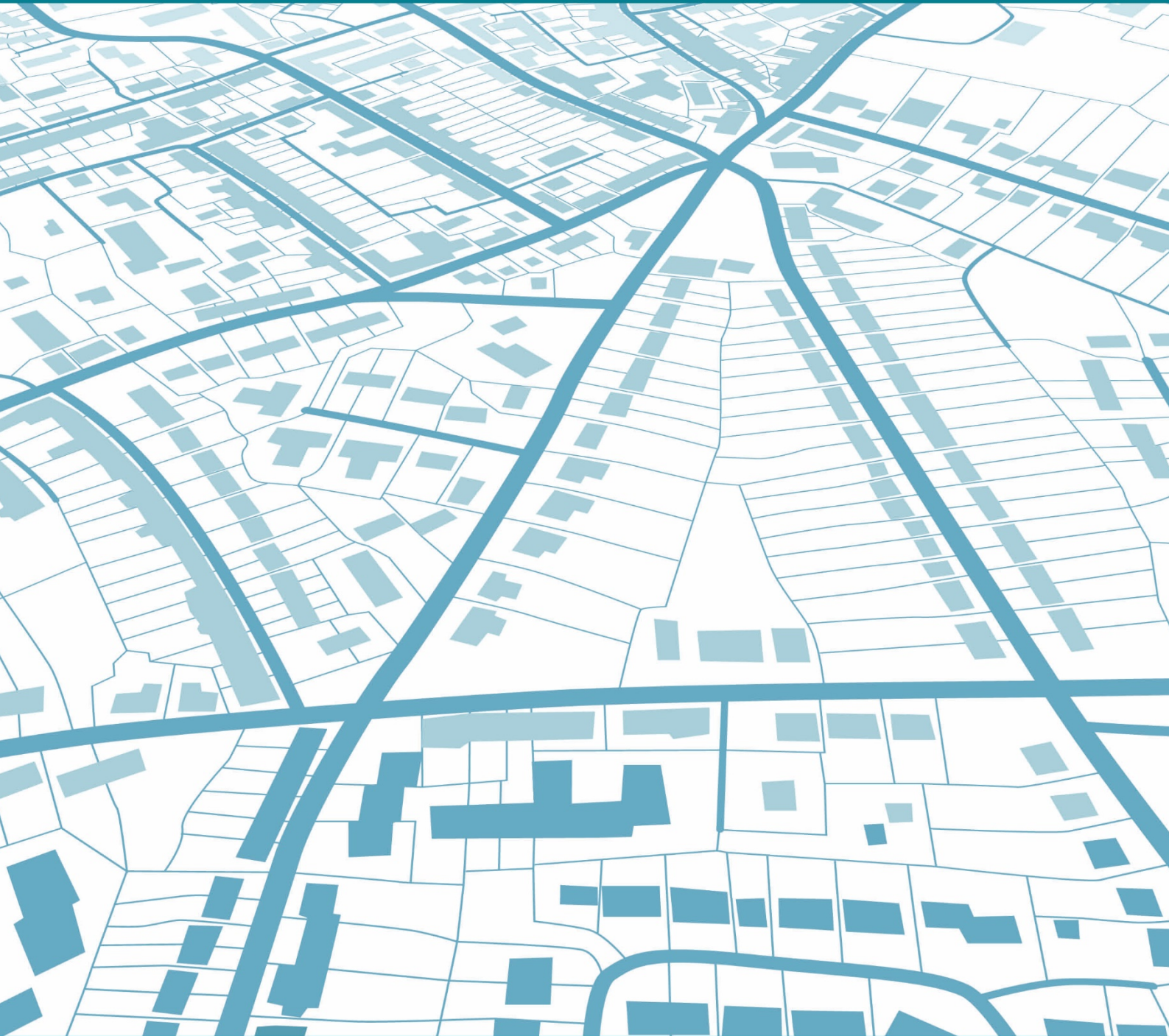




Roseville Memorial Club Proposed Mixed-Use Development 62-66 Pacific Highway, Roseville Traffic and Parking Assessment

Ref: 21433
Date: December 2022
Issue: E

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1.0 Introduction

This report has been prepared to accompany a Development Application to Ku-Ring-Gai Council for a proposed mixed-use development at 62-66 Pacific Highway, Roseville.

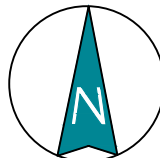
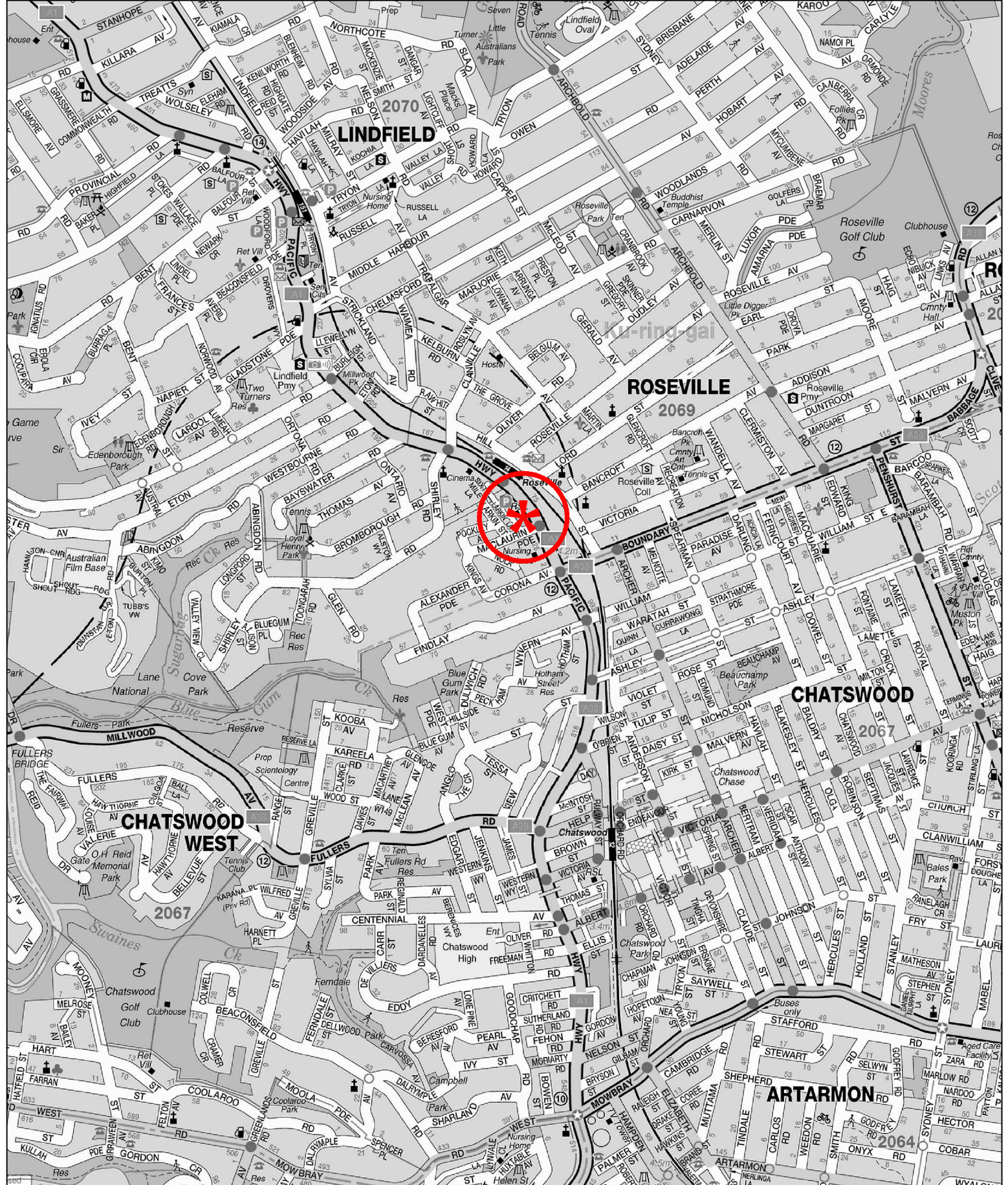
The Roseville Memorial Club site is located on the western side Pacific Highway just to the south of Roseville Railway Station and Consent was granted in 2018 for a redevelopment of the site involving a new mixed-use building with a new Club premises on the ground level and residential apartments on the upper levels.

The development site has now been enlarged by consolidation with some Council owned land and the revised development scheme, which is similar to the previously approached scheme, comprises:

- Club on ground level
- 37 apartments on the upper levels
- Basement parking

The purpose of this report is to:

- ❖ describe the site, its context and the proposed development scheme
- ❖ describe the road network and traffic conditions in the area
- ❖ assess the potential traffic implications
- ❖ assess the adequacy of the proposed parking provision
- ❖ assess the suitability of the proposed vehicle access, internal circulation and servicing arrangements.



LOCATION

FIG 1

2.0 Proposed Development Scheme

2.1 Site, Context and Existing Circumstances

The development site (Figure 2) is a consolidation of Lot 2 in DP 505371 and Lot 1 and part Lot 2 in DP 202148 which occupies an irregular shaped area of 1,375m² with frontages to the Pacific Highway and Larkin Lane.

The surrounding land uses comprise:

- ❖ Roseville Memorial Park which adjoins to the south
- ❖ the large Chatswood CBD to the south
- ❖ the residential apartment buildings which extend along the Pacific Highway
- ❖ Roseville commercial “strip” and Railway Station some 140m to the north

The Roseville Memorial Club, which has occupied the existing single level building for many years, has a gross area of 870 m² and currently has 2 full time staff. There are some 9 at-grade parking spaces and a loading area on the Larkin Lane frontage and there is also a small retail unit contained on the highway frontage.

2.2 Approved Development

Development Consent, (DA0134/18), was granted for the demolition of the existing building and construction of a new 6-level mixed-use development incorporating a new Club on the Ground floor with 33 residential apartments on the upper levels with basement car parking.

The approved scheme included:

- 46 parking spaces for residents and visitors
- 5 parking spaces for the Club
- a loading bay for 6.4m long vehicles (e.g. Council refuse vehicle).

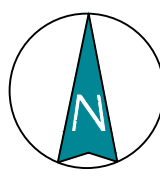


SITE

LARKIN LANE

PACIFIC HIGHWAY

MACLAURIN PARADE



SITE

FIG 2

2.3 Proposed Development

Amalgamation of the original site with the Council land (Lot 2 in DP 202148) along the western site boundary fronting Larkin Lane has enabled a revised development scheme involving a 6-storey mixed-use building comprising:

Apartments	Club
11 x one-bedroom apartments	741 m ²
15 x two-bedroom apartments	(129 m ² less than existing)
10 x three-bedroom apartments	
1 x four-bedroom apartments	
Total 37 apartments	

A total of 90 parking spaces will be provided in 4 basement levels with vehicle access on the Larkin Lane frontage.

Details of the proposal development scheme are provided on the plans prepared by PBD Architects which accompany the Development Application and are reproduced in part in Appendix A.

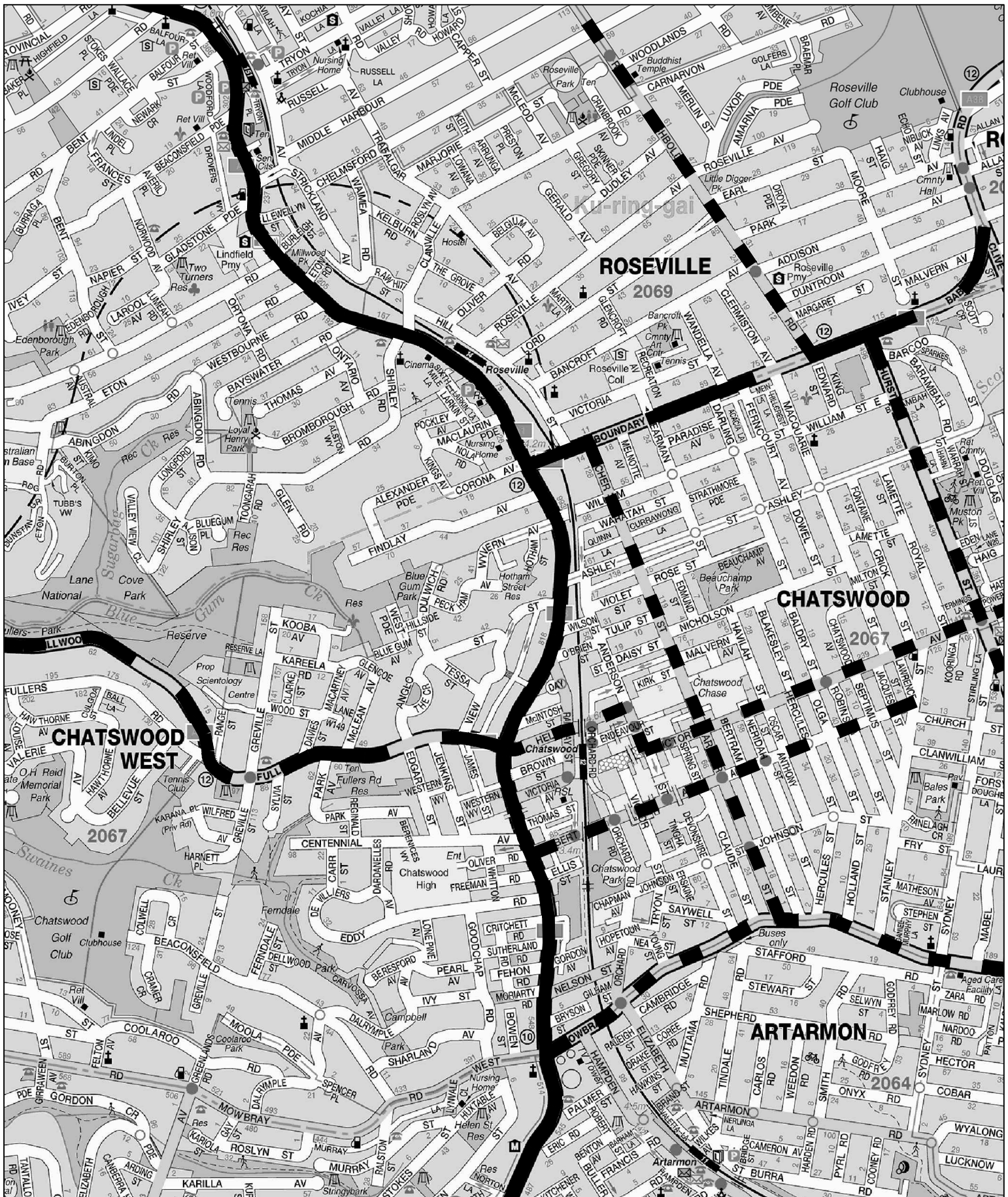
3.0 Road Network and Traffic Conditions

3.1 Road Network

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

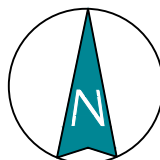
- ❖ Pacific Highway – a State Highway and an arterial route connecting between the Harbour Bridge/Crossing in the south and Hornsby in the north. In the vicinity of the site, the road generally runs in a north-south direction with 3 lanes in each direction.
- ❖ *Boundary Street* – a State Road and sub-arterial route connecting between Pacific Highway in Roseville to the west and Rosebridge Avenue in Castle Cove to the east.
- ❖ *Archer Street* – a Regional Road and collector route connecting between Boundary Street and Mowbray Road.
- ❖ *Maclaurin Parade* – a local access road connecting between Pacific Highway and Kings Avenue / Pockley Avenue.
- ❖ *Larkin Lane* – a service lane connecting between Maclaurin Parade and Sixth Mile Lane / The Rifleway.

Larkin Lane has a level and straight alignment along the site frontage with a carriageway width of 5.8m.



LEGEND

-  ARTERIAL
-  SUB-ARTERIAL
-  COLLECTOR



ROAD NETWORK

FIG 3

3.2 Traffic Controls

The traffic controls on the road network serving the (Fig 4) comprise:

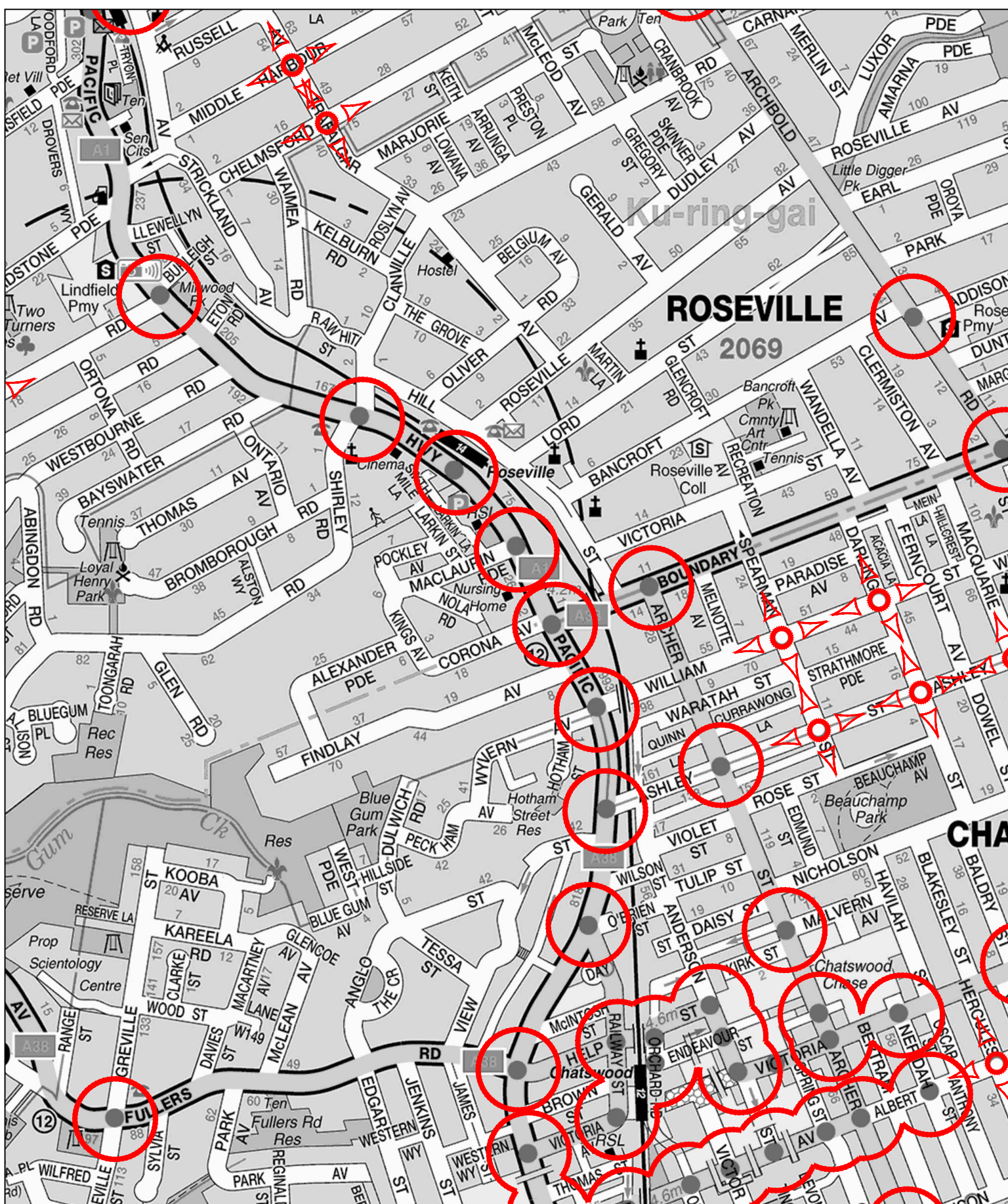
- ❖ the traffic signals at the Pacific Highway and Maclaurin Parade intersection
- ❖ the other traffic control signals along the Pacific Highway at the Shirley Road/Clanville Road, Boundary Street/Corona Avenue, William Street/Wyvern Avenue, and Ashley Street intersections
- ❖ the traffic signal controlled pedestrian crossing on the Highway adjacent to Roseville Railway Station
- ❖ the 2-way movement in Larkin Lane between Maclaurin Parade and the northern site boundary then a clockwise one-way traffic movement through the existing at-grade carpark to the north. There are NO PARKING restrictions along the 2-way section of the lane.
- ❖ the NO STOPPING and CLEARWAY restrictions along both sides of Pacific Highway

3.3 Traffic Conditions

An indication of the traffic conditions on the road system serving the site is provided by data published by TfNSW and observation undertaken as part of this study. The most recently available TfNSW data is as follows:

	AADT
Pacific Highway (northbound)	23,518
Pacific Highway (southbound)	25,623

The traffic movements along Maclaurin Parade are minor and primarily limited to local access movements due to the absence of any through roads further west and south.

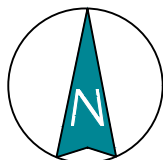


LEGEND



TRAFFIC SIGNAL CONTROL

ROUNDAABOUT



TRAFFIC CONTROLS

FIG 4

The observed traffic movements on Maclaurin Parade and Larkin Lane in the AM and PM peak periods were as follows:

Maclaurin Parade	AM	PM
West of Larkin Lane	40	115
East of Larkin Lane	230	245

Observations of the traffic activity along Larkin Lane and Maclaurin Parade indicate relatively free-flowing conditions during the morning and afternoon peak periods, with regular lengthy gaps are available in the Maclaurin Parade traffic flow.

3.4 Transport Services

The site is highly accessible by public transport as follows:

Bus Services

Access to the Metropolitan Transport Network for the site is currently provided by the bus services which run along Pacific Highway, Hill Street and Boundary Street. The closest bus stop is located 250m (3-minute walk) to the east of the site along Pacific Highway. Routes vary in service frequency, typically on the order of every 15 minutes during weekdays.

These bus services are summarised below.

Route	Description
16T1	Hornsby, then all stations to Chatswood, Wynyard, Town Hall, Central
48T1	Gordon, Lindfield, Roseville, Chatswood, St Leonards then North Sydney and return
79T1	Gordon, Killara, Lindfield, Roseville, Chatswood then North Sydney and return
565	Chatswood to Macquarie University
N90	Hornsby to City Town Hall via Chatswood (Night Service)

Railway Services

Roseville Railway Station is located directly north of the site along Pacific Highway. The station provides services on the T1 – North Shore Line and T9 – Northern Line, providing connections to the City, Chatswood Interchange and wider rail network.

Details of the available bus and train services available at the Roseville Railway Station are provided in Appendix C.

4.0 Parking

Ku-ring-Gai Council's DCP specifies the parking provision in relation to residential apartments located within 400m of a railway station as follows:

	Minimum	Maximum
One-bed	0.6 space	1.0 space
Two-bed	0.9 space	1.25 spaces
Three-bed+	1.0 space	2.0 spaces
Visitors	1.0 space per 6 dwellings	

Application of this criteria to the proposed development indicates:

	Minimum	Maximum
14 x One-bed	8.4 spaces	14.0 spaces
12 x Two-bed	10.8 spaces	15.0 spaces
12 x Three-bed+	12.0 spaces	24.0 spaces
Visitors	6.3 spaces	6.3 spaces
Total:	37.5 (38) spaces	59.3 (59) spaces

In addition, the DCP requires:

- 1 accessible visitor space
- 1 wash bay (can be shared with a visitor space)
- 1 Car Share space

The DCP for the site specifies the following parking provisions for the Club element:

1 space per 20m² for patrons

1 space per 2 staff

Transport and Traffic Planning Associates

Application of this to the proposed Club element indicates the following:

741 m ²	37.1 spaces (37)
2 full time staff	1.0 spaces
Total	38 spaces

It is proposed to provide a total of 90 parking spaces in the 4 basement levels with the following allocation:

- 45 resident spaces including 6 adaptable (platinum) spaces
- 6 visitor spaces including 1 accessible space and shared 1 wash bay
- 38 club spaces including 2 accessible spaces
- 1 carshare space

The DCP also requires bicycles to be provided at a rate of 1 space per 5 units for residents and 1 space per 10 units for visitors, however, it does not have a criteria for Club use.

It is proposed to provide 7 residential bicycle spaces and 4 visitor spaces as well as 2 spaces for the club use. It is apparent that the total proposed parking provision will be suitable and appropriate for the proposed development.

5.0 Traffic

An indication of the potential peak traffic generation of the proposed development is provided by the RMS Development Guidelines, which specify generation rates for high-density residential development within close proximity to rail services of 0.19 vtpd per apartment in the AM peak and 0.15 vtpd in the PM peak.

Application of these factors would indicate the following:

	AM	PM
38 apartments	8 vtpd	6 vtpd

The projected distribution of these movements during the AM and PM peaks will be as follow:

	AM		PM	
	IN	OUT	IN	OUT
Apartments	1	7	5	1

The Club will generate negligible movements during the AM peak period while the peak movements will occur after the PM peak and on weekends. The assessed AM and PM network peak moments for the proposed development are as follows:

	AM		PM	
	IN	OUT	IN	OUT
Club	2	2	20	5
Apartments	1	7	5	1
Total	3	9	25	6

These movements would be discounted by the existing Club generated movements including member/visitor use of the Council parking area in Larkin Lane. Given that the floor area of the Club will decrease, it is apparent that the traffic generation of the proposed development will only be a very minor increase to that of the existing site

generation and that of the previously approved development. It is apparent that the change in traffic circumstance on McLaurin Parade will be very little different to the existing circumstance and any potential small change would be imperceptible to traffic modelling of the Highway intersection.

6.0 Access, Internal Circulation and Servicing

6.1 Access

The proposed vehicle access arrangement for the development will involve a 5.8m wide combined ingress/egress driveway on the Larkin Lane frontage at the northern site boundary. The design of this driveway accords with AS2890.1 requirements, and there will be adequate sight distances available at the proposed access location.

6.2 Internal Circulation

The design of the internal circulation and parking arrangements accord with Australian Standards AS2890.1 & 6, including bays, aisles, grades etc and there will be quite adequate provision for manoeuvring. Details of this provision are demonstrated on the swept path assessment provided in Appendix E.

6.3 Servicing

The proposed height clearance of 3.2m will be adequate for small refuse vehicle access to accommodate other service vehicle requirements of the proposed development for the following reasons:

- Residential use: this will be adequate to accommodate Council's small refuse vehicle and there are many removalist/delivery trucks with heights less than 3.2m
- Club use: all servicing needs can be accommodated within the 3.2m headroom as shown in the following table:

COMPANY	Details of Delivery	FREQUENCY	TRUCK HEIGHT
Carlton	Kegs/Packaged	Twice weekly Wed/Fri	Under 3.2m
Tooheys	Kegs/Packaged	Twice weekly Wed/Fri	Under 3.2m
FishBoys	Cold Produce	Daily	2.4m
Handler Meats	Meat	2-3 times weekly	2.9m
MD Providores	Fruit/Veg	2-3 times weekly	2.8m
Woolworths	Groceries	2-3 times weekly	3.2m
Air Liquide Gas	Bottles	When ordered Monthly	Under 3.2m
Oatley	Wines	Fastway Couriers	Under 3.2m
ILG			Under 3.2m
House of Fine Wine	Wines	Fastway Couriers	Under 3.2m
Cleanaway	Garbage	Cleanaway	Under 3.2m
Cleanaway	Pit	Cleanaway	Under 3.2m

While the maximum gradient of the ramp between the ground level and basement level 1 of 1:6 is slightly greater than 1:6.5, the minor deviation from the AS 2890.2 in relation to the maximum ramp gradient for a small refuse vehicle is adequate and safe for its intended use given:

- small refuse vehicles can typically travel up/down a 1:5 ramp
- the short section of the ramp being 19.3m
- the low-speed environment within the basement carpark
- the gradient is less than the maximum grade specified by Council's DCP of 1:5 for Council's waste truck which is a 6.3m rigid vehicle
- the vertical path assessment confirms that all vehicles (including Council's waste truck which requires a minimum headroom of 2.6m) will not scrape on entry or exit
- A Loading Dock Management Plan will be in place to ensure:
 - All tenants/drivers are informed of the maximum truck height being 3.2m
 - A height clearance sign of 3.2m will be installed at the site access point to inform all drivers of height constraint
 - Vehicle arrivals/departures occur between 9am – 5pm to minimise

conflicts with other users

Any potential infrequent larger service/delivery vehicle can rely on the available on-street parking on Maclaurin Parade.

7.0 Construction Traffic Management Plan

A Construction Traffic Management Plan has been prepared for Hyecorp as a separate document for submission to Council.

8.0 Issues

A number of “traffic” issues have been raised by Council in regard to the proposed development and these are responded to in the following:

❖ Driveway Ramp Width and Head Heights

The driveway ramp is designed as 5,800 between kerbs and there will be 3200 height clearance on the ramp to B1 and 2200 on the other ramps

❖ Platinum Parking

There will be 6 platinum apartments and 6 platinum parking spaces

❖ SIDRA Modelling

The Club generated traffic is existing with members/visitors using the public carpark in Larkin Lane if the Club car park is full. Therefore, the only additional generated movements will be from the apartments being 8 vtpm in the AM peak and 6 vtpm in the PM peak. Such very minor additional movements through the highway intersection carrying some 3500 vtpm would not have any perceptible impact in SIDRA modelling

❖ Boom Gate and Roller Shutter Operation

The proposed vehicle access control arrangements will comprise:

- A roller shutter on the ramp from B2 to B3
- A roller shutter at the bottom of the ramp to B1
- A boom gate on the driveway in from Larkin Lane

The boom gate and the B1 roller shutter will be open from 7:00AM to 11:00PM and the roller shutter on the B2 to B3 ramp will be closed at all times.

Residents will have remote control to open the boom gate and roller shutters. The boom gate and roller shutters will have “loop detection” to open automatically for egressing vehicles. Resident visitors will either call a resident by mobile phone or use the intercom on the driveway in order for the interconnected boom gate and roller shutter on B1 to open (out of hours). They will use the intercom on the column adjacent the parking space C37 on B2 to open the roller shutter on the ramp to B3. While the intercoms will be on the right-hand side the other vehicle movements will be very minor at the time of visitor use while the traffic mirrors on B2 and B3 will assist egressing residents to see any waiting visitor car.

❖ Clarify Left Turn IN/OUT

There will not be any constraint on traffic movements at the driveway connection to Larkin Lane

❖ Queuing In McLaurin Parade

The minor additional traffic generation as a result of the proposed development will not have any perceptible impact in relation to queuing in McLaurin Parade

❖ Frontage Awning

The proposed awning on the Pacific Highway frontage will be located with a “setback” exceeding the required minimum of 1.0m and will be some 140m from the pedestrian signals on the Highway and therefore will not impact on these signals.

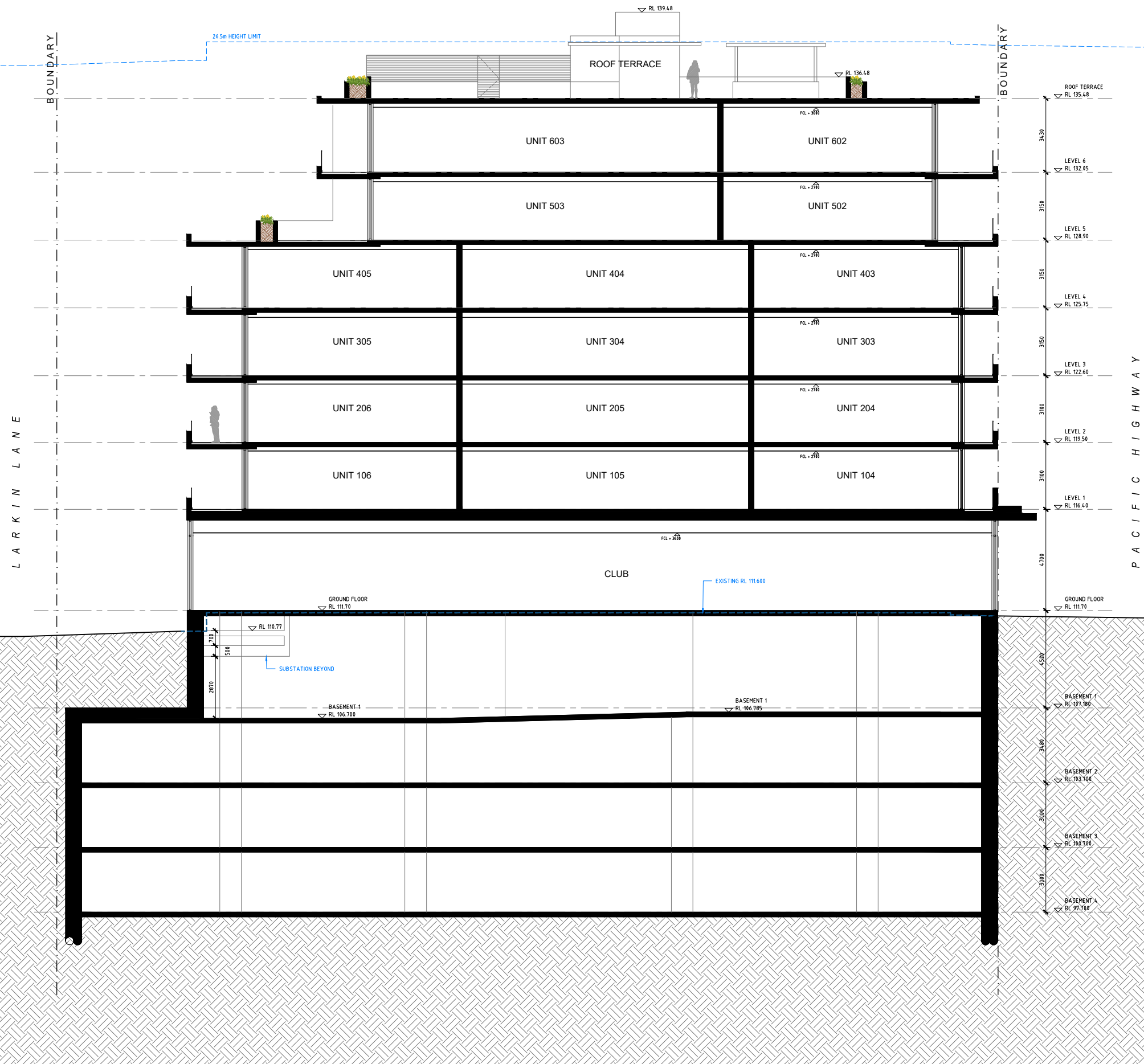
9.0 Conclusion

Assessment of the revised mixed-use development scheme has confirmed that:

- ❖ the projected additional development traffic resulting from the proposal will have no adverse traffic implications
- ❖ the proposed parking provision is consistent with the DCP criteria
- ❖ the proposed vehicle access arrangement complies with the AS2890.1 design criteria
- ❖ the design of proposed car park, access and circulation is consistent with the design requirements of AS2890.1&6
- ❖ the proposed servicing arrangement will be adequate and are consistent with the previously approved expectations of a development scheme.

Appendix A

Development Plans



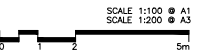
GENERAL NOTES:

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- AREA SCHEDULES SUPPLIED ARE APPROXIMATE ONLY - FUTURE ALLOWANCE FOR VERTICAL SERVICE DUCTS, STRUCTURAL WALL SYSTEMS AND CONSULTANT INPUT WILL BE REQUIRED

LEGEND:

AW	AWNING
HW	HIGHLIGHT WINDOW
CU	A/C CONDENSER UNITS
FH	FIRE HYDRANT
FHR	FIRE HOSE REEL
FS	FIRE STAIRS
MV	MECHANICAL RISER TO FUTURE DETAIL
GC	GARBAGE CHUTE
MB	MAILBOX TO FUTURE DETAIL
OG	OPAQUE GLAZING
PB	PLANTERBOX
R	240L RECYCLING BIN
SK	SKYLIGHT
ST	STORAGE
WT	HOT WATER UNITS

B	29.11.22	ISSUE FOR DEVELOPMENT APPLICATION
A	21.11.22	DRAFT DA
ISSUE	DATE	DESCRIPTION



CLIENT: **HYECORP PROPERTY GROUP**

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Level 2, 52 Albion Street, Surry Hills NSW 2010
Nominated Architect: Paul Buljjevic NSW 7768

PROJECT:
PROPOSED SHOP TOP HOUSING DEVELOPMENT
4-66 PACIFIC HIGHWAY
ROSEVILLE

July 2020

SECTION A - A

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PROJECT NO: 147		DA300	B

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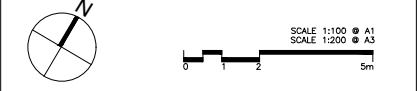
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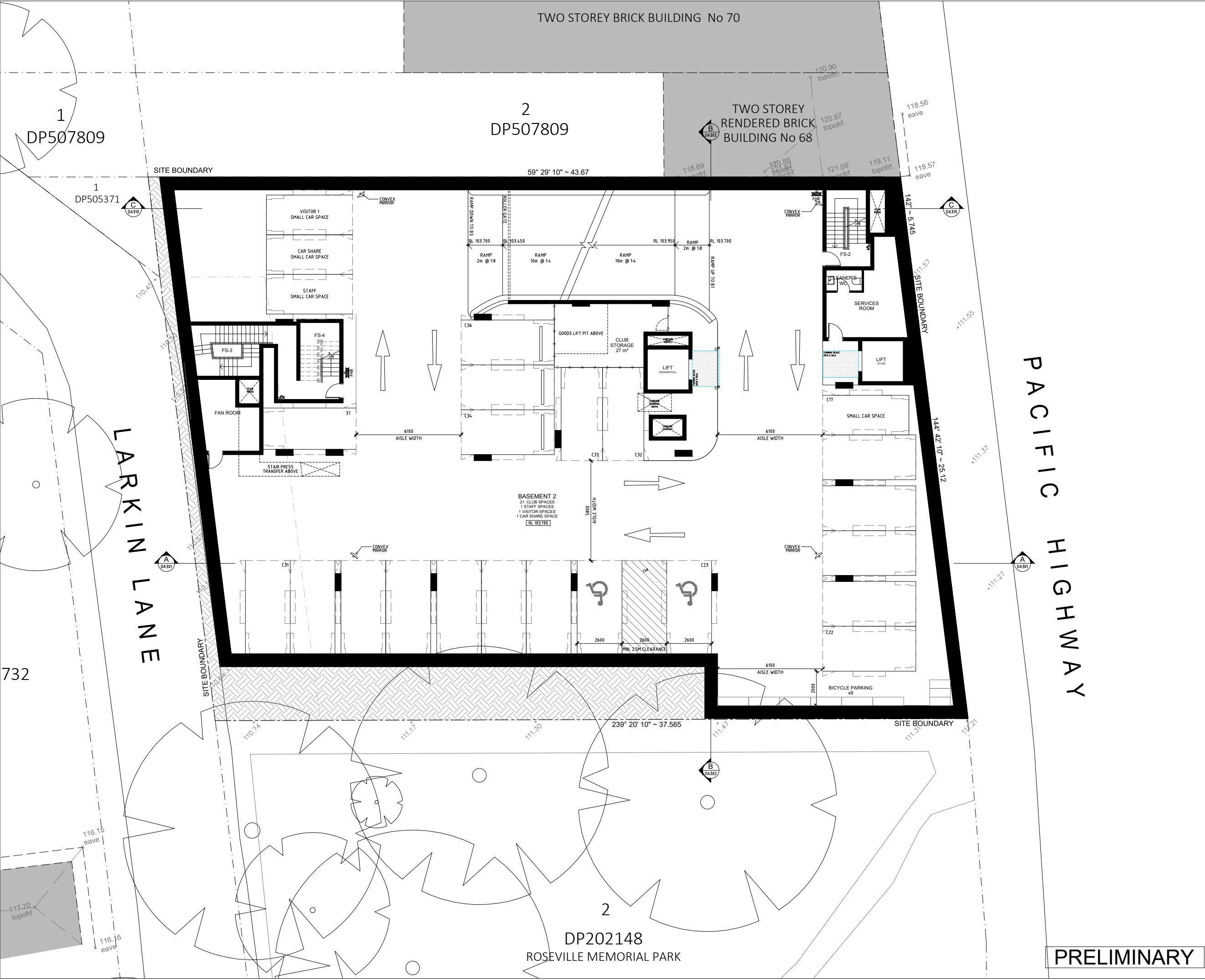
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Level 2, 52 Abdon Street, Surry Hills NSW 2010
Nominated Architect: Paul Buljevic NSW 7768

PROJECT:
PROPOSED SHOP TOP HOUSING DEVELOPMENT
64-66 PACIFIC HIGHWAY
ROSEVILLE
July 2020

DRAWING TITLE:
GROUND FLOOR PLAN

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PROJECT NO: 2147	DA104	B

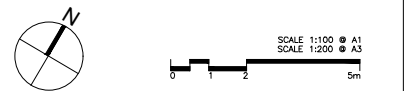
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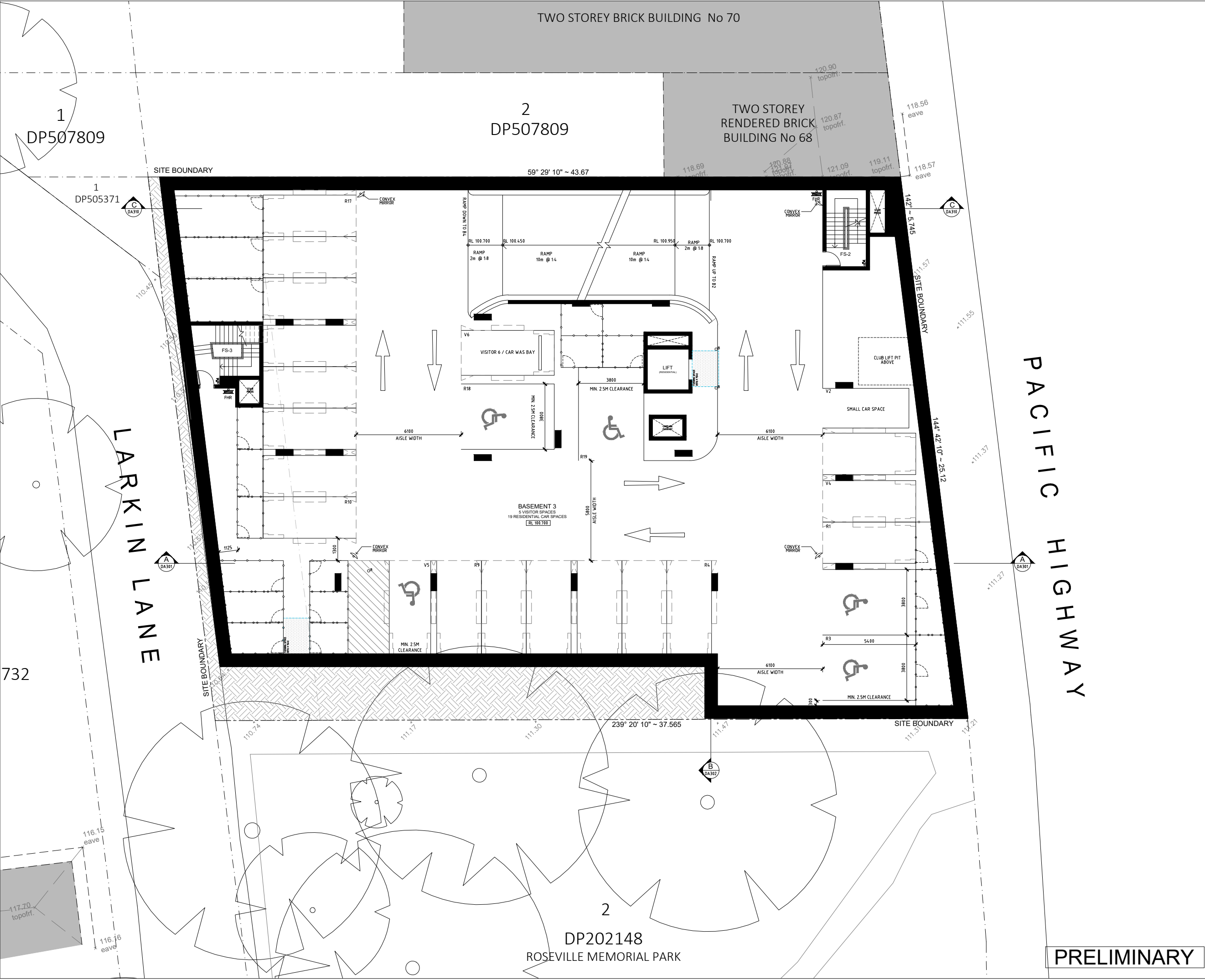
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PROJECT:
PROPOSED SHOP TOP HOUSING DEVELOPMENT
64-66 PACIFIC HIGHWAY
ROSEVILLE

July 2020

DRAWING TITLE:
BASEMENT 2 PLAN

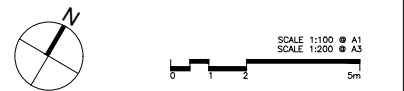
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PROJECT NO: 2147	DA102
	B



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 - AREA SCHEDULES SUPPLIED ARE APPROXIMATE ONLY - FUTURE ALLOWANCE FOR VERTICAL SERVICE DUCTS, STRUCTURAL WALL SYSTEMS AND CONSULTANT INPUT WILL BE REQUIRED

- LEGEND:
- AW AWNING
 - HW HIGHLIGHT WINDOW
 - CU A/C CONDENSER UNITS
 - FH FIRE HYDRANT
 - FHR FIRE HOSE REEL
 - FS FIRE STAIRS
 - MV MECHANICAL RISER TO FUTURE DETAIL
 - GC GARBAGE CHUTE
 - MB MAILBOX TO FUTURE DETAIL
 - OG OPAQUE GLAZING
 - PB PLANTERBOX
 - R 240L RECYCLING BIN
 - SK SKYLIGHT
 - ST STORAGE
 - WT HOT WATER UNITS

B	29.11.22	ISSUE FOR DEVELOPMENT APPLICATION
A	21.11.22	DRAFT DA
ISSUE	DATE	DESCRIPTION



CLIENT:
HYECORP PROPERTY GROUP

ARCHITECT:
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Level 2, 52 Abdon Street, Surry Hills NSW 2010
Nominated Architect: Paul Buljjevic NSW 7768

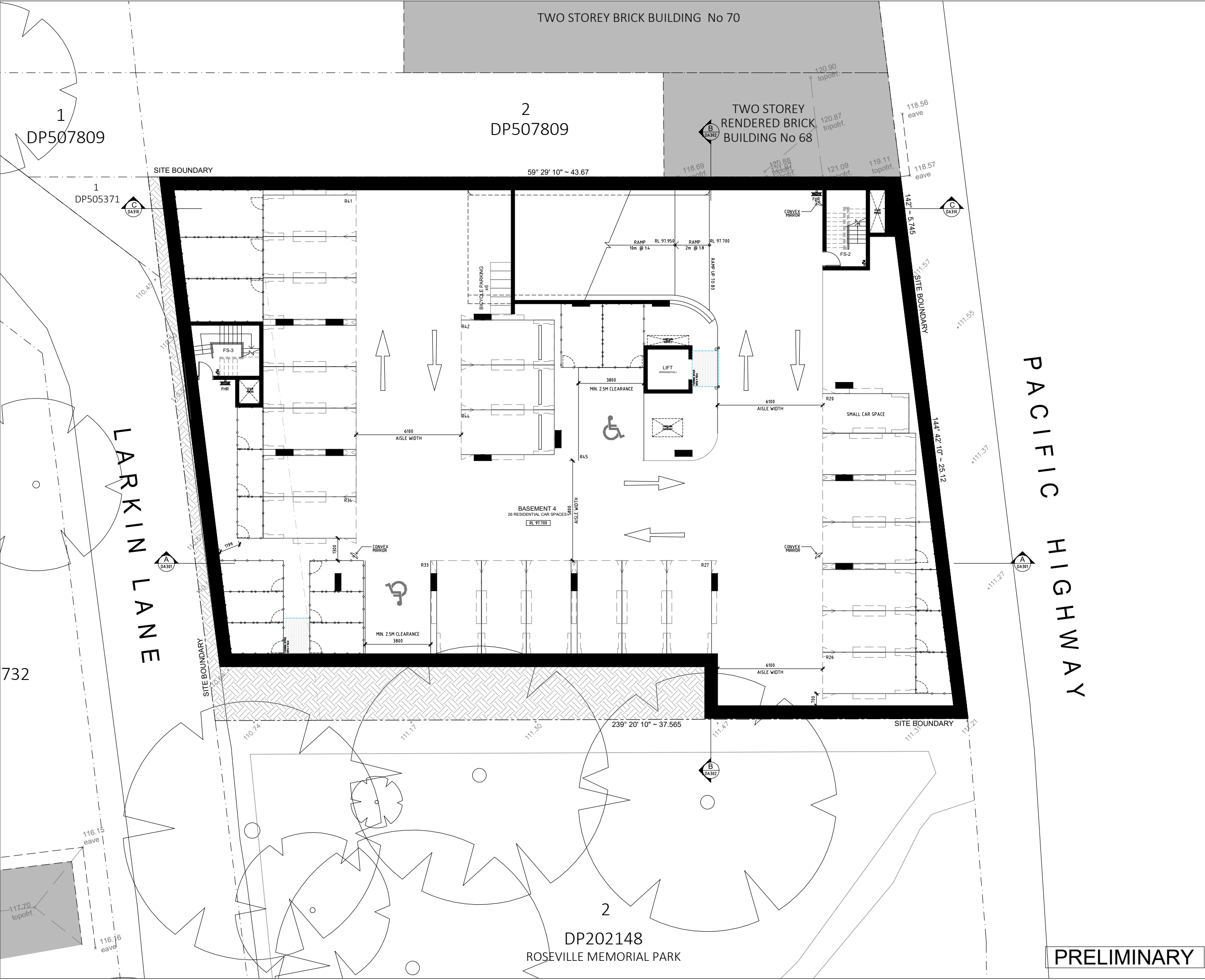
PROJECT:
PROPOSED SHOP TOP HOUSING DEVELOPMENT
64-66 PACIFIC HIGHWAY
ROSEVILLE

July 2020

DRAWING TITLE:
BASEMENT 3 PLAN

DRAWN BY: 1:100@A1 / 1:200@A3	CHECKED BY:
SCALE:	DRAWING NO:
PROJECT NO: 2147	DA101
	B

PRELIMINARY



GENERAL NOTES:

- ALL WORKS TO COMPLY WITH BUILDING CODE OF AUSTRALIA, REQUIREMENTS OF RELEVANT STATUTORY AUTHORITIES/ LOCAL GOVERNMENT & RELEVANT AUSTRALIAN BUILDING STANDARDS
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LEGEND:

AW	AWNING
HW	HIGHLIGHT WINDOW
CU	A/C CONDENSER UNITS
FH	FIRE HYDRANT
FHR	FIRE HOSE REEL
FS	FIRE STAIRS
NV	MECHANICAL RISER TO FUTURE DETAIL
GC	GARBAGE CHUTE
MB	MAILBOX TO FUTURE DETAIL
OG	OPAQUE GLAZING
PB	PLANTERBOX
R	240L RECYCLING BIN
SK	SKYLIGHT
ST	STORAGE
WT	HOT WATER UNITS

B	29.11.22	ISSUE FOR DEVELOPMENT APPLICATION
A	21.11.22	DRAFT DA
ISSUE	DATE	DESCRIPTION

CLIENT:
HYECORP PROPERTY GROUP

ARCHITECT:
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PROJECT:
PROPOSED SHOP TOP HOUSING DEVELOPMENT
64-66 PACIFIC HIGHWAY
ROSEVILLE

July 2020
DRAWING TITLE:
BASEMENT 4 PLAN

DRAWN BY: 1:100@A1 / 1:200@A3	CHECKED BY:
SCALE:	DRAWING NO:
PROJECT NO: 2147	DA100
	B

PRELIMINARY



GENERAL NOTES:

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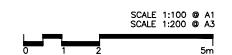
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LEGEND:

AW	AWNING
HW	HIGHLIGHT WINDOW
CU	A/C CONDENSER UNITS
FH	FIRE HYDRANT
FHR	FIRE HOSE REEL
FS	FIRE STAIRS
MV	MECHANICAL RISER TO FUTURE DETAIL
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SK	SKYLIGHT
ST	STORAGE
WT	HOT WATER UNITS

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A	21.11.22	DRAFT DA
ISSUE	DATE	DESCRIPTION



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HYECORP PROPERTY GROUP

ARCHITECT:

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Level 2, 52 Albion Street, Surry Hills NSW 2010

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PROJECT:
PROPOSED SHOP TOP HOUSING DEVELOPMENT
64-66 PACIFIC HIGHWAY
ROSEVILLE

July 2020

DRAWING TITLE:

DRIVEWAY SECTION

DRAWN BY: 1:100@A1 / 1:200@A3	CHECKED BY:	
SCALE:	DRAWING NO:	ISSUE:
PROJECT NO: 2147	DA310	B

Appendix B

Transport Services

Sydney rail network



M Metro **T** Trains



Sydney metro and train lines



Metro North West Line
Chatswood
Tallawong



North Shore & Western Line
North Shore
Western
Richmond



Inner West & Leppington Line
Inner West
Leppington
City



Bankstown Line
Liverpool
Lidcombe
City



Eastern Suburbs & Illawarra Line
Eastern Suburbs
Illawarra
Cronulla



Cumberland Line
Leppington
Richmond



Olympic Park Line
Olympic Park
Lidcombe



Airport & South Line
Airport
South
City



Northern Line
Northern
Gordon

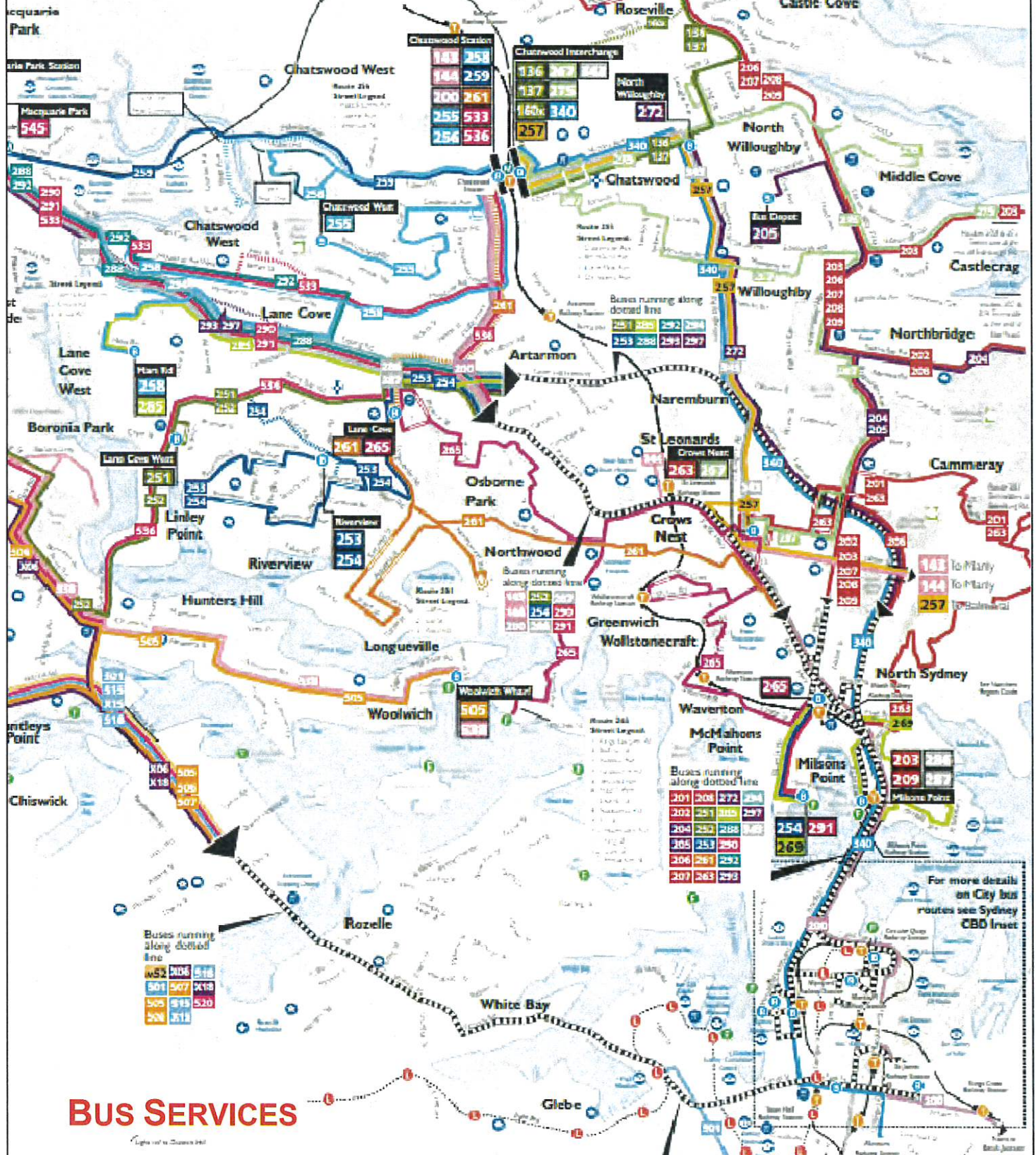


Check timetables and trip planners
for train services and connections

Visit transportnsw.info

Legend

- Police Station
- Hospital
- Shopping Centre
- Metro Station
- Railway Station
- Light Rail Stop
- Educational Institution
- Sporting Facility
- Local Park
- Bus Route
- Bus Route Terminus



Appendix C

Turning Path Assessment

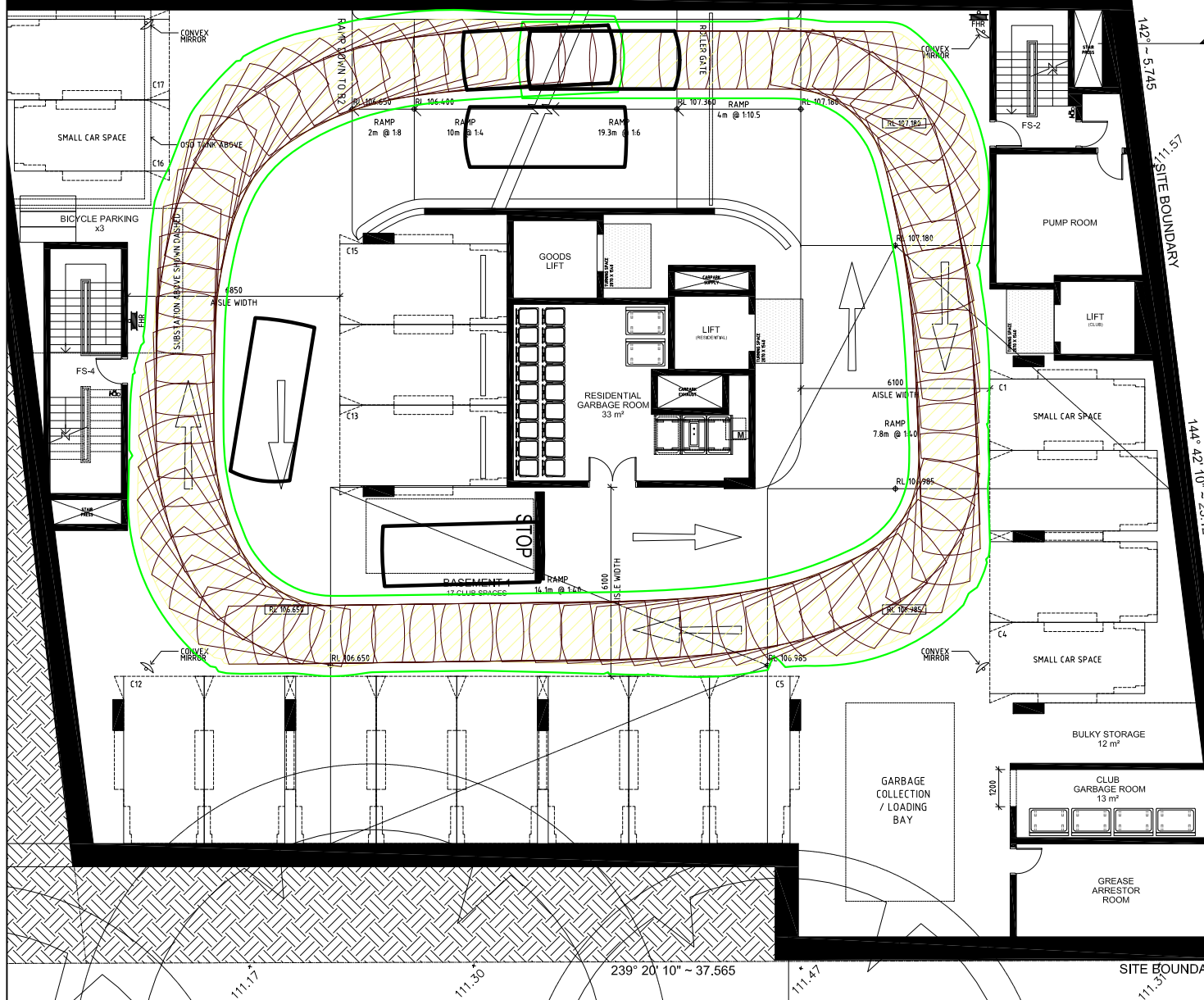


59° 29' 10" ~ 43.67



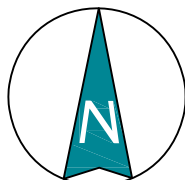
2
DP507809

59° 29' 10" ~ 43.67



NOTE

This drawing has been prepared using vehicle modelling computer software AutoTrack V5.00a in conjunction with AutoCAD 2013. The vehicle used is based upon vehicle data provided by Austroads and incorporates a reasonable degree of tolerance. However, it is not possible to account for all vehicle types/characteristics and/or driver ability.



**SWEPT PATH ANALYSIS
OF AN 85th PERCENTILE
VEHICLE ENTERING THE SITE**

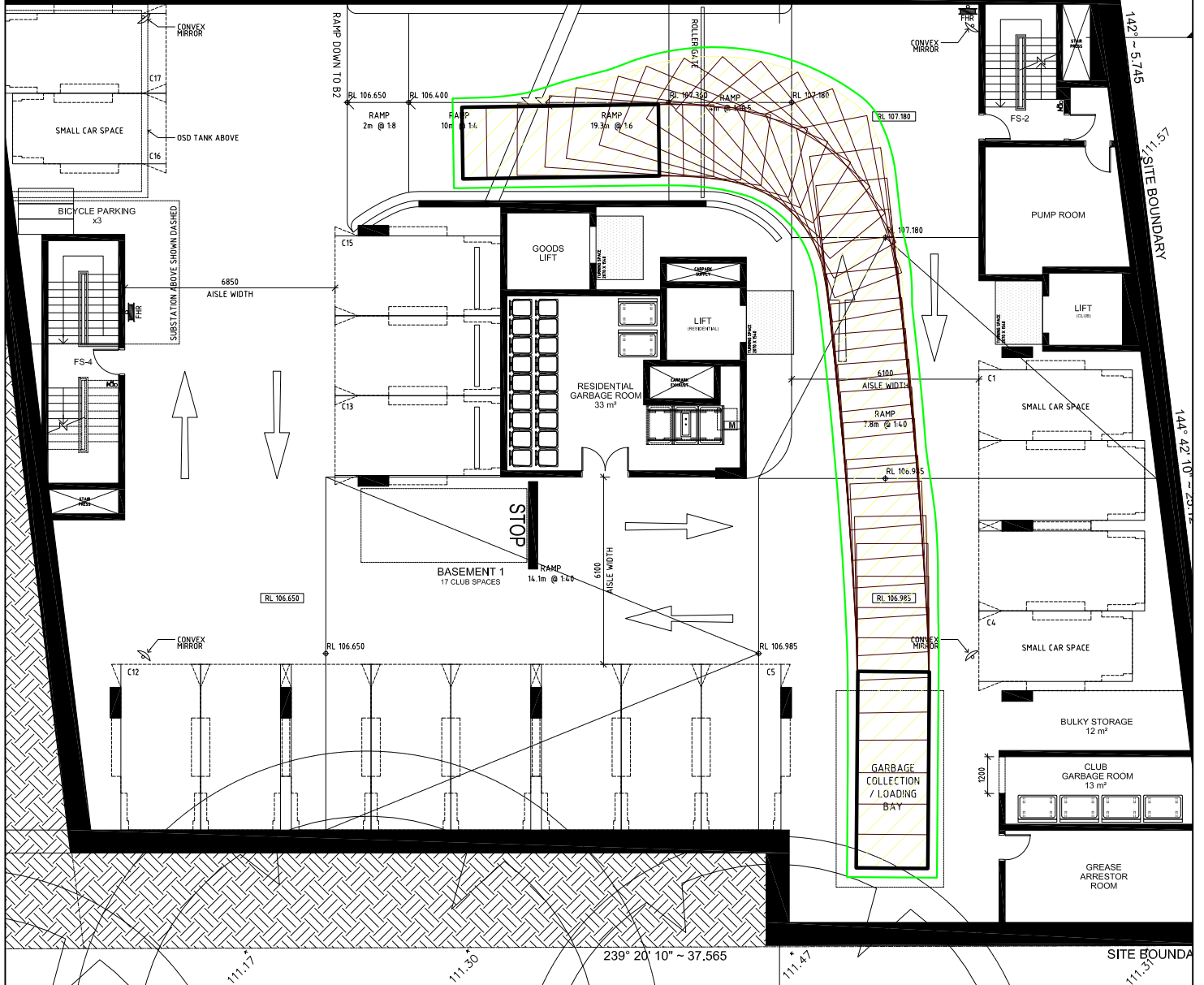
SP 2

59° 29' 10" ~ 43.67



2
DP507809

59° 29' 10" ~ 43.67



NOTE

This drawing has been prepared using vehicle modelling computer software AutoTrack V5.00a in conjunction with AutoCAD 2013. The vehicle used is based upon vehicle data provided by Austroads and incorporates a reasonable degree of tolerance. However, it is not possible to account for all vehicle types/characteristics and/or driver ability.



**SWEPT PATH ANALYSIS
OF A 6.4m RIGID
VEHICLE EXITING THE SITE**

SP 4