



Lennox Village

Proposed Alterations and Additions to an Existing ALDI Store **Assessment of Traffic and Parking Implications**

Ref: 20093

Date: June 2020

Rev: A

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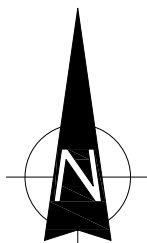
1.0 Introduction

This report has been prepared to accompany a Development Application to Penrith City Council for proposed alterations and additions to an existing ALDI store located at Lennox Village Shopping Centre (Centre), Emu Plains (Figure 1).

Lennox Village Shopping Centre is a successful, established retail centre located adjacent to the Great Western Highway which services extensive surrounding residential precincts. The popularity of the ALDI store at the Centre has generated a demand for more retail facilities. As such, it is proposed to undertake some modifications to the existing store and an extension towards the north of the store to attain additional retail space and car parking for improved customer experience and facilitation.

The purpose of this report is to:

- * describe the site and the proposed development scheme
- * describe the existing road network and traffic circumstances
- * assess the suitability of the proposed vehicle access arrangements
- * assess the potential traffic implications
- * assess the adequacy of the proposed on-site parking provision
- * assess the appropriateness of the proposed vehicle circulation and servicing arrangements.



LOCATION

FIG 1

2.0 Proposed Development

2.1 Site, Context and Existing Use

The existing ALDI store is located on the north-eastern section of the Lennox Village Shopping Centre (Figure 2) within Lot 1, DP610862, Emu Plains, 52km west of the Sydney CBD within the Penrith Local Government Area (LGA). Lennox Village Shopping Centre comprises a single-storey neighbourhood centre of 40 specialty shops as well as the major anchor tenants: ALDI and Woolworths. The site has three main frontages of 278m to Water Street, 213m to Pyramid Street and 349m to Great Western Highway.

The Centre occupies an irregular shaped area of 3,371m² and is located on the corner of Great Western Highway and Pyramid Road. The existing ALDI store has a gross leasable area (GLA) of 1,469m².

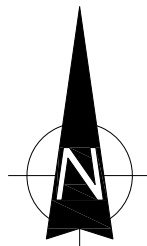
Parking for the Centre has access from the Great Western Highway, Waters Street and Pyramid Street. The access off the Great Western Highway is a left turn entry into the central and western parking areas.

The area surrounding the site is generally zoned R2 - Low-Density Residential and R3 - Medium Density Residential except for an aged care development - Edinglassie Village located opposite the Great Western Highway.

2.2 Proposed Development

The development scheme comprises of the alterations and additions of an existing ALDI store and associated car parking area (an additional 16 car parking spaces) to facilitate the expanded store. The proposed redevelopment comprises a total 1,703m² GLA, which represents a minor increase of 16% (of 234m²) over the existing site of 1,469m².

The proposed development comprises:



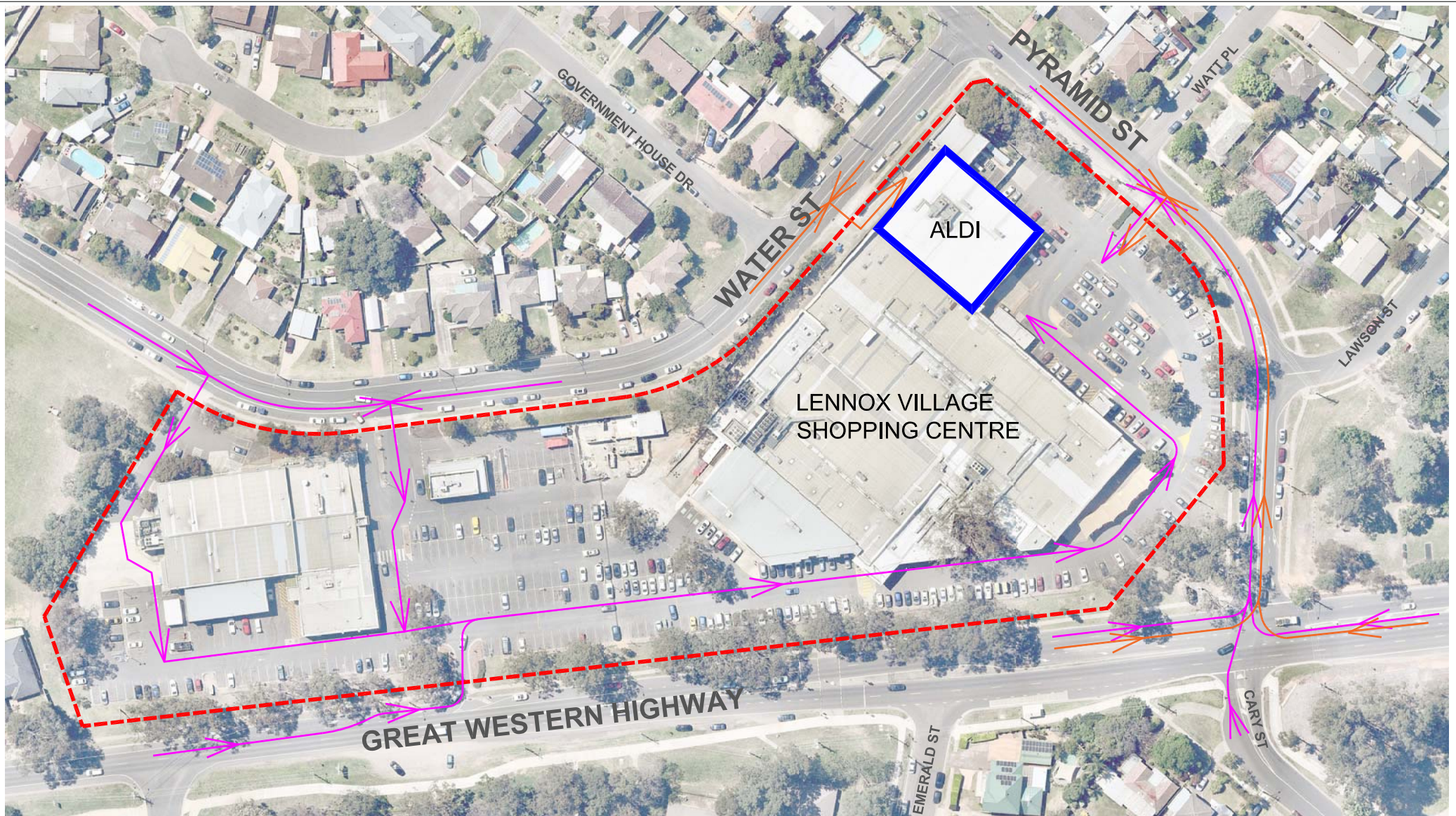
SITE

FIG 2



<u>Component</u>	<u>GLA</u>
- existing ALDI store	1,469m ²
- demolished ALDI store	201m ²
- <u>proposed ALDI extension</u>	<u>435m²</u>
Total Proposed ALDI	1,703m²

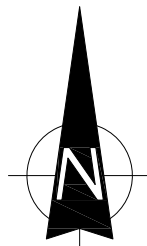
The proposed development will be accessible from all existing 4 carpark access points (See Figures 3 and 4) consistent with the existing arrangement. The proposed development will operate between 8.30 am – 8 pm seven days a week, consistent with the existing hours.

Details of the proposed alterations and additions are provided on the plans prepared by i2C, which are reproduced in Appendix A.



LEGEND

-  ARRIVAL ROUTE (GENERAL VEHICLE)
-  ARRIVAL ROUTE (SERVICE VEHICLE)





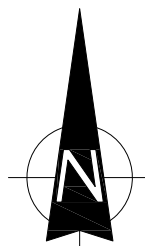
EXISTING VEHICLE INGRESS

FIG 3



LEGEND

-  DEPARTURE ROUTE (GENERAL VEHICLE)
-  DEPARTURE ROUTE (SERVICE VEHICLE)



EXISTING VEHICLE EGRESS

FIG 4

3.0 Existing Road Network and Traffic Conditions

3.1 Road Network

The road network serving the site (Figure 3) comprises:

- * The Great Western Highway is a state road managed by Roads and Maritime Services (RMS) and is the nearest major road to the site. The highway connects to Center via left-in only access and Pyramid Street at a stop-controlled intersection as well as forms a signalised intersection with Russell Street. The highway provides a connection to other state roads, such as the M4 Motorway via Russell Street. Near to the site, the road contains two lanes in each direction (generally one lane in nearby areas) and has a speed limit of 60 km/hr.
- * Water Street, Russell Street and Pyramid Street are local roads providing the main frontage to the site. Pyramid Street and Russell Street connect to the Great Western Highway in the south and residential and industrial areas in the north. The roads are two-way roads with a single lane in each direction. Parking is generally provided on both sides of the streets. The speed limit is 50 km/hr.

3.2 Traffic Conditions

An indication of traffic conditions on the road network in the vicinity of the site is provided by data published by RMS. The data published by RMS is expressed in terms of Annual Average Daily Traffic (AADT) and the most recent published data is provided in the following:

	AADT	Peak Hour
Great Western Highway, 110m West of High Street, Penrith	22,332 vpd	5,800 – 6,400 vpd

Observations of traffic activity in the vicinity of the development site during morning and afternoon peak periods reveal some queuing occurs at times along the Great Western Highway, Water Street and Pyramid Street as a consequence of the arterial traffic flows

along the Great Western Highway and the retail/commercial traffic in and out of the Centre.

Past the intersections of Pyramid Street/Water Street and Russell Street/Jamieson Street, traffic flows along Pyramid Street and Russell Street are generally free-flowing. Access/circulation on the road system is facilitated by the various priority-controlled and signalised facilities.

3.3 Transport Services

Bus stations are situated along the Great Western Highway, Pyramid Street and Short Street. Stops along both approaches are located approximately 170 metres from the site entrances. Bus services are operated by Blue Mountains Transit. The site is advantaged by the local bus services routes 688, 1688, 689, 690P and 691, which provide interconnecting service between the site and Penrith to Emu Heights, Penrith, Leonay, Emu Heights, Springwood and Mount Riverview.

The nearest train station to the site is Emu Plains Station. The stations are serviced by the T1 (Western) and Blue Mountains lines. The station is located approximately 1.8 kilometres or 22 minutes' walk from the site. Buses along the Great Western Highway, Pyramid Street and Short Street also provide connections to the railway station.

Details of the public transport services are provided in Appendix B.

4.0 Parking

4.1 2018 (Pre-COVID Restriction) Car Parking Demand

The Centre provides some 421 parking spaces. Colston Budd Rogers & Kafes completed a parking survey on Thursday 6 September 2018 and Saturday 8 September 2018. The surveys indicated:

- the highest number of vehicles parked in the car park was 290, at 12:00 pm on Thursday
- the highest number of vehicles parked was 375, at 12:00 pm on Saturday
- a minimum of 131 and 46 spaces was available in the car park on Thursday and Saturday, respectively.

Based on the above survey findings, it can be established that the existing carpark remains under-utilised under the existing Centre's demand.

4.2 2020 (Post-COVID Restriction) Car Parking Demand

The existing off-street parking spaces were surveyed on Saturday, 13 June 2020 and Thursday, 18 June 2020. The surveys were completed to provide an indication of their utilisation during the Centre's peak periods post COVID restrictions lift.

The surveys indicated:

- the highest number of vehicles parked in the car park was 276, at 12:00 pm on Thursday
- the highest number of vehicles parked was 342, at 12:00 pm on Saturday
- a minimum of 145 and 79 spaces was available in the car park on Thursday and Saturday, respectively.

Based on the above, it is clear that the parking demand in 2020 remains lower than the

parking demand in 2018, due to the fact of the social distancing factor and the feelings of fear and anxiety among patrons of a potential second wave of COVID.

To provide a conservative assessment, the parking availability based on the 2018 data has been adopted in this report.

4.3 Council's DCP Parking Requirement

Council's parking code indicates a required provision for supermarket use of 1 space per 10m² of floor area that is to be used for retailing activities. Application of this requirement to the proposed additional GLA of 234m² would indicate the following:

$$234\text{m}^2 @ 1 \text{ space per } 10\text{m}^2 = 24 \text{ spaces}$$

4.4 Parking Provision

The development will demolish the existing 12 parking spaces and loading area (which can accommodate up to 2 SRVs) and proposes 28 new car parking spaces (including 2 loading spaces which can accommodate B99/ute/van. This results in a net increase of 16 car parking spaces.

4.5 Adequacy of Parking Provision

As discussed, there was a minimum parking vacancy of 46 spaces during peak hours.

With the additional 16 car spaces, the overall Centre will have a revised car parking capacity of 437 spaces and a minimum peak hour availability of 62 car spaces.

While the proposed development represents a minor shortfall of 8 spaces when assessed against the DCP criteria, it is apparent that the additional car parking demand associated with the proposed development can be accommodated within the expanded carpark. It should be noted that a majority of the customers of the proposed development are expected to be people already visiting the shopping centre or the existing ALDI store.

The existing 12 disabled car parking spaces within the existing at-grade car park remains in accordance with BCA requirements.

4.6 Council's DCP Disabled Parking Requirement

DCP states that:

Provision of parking spaces for disabled persons should be in accordance with the Access to Premises Standards, the Building Code of Australia and AS2890.

The BCA requires that disabled spaces be provided at a rate of one space for every 50 car parking spaces for up to 1,000 car parking spaces. Based on 437 spaces, 9 spaces are required to be provided as disabled spaces.

4.7 Service Vehicle Parking

Council's DCP specifies a minimum service vehicle requirement for commercial and industrial developments between 1,500m² and 4,000m² to be a 12.5m HRV.

The RMS guidelines indicate the following loading requirements:

Supermarkets, shops and restaurants	1 space per 400m ² GFA
-------------------------------------	-----------------------------------

Based on the above, the proposed development is required to provide 3 loading spaces.

The development provides the following 3 loading spaces as follows in accordance with Council's and RMS requirements:

- * an existing loading dock to the northwest of the store, which can accommodate up to 1 19m semi. The existing loading dock is accessible via Water Street.
- * new 90-degree loading spaces along the store's north-eastern frontage, which can accommodate up to 2 utes/vans/B99 cars. The new loading spaces are accessible via the Great Western Highway, Pyramid Street and Water Street.

4.8 Bicycle Parking

Council's DCP specifies the following requirements:

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. Bicycle parking in accordance with the suggested bicycle parking provision rates for different land use types in the document 'Planning Guidelines for Walking and Cycling' (NSW Government 2004). Bicycle parking spaces should comply with AS2890.3:1993 Bicycle Parking Facilities.

The Australian Bureau of Statistics (ABS) 2016 Census of Population and Housing – Place of Residence and Employment by Method of Travel (NSW) data provides the most robust indication of existing residents and staff travel patterns for the Emu Plains locality. The data indicates that only 0.3% of staff and residents cycle.

Given the negligible usage of bicycle in the area, bicycle parking is not required at this stage.

5.0 Traffic

5.1 Traffic Generation

The RMS Guide to Traffic Generating Developments provides trip generation rates for shopping centres that include land uses such as supermarket, specialty shops, office, medical and other associated trades. For this assessment, the traffic generation rate specific for supermarket has been used to ascertain the additional traffic generation to and from the site:

- Thursday peak: 155 trips per 1,000m² of the supermarket GFA
- Saturday peak: 147 trips per 1,000m² of the supermarket GFA

Based on the RMS traffic generation rate, the proposed extended development of 234m² could generate up to:

- Thursday peak: an additional 37 trips during the evening peak hour
- Saturday peak: an additional 35 trips during the evening peak hour

The guidelines indicate that an extension to an existing shopping centre is not likely to result in a pro-rata increase in traffic generation (or parking demand) and this is a factor dealt with in the RMS Development Guidelines, which suggests a discount of 25%.

Thus, the projected peak traffic generation of the additional 234m² of retail floorspace would be:

- Thursday peak: an additional 28 trips during the evening peak hour
- Saturday peak: an additional 27 trips during the midday peak hour

5.2 Traffic Distribution

The above traffic will be spread over the 3 access points. If these movements are distributed in the same proportion as the existing access movements, the outcome will be:

	<u>Thursday's Peak</u>	
	IN	OUT
The Great Western Access (left-in)	14	-
Pyramid Street Access	10	27
Water Street Access (eastern)	4	-
<u>Water Street Access (western)</u>	<u>-</u>	<u>-</u>
Total	28	27

5.3 Traffic Impact

It is apparent that:

- * the potential increased traffic generation (of 1 vehicle trip every 2-3 minutes) would be spread over the 3 access points and will only represent a minor increase to the existing access movements
- * the potential increased traffic movements will be imperceptible so far as the total traffic movements in the area are concerned.

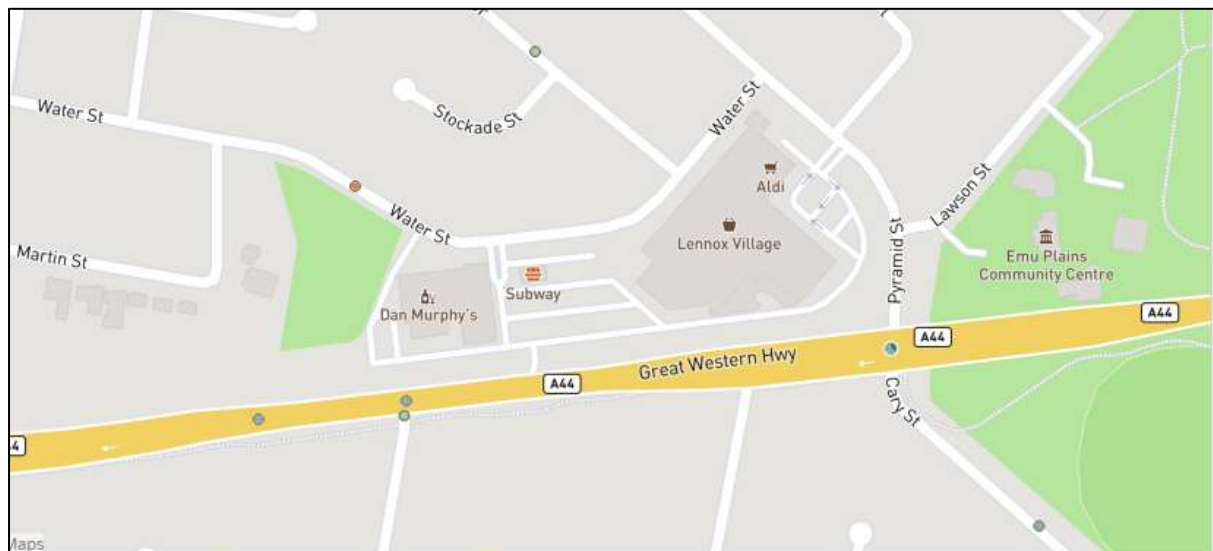
6.0 Access, Internal Circulation and Servicing

6.1 Access

Vehicle

The existing 4 general vehicle accesses off the Great Western Highway, Water Street and Pyramid Street will be retained as part of the proposed development. These driveways have been designed in accordance to AS2890.1 and 2, with minimum sight distances provided.

Crash data for roads around the Centre has been obtained from TfNSW Centre for Road Safety – Crash and Casualty statistics LGA view. The data relates to the five-year period to December 2018.



During this period, no crashes were recorded in the vicinity of the Centre. The data indicates that there are no vehicle and pedestrian hazards/risks the site accesses.

Minor kerb modification will be completed at the site access off Pyramid Street to accommodate the manoeuvring of a 9.1m medium rigid by private contractor's waste vehicle (MRV) in and out of the relocated compactor's access lane.

Pedestrian

Pedestrian walkways to the western and southern frontages of the carpark will be provided to ensure pedestrian movements are safe, accessible, and free from vehicle conflict. Marked pedestrian crossing will be provided between the proposed store and the footpath opposite to ensure safe pedestrian access to/from the bus stop on Pyramid Street.

Summary

In summary, the proposed development maintain the existing arrangement in terms of vehicular and pedestrian movements within the car parking area, with these movements shown in Appendix A.

6.2 Internal Circulation

Proposed Carpark

Design provisions for the car parking access and circulation (including pedestrian access and access for mobility impaired), car parking, clearances from obstructions (walls, columns and landscaping), headroom, grades, sight distances, driveways and circulation roadways, manoeuvring areas, and vehicle swept path manoeuvring), are satisfactory to the requirements of AS2890.1,2 and 6 as well as Council's Development Control Plans.

New 90-degree parking spaces are designed at 2.7m x 5.4 metres with aisle widths of 6.2m while new 60-degree parking spaces are designed at 2.6m x 5.1 metres with aisle widths of 5.1m. The above parking provisions have been designed in accordance to AS2890.1 criteria for user class 3A.

The proposed car parking layout will be satisfactory as confirmed by the turning path assessment for a B99 car in and out of the site which is provided in Appendix D.

Overall, the proposed carpark is laid out in a clear and simple manner, with one-way counter-clockwise circulation, consistent with the existing arrangement. Such provision allows for safety as well as easy understanding and movements by all users. In addition, directional and internal line-marking, pavement arrow signages will be

provided to assist vehicle movements through the site, as shown in figure overleaf.

All vehicles can enter and exit the site in a forward direction.

6.3 Servicing

Proposed Compactor Access (Consistent with Existing Arrangement)

The servicing arrangement will remain unchanged with the relocated compactor and proposed access lane and be consistent with the existing servicing arrangement. The garbage collection will be completed twice a week while the card box will be emptied once every fortnight, by private contractor's waste vehicles (up to 9.1m MRV – see specifications overleaf).

The waste collection will take place outside the store's operating periods. The truck will enter the site via Pyramid Street in a forward direction and reverse into the access lane on arrival, consistent with the existing arrangement.

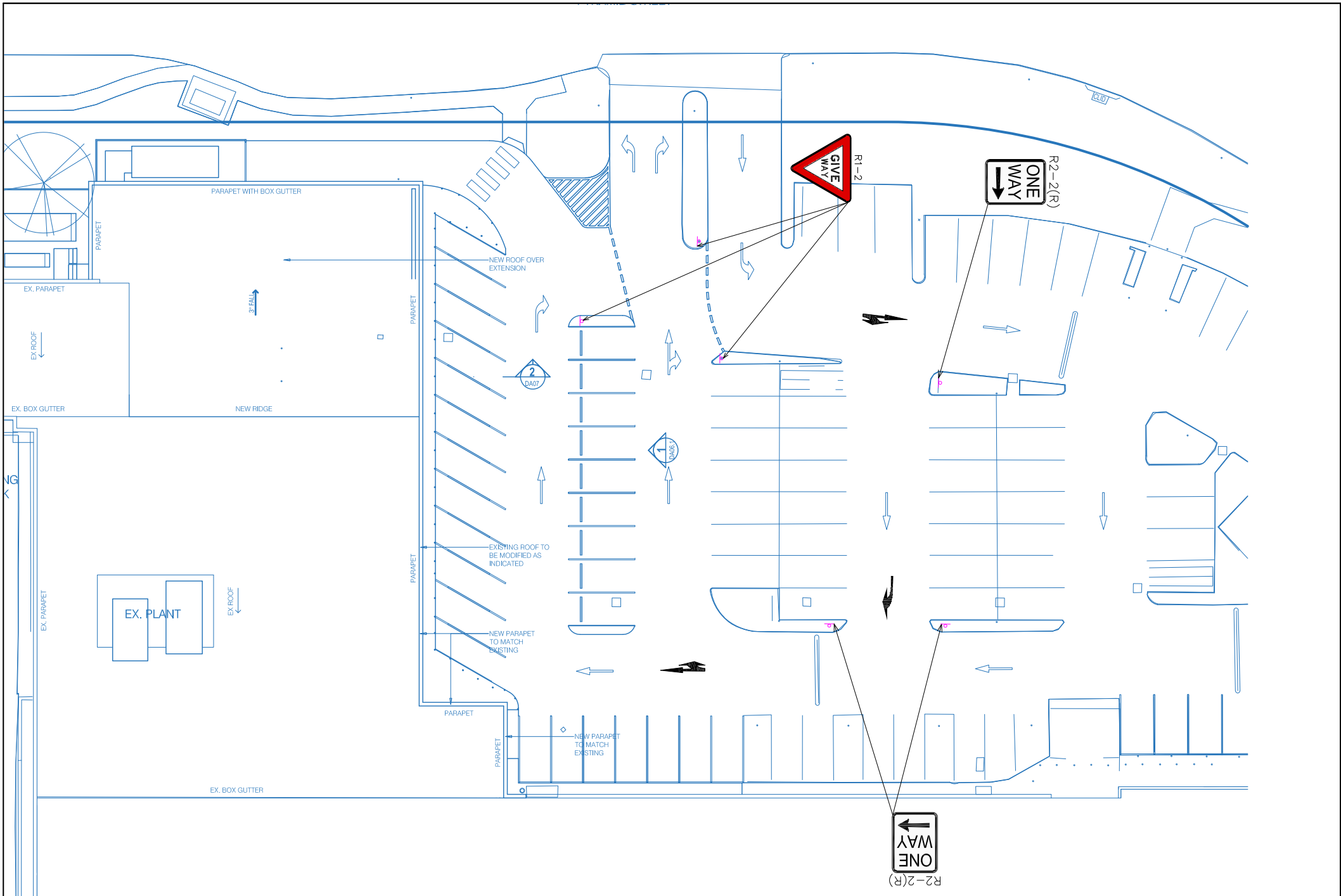
The truck will exit the access lane via Pyramid Street in a forward direction on departure.

It is noted that proposed servicing layout is an improved configuration in terms of operation and safety than the existing arrangement, which involves a truck reversing and standing within the 12-car parking aisle to access the compactor.

The proposed truck standing area will not impede access to any existing or proposed car spaces as well as pedestrian access to the Village as well as the pedestrian crossing.

It is also noted that the reversing manoeuvre by the truck has operated without any safety concerns for more than 10 years. This is due to the fact that the truck arrives and departs outside of the peak and operating hours when traffic and pedestrian activities are minimal or non-existing.

The attached swept path assessment indicate a 9.1m will be able to reverse in and



LENNOX VILLAGE, EMU PLAINS
SIGNAGE AND LINE-MARKING PLAN

DESIGNED BY
M. KONG

REVIEWED BY
M. KONG

SCALE
A3
0 1 2



LEGEND

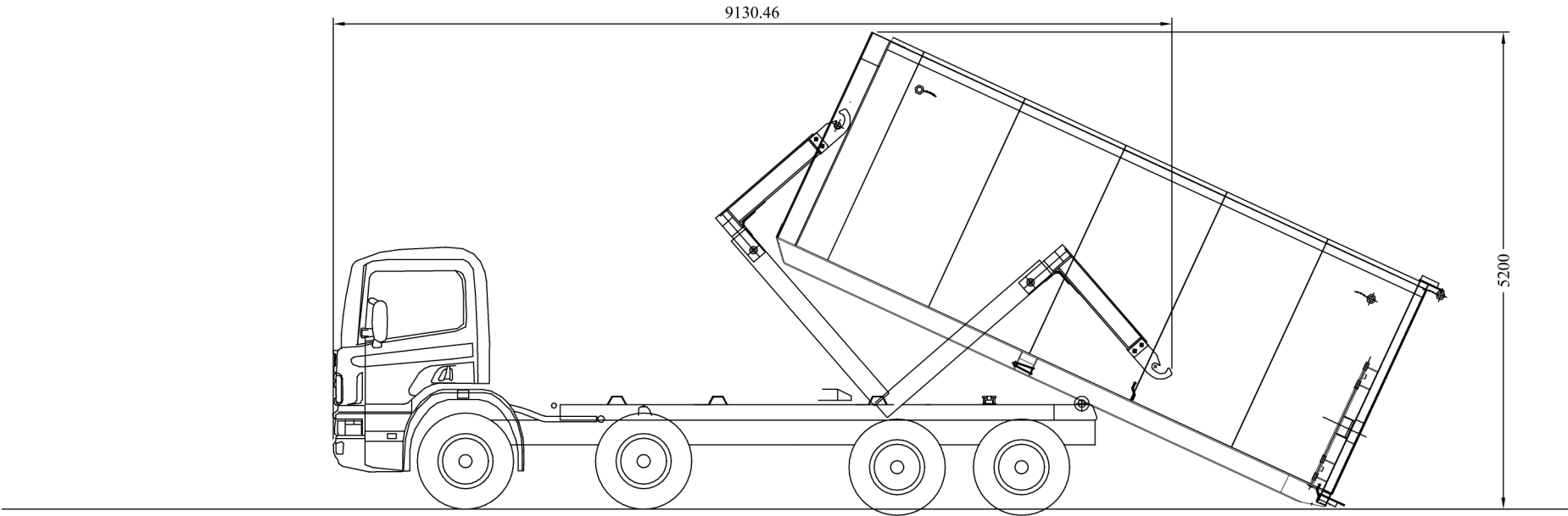
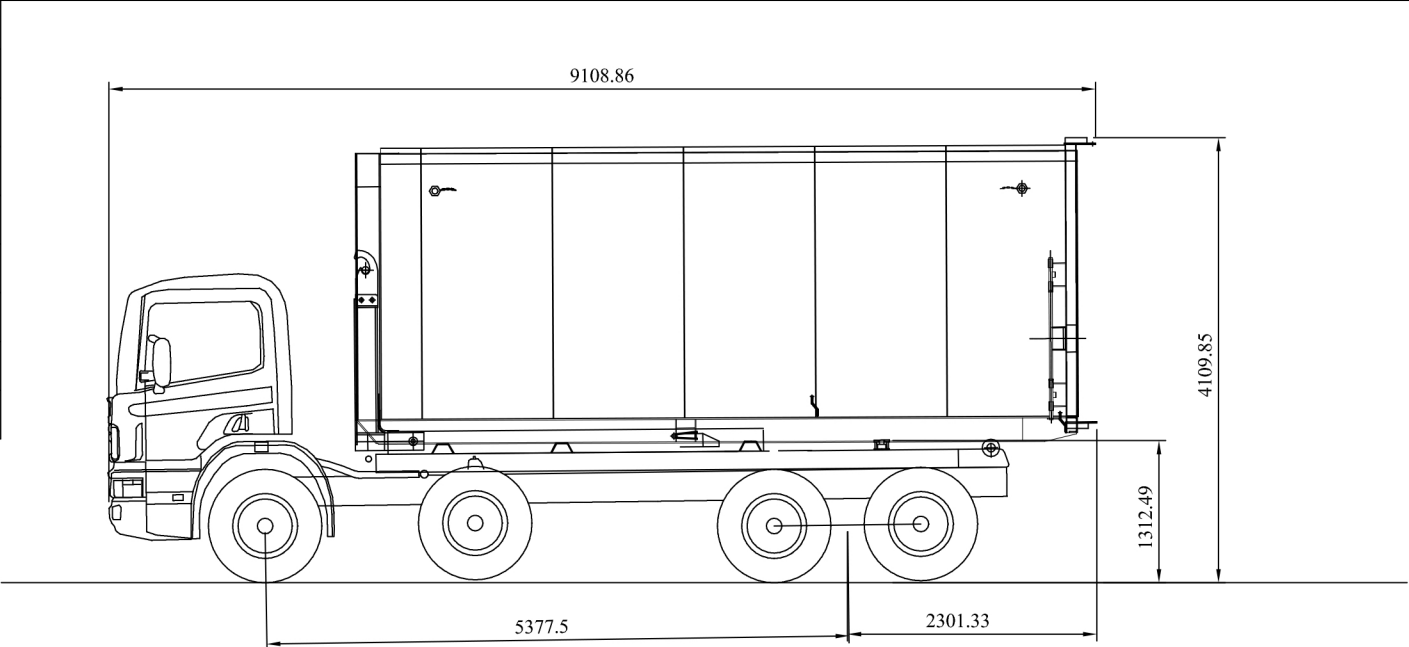
SIGN

ttpa TRANSPORT AND TRAFFIC PLANNING ASSOCIATES
Established 1994

Address: Level 5, Suite 502 / 282 Victoria Ave, Chatswood NSW 2067
P: (02) 9411 5660 F: (02) 9904 6622 W: www.ttpa.com.au

ITEM	DRAWING or PART No.	ITEM DESCRIPTION	PRODUCT	MATERIAL DESCRIPTION	LENGTH	MATERIAL	QTY	REMARKS
------	---------------------	------------------	---------	----------------------	--------	----------	-----	---------

8 X 4 HOOK TRUCK		
TURNING RADII -	KERB TO KERB	11.4 M
	WALL TO WALL	12.0 M
MAX WORKING HEIGHT		5.2 M
MAX TRAVELLING HEIGHT		4.3 M
MAX TIPPING HEIGHT		7.0 M
MAX OPERATING WEIGHT		27.5 TONNE



ITEM	DRAWING or PART No.	ITEM DESCRIPTION	PRODUCT	MATERIAL DESCRIPTION	LENGTH	MATERIAL	QTY	REMARKS
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forward out to exit. The minimum 3.6m wide laneway is in accordance with AS2890.2 which requires only 3.5m on a straight section. Two-way movements will not be required for the access laneway given that no more than 1 truck will arrive and depart at any one time.

Existing Loading Dock Access

The existing loading dock currently accommodates up to 2 deliveries by 19m semi daily. With the removal of the loading spaces to the front of the store, the servicing by 6.4m small rigid vehicles for bread deliveries (of up to 2 deliveries a day) will be relocated to the rear loading dock.

The existing loading dock and associated driveway off Water Street will remain unchanged and have been designed in accordance to AS2890.1 and 2. These facilities have also operated satisfactorily for many years with no incidents recorded.

The low frequency of deliveries, the timing outside of store peak hours, driver training and fitment of reverse cameras, warning beepers and wide-angle rear vision mirrors facilitate a safe operating environment.

Any requirements for smaller service vehicles (i.e., deliveries, courier activity, maintenance, etc.), which typically involves van, utes, etc. will be able to use the proposed 2 loading spaces along the site's north-east frontage.

The servicing occurs out of peak hours and given that the ALDI loading dock does not require any staff for delivery operations with the truck driver undertaking deliveries into the building, it can occur outside the store's operating hours when traffic generation of the store is low. As such, the risk of conflict with other vehicles is very low.

7.0 Conclusion

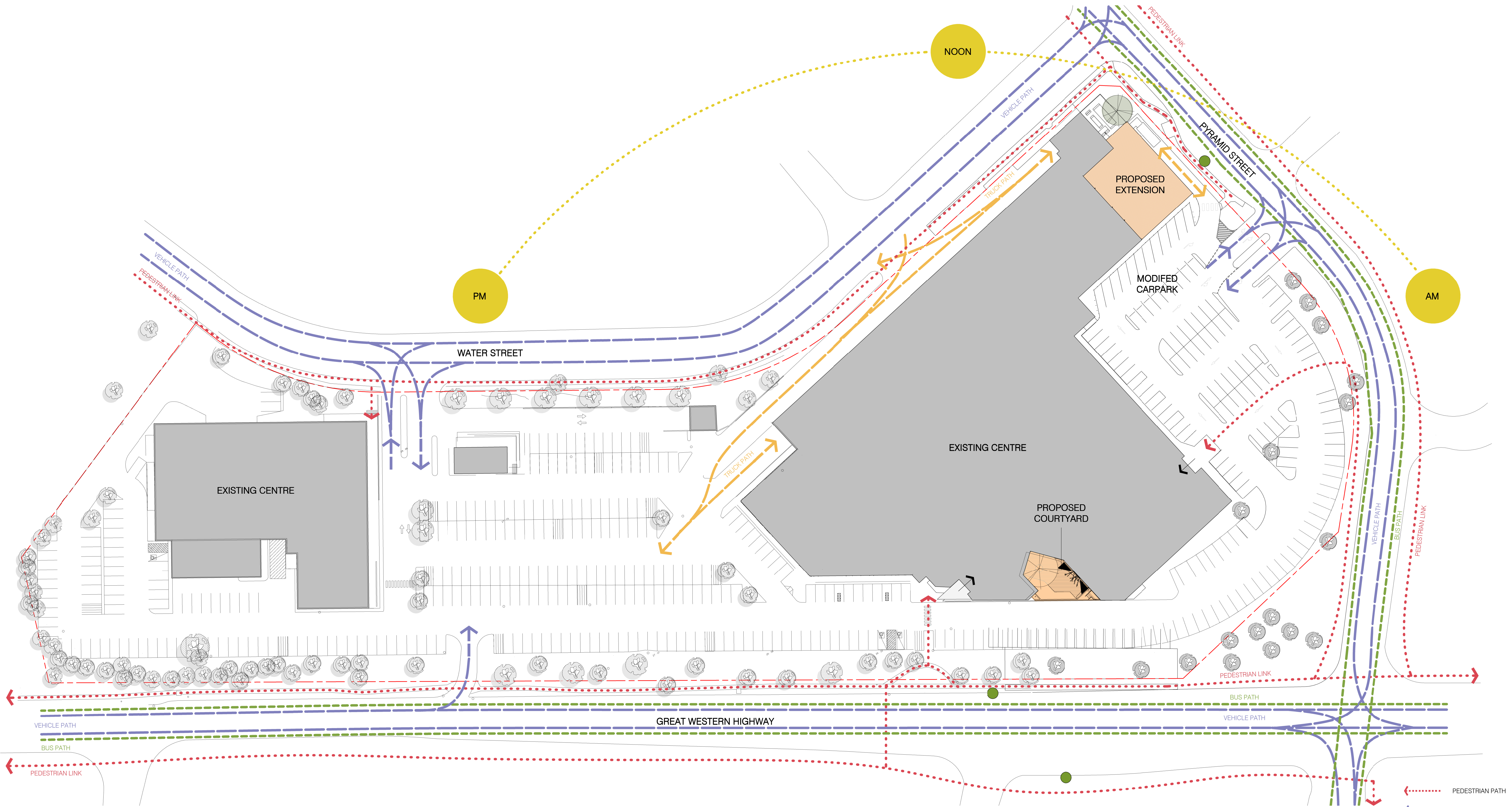
A Development Application is to be submitted to Penrith City Council for proposed alterations and additions to an existing ALDI store located at Lennox Village, Emu Plains. The traffic, transport and parking assessment provided in this report confirm that:

- ❖ the traffic generation of the proposed development will not present any adverse traffic implications and traffic-related environmental impacts
- ❖ the proposed parking provision in combination with the existing available parking within the Centre will be adequate to accommodate the parking demand in parallel to the development's increase of GFA
- ❖ the existing vehicular and service access remains suitable and appropriate
- ❖ the proposed servicing provisions will be satisfactory
- ❖ the proposed internal circulation will be in accordance with the current AS2890.1 design criteria

Appendix A

Architectural Plans





SITE ANALYSIS 1 : 500

- PEDESTRIAN PATH
- VEHICULAR PATH
- TRUCKS PATH
- BUS ROUTE
- BUS STOP
- SUN PATH
- EXISTING TREES
- SITE BOUNDARY
- EXISTING BUILDINGS
- SUBJECT SITE

no.	date	ISSUE / revision	by
P 1	20/06/20	FOR INFORMATION	HSY
P 2	24/06/20	FOR INFORMATION	HSY
P 3	17/06/20	FOR INFORMATION	HSY

client
CHALLENGER INVESTMENT PARTNERS

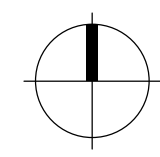
project - address
LENNOX VILLAGE - ALDI EXPANSION
PYRAMID STREET, EMU PLAINS, NSW, 2750

drawing title
SITE ANALYSIS

job no.
2020-014

drawing no.	issue
DA02	P 3
scale @ A1	drawn
1 : 500	HSY

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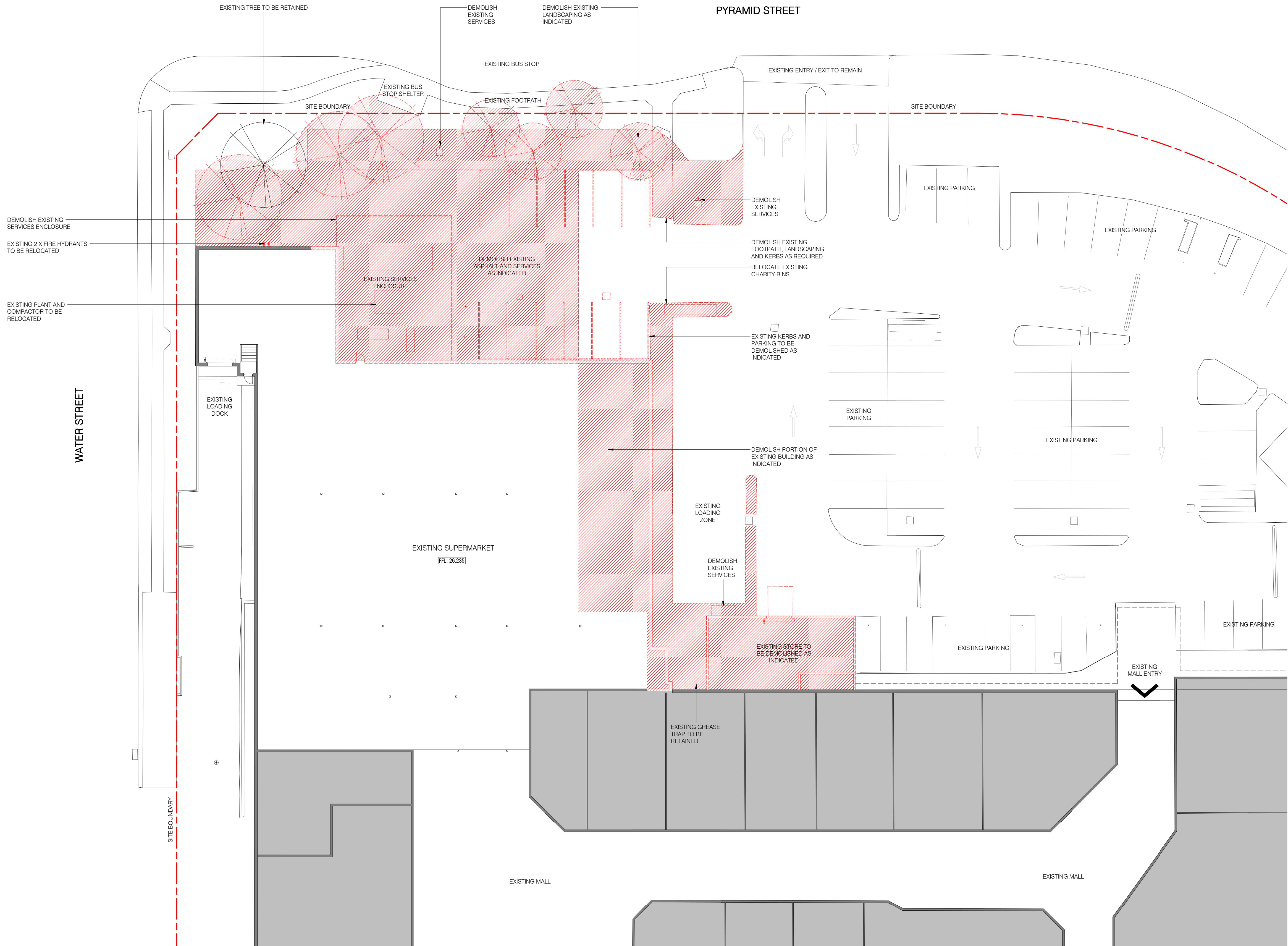
PRELIMINARY

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EXISTING / DEMO GROUND FLOOR PLAN - SUPERMARKET 1 : 200

LEGEND

- to be demolished
- to be retained
- demolished trees
- 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
P 1	28.04.20	FOR INFORMATION	HSY
P 2	29.05.20	FOR INFORMATION	HSY
P 3	31.05.20	FOR INFORMATION	HSY

client
CHALLENGER INVESTMENT PARTNERS

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

drawing title
EXISTING / DEMOLITION PLAN - SUPERMARKET

job no.
2020-014

drawing no. DA03	issue P 3
scale @ A1 As Indicated	drawn HSY

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PRELIMINARY

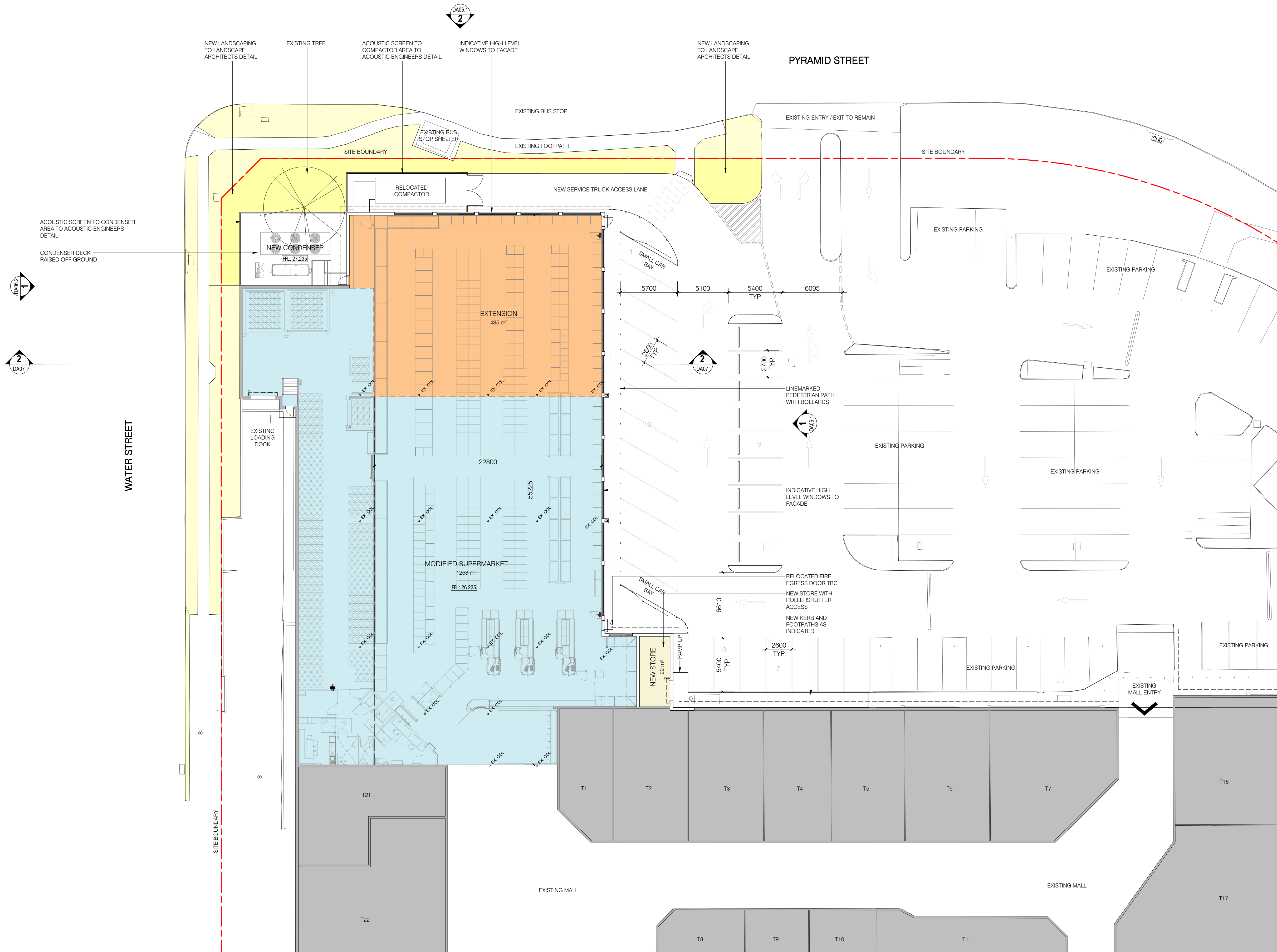
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SYDNEY
PERTH
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GLA SUMMARY		
EXISTING ALDI GLA	1,469 sqm	
DEMOLISHED ALDI GLA	201 sqm	
DEMOLISHED EX STORE GLA	85 sqm	
PROPOSED ALDI EXTENSION GLA	435 sqm	
TOTAL PROPOSED ALDI GLA	1,703 sqm	
NEW STORE	22 sqm	
TOTAL PROPOSED ADDITIONAL GLA	234 sqm	

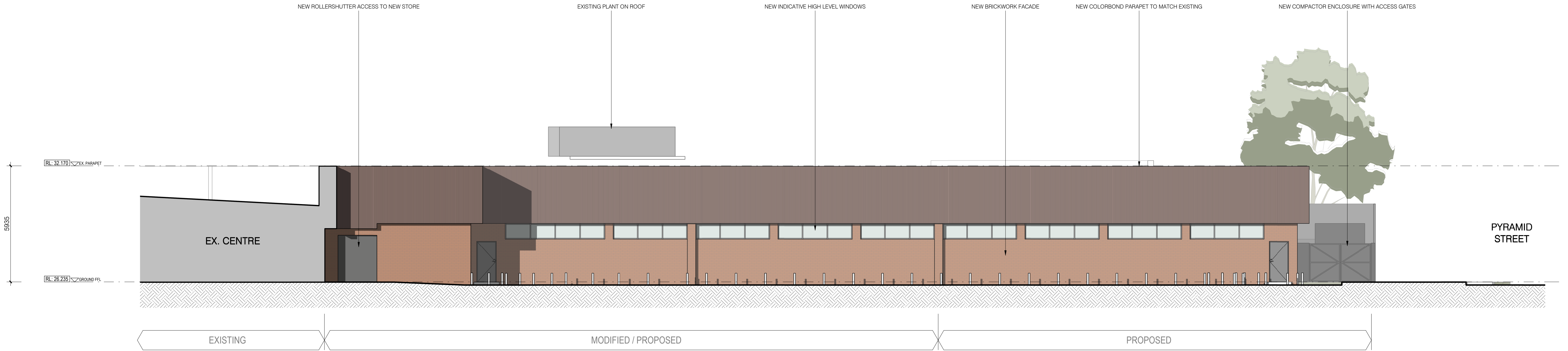
PARKING SUMMARY		
DEMOLISHED PARKING BAYS	12	
PROPOSED PARKING BAYS	28	
TOTAL NET PARKING BAYS	16	

LEGEND

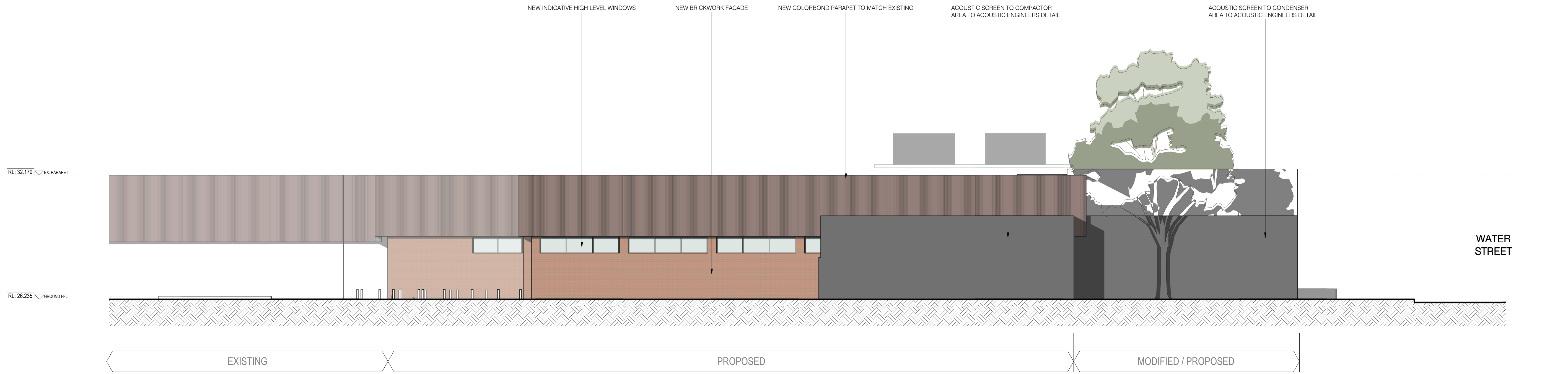
- proposed
- modified
- existing
- existing trees
- boundary line

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

PROPOSED GROUND FLOOR PLAN 1 : 200



SOUTH EAST ELEVATION 1 : 100



NORTH EAST ELEVATION 1 : 100

no.	date	ISSUE / revision	by
P 1	20/03/20	FOR INFORMATION	HSY
P 2	17/06/20	FOR INFORMATION	HSY

client
CHALLENGER INVESTMENT
PARTNERS

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

drawing title
PROPOSED ELEVATIONS -
SHEET 1

job no.
2020-014

drawing no.
DA06.1
scale @ A1
1 : 100
issue
P 2
drawn
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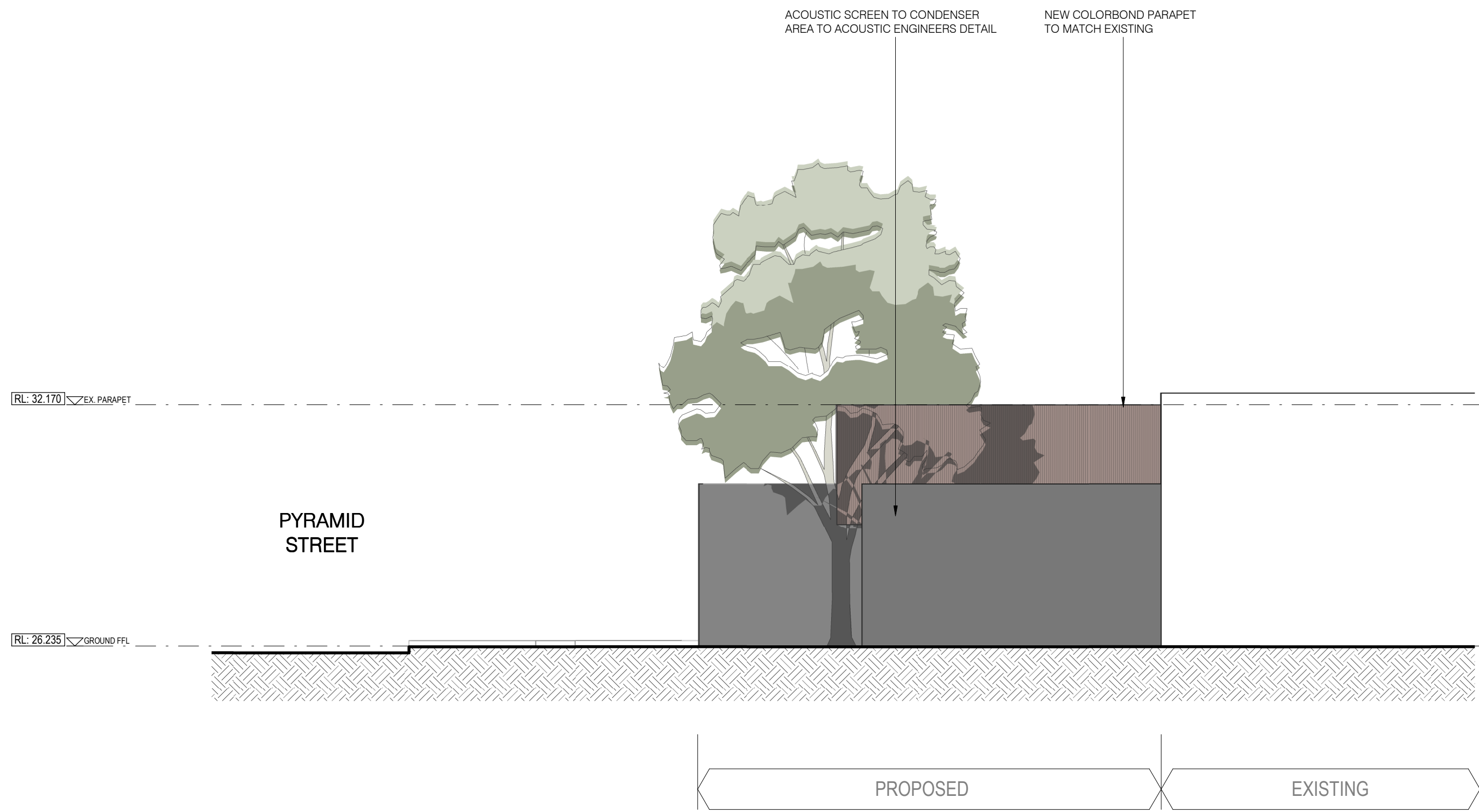
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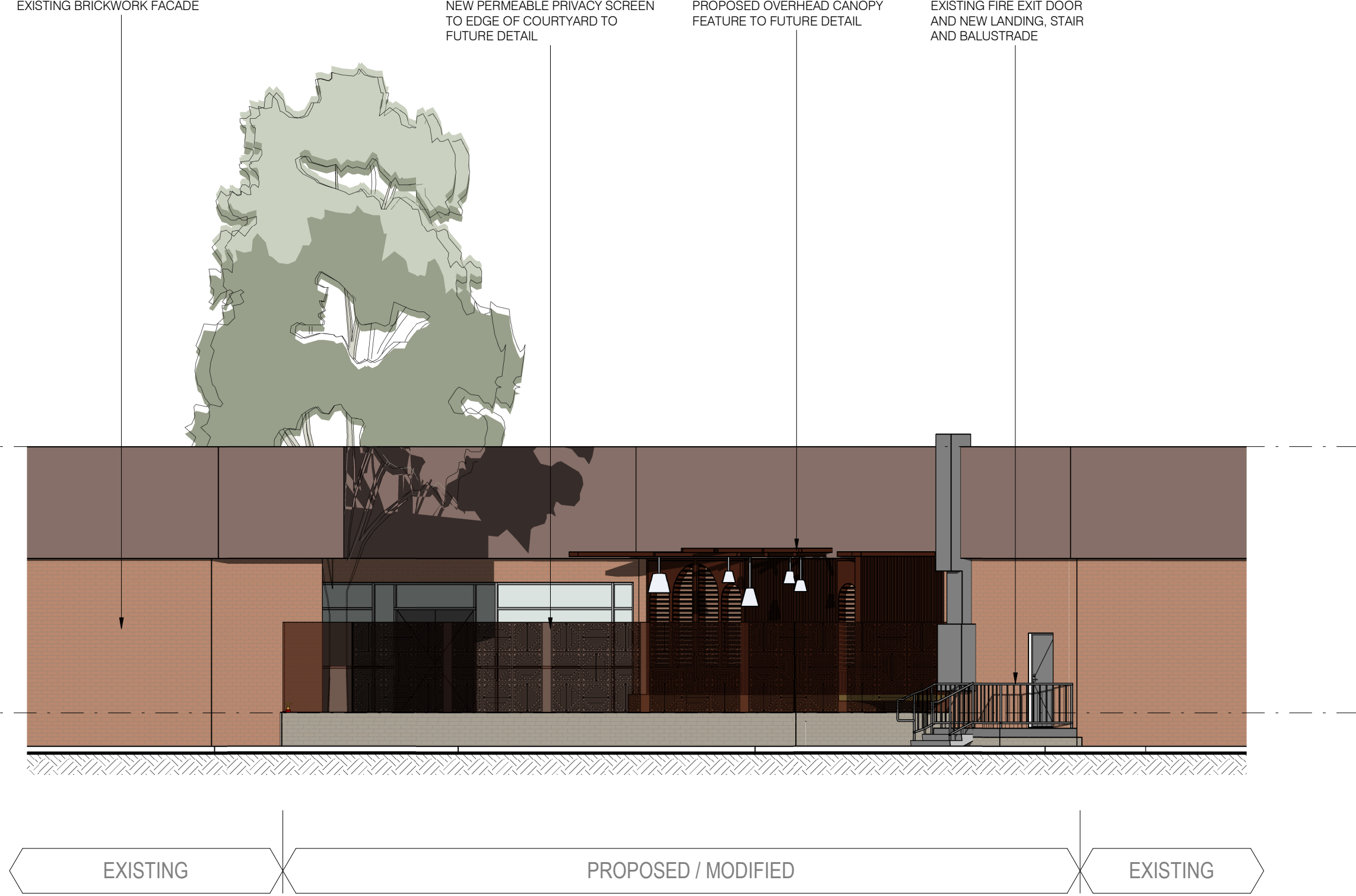
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NORTH WEST ELEVATION 1 : 100



COURTYARD ELEVATION 1 : 100

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P 1	17/06/20	FOR INFORMATION	HSY

client
CHALLENGER INVESTMENT PARTNERS

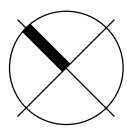
project - address
LENNOX VILLAGE - ALDI EXPANSION
PYRAMID STREET, EMU PLAINS, NSW, 2750

drawing title
PROPOSED ELEVATIONS - SHEET 2

job no.
2020-014

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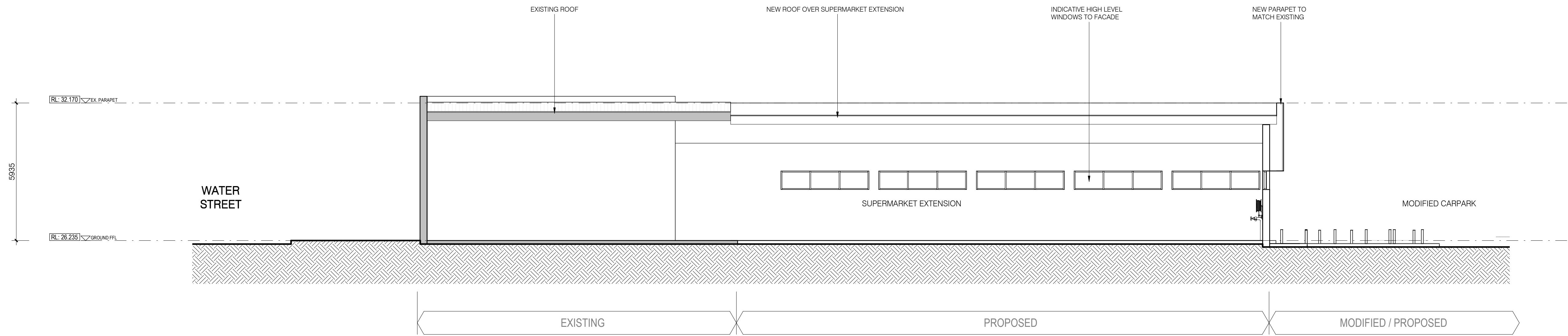
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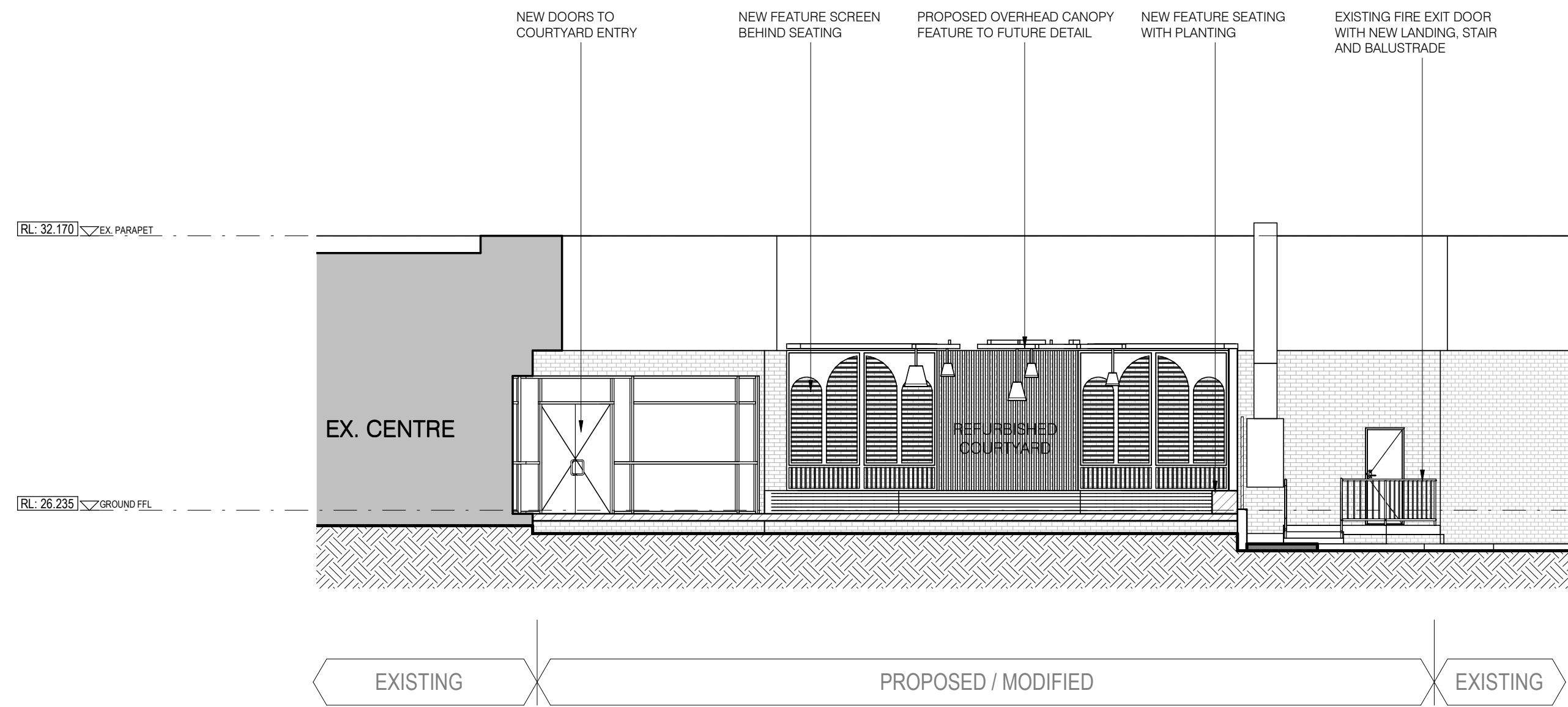
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PROPOSED SUPERMARKET SECTION 1 : 100



PROPOSED COURTYARD SECTION 1 : 100

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drawing title
PROPOSED SECTIONS

job no.
2020-014

drawing no.	issue
DA07	P 1
scale @ A1	drawn
1 : 100	ESC

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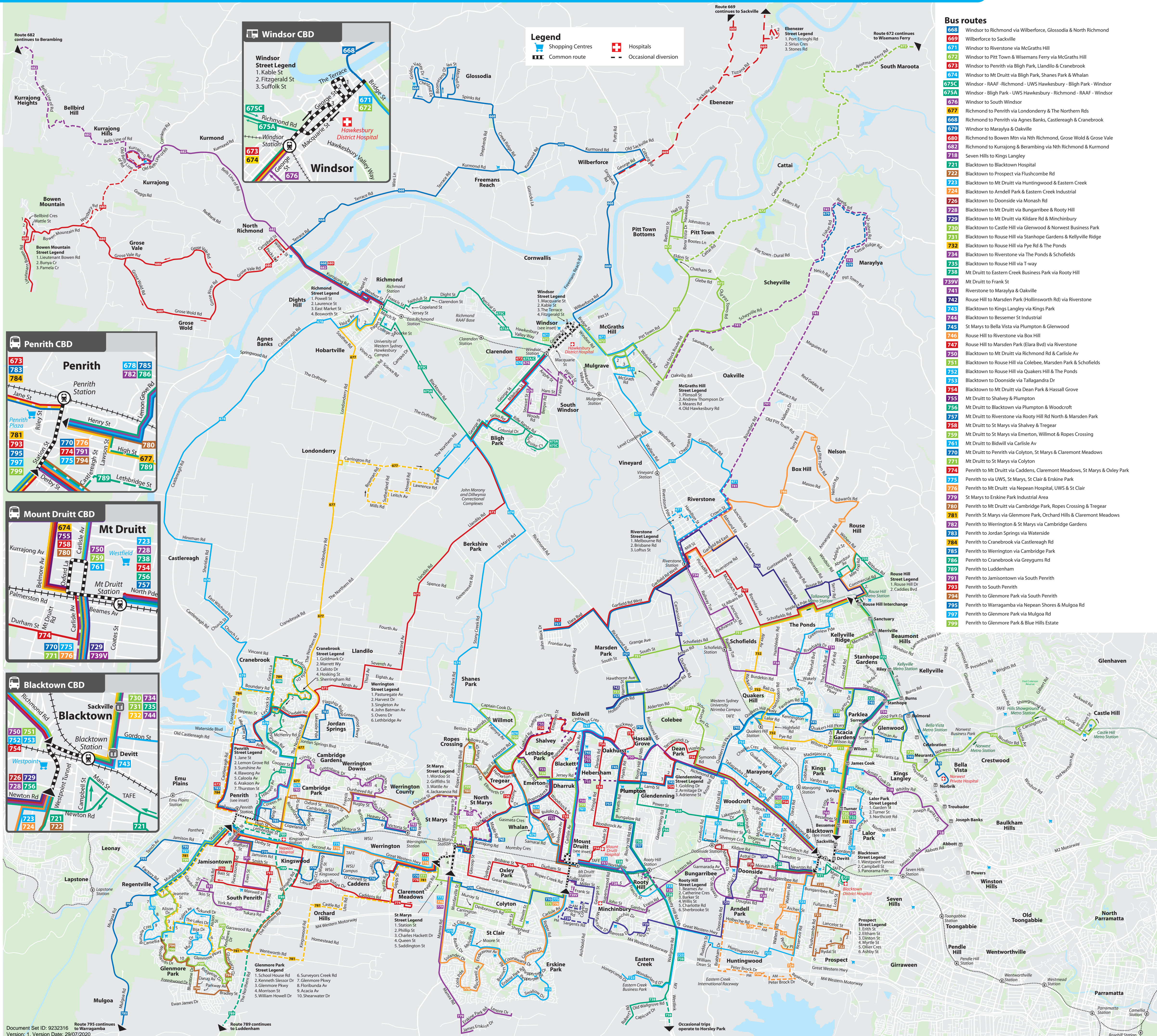
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Appendix B

Public Transport Services





Sydney rail network



M Metro **T** Trains



Sydney metro and train lines



Metro North West Line
Chatswood
Tallawong



T1 North Shore & Western Line
North Shore
Western
Richmond



T2 Inner West & Leppington Line
Inner West
Leppington
City



T3 Bankstown Line
Liverpool
Lidcombe
City



T4 Eastern Suburbs & Illawarra Line
Eastern Suburbs
Illawarra
Cronulla



T5 Cumberland Line
Leppington
Richmond



T6 Carlingford Line
Carlingford
Clyde



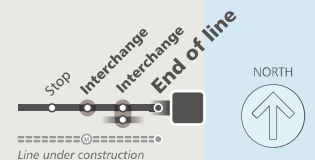
T7 Olympic Park Line
Olympic Park
Lidcombe



T8 Airport & South Line
Airport
South
City



T9 Northern Line
Northern
Gordon



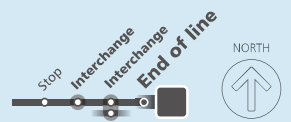
Check timetables and trip planners for train services and connections

Visit transportnsw.info

Intercity Trains Network



- Blue Mountains Line
- Central Coast & Newcastle Line
- Hunter Line
- South Coast Line
- Southern Highlands Line



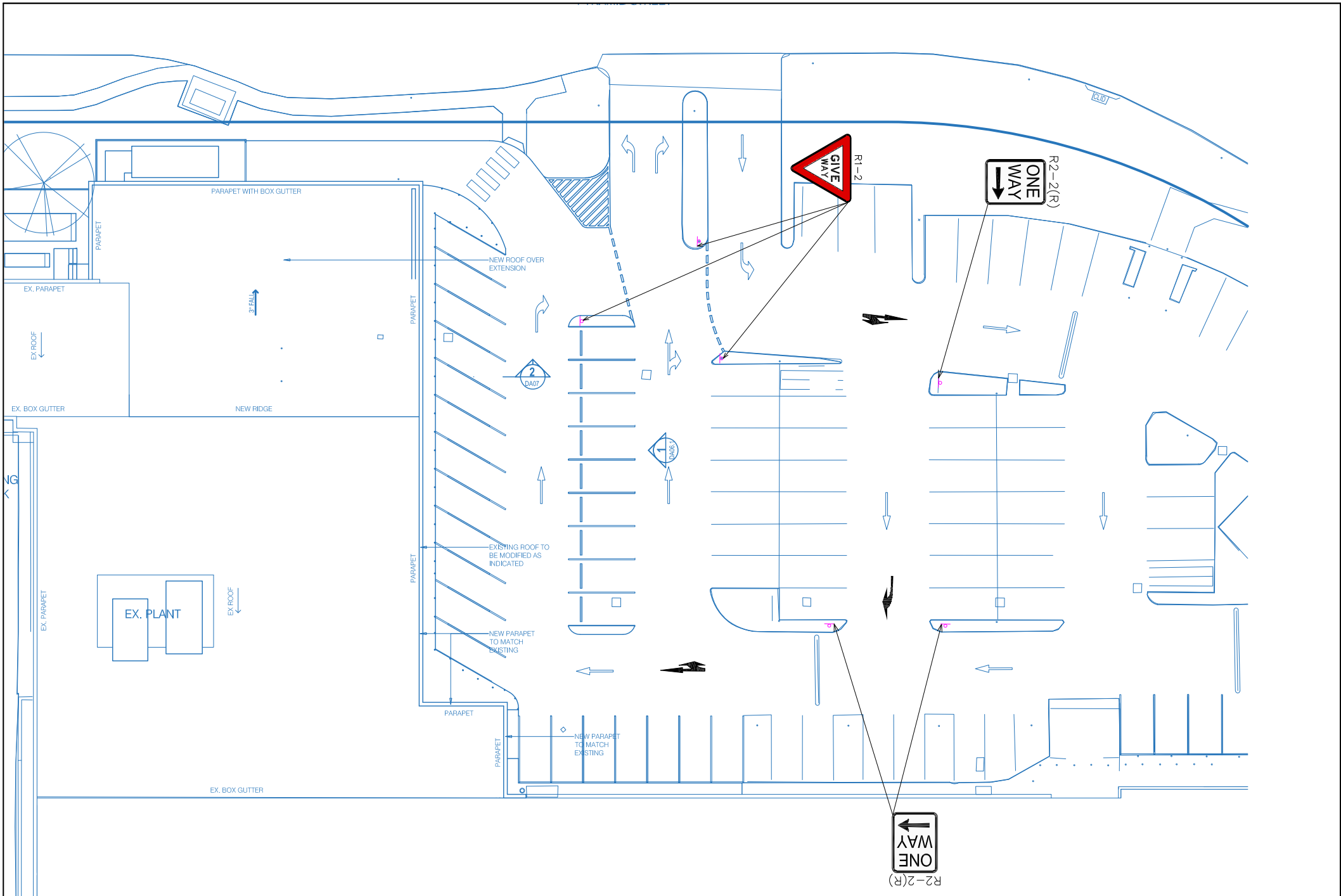
Check timetables and trip planners for train services and connections

Visit transportnsw.info

Appendix C

Turning Path Assessment





LENNOX VILLAGE, EMU PLAINS
SIGNAGE AND LINE-MARKING PLAN

DESIGNED BY
M. KONG

REVIEWED BY
M. KONG

SCALE
A3
0 1 2

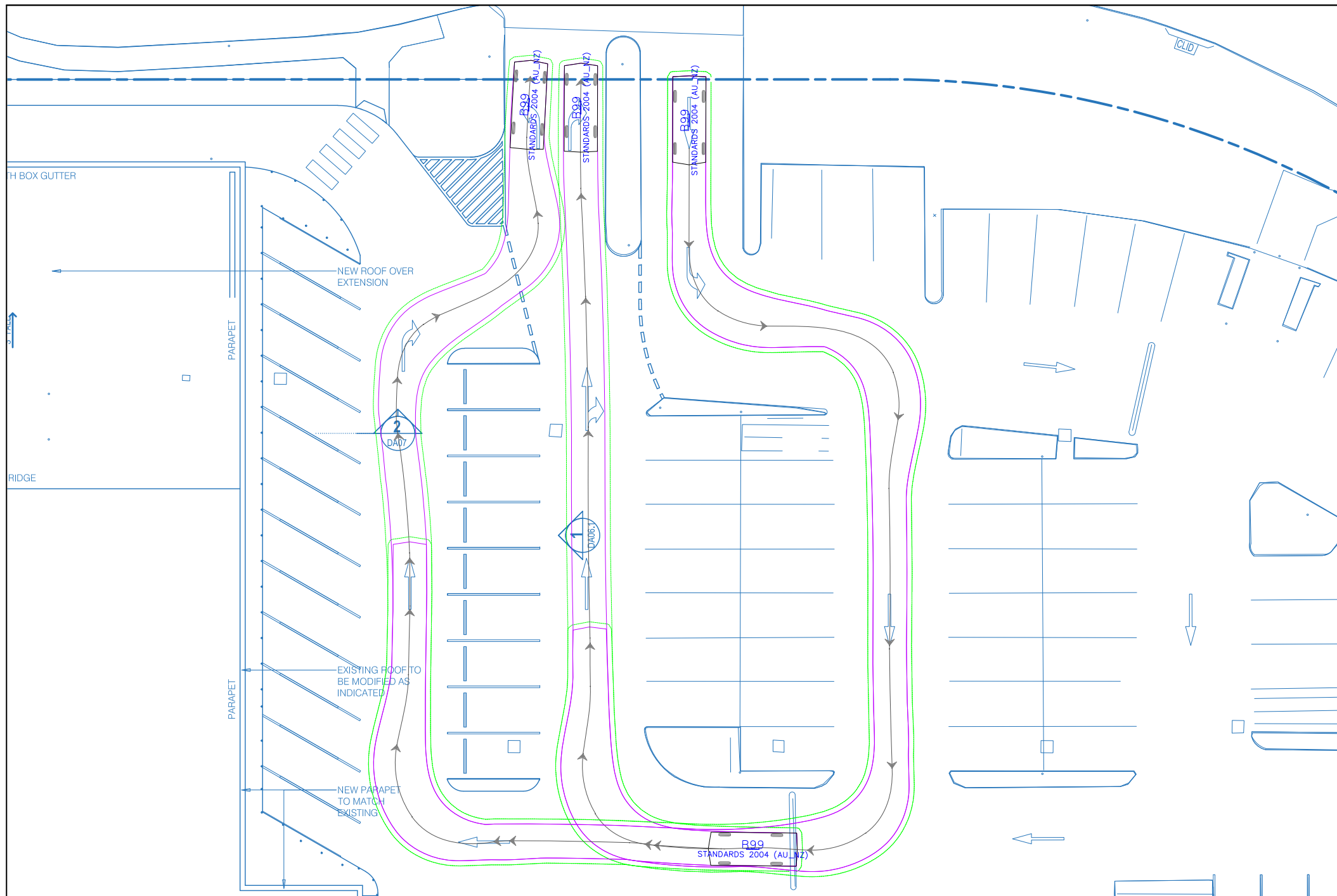


LEGEND

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P: (02) 9411 5660 F: (02) 9904 6622 W: www.ttpa.com.au



LENNOX VILLAGE, EMU PLAINS
SWEPT PATH ASSESSMENT FOR B99 CAR

DESIGNED BY
M. KONG

REVIEWED BY
M. KONG

LEGEND



SIGN

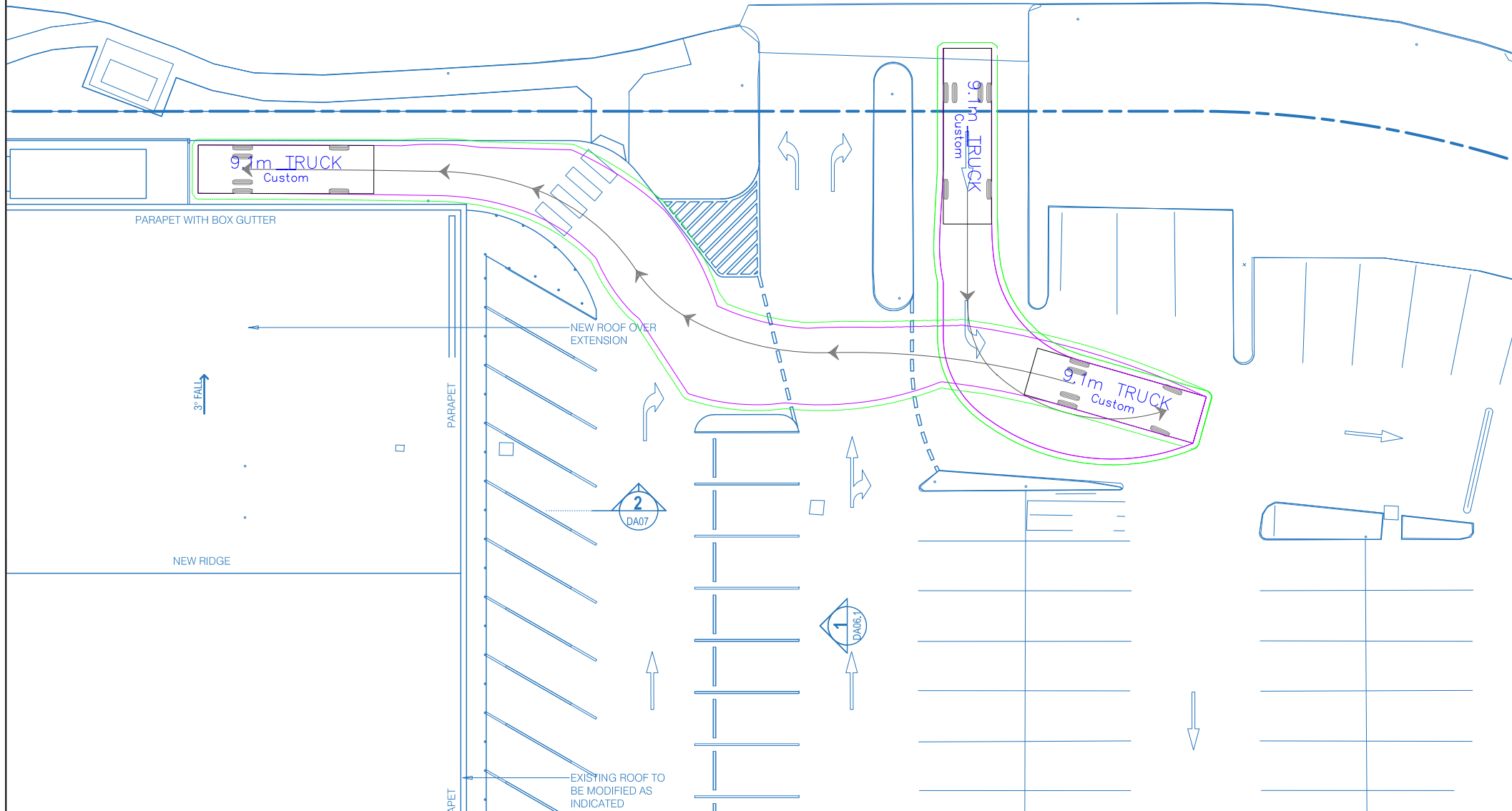
SCALE
A3

0 1 2



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PYRAMID STREET



LENNOX VILLAGE, EMU PLAINS
SWEEP PATH ASSESSMENT FOR 9.1M WASTE TRUK
REVERSING INTO THE SERVICE LANE

DESIGNED BY
M. KONG

REVIEWED BY
M. KONG

SCALE
A3 0 1 2

LEGEND

○ SIGN

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