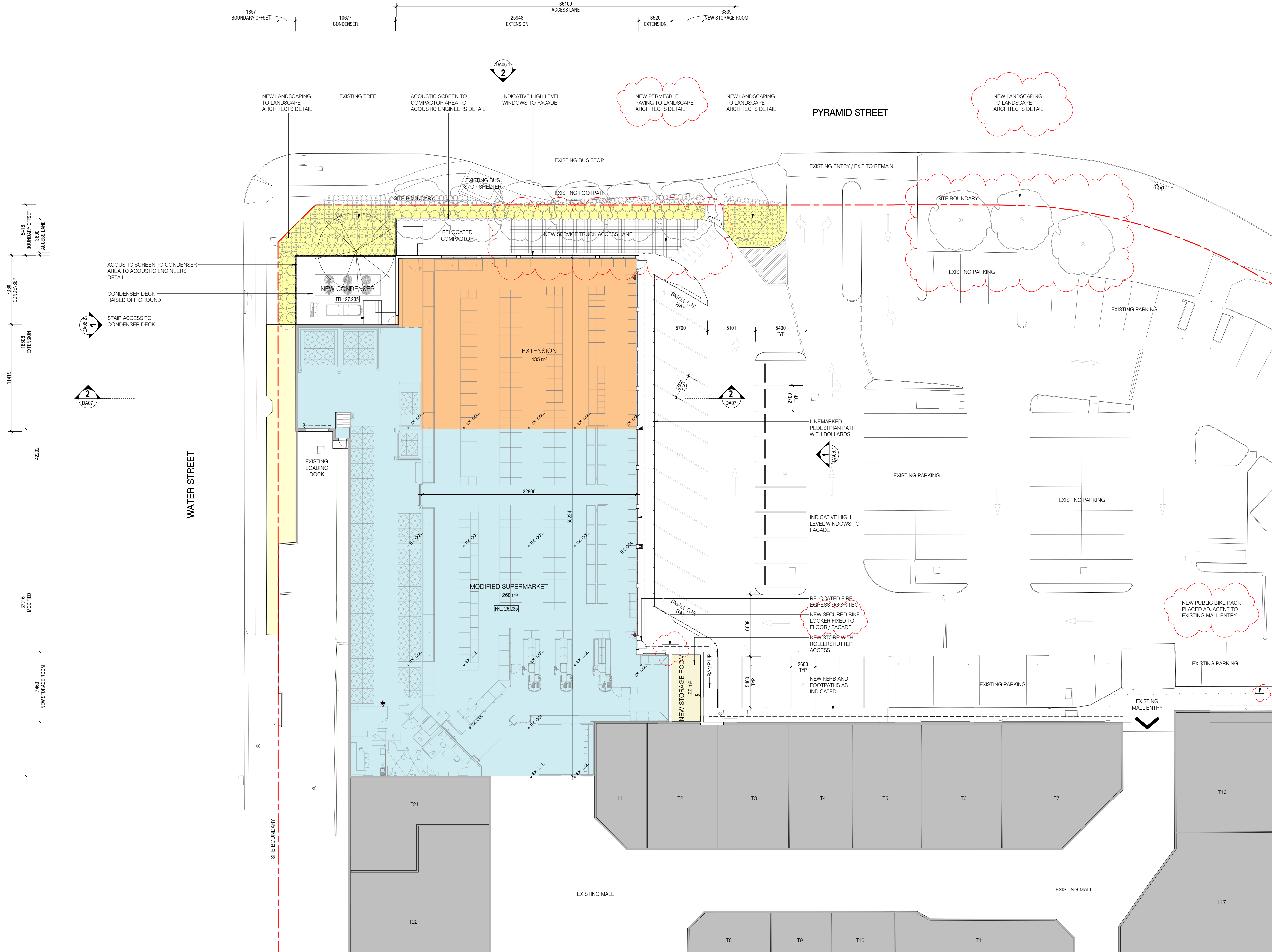
*Meg Kong*

Meg Kong  
Associate  
Transport and Traffic Planning Associates

# **APPENDIX A**

## **Revised Architectural Plans**





PROPOSED GROUND FLOOR PLAN 1 : 200

| GLA SUMMARY                          |                  |
|--------------------------------------|------------------|
| EXISTING ALDI GLA                    | 1,469 sqm        |
| DEMOLISHED ALDI GLA                  | 201 sqm          |
| DEMOLISHED EX. STORE GLA             | 86 sqm           |
| PROPOSED ALDI EXTENSION GLA          | 435 sqm          |
| <b>TOTAL PROPOSED ALDI GLA</b>       | <b>1,703 sqm</b> |
| <b>NEW STORE</b>                     | <b>22 sqm</b>    |
| <b>TOTAL PROPOSED ADDITIONAL GLA</b> | <b>234 sqm</b>   |

| PARKING SUMMARY               |           |
|-------------------------------|-----------|
| DEMOLISHED PARKING BAYS       | 12        |
| PROPOSED PARKING BAYS         | 28        |
| <b>TOTAL NET PARKING BAYS</b> | <b>16</b> |

LEGEND

- proposed
- modified
- existing
- existing trees
- boundary line

\*note: all existing areas, levels, heights and dimensions shown are approximate only. dimensions to be confirmed on site. wall thickness assumed at 300mm.

| no. | date     | ISSUE / revision | by  |
|-----|----------|------------------|-----|
| A   | 24/09/20 | DA ISSUE         | HSY |
| B   | 23/09/20 | DA ISSUE         | HSY |

client  
CHALLENGER INVESTMENT PARTNERS

project - address  
LENNOX VILLAGE - ALDI EXPANSION  
PYRAMID STREET, EMU PLAINS, NSW, 2750

drawing title  
PROPOSED GROUND FLOOR PLAN - SUPERMARKET

job no.  
2020-014

drawing no.  
DA04  
scale @ A1  
As Indicated

issue  
B  
drawn  
HSY

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D.A. ISSUE

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