

5/09/2022

**204-210 PARRAMATTA ROAD, AUBURN (DA 2020 / 0385)**  
**TRAFFIC AND PARKING REPORT IN RESPONSE TO CONTENTIONS**

Contentions 5, 6 and 7 of the SOFC relate to servicing, traffic and parking aspects of the proposed development, with the relevant particulars having been reproduced below for reference and shown highlighted. In this regard, we confirm that we have taken the particulars into consideration with the architectural plans being amended accordingly. An amended set of plans are included in **Attachment 1** for reference.

The following provides our response to Contentions 5, 6 and 7.

**Servicing and Loading**

5. The development does not comply with the provisions of the Cumberland Development Control Plan 2021 at Part G3, Section 4.6 (Loading requirements for commercial and industrial development), Controls C2 and C7.

Particulars

- a) The development has not made provision for a loading bay and on-site manoeuvring for a medium rigid vehicle, in accordance with AS 2890 – Parking Facilities.

**Table 1** overleaf shows the minimum loading bay parking requirements in accordance with the Cumberland DCP 2021, and the proposed provision in response.

**Table 1: Service Vehicle Parking Requirement and Provision**

| TYPE         | NO. / GFA           | CDCP 2021 PARKING RATE                                                                                          | CDCP 2021 REQUIREMENT |
|--------------|---------------------|-----------------------------------------------------------------------------------------------------------------|-----------------------|
| Hotel        | 132                 | 1 space / 50 rooms on room suites up to 200+, 1 space / 100 bedrooms thereafter                                 | 2.64                  |
| Commercial   | 1,485m <sup>2</sup> | 1 space / 4,000m <sup>2</sup> GFA up to 20,000m <sup>2</sup> GFA, plus 1 space / 8,000m <sup>2</sup> thereafter | 0.37                  |
| <b>TOTAL</b> |                     |                                                                                                                 | <b>3</b>              |

It is evident from **Table 1** above that the development requires a minimum of three (3) service vehicle bays under application of the Cumberland DCP 2021. In response, the development provides the following service vehicle provisions, which satisfies the requirements of the Cumberland DCP 2021:

Ground Floor

- Provision for one (1) Medium Rigid Vehicle (MRV) with use of a mechanical turntable, OR
- Provision for two (2) Small Rigid Vehicles (SRVs) without use of a mechanical turntable.

Basement Level 1

- One (1) SRV bay for private waste collection.
- Two (2) shared taxi / courier bays for the commercial use.
- One (1) accessible drop-off / pick-up bay for commercial use.

As documented in the Traffic Impact Assessment report (ref: 0157r02v03) dated 23/03/2020 (TIA Report) and Letter of Response to Council (ref: 0157r03v01) dated 04/03/2021 (Response Letter), both prepared by PDC Consultants, it is reiterated that servicing of the development is intended to be limited to a SRV. This is supported by the letter included in **Attachment 2**, which was prepared by the appointed hotel advisory group, Minett Prime Square, and specifies that a 6.4 metre SRV is sufficient for servicing activities based on their experience with similar sized developments.

Nonetheless, the development now makes provision for an 8.8 metre MRV within the ground floor loading area in response to Contention 5.

Noting that servicing is intended to be limited to SRVs and to improve the capacity of the ground floor loading area, it was considered appropriate that the loading area be configured in a way that allows for either two (2) SRVs or one (1) MRV at any one time. **Figure 1** and **Figure 2** illustrate the parking arrangement to accommodate two (2) SRVs and one (1) MRV respectively.

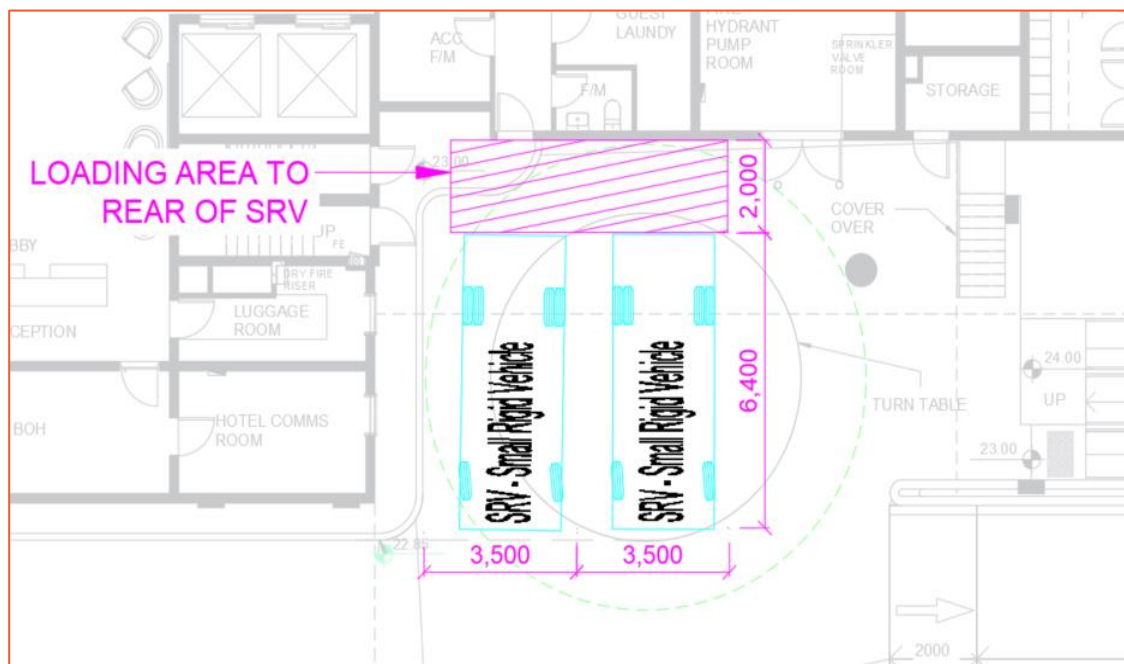
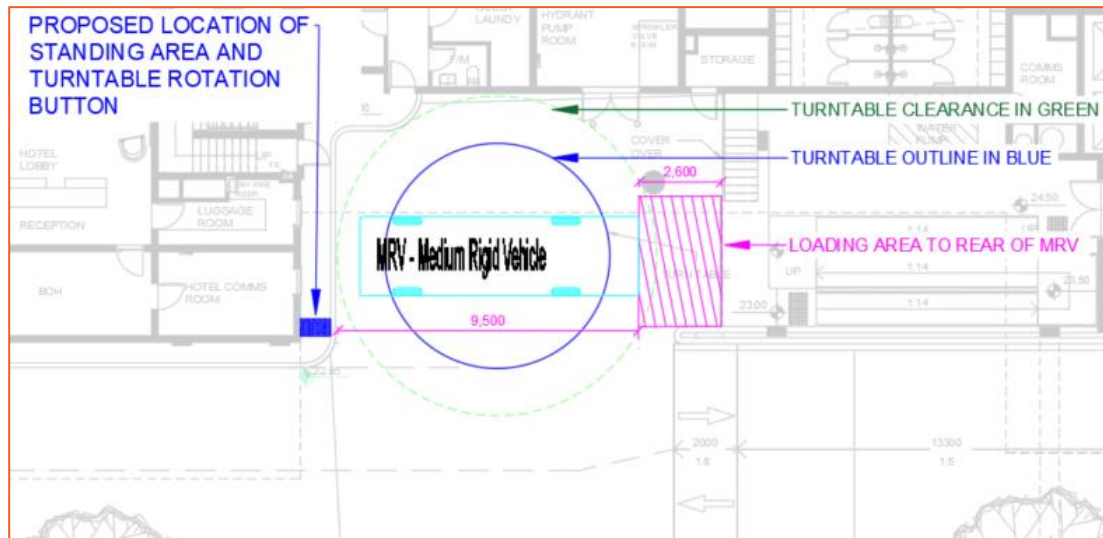


Figure 1: SRV Vehicle Loading Arrangement



**Figure 2: MRV Loading Arrangement**

The dynamic operation of the ground floor loading area would be documented in a Loading Dock Management Plan (LDMP) such that all suppliers and truck drivers are aware of the on-site management arrangements. Furthermore, the LDMP will provide guidance and outline the procedures and management principles to be adhered to within the loading area, with the overall objective to ensure safe and efficient movement of vehicles and personnel. In this regard, we invite the consent authority to impose a condition of consent that requires a LDMP to be submitted and approved by Council prior to the issue of an occupation certificate for the development.

Notwithstanding the above, it is important to acknowledge that whilst we believe it is a better design outcome to have the ability of accommodating either two (2) SRVs or one (1) MRV, the loading area could be limited to one (1) loading bay only for vehicles up to an MRV if preferred by Council. This could be conditioned by Council and would not require any physical amendments to the ground floor loading area.

Notable design comments on the ground floor loading area are provided below:

#### SRV

- As shown by **Figure 1**, two (2) compliant SRV bays can be accommodated within the ground floor loading area, each having a width of 3.5 metres and length of 6.4 metres.
- When parked in the loading area, the rear of the SRVs would face north with loading/unloading to occur within the area highlighted on **Figure 1** and adjacent to the guest laundry to the north of the turntable.
- As demonstrated by swept path drawings 003-004 in **Attachment 3**, the SRVs can satisfactorily enter and exit the loading bays without the use of the mechanical turntable. Accordingly, the only time the turntable would be used is when an MRV is required to access the ground floor loading area, which as discussed above, is unlikely to occur given the site will be serviced by SRVs. Accordingly, the turntable would rarely (if ever) be used.

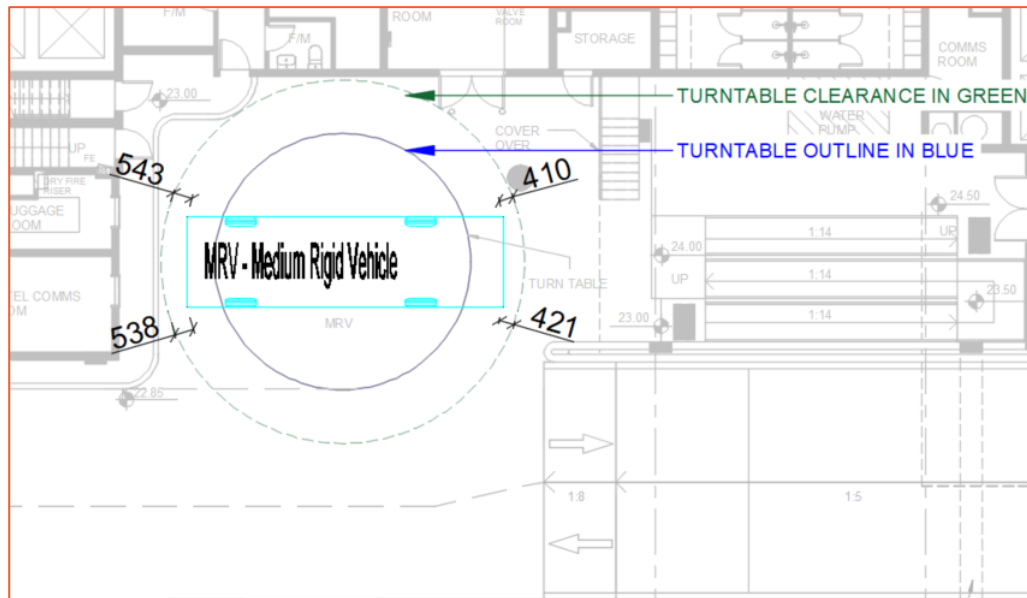
#### MRV

- As shown by **Figure 2**, one (1) compliant MRV bay can be accommodated within the ground floor loading area, having a width of 3.5 metres and length of 8.8 metres.

- The following points detail the step-by-step process involved when an MRV enters/exits the site, which is supplemented by the illustration shown on Swept Path Drawing 009 in **Attachment 3**:
  1. MRV enters the loading area in a forward direction, with both the front and rear axles positioned on the turntable.
  2. Truck driver exits vehicle and walks to the control for the turntable, which shall be positioned on the western side of the turntable, and on outside and south-eastern corner of the 'hotel comms room'.
  3. At this position, the driver will have clear line of sight to any oncoming motorists that be seeking to enter or exit the basement car park. Once it is safe to do so and there are no oncoming vehicles, the truck driver would engage the turntable control and rotate the MRV on the turntable to the correct position, having the rear of the MRV facing east.
  4. Loading / unloading of the MRV will occur within the area highlighted on **Figure 2** and adjacent to the pedestrian ramp to the east of the turntable.
  5. Using the turntable control and after checking for any oncoming traffic, the truck driver will rotate the MRV on the turntable such that the front of the truck now faces south-west.
  6. The truck driver will get back into the MRV and depart the loading area and site in a forward direction.
- As discussed above, it is reiterated that the turntable will only be used when a MRV accesses the site, being a very low probability event, if it indeed occurs at all.

#### Mechanical Turntable

- A mechanical vehicle turntable is provided within the ground floor loading area to assist manoeuvrability for an MRV given the configuration of the loading area and requirement for such vehicles to enter and exit the site in a forward direction.
- The turntable will be installed by a qualified turntable consultant and an example turntable specification sheet is provided in **Attachment 4**.
- **Figure 3** below illustrates the proposed diameter of the turntable based on the specification sheet included in **Attachment 4** and the proposed clearance envelope around the turntable. As per **Figure 3**, the development provides a turntable diameter of 7.8 metres and a clearance diameter of 10.092 metres. The clearance envelope ensures that a minimum horizontal clearance of 410mm is provided on all four (4) corners of the MRV, as illustrated in **Figure 3**, which exceeds the 300mm clearance required under Clause 4.3 (c) of AS 2890.2. The turntable diameter and clearance diameter are therefore acceptable and compliant with AS 2890.2 for an MRV.



**Figure 3: MRV Turntable & Design Clearance**

The above amendments to the ground floor loading area, notably the inclusion of a MRV, do not require any amendments to the proposed vehicle access arrangements. Accordingly, two (2) access driveways will continue to be provided onto Braemar Avenue which includes a 5.0-metre-wide entry-only driveway to serve the porte-cochere and a 6.0 metre wide entry / exit driveway to serve the service vehicle facilities, basement parking facilities and exit movements from the porte-cochere.

The proposed arrangements have also been assessed using swept path analysis which confirms all vehicles up to and including an 8.8 metre MRV can enter and exit the site in a forward direction, as demonstrated by the swept path drawings included in **Attachment 3**.

With regards to the basement, the development will continue to provide one (1) loading bay near the base of the Ground Floor to Basement Level 1 vehicle ramp. This loading bay will be used for waste collection of the development, which shall occur by a private waste contractor. In this regard, consultation has been undertaken with Capital City Waste Services (CCWS) to confirm the required design vehicle for the on-site waste collection and to confirm that CCWS has the capacity and capability to collect waste from the subject site. The letter provided as **Attachment 5** confirms that CCWS has reviewed the amended architectural plans and that they are able to collect waste from the site. CCWS has also provided the following specifications of the proposed waste collection vehicle:

- Vehicle Length: 6.2 metres;
- Head Height Clearance Required: 2.1 metres;
- Maximum Ramp Grade Required: 1:5 (20%);
- Maximum Transition Grade Required 1:8 (12.5%).

In response, the development provides a head height clearance of 3.5 metres for the Basement Level 1 loading bay and a maximum ramp grade of 1:5 (20%). The head height clearance and ramp grade complies with the operational requirements of the private waste contractor, and satisfies the relevant requirements of Table 4.1 and Clause 3.3.3.3 of AS 2890.2 respectively.

In addition to the above, it is important to acknowledge that the proposed 1:5 (20%) grade of the Ground Floor to Basement Level 1 vehicle ramp is consistent with that accepted and required by numerous other Council's in Greater Sydney for waste collection vehicles. In this regard, reference is made to **Table 2** below which outlines design requirements for waste collection vehicles in the Strathfield, Lane Cove and Ku-ring-gai LGAs.

**Table 2: Comparison of Design Requirements for Waste Collection Vehicles -Other Council Areas**

| COUNCIL     | MINIMUM DESIGN REQUIREMENTS FOR WASTE COLLECTION VEHICLES |                |                  |
|-------------|-----------------------------------------------------------|----------------|------------------|
|             | MAXIMUM RAMP GRADE                                        | VEHICLE LENGTH | HEIGHT CLEARANCE |
| Strathfield | 1:5 (20%)                                                 | 10m            | 3.6m             |
| Lane Cove   | 1:5 (20%)                                                 | 6.8m           | 2.6m             |
| Ku-ring-gai | 1:5 (20%)                                                 | 6.0m           | 2.6m             |

The examples given in **Table 2** show that numerous other Council's permit a maximum ramp grade of 1:5 (20%) for access by waste collection vehicles ranging in length from 6 metres to 10 metres. This clearly demonstrates that waste collection vehicles of 6 metres to 10 metres in length will have no issues, from a vehicle performance perspective, in traversing a maximum ramp grade of 1:5 (20%).

The development proposes waste collection by a 6.4-metre-long rigid truck with a 1:5 (20%) ramp grade to Basement Level 1 which is consistent with **Table 2** and complies with Clause 3.3.3.3 of AS 2890.2.

Swept path analysis has been undertaken of the proposed waste collection arrangements with the use of a 6.4-metre-long rigid truck, as is defined in AS 2890.2. The swept path results are included in **Attachment 3** and demonstrate that a 6.4-metre-long rigid truck will be able to satisfactorily access the basement car park and loading bay, with all site entry and exit movements occurring in a forward direction.

The proposed access and loading arrangements therefore comply with AS 2890.1, AS 2890.2, and Control C7 under Part G3, Section 4.4 of the CDCP 2021, and satisfactorily address Contention 5.

### Vehicle Access and Parking

6. The development does not comply with the provisions of AS2890 – Parking Facilities in relation to vehicle access and parking.

The amended architectural plans included as **Attachment 1** demonstrate the development complies with AS 2890.1 and AS 2890.2. Further details are provided below to demonstrate this under each particular.

7. The development does not meet the criteria for taxis and coach parking for hotels in the Guide to Traffic Generating Developments.

#### Particulars

- a) A shared zone has not been provided for car parking space no.20 on Basement Level 3 in accordance with AS 890.6.

The above comment relates to an earlier version of the plans which included different numbering of parking spaces. The amended architectural plans included as **Attachment 1** identify the following as accessible parking spaces:

- Basement 1: Car space 22 and 23;
- Basement 2: Car space 37;
- Basement 3: Car space 28 and 29.

All of the above car spaces have been designed with a minimum width of 2.4 metres, length of 5.4 metres and are located immediately adjacent to a 2.4 metre wide and 5.4-metre-long shared zone, thereby satisfying the requirements of AS 2890.6. The proposed accessible car spaces are therefore considered acceptable.

- b) Where there is angle parking on one side of an aisle only and the other side is confined by a wall or other high vertical obstruction closer than 300mm to the nominal edge of the aisle, the aisle width has not been increased by 300 mm (excluding the kerb width) in accordance with clause 2.4.2(d) in AS2890.1:2004.

The amended architectural plans included as **Attachment 1** demonstrate the development now provides a 6.1 metre aisle width for all single-sided parking aisles as per Clause 2.4.2(d) in AS 2890.1.

- c) The development has not demonstrated that all the visitor parking spaces for the hotel have been provided in accordance with User Class 2 requirements of AS2890.1:2004.

It is firstly noted that the amended architectural plans included in **Attachment 1** provide a superior design for the parking layout which now incorporates provision for an MRV, taxi pick-up / drop-off bays for the offices, a designated shuttle bus parking space for the hotel, car spaces with electric vehicle charging points and extension of Basement Level 3 to provide a substantial amount of hotel guest parking spaces as User Class 2. These improvements must be taken into consideration when reviewing the amended architectural plans.

With regards to the abovementioned contention, it is noted that the amended architectural plans included in **Attachment 1** show a total of 77 car spaces for the hotel including:

- 59 x User Class 2 parking spaces for hotel visitors, which are shown in dark pink on amended plans;
- 15 x User Class 1A parking spaces for hotel visitors, which are shown in light pink on amended plans;
- 3 x User Class 1A Basement 3 for hotel staff, which are also shown in light pink on amended plans.

Given the basement constraints and requirement to provide for a MRV, taxi pick-up / drop-off bays for the offices, a designated shuttle bus parking space for the hotel and car spaces with electric vehicle charging points, the development is unable to provide all 74 hotel visitor spaces in accordance with the User Class 2 requirements of AS 2890.1. Instead, the development provides the vast majority (59 spaces) as User Class 2 spaces, with only a small number (15 spaces) as User Class 1A spaces.

The provision of 15 User Class 1A spaces for hotel visitors is a minor deviation from Contention 7(c) and equates to only 20% of the overall hotel visitor parking provision. This minor deviation is considered acceptable for the following reasons:

- On a day-to-day basis, the hotel will operate well below total capacity and will not require use of all 74 visitor parking spaces. Hotel management will be responsible for allocation of parking spaces to hotel visitors and can ensure that during these periods, only the User Class 2 parking spaces are allocated for use. Accordingly, on a day-to-day basis, the User Class 1A parking spaces will not be used by hotel visitors.
- During busier periods when in excess of the 59 User Class 2 visitor spaces are required, which is expected to occur infrequently, hotel management can ensure that visitors with smaller vehicles are allocated with the User Class 1A parking spaces. In this instance, the reduced width of the parking space, being 2.4 metres instead of 2.5 metres, will have no quantifiable impact on the operation / efficiency of the car park and will not cause any inconvenience for visitors.
- The Green Building Council of Australia policies encourage the provision of small car parking spaces and there has been a strong focus on encouraging people to purchase smaller and more sustainable cars, with reduced vehicle emissions and carbon footprint. Therefore, the likelihood of guests owning smaller vehicles which do not require a wider parking space is highly likely.
- As discussed in the TIA Report, the site benefits from good access to public bus services, being located immediately adjacent several bus stops along Parramatta Road. These bus stops are serviced by several high frequency services, such as 540 and M92, running every 15-30 minutes during weekdays. It is therefore expected that the site will operate with reduced car parking demands and accordingly, the use of the User Class 1A parking spaces is unlikely when parking is allocated by hotel management as discussed above.
- The hotel will operate a shuttle bus service for visitors which can be booked prior to arrival. This service will further reduce the need for visitors to use a private car for journeys to/from the site and reduced visitor parking demand. The shuttle bus will be provided in the form of a 12-seater mini-bus such as a Toyota Commuter. Hotel visitors will be picked-up / dropped-off in the porte-cochere and when not in use, the shuttle bus will be parked within a designated 'shuttle bus parking space' on Basement Level 1.

The proposed use of User Class 1A and User Class 2 parking spaces for hotel visitors is therefore considered acceptable.

d) The design envelope around parking has not been kept clear of columns, walls and obstruction in accordance with section 5.2 in AS2890.1:2004.

The amended architectural plans included as **Attachment 1** show that walls and columns are now situated outside of the design envelope for all car parking spaces, as required under Figure 5.2 of AS 2890.1.

e) Car parking space no. 42 in Basement 2 and car parking space no. 40 in Basement 1 cannot be supported due to inadequate aisle width, slope of the ramp, conflicting vehicle manoeuvring at the intersection and lack of sight distance.

The above contention relates to an earlier version of the plans which included different numbering of parking spaces. As indicated on the amended architectural plans included in **Attachment 1**, these car spaces are now identified as Car Space 30 on Basement Level 1 and Car Space 42 on Basement Level 2. Both car spaces have been amended to provide a width of 2.5 metres, length of 5.4 metres and aisle width of 6.1 metres, which complies with the relevant requirements of AS 2890.1.

In addition, the wall located to the east of both car spaces has been cut back to improve sight distance at the slope of the ramp. As a further safety precaution, a convex mirror has also been located at the slope of the ramp to improve sight distance in this location. The proposed car parking spaces are compliant with AS 2890.1 and are considered acceptable.

f) The development does not provide the minimum widths for two-way circulation roadways from kerb to kerb for small rigid vehicles (SRV) of 6.2 metres in accordance with Table 3.1 in AS2890.2:2002.

As indicated on the amended architectural plans included as **Attachment 1**, a 6.2 metre roadway width (between kerbs) is provided for access to the ground floor loading area and along the Ground Floor to Basement Level 1 ramp. The proposed arrangement is compliant with Table 3.1 of AS 2890.1 and is considered acceptable.

g) The development has not demonstrated a maximum ramp grade for SRV of 15.4% and a maximum rate of change of grade for SRV of 8.3% in 4.0m of travel in accordance with Table 3.2 in AS2890.2:2002.

This has been discussed above under Contention 5.

h) Adequate manoeuvring clearances have not been provided for the swept path for two vehicles passing each other in accordance with clause B3.2 in AS2890.1:2004 and clause 5.4 (c) in AS2890.2:2002.

There is no current or former Australian Standard titled 'AS 2890.2:2002' and accordingly, we have prepared this response on the assumption that the correct reference is AS 2890.2:2018.

The proposed development will generate a low volume of service vehicle trips associated with both the commercial and hotel land uses. These trips will be for deliveries and waste collection which will only occur a few times per week. Deliveries will be scheduled to occur outside of the typical peak drop-off / pick-up periods to minimise the potential for opposing vehicle movements occurring at the access and within the site, and to minimise amenity impacts on hotel visitors, which would be documented in the LDMP.

Nonetheless, revised swept path analysis has been conducted using MRV, SRV and B99 Design Vehicle templates as required, which confirms that two-way manoeuvring clearances are generally achieved in accordance with Clause 5.4 (c) of AS 2890.2:2018. The swept path results are included in **Attachment 3** for reference.

i) Inadequate circulation roadway widths have been proposed at the base of the ramps and aisles for two-way traffic, in accordance with section 2.5.2 (c) in AS2890.1:2004. Further, adequate intersection sight distance has not been provided at all potential conflict points.

The amended architectural plans included as **Attachment 1** incorporate adjustments to the base of the ramps and parking aisles to ensure two-way circulation is provided. The revised swept path analysis included in **Attachment 3** demonstrates uninterrupted two-way passing throughout the car parking areas.

Further to the above, it is understood that Council has previously accepted similarly designed two-way traffic circulation arrangements for mixed-use and hotel developments. These include an approved mixed-use development at 188-194 Parramatta Road, Auburn (DA-24/2013) and an approved hotel at 147-151 Parramatta Road, Auburn (DA-511/2017). In this regard, we invite Council to review and compare the parking layouts for these approved developments with the parking layout for the subject development which will demonstrate the proposed layout is comparable and acceptable.

- j) The minimum space length for parallel parking space no.1 on basement level 1,2 and 3 and drop off/ pick up bays has not been provided, as required by section 2.4.4 in AS2890.1:2004.

The parallel parking spaces located on the Ground Floor have a length of 6.2 metres with kerbs along either end, therefore complying with Clause 2.4.4. of AS 2890.1. The parallel parking spaces in Basement Level 2 and 3 have been amended to provide a minimum length of 6.9 metres to 7.2 metres, therefore exceeding the minimum requirements of Clause 2.4.4 of AS 2890.1.

- k) Adequate headroom clearance for commercial vehicles has not been provided, contrary to clause Table 2.1 in AS2890.2:2002.

This has been discussed above under Contention 5.

- l) The proposed access driveway location on the north-western corner does not comply with Clause 3.2.3 in AS2890.1:2004.

The port-cochere access driveway located on the north-western corner of the site is classified as a Category 2 driveway, as stipulated within Table 3.1 of AS 2890.1. In accordance with Clause 3.2.3 (a) of AS 2890.1, driveways shall not be located in the sections of kerb shown by heavy lines in Figure 3.1 of AS 2890.1, which indicates a Category 2 driveway cannot be located within 6.0 metres from the tangent point of the intersection. The proposed port-cochere driveway is located 8.2 metres from the intersection tangent point as indicated on the amended architectural plans included as **Attachment 1**. The proposed port-cochere access driveway is therefore compliant with Clause 3.2.3 (a) and Figure 3.1 of AS 2890.1 and is considered acceptable.

- m) Lines of sight have not been provided in accordance with clause 3.2.4 of AS2890.1:2004 and clause 3.4.5 of AS2890.2:2002.

As previously mentioned above, the entry only driveway is located 8.2 metres from the intersection tangent point of Parramatta Road and Braemar Avenue and the proposed entry / exit driveway further south is located 8.2 metres from the intersection tangent point. It is noted, cars turning into Braemar Avenue from Parramatta Road will be travelling at a very low speed, approximately 20km/h and therefore the location of both driveways is deemed acceptable to ensure all vehicles can enter the site in a forward direction with sufficient entering sight distance.

As shown on the amended plans included as **Attachment 1**, a 2.5 metre by 2.0 metre visual splay is provided on the egress side of the entry / exit driveway at the property boundary, in accordance with Figure 3.3 of AS 2890.1. This area will be kept clear of all vertical obstructions with a height greater than 0.6 metres to ensure exiting drivers have a clear line of sight of pedestrians.

- n) Swept path analysis has not been provided for a longest vehicle (MRV) passing a B85 vehicle at the access driveway in accordance with Austroads, AS2890.1:2004 and AS2890.2:2002.

This has been discussed above under Contention 5 and is shown on swept path Drawing 001 included as **Attachment 3**.

- o) The existing road infrastructure / the shape of the edge of the roadway have not been presented correctly in the swept path diagrams and architectural plans.

The above comment relates to an earlier version of the plans. As indicated on the amended architectural plans included in **Attachment 1** and the swept path drawings included as **Attachment 3**, the road infrastructure / the shape of the edge of the roadway have been amended to reflect existing conditions along Braemar Avenue.

- p) Swept paths for the longest vehicle entering and existing the subject site from the kerbside lane of Braemar Avenue have not been submitted. Lane allocation and the current shape of the roadway should be included on the plans to demonstrate manoeuvres from the kerbside lane do not cause queuing or affect traffic flows on Parramatta Road and Braemar Avenue.

This has been discussed above under Contention 5 and is shown on swept path Drawing 001-002 included as **Attachment 3**.

- q) The development does not provide at least 2 spaces for taxis to stand while waiting for passengers, in accordance with Section 5.5.3 of the Guide to Traffic Generating Developments.

The amended architectural plans included as **Attachment 1** demonstrate the development will provide four (4) taxi / pick-up / drop-off bays on the Ground Floor under the port-cochere for hotel visitors and guests. Two (2) taxi bays and one (1) accessible bay are also provided within the north-eastern corner of Basement 1, for office visitation. Appropriate signage will be displayed at the vehicle access onto Braemar Street to advise incoming taxi drivers of the designated taxi bays for the offices. The proposed taxi arrangement is considered acceptable and provides ease of access to the hotel and commercial lobbies, located on ground floor.

- r) The development does not provide at least 2 on-site coach parking spaces, in accordance with Section 5.5.3 of the Guide to Traffic Generating Developments.

Coaches/buses will only service the site to drop-off / pick-up guests for pre-booked tours or events which have been arranged through the hotel management. Due to the anticipated infrequent nature of this operation and staggering of arrivals by hotel management, it is highly unlikely that two (2) buses will need to be accommodated within the porte-cochere at any one time.

Nevertheless, the porte-cochere has been designed to accommodate two (2) buses including a 25-seater coach and the proposed shuttle bus, as indicated by the swept path drawings included in **Attachment 3**. This provision complies with the Guide to Traffic Generating Developments and will ensure that all bus drop-off / pick-up demands are accommodated on-site.



## SUMMARY

In summary, the amended architectural plans included in **Attachment 1** demonstrate compliance with AS 2890.1, AS 2890.2, AS 2890.6 and the Cumberland DCP 2021, and satisfactorily address the traffic and parking contentions raised in the SOFC dated 21/07/2022.

Please contact the undersigned should you have any queries or require anything further.

Yours sincerely,

A handwritten signature in black ink that reads 'M. Mulholland'.

**Maria Mulholland**

Traffic Engineer, PDC Consultants

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### *Attachments:*

- 1) Amended Architectural Drawings*
- 2) Minett Prime Square Letter*
- 3) Swept Path Analysis Drawings*
- 4) Mechanical Turntable Details*
- 5) Waste Collection Letter*



## Attachment 1

This drawing and the intellectual property contained thereon remains the property of Schematics Architects and shall be exclusively used for the purpose of issue by Schematics Architects. Contractors shall verify job dimensions before any work commences. All drawings shall be submitted to the architect for approval and manufacture shall not commence prior to the return of unamended shop drawings signed by the consultant. This drawing is copyrighted.

#### Amendments

| Date       | No. | Item                                                   |
|------------|-----|--------------------------------------------------------|
| 15.08.2019 | 01  | ISSUED FOR INFORMATION                                 |
| 26.11.2019 | 02  | ISSUED FOR INFORMATION                                 |
| 06.01.2020 | 03  | ISSUED FOR DA                                          |
| 13.01.2020 | 04  | ISSUED FOR DA                                          |
| 06.02.2020 | 05  | ISSUED FOR DA                                          |
| 11.03.2020 | 06  | LANDSCAPE AMENDMENTS                                   |
| 23.03.2020 | 07  | ISSUED FOR DA                                          |
| 30.03.2020 | 08  | ISSUED FOR DA                                          |
| 18.11.2020 | 09  | ADDITIONAL INFORMATION                                 |
| 19.02.2021 | 10* | ADDITIONAL INFORMATION - DRP & COUNCIL RFI             |
| 22.10.2021 | 11  | DESIGN AMENDMENTS FOR REVIEW                           |
| 26.11.2021 | 12  | DESIGN AMENDMENTS FOR REVIEW                           |
| 03.12.2021 | 13  | DESIGN AMENDMENTS FOR REVIEW                           |
| 01.02.2022 | 14  | DESIGN AMENDMENTS FOR REVIEW                           |
| 01.02.2022 | 15  | DESIGN AMENDMENTS FOR REVIEW                           |
| 01.02.2022 | 16  | DESIGN AMENDMENTS FOR REVIEW                           |
| 01.02.2022 | 17  | DESIGN AMENDMENTS FOR REVIEW                           |
| 30.05.2022 | 18  | AMENDMENT IN RESPONSE TO CONTENTIONS RAISED BY COUNCIL |

## SKEMATICS

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#### Project

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204 - 210 PARRAMATTA ROAD  
AUBURN NSW 2144

#### Drawing

BASEMENT 3

Project Code  
Project Number

Scale  
@ A1 1 : 100

Issue Date  
08/15/19

Drawing Code  
PRMT-G-AR

Drawing No.  
TP04

Rev.  
18

| SCHEDULE OF AREAS | HOTEL                 | OFFICE                | TOTAL                   |
|-------------------|-----------------------|-----------------------|-------------------------|
| GROUND LEVEL      | 368.37m <sup>2</sup>  | 128.21 m <sup>2</sup> | 496.58 m <sup>2</sup>   |
| MEZZANINE         | 81.84 m <sup>2</sup>  | -                     | 81.84 m <sup>2</sup>    |
| LEVEL 1-5         | 3369.85m <sup>2</sup> | 1460.10m <sup>2</sup> | 4,829.95 m <sup>2</sup> |
| LEVEL 6           | 673.97 m <sup>2</sup> | 8.68 m <sup>2</sup>   | 682.65 m <sup>2</sup>   |
| LEVEL 7           | 435.28 m <sup>2</sup> | -                     | 435.28 m <sup>2</sup>   |
| TOTAL             | 4929.31               | 1596.99               | 6,526.30 m <sup>2</sup> |

|                |                              |
|----------------|------------------------------|
| SITE AREA      | 2181.51 m <sup>2</sup>       |
| LANDSCAPE AREA | 327.91 m <sup>2</sup> 15.03% |
| GFA            | 6,526.30 m <sup>2</sup>      |
| FSR            | 3:1                          |

#### SCHEDULE OF PARKING

| PARKING      | HOTEL | OFFICE | TOTAL | OTHER VEHICLE                                      |
|--------------|-------|--------|-------|----------------------------------------------------|
| GROUND FLOOR | 4     | -      | 4     | + 1 MRV BAY / 2 SRV BAYS                           |
| BASEMENT 1   | 17    | 15     | 32*   | + 1 SRV + 2 TAXI/COURIER + 1 ACC. PICK UP/DROP-OFF |
| BASEMENT 2   | 21    | 23     | 44*   | -                                                  |
| BASEMENT 3   | 35    | -      | 35    | -                                                  |
| TOTAL        | 77    | 38     | 115   |                                                    |

## BASEMENT 3

1 : 100



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| Amendments |     |                                                        |
|------------|-----|--------------------------------------------------------|
| Date       | No. | Item                                                   |
| 30.07.2018 | 01  | ISSUED FOR INFORMATION                                 |
| 16.11.2018 | 02  | ISSUED FOR INFORMATION                                 |
| 21.01.2019 | 03  | ISSUED FOR INFORMATION                                 |
| 06.02.2019 | 04  | ISSUED FOR INFORMATION                                 |
| 05.03.2019 | 05  | ISSUED FOR INFORMATION                                 |
| 25.03.2019 | 06  | ISSUED FOR INFORMATION                                 |
| 15.05.2019 | 07  | ISSUED FOR PRE DA                                      |
| 12.06.2019 | 08  | ISSUED FOR PRE DA                                      |
| 18.07.2019 | 09  | ISSUED FOR DA SUBMISSION                               |
| 05.08.2019 | 10  | ISSUED FOR INFORMATION                                 |
| 15.08.2019 | 11  | ISSUED FOR INFORMATION                                 |
| 26.11.2019 | 12  | ISSUED FOR INFORMATION                                 |
| 06.01.2020 | 13  | ISSUED FOR DA                                          |
| 13.01.2020 | 14  | ISSUED FOR DA                                          |
| 06.02.2020 | 15  | ISSUED FOR DA                                          |
| 11.03.2020 | 16  | LANDSCAPE AMENDMENTS                                   |
| 23.03.2020 | 17  | ISSUED FOR DA                                          |
| 30.03.2020 | 18  | ISSUED FOR DA                                          |
| 18.11.2020 | 19  | ADDITIONAL INFORMATION                                 |
| 19.02.2021 | 20  | ADDITIONAL INFORMATION - BRP & COUNCIL RFI             |
| 22.10.2021 | 21  | DESIGN AMENDMENTS FOR REVIEW                           |
| 26.11.2021 | 22  | DESIGN AMENDMENTS FOR REVIEW                           |
| 03.12.2021 | 23  | DESIGN AMENDMENTS FOR REVIEW                           |
| 01.02.2022 | 24  | DESIGN AMENDMENTS FOR REVIEW                           |
| 01.02.2022 | 25  | DESIGN AMENDMENTS FOR REVIEW                           |
| 01.02.2022 | 26  | DESIGN AMENDMENTS FOR REVIEW                           |
| 01.02.2022 | 27  | DESIGN AMENDMENTS FOR REVIEW                           |
| 30.05.2022 | 28  | AMENDMENT IN RESPONSE TO CONTENTIONS RAISED BY COUNCIL |

STAFF BYCLES PARKING - BICYCLE END-OF-RIDE FACILITIES FOR STAFF

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Fx: +61 3 9671 4811  
www.skematics.com.au

Client

PRINCE BUILDING PTY. LTD.  
21 Boronia Ave. 3076 Epping, Victoria

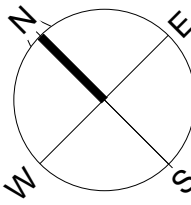
Project

BUSINESS & RESIDENTIAL  
HOTEL, OFFICES & CAR  
PARKING DEVELOPMENT  
204 - 210 PARRAMATTA ROAD  
AUBURN NSW 2144

Drawing

BASEMENT 2

|                |                         |            |
|----------------|-------------------------|------------|
| Project Code   | Scale                   | Issue Date |
| Project Number | @ A1 1 : 100<br>APPROX. | 05/03/18   |
| Drawing Code   | Drawing No.             | Rev.       |
| PRMT-G-AR      | TP05                    | 28         |



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#### Amendments

| Date       | No. | Item                                                   |
|------------|-----|--------------------------------------------------------|
| 30.10.2018 | 01  | ISSUED FOR INFORMATION                                 |
| 16.11.2018 | 02  | ISSUED FOR INFORMATION                                 |
| 21.01.2019 | 03  | ISSUED FOR INFORMATION                                 |
| 06.02.2019 | 04  | ISSUED FOR INFORMATION                                 |
| 05.03.2019 | 05  | ISSUED FOR INFORMATION                                 |
| 25.03.2019 | 06  | ISSUED FOR INFORMATION                                 |
| 15.05.2019 | 07  | ISSUED FOR PRE DA                                      |
| 12.06.2019 | 08  | ISSUED FOR PRE DA                                      |
| 18.07.2019 | 09  | ISSUED FOR DA SUBMISSION                               |
| 05.08.2019 | 10  | ISSUED FOR INFORMATION                                 |
| 15.08.2019 | 11  | ISSUED FOR INFORMATION                                 |
| 26.11.2019 | 12  | ISSUED FOR INFORMATION                                 |
| 06.01.2020 | 13  | ISSUED FOR DA                                          |
| 13.01.2020 | 14  | ISSUED FOR DA                                          |
| 06.02.2020 | 15  | ISSUED FOR DA                                          |
| 11.03.2020 | 16  | LANDSCAPE AMENDMENTS                                   |
| 18.03.2020 | 17  | LANDSCAPE AMENDMENTS                                   |
| 23.03.2020 | 18  | ISSUED FOR DA                                          |
| 30.03.2020 | 19  | ISSUED FOR DA                                          |
| 16.04.2020 | 20  | ISSUED FOR DA                                          |
| 18.11.2020 | 21  | ADDITIONAL INFORMATION                                 |
| 19.02.2021 | 22  | ADDITIONAL INFORMATION - DRP & COUNCIL RFI             |
| 03.03.2021 | 23* | ADDITIONAL INFORMATION - DRP & COUNCIL RFI             |
| 22.10.2021 | 24  | DESIGN AMENDMENTS FOR REVIEW                           |
| 26.11.2021 | 25  | DESIGN AMENDMENTS FOR REVIEW                           |
| 03.12.2021 | 26  | DESIGN AMENDMENTS FOR REVIEW                           |
| 01.02.2022 | 27  | DESIGN AMENDMENTS FOR REVIEW                           |
| 01.02.2022 | 28  | DESIGN AMENDMENTS FOR REVIEW                           |
| 01.02.2022 | 29  | DESIGN AMENDMENTS FOR REVIEW                           |
| 01.02.2022 | 30  | DESIGN AMENDMENTS FOR REVIEW                           |
| 30.05.2022 | 31  | AMENDMENT IN RESPONSE TO CONTENTIONS RAISED BY COUNCIL |

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#### Client

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21 Boronia Ave. 3076 Epping, Victoria

#### Project

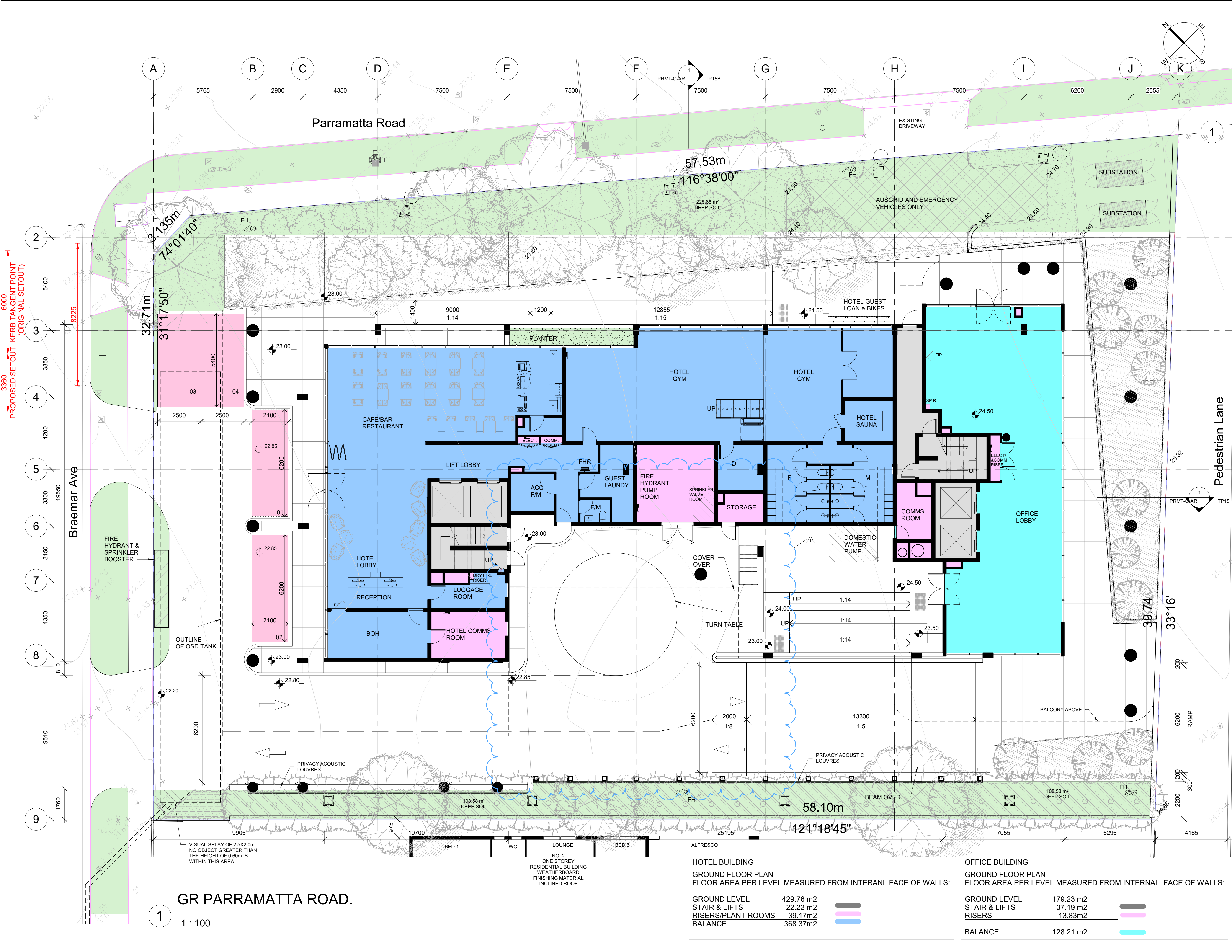
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HOTEL, OFFICES & CAR  
PARKING DEVELOPMENT  
204 - 210 PARRAMATTA ROAD  
AUBURN NSW 2144

#### Drawing

BASEMENT 1

|                |              |            |
|----------------|--------------|------------|
| Project Code   | Scale        | Issue Date |
| Project Number | @ A1 1 : 100 | 10/09/18   |
| Drawing Code   | Drawing No   | Rev.       |
| PRMT-G-AR      | TP06         | 31         |





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| Amendments |     |                                                        |
|------------|-----|--------------------------------------------------------|
| Date       | No. | Item                                                   |
| 12.06.2019 | 01  | ISSUED FOR PRE DA                                      |
| 18.07.2019 | 02  | ISSUED FOR DA SUBMISSION                               |
| 05.08.2019 | 03  | ISSUED FOR INFORMATION                                 |
| 26.09.2019 | 04  | ISSUED FOR INFORMATION                                 |
| 06.01.2020 | 05  | ISSUED FOR DA                                          |
| 18.11.2020 | 06  | ADDITIONAL INFORMATION                                 |
| 19.02.2021 | 07* | ADDITIONAL INFORMATION - DRP & COUNCIL RFI             |
| 22.10.2021 | 08  | DESIGN AMENDMENTS FOR REVIEW                           |
| 26.11.2021 | 09  | DESIGN AMENDMENTS FOR REVIEW                           |
| 03.12.2021 | 10  | DESIGN AMENDMENTS FOR REVIEW                           |
| 11.01.2022 | 11  | DESIGN AMENDMENTS FOR REVIEW                           |
| 31.01.2022 | 12  | DESIGN AMENDMENTS FOR REVIEW                           |
| 01.02.2022 | 13  | DESIGN AMENDMENTS FOR REVIEW                           |
| 01.02.2022 | 14  | DESIGN AMENDMENTS FOR REVIEW                           |
| 01.02.2022 | 15  | DESIGN AMENDMENTS FOR REVIEW                           |
| 01.02.2022 | 16  | DESIGN AMENDMENTS FOR REVIEW                           |
| 30.05.2022 | 17  | AMENDMENT IN RESPONSE TO CONTENTIONS RAISED BY COUNCIL |

**SKEMATICS**  
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Client

**PRINCE BUILDING PTY. LTD.**  
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Project

**BUSINESS & RESIDENTIAL  
HOTEL, OFFICES & CAR  
PARKING DEVELOPMENT**  
204 - 210 PARRAMATTA ROAD  
AUBURN NSW 2144

Drawing

GROUND FLOOR PLAN

| Project Code | Scale        | Issue Date |
|--------------|--------------|------------|
| PRMT-G-AR    | @ A1 1 : 100 | 06/12/19   |

| Drawing Code | Drawing No. | Rev. |
|--------------|-------------|------|
| PRMT-G-AR    | TP07        | 17   |

GR PARRAMATTA ROAD.

1 : 100

HOTEL BUILDING

GROUND FLOOR PLAN  
FLOOR AREA PER LEVEL MEASURED FROM INTERNAL FACE OF WALLS:

|                    |           |
|--------------------|-----------|
| GROUND LEVEL       | 429.76 m2 |
| STAIR & LIFTS      | 22.22 m2  |
| RISERS/PLANT ROOMS | 39.17m2   |
| BALANCE            | 368.37m2  |

OFFICE BUILDING

GROUND FLOOR PLAN  
FLOOR AREA PER LEVEL MEASURED FROM INTERNAL FACE OF WALLS:

|               |           |
|---------------|-----------|
| GROUND LEVEL  | 179.23 m2 |
| STAIR & LIFTS | 37.19 m2  |
| RISERS        | 13.83m2   |
| BALANCE       | 128.21 m2 |



## Attachment 2

14 January 2021

Skematics  
47 Bourke Street  
Melbourne VIC 3000

**Attention: Hani J Akaoui**

Dear Mr Akaoui

Our firm, Minett Prime Square, an independent hotel advisory group, conducted a hotel viability report in December 2018 for Prince Building Pty Ltd, the owner of 204 Parramatta Road in Auburn, New South Wales. The report covered the market and finance viability of a potential hotel project at the site.

At this stage, a hotel operator for the project has not been appointed. As mentioned in our recent email correspondence, major hotel management group have different technical/brand standards and requirements. These include both front and back of house areas.

From our experience with hotel developments of similar size and positioning, a 6.4m SRV is high likely to be adequate for this hotel project. It would be the most likely the size of trucks used for deliveries of supplies, food, furnishing and other related items required by a majority of hotel management companies.

Trust the above will support the project development application with local authorities.

Best regards,



---

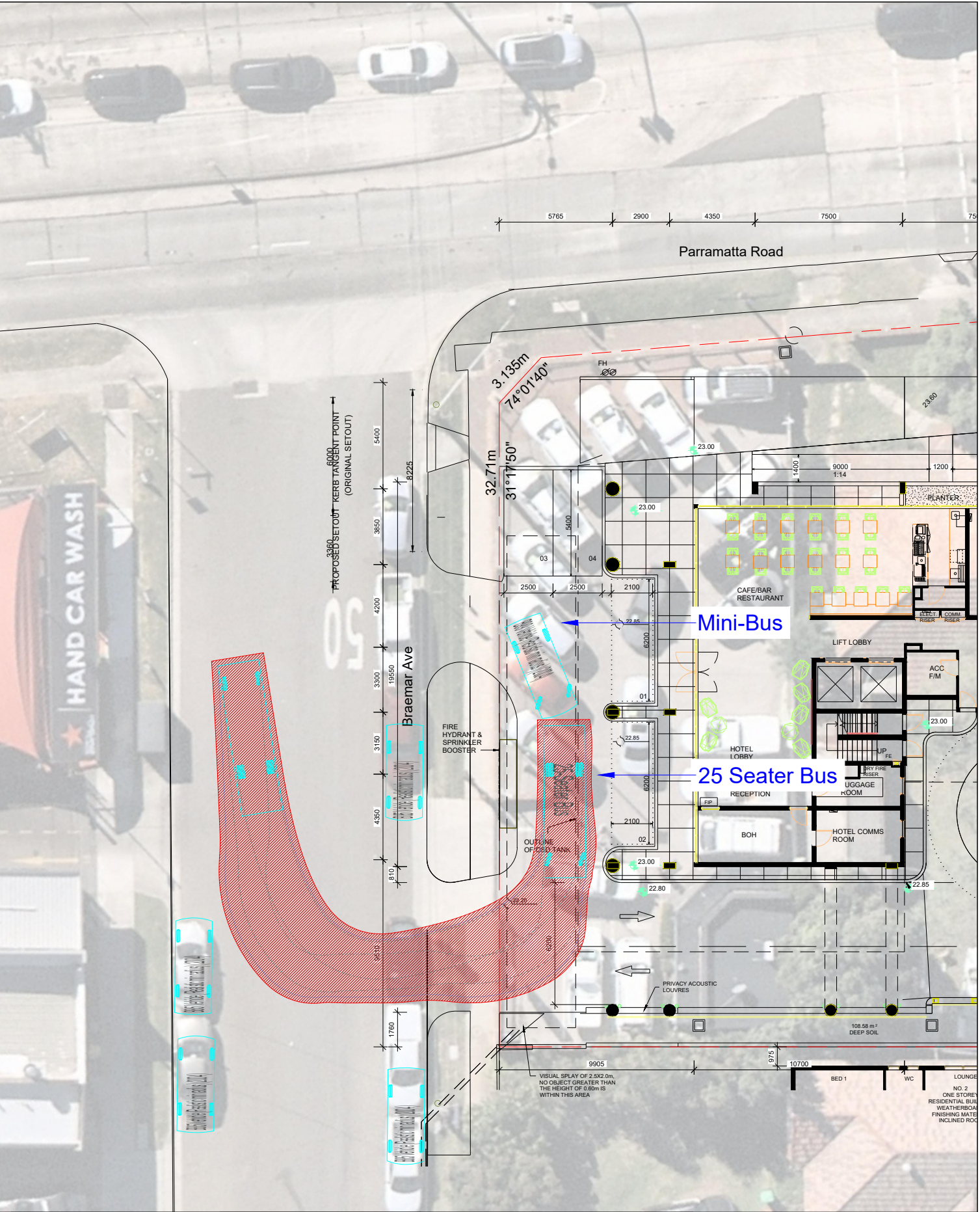
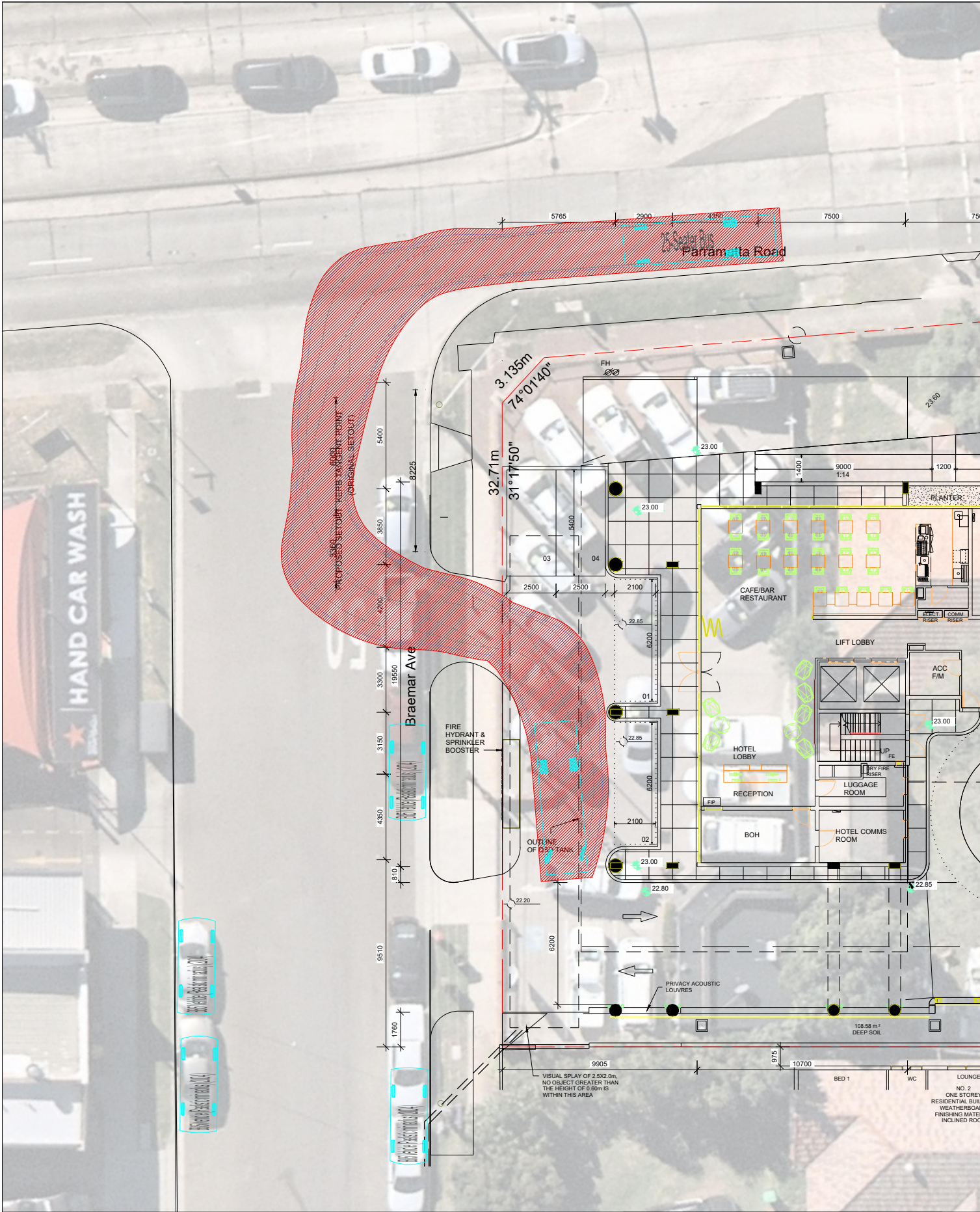
Arnaud Millécamps  
*Director*  
Minett Prime Square Pty Ltd



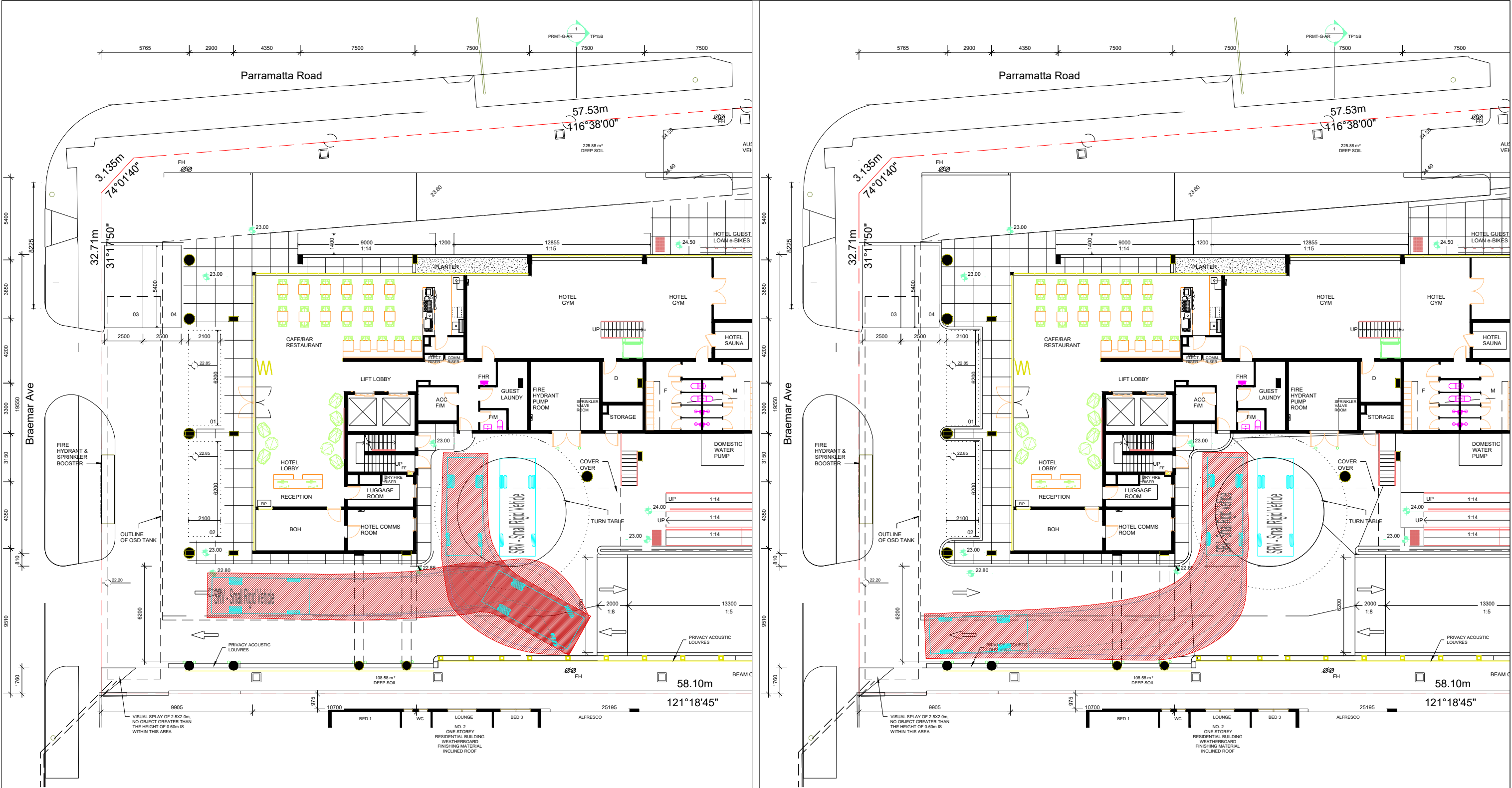
## Attachment 3



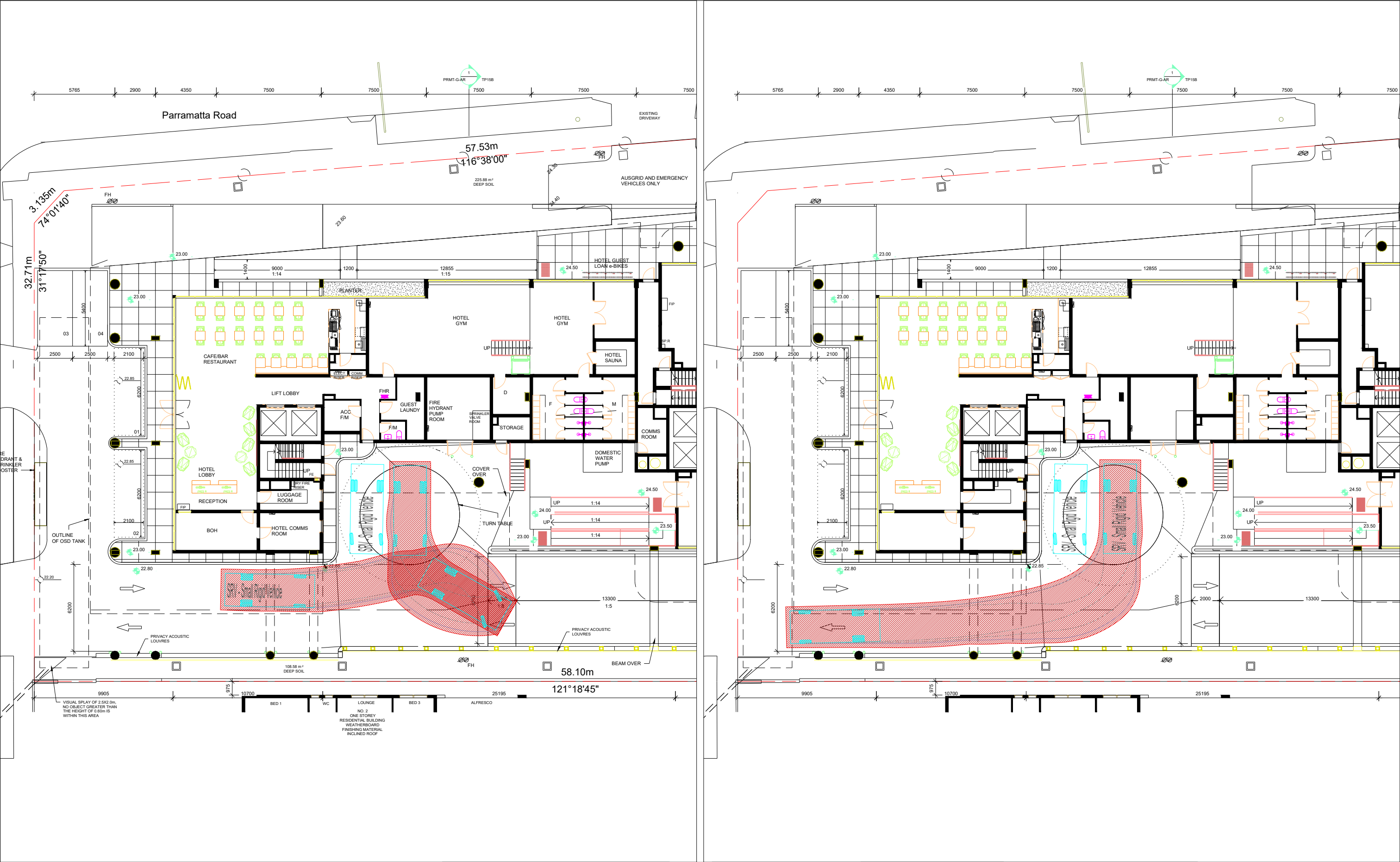
| No. | Date | Description | Swept Path Key                                                                                                                                    | North                                                                                                                 | Drawing Prepared By                                                                                                                                                                                                                                                                                                                                                      | Architect                                                                                           | Project                                                        | Drawing Title                                                                                                        | Drawing No.                                                                                                              | Revision No.                                                |
|-----|------|-------------|---------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------|----------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------|
|     |      |             | <div><div>-----</div>Vehicle Wheel Path</div> <div><div>-----</div>Vehicle Body Envelope</div> <div><div>-----</div>300mm Vehicle Clearance</div> | <div><div>N</div><div></div></div> | <div><div></div><div><div>PDC Consultants</div><div>Level 14, 100 William Street</div><div>Woolloomooloo NSW 2011</div><div>t: +61 2 7900 6514</div><div>w: <a href="http://www.pdcconsultants.com.au">www.pdcconsultants.com.au</a></div><div>ABN: 70 615 064 670</div></div></div> | <div><div>Skemantics Architects</div><div>47 Bourke Street</div><div>Melbourne VIC 3000</div></div> | <div><div>204-210 Parramatta Road</div><div>Auburn</div></div> | <div><div>Ground Floor Plan</div><div>8.8m MRV Swept Path Analysis</div><div>Site Entry / Exit Movements</div></div> | <div><div>001</div><div>Drawn By</div><div>MM</div></div>                                                                | <div><div>C</div><div>Date</div><div>02/09/2022</div></div> |
|     |      |             |                                                                                                                                                   |                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                          | <div><div>Client</div><div>Prince Building Pty Ltd</div></div>                                      | <div><div>Project No</div><div>0157</div></div>                | <div><div>Sheet Status</div><div>NOT FOR CONSTRUCTION</div></div>                                                    | <div><div>Scale</div><div>1:250 @ A3</div><div><div>0m</div><div>2</div><div>4</div><div>6</div><div>8</div></div></div> |                                                             |



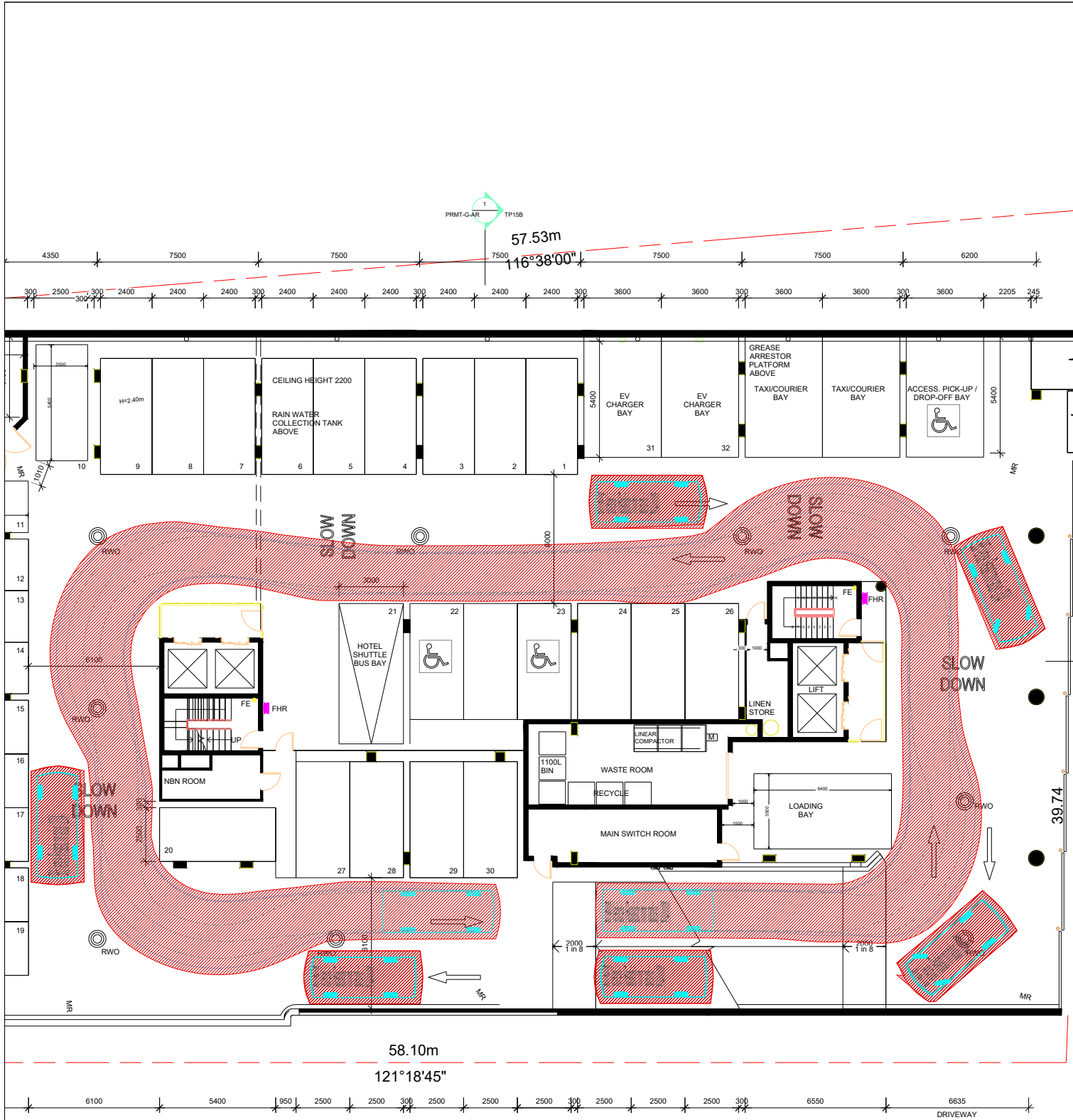
|     |      |             |                                                                                                            |           |                                                                                                                                                                                   |                                                                                                                       |                                                                        |                                                                                                                                                                                |                                                                         |                                             |
|-----|------|-------------|------------------------------------------------------------------------------------------------------------|-----------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------|---------------------------------------------|
| No. | Date | Description | Swept Path Key<br>----- Vehicle Wheel Path<br>----- Vehicle Body Envelope<br>----- 300mm Vehicle Clearance | North<br> | Drawing Prepared By<br><br>PDC Consultants<br>Level 14, 100 William Street<br>Woolloomooloo NSW 2011<br>t: +61 2 7900 6514<br>w: www.pdcconsultants.com.au<br>ABN: 70 615 064 670 | Architect<br>Skemantics Architects<br>47 Bourke Street<br>Melbourne VIC 3000<br><br>Client<br>Prince Building Pty Ltd | Project<br>204-210 Parramatta Road<br>Auburn<br><br>Project No<br>0157 | Drawing Title<br>Ground Floor Plan<br>7.7m 25 Seater Bus Swept Path Analysis<br>Site Entry / Exit Movements from the Porte-Cochere<br><br>Sheet Status<br>NOT FOR CONSTRUCTION | Drawing No.<br>002<br><br>Drawn By<br>MM<br><br>Scale<br>1:250 @ A3<br> | Revision No.<br>C<br><br>Date<br>02/09/2022 |
|-----|------|-------------|------------------------------------------------------------------------------------------------------------|-----------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------|---------------------------------------------|



| No. | Date | Description | Swept Path Key                                                                           | North | Drawing Prepared By                                                                                                                                        | Architect                                                       | Project                           | Drawing Title                                                                    | Drawing No.             | Revision No.       |
|-----|------|-------------|------------------------------------------------------------------------------------------|-------|------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------|-----------------------------------|----------------------------------------------------------------------------------|-------------------------|--------------------|
|     |      |             | ----- Vehicle Wheel Path<br>----- Vehicle Body Envelope<br>----- 300mm Vehicle Clearance |       | <br>PDC Consultants<br>Level 14, 100 William Street<br>Woolloomooloo NSW 2011<br>t: +61 2 7900 6514<br>w: www.pdcconsultants.com.au<br>ABN: 70 615 064 670 | Skemantics Architects<br>47 Bourke Street<br>Melbourne VIC 3000 | 204-210 Parramatta Road<br>Auburn | Ground Floor Plan<br>6.4m SRV Swept Path Analysis<br>Site Entry / Exit Movements | 003                     | C                  |
|     |      |             |                                                                                          |       |                                                                                                                                                            | Client<br>Prince Building Pty Ltd                               | Project No<br>0157                | Sheet Status<br>NOT FOR CONSTRUCTION                                             | Drawn By<br>MM          | Date<br>02/09/2022 |
|     |      |             |                                                                                          |       |                                                                                                                                                            |                                                                 |                                   |                                                                                  | Scale<br>1:250 @ A3<br> |                    |

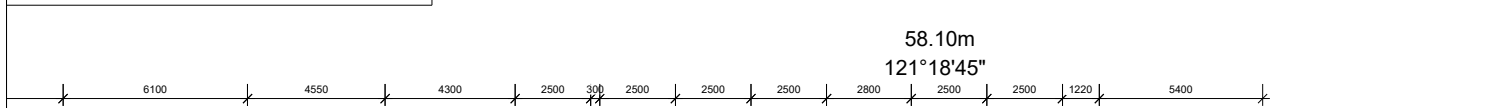
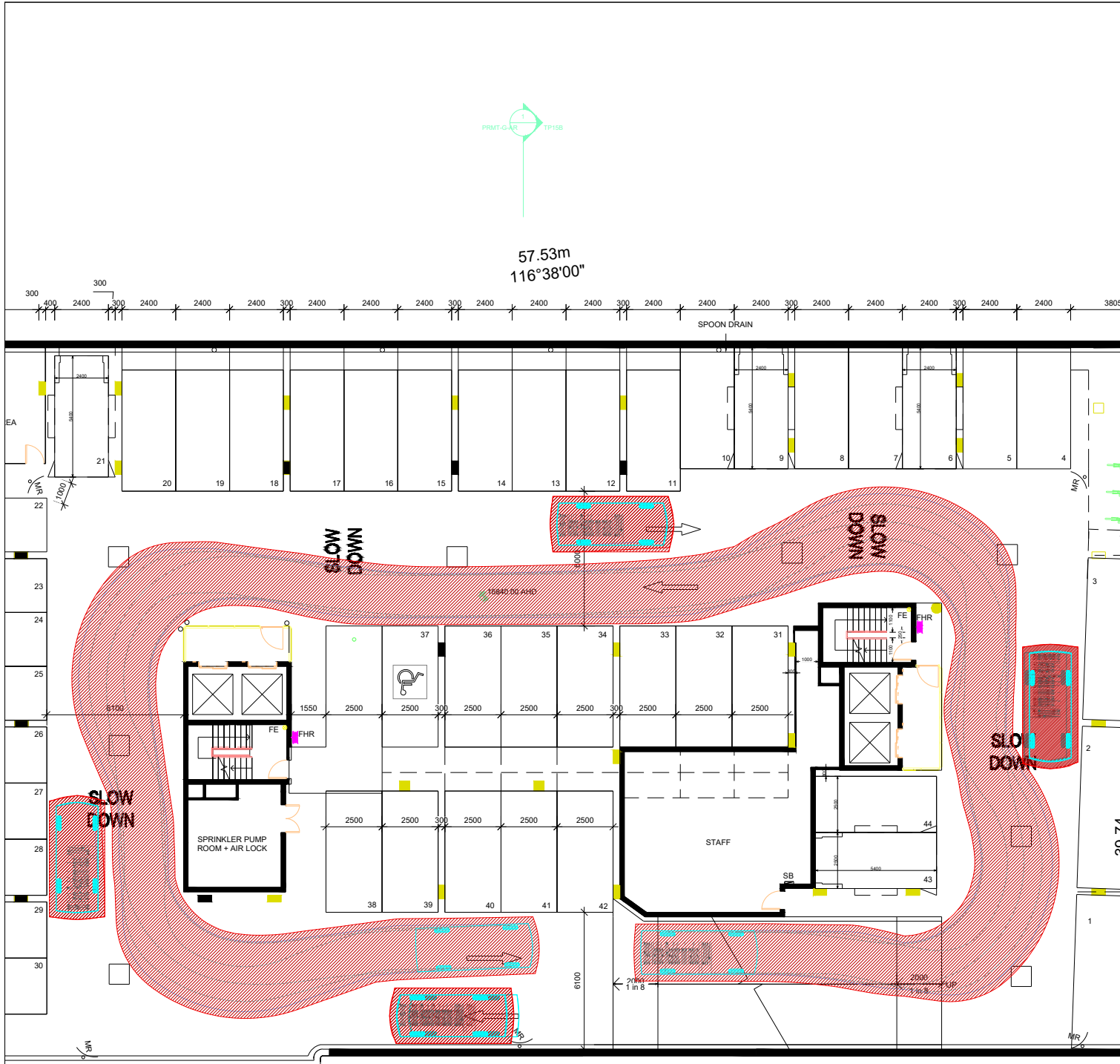


|     |      |             |                                                                                                                                                   |                                    |                                                                                                                                                                                                                                                                                      |                                                                                            |                                                      |                                                                                                                 |                                   |                                       |
|-----|------|-------------|---------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------|------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------|-----------------------------------|---------------------------------------|
| No. | Date | Description | Swept Path Key                                                                                                                                    | North                              | Drawing Prepared By                                                                                                                                                                                                                                                                  | Architect                                                                                  | Project                                              | Drawing Title                                                                                                   | Drawing No.                       | Revision No.                          |
|     |      |             | <div><div>-----</div>Vehicle Wheel Path</div> <div><div>-----</div>Vehicle Body Envelope</div> <div><div>-----</div>300mm Vehicle Clearance</div> | <div><div>N</div><div></div></div> | <div><div></div><div><div>PDC Consultants</div><div>Level 14, 100 William Street</div><div>Woolloomooloo NSW 2011</div><div>t: +61 2 7900 6514</div><div>w: <a href="http://www.pdcconsultants.com.au">www.pdcconsultants.com.au</a></div><div>ABN: 70 615 064 670</div></div></div> | <div>Skemantics Architects</div> <div>47 Bourke Street</div> <div>Melbourne VIC 3000</div> | <div>204-210 Parramatta Road</div> <div>Auburn</div> | <div>Ground Floor Plan</div> <div>6.4m SRV Swept Path Analysis</div> <div>Entry / Exit Parking Manoeuvres</div> | <div>004</div>                    | <div>C</div>                          |
|     |      |             |                                                                                                                                                   |                                    |                                                                                                                                                                                                                                                                                      | <div>Client</div> <div>Prince Building Pty Ltd</div>                                       | <div>Project No</div> <div>0157</div>                | <div>Sheet Status</div> <div>NOT FOR CONSTRUCTION</div>                                                         | <div>Drawn By</div> <div>MM</div> | <div>Date</div> <div>02/09/2022</div> |
|     |      |             |                                                                                                                                                   |                                    |                                                                                                                                                                                                                                                                                      |                                                                                            |                                                      | <div>Scale</div> <div>1:250 @ A3</div> <div><div>0m</div><div>2</div><div>4</div><div>6</div><div>8</div></div> |                                   |                                       |

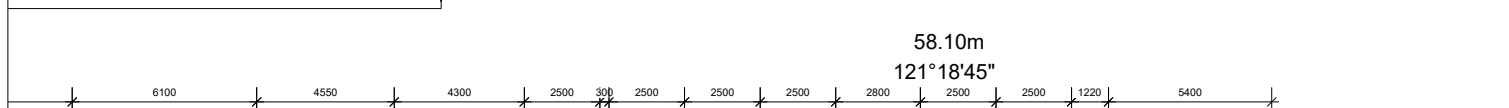
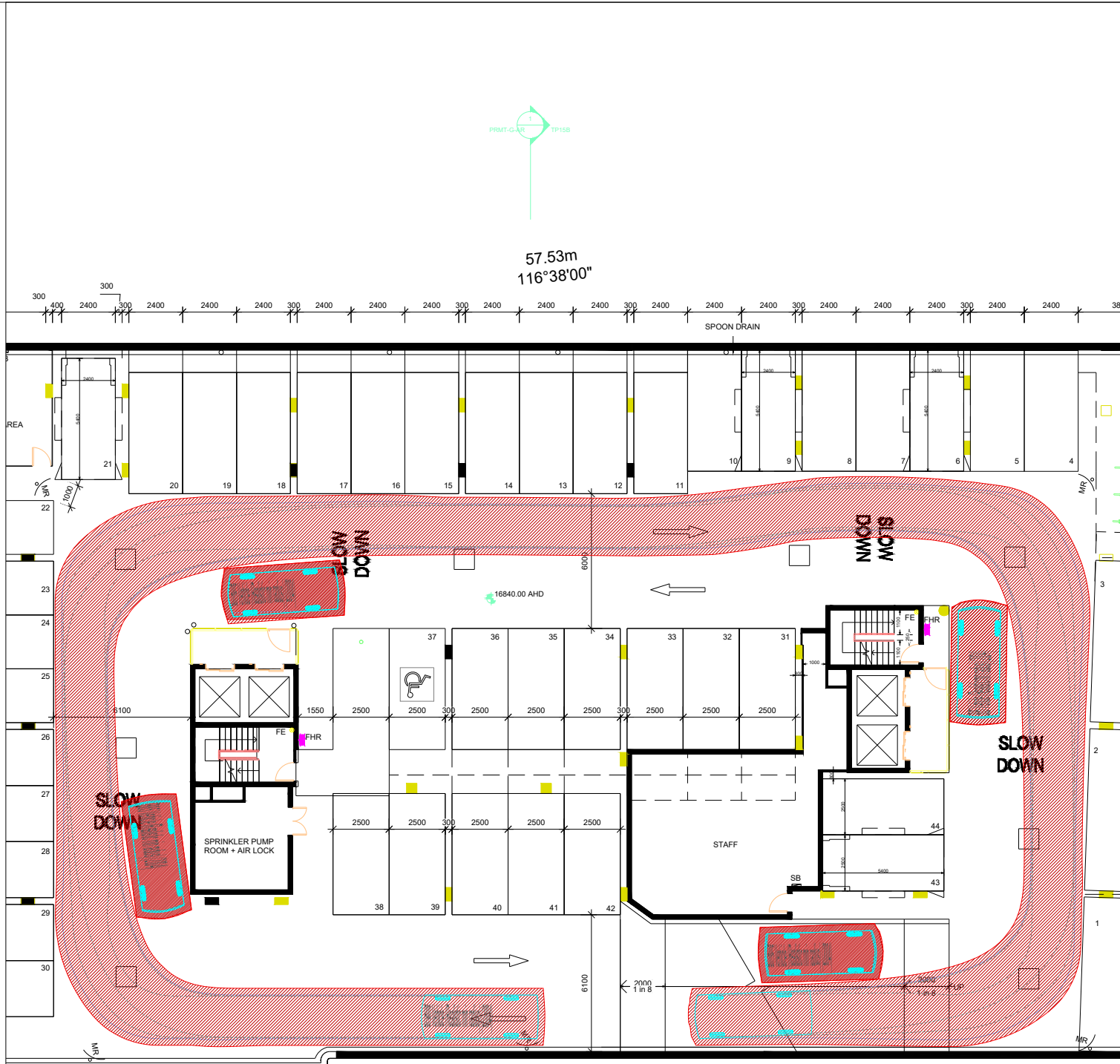


NOTE: DRIVERS WILL USE CONVEX MIRRORS TO ASSIST WITH SIGHT LINES AT BENDS

|     |      |             |                                                                                                                                                                                |                                                    |                                                                                                                                                                                                                                                                                                                                |                                                                                                                 |                                                                         |                                                                                                                                        |                                       |                                       |
|-----|------|-------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------|---------------------------------------|
| No. | Date | Description | <div>Swept Path Key</div> <div><div>-----</div> Vehicle Wheel Path</div> <div><div>-----</div> Vehicle Body Envelope</div> <div><div>-----</div> 300mm Vehicle Clearance</div> | <div>North</div> <div><div><div></div></div></div> | <div>Drawing Prepared By</div> <div><div><div></div></div><div><div>PDC Consultants</div><div>Level 14, 100 William Street</div><div>Woolloomooloo NSW 2011</div><div>t: +61 2 7900 6514</div><div>w: <a href="http://www.pdcconsultants.com.au">www.pdcconsultants.com.au</a></div><div>ABN: 70 615 064 670</div></div></div> | <div>Architect</div> <div>Skemantics Architects</div> <div>47 Bourke Street</div> <div>Melbourne VIC 3000</div> | <div>Project</div> <div>204-210 Parramatta Road</div> <div>Auburn</div> | <div>Drawing Title</div> <div>Basement 1 Plan</div> <div>B99 Design Vehicle Swept Path Analysis</div> <div>Circulation Movements</div> | <div>Drawing No.</div> <div>005</div> | <div>Revision No.</div> <div>B</div>  |
|     |      |             |                                                                                                                                                                                |                                                    |                                                                                                                                                                                                                                                                                                                                | <div>Client</div> <div>Prince Building Pty Ltd</div>                                                            | <div>Project No</div> <div>0157</div>                                   | <div>Sheet Status</div> <div>NOT FOR CONSTRUCTION</div>                                                                                | <div>Drawn By</div> <div>MM</div>     | <div>Date</div> <div>02/09/2022</div> |
|     |      |             |                                                                                                                                                                                |                                                    |                                                                                                                                                                                                                                                                                                                                |                                                                                                                 |                                                                         | <div>Scale</div> <div>1:250 @ A3</div> <div><div><div>0m</div><div>2</div><div>4</div><div>6</div><div>8</div></div></div>             |                                       |                                       |

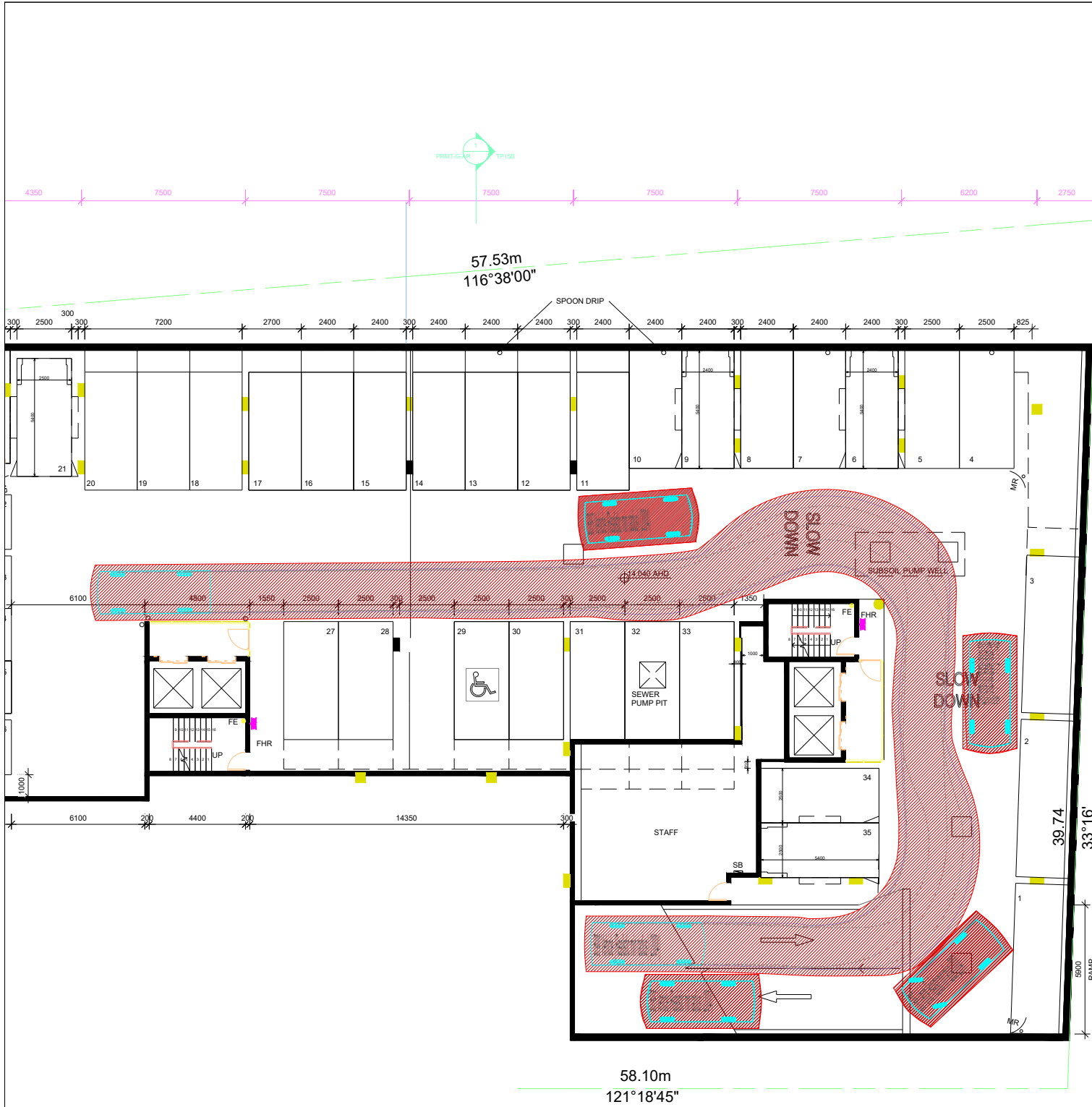


NOTE: DRIVERS WILL USE CONVEX MIRRORS TO ASSIST WITH SIGHT LINES AT BENDS

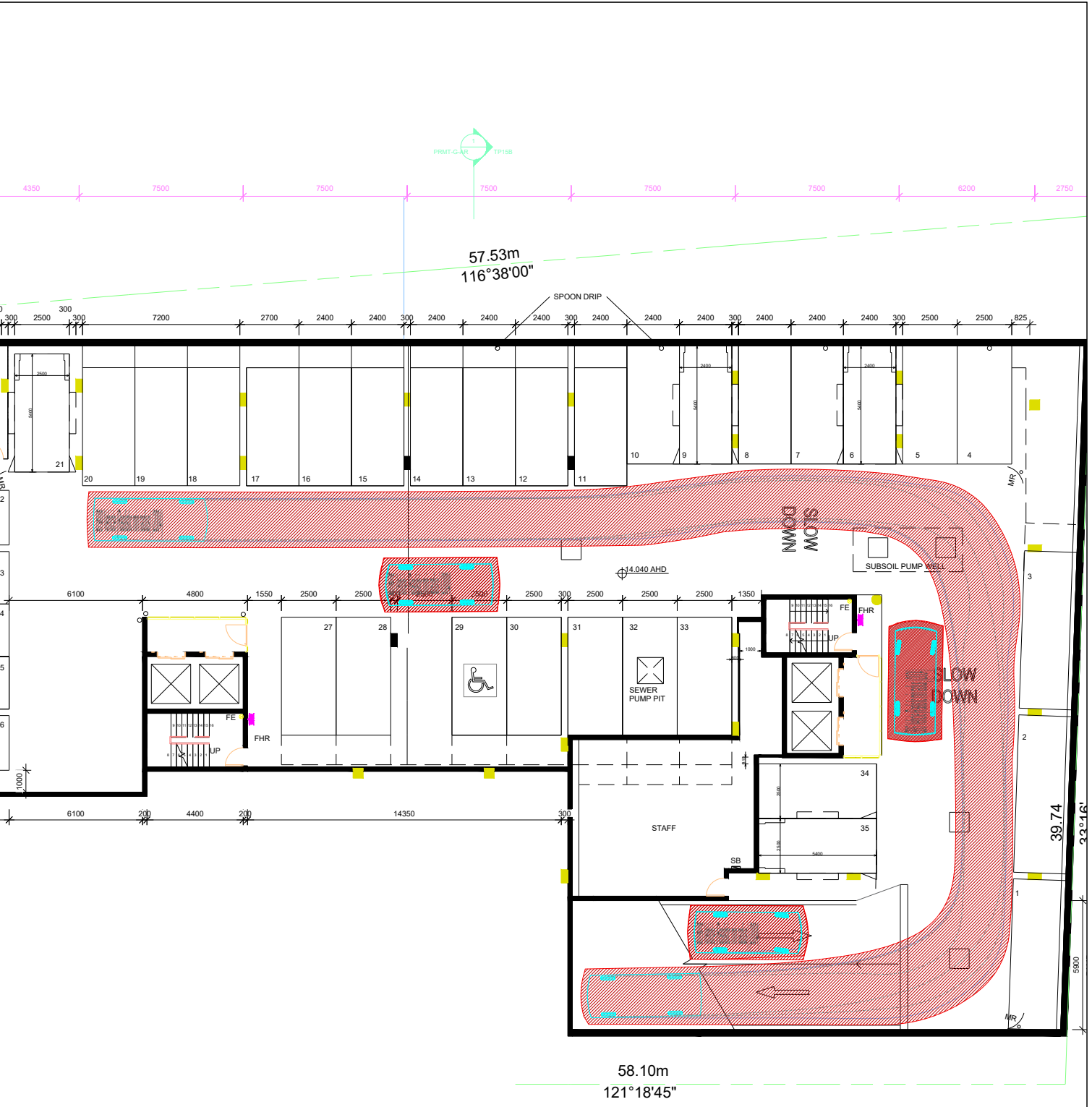


NOTE: DRIVERS WILL USE CONVEX MIRRORS TO ASSIST WITH SIGHT LINES AT BENDS

|     |      |             |                                                                                                                                                                                |       |                                                                    |                                                                                                                                                                                                                                                                                                                                           |                                                                                                                |                                                                         |                                                                                                                                        |                                                                            |
|-----|------|-------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|--------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------|
| No. | Date | Description | <div>Swept Path Key</div> <div><div>-----</div> Vehicle Wheel Path</div> <div><div>-----</div> Vehicle Body Envelope</div> <div><div>-----</div> 300mm Vehicle Clearance</div> | North | <div><div><div><div></div></div></div><div><div></div></div></div> | <div>Drawing Prepared By</div> <div><div><div><div></div></div></div><div><div>PDC Consultants</div><div>Level 14, 100 William Street</div><div>Woolloomooloo NSW 2011</div><div>t: +61 2 7900 6514</div><div>w: <a href="http://www.pdcconsultants.com.au">www.pdcconsultants.com.au</a></div><div>ABN: 70 615 064 670</div></div></div> | <div>Architect</div> <div>Skematics Architects</div> <div>47 Bourke Street</div> <div>Melbourne VIC 3000</div> | <div>Project</div> <div>204-210 Parramatta Road</div> <div>Auburn</div> | <div>Drawing Title</div> <div>Basement 2 Plan</div> <div>B99 Design Vehicle Swept Path Analysis</div> <div>Circulation Movements</div> | <div>Drawing No.</div> <div>006</div> <div>Revision No.</div> <div>B</div> |
|     |      |             |                                                                                                                                                                                |       |                                                                    | <div>Client</div> <div>Prince Building Pty Ltd</div>                                                                                                                                                                                                                                                                                      | <div>Project No</div> <div>0157</div>                                                                          | <div>Sheet Status</div> <div>NOT FOR CONSTRUCTION</div>                 | <div>Drawn By</div> <div>MM</div> <div>Date</div> <div>02/09/2022</div>                                                                |                                                                            |
|     |      |             |                                                                                                                                                                                |       |                                                                    |                                                                                                                                                                                                                                                                                                                                           |                                                                                                                |                                                                         | <div>Scale</div> <div>1:250 @ A3</div> <div><div>0m</div><div>2</div><div>4</div><div>6</div><div>8</div></div>                        |                                                                            |

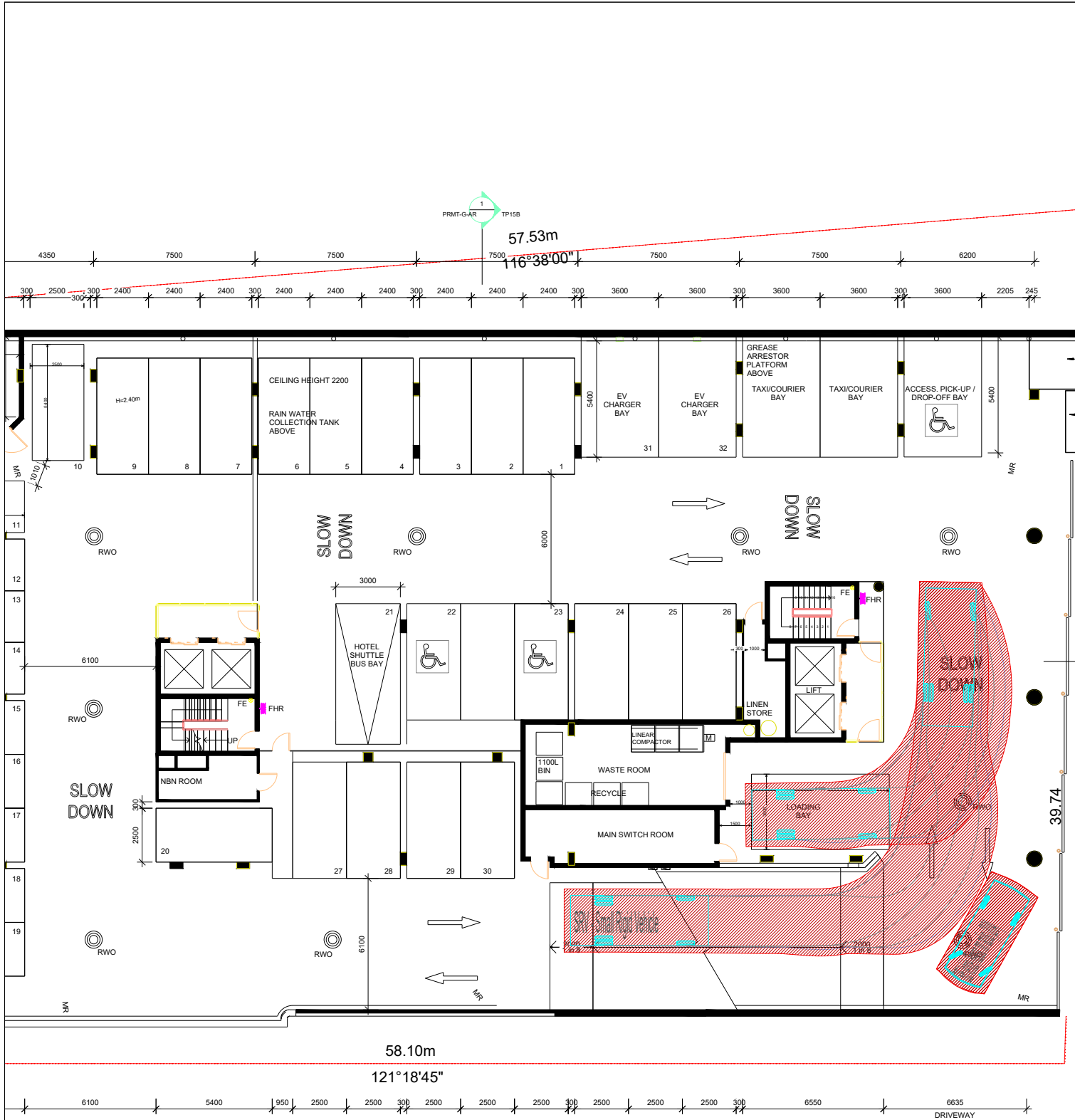


NOTE: DRIVERS WILL USE CONVEX MIRRORS TO ASSIST WITH SIGHT LINES AT BENDS



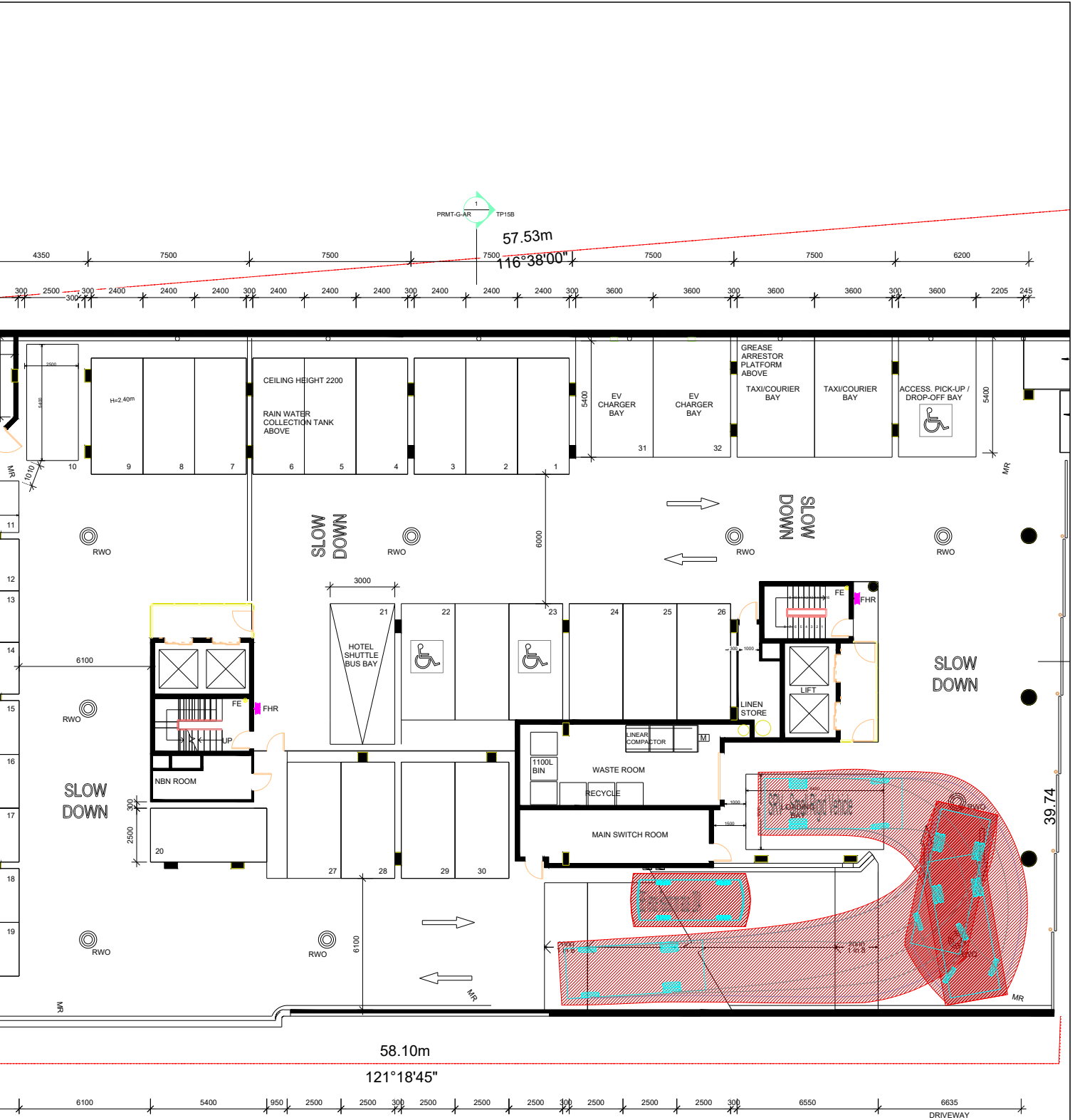
NOTE: DRIVERS WILL USE CONVEX MIRRORS TO ASSIST WITH SIGHT LINES AT BENDS

|     |      |             |                                                                                                                                                                                |       |                                                                                                                                                                                                                                                                                                                     |                         |                         |                                        |                                                                          |              |
|-----|------|-------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------|-------------------------|----------------------------------------|--------------------------------------------------------------------------|--------------|
| No. | Date | Description | <div>Swept Path Key</div> <div><div>-----</div> Vehicle Wheel Path</div> <div><div>-----</div> Vehicle Body Envelope</div> <div><div>-----</div> 300mm Vehicle Clearance</div> | North | <div>Drawing Prepared By</div> <div><div><div></div></div><div>PDC Consultants</div><div>Level 14, 100 William Street</div><div>Woolloomooloo NSW 2011</div><div>t: +61 2 7900 6514</div><div>w: <a href="http://www.pdcconsultants.com.au">www.pdcconsultants.com.au</a></div><div>ABN: 70 615 064 670</div></div> | Architect               | Project                 | Drawing Title                          | Drawing No.                                                              | Revision No. |
|     |      |             |                                                                                                                                                                                |       |                                                                                                                                                                                                                                                                                                                     | Skematics Architects    | 204-210 Parramatta Road | Basement 3 Plan                        | 007                                                                      | A            |
|     |      |             |                                                                                                                                                                                |       |                                                                                                                                                                                                                                                                                                                     | 47 Bourke Street        | Auburn                  | B99 Design Vehicle Swept Path Analysis | Drawn By                                                                 | Date         |
|     |      |             |                                                                                                                                                                                |       |                                                                                                                                                                                                                                                                                                                     | Melbourne VIC 3000      |                         | Circulation Movements                  | MM                                                                       | 02/09/2022   |
|     |      |             |                                                                                                                                                                                |       |                                                                                                                                                                                                                                                                                                                     | Client                  | Project No              | Sheet Status                           |                                                                          |              |
|     |      |             |                                                                                                                                                                                |       |                                                                                                                                                                                                                                                                                                                     | Prince Building Pty Ltd | 0157                    | NOT FOR CONSTRUCTION                   |                                                                          |              |
|     |      |             |                                                                                                                                                                                |       |                                                                                                                                                                                                                                                                                                                     |                         |                         |                                        | Scale                                                                    |              |
|     |      |             |                                                                                                                                                                                |       |                                                                                                                                                                                                                                                                                                                     |                         |                         |                                        | 1:250 @ A3                                                               |              |
|     |      |             |                                                                                                                                                                                |       |                                                                                                                                                                                                                                                                                                                     |                         |                         |                                        | <div><div>0m</div><div>2</div><div>4</div><div>6</div><div>8</div></div> |              |

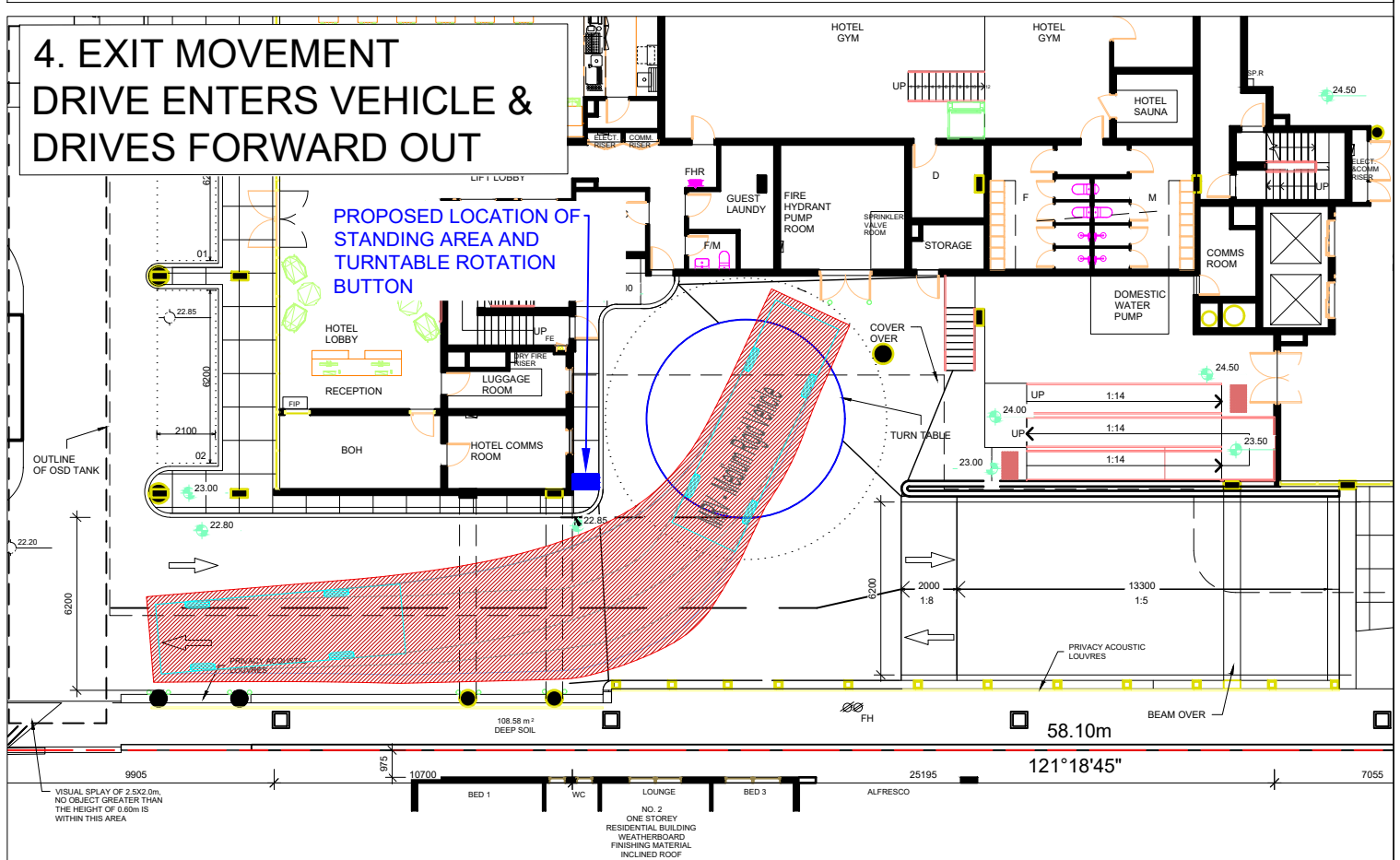
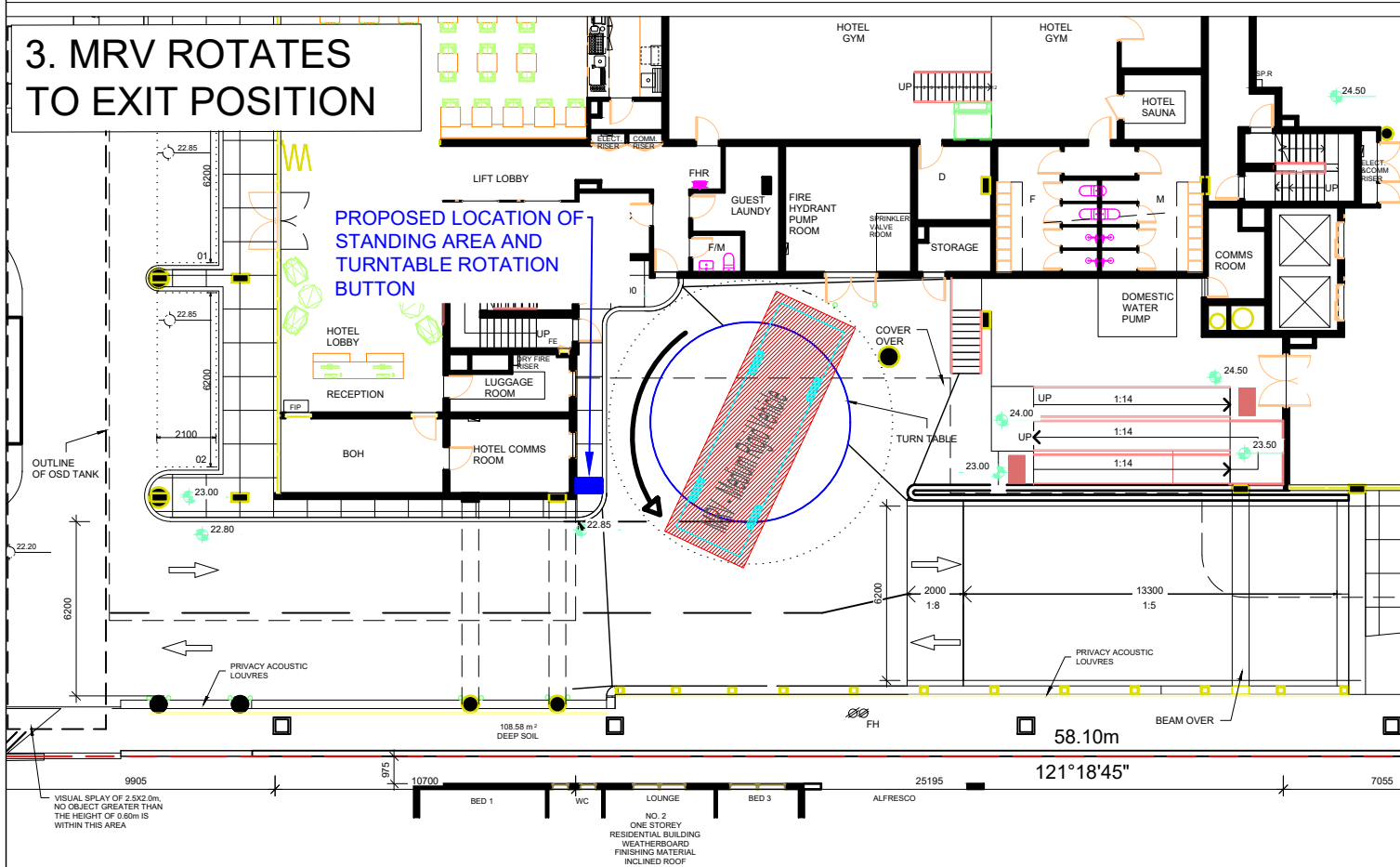
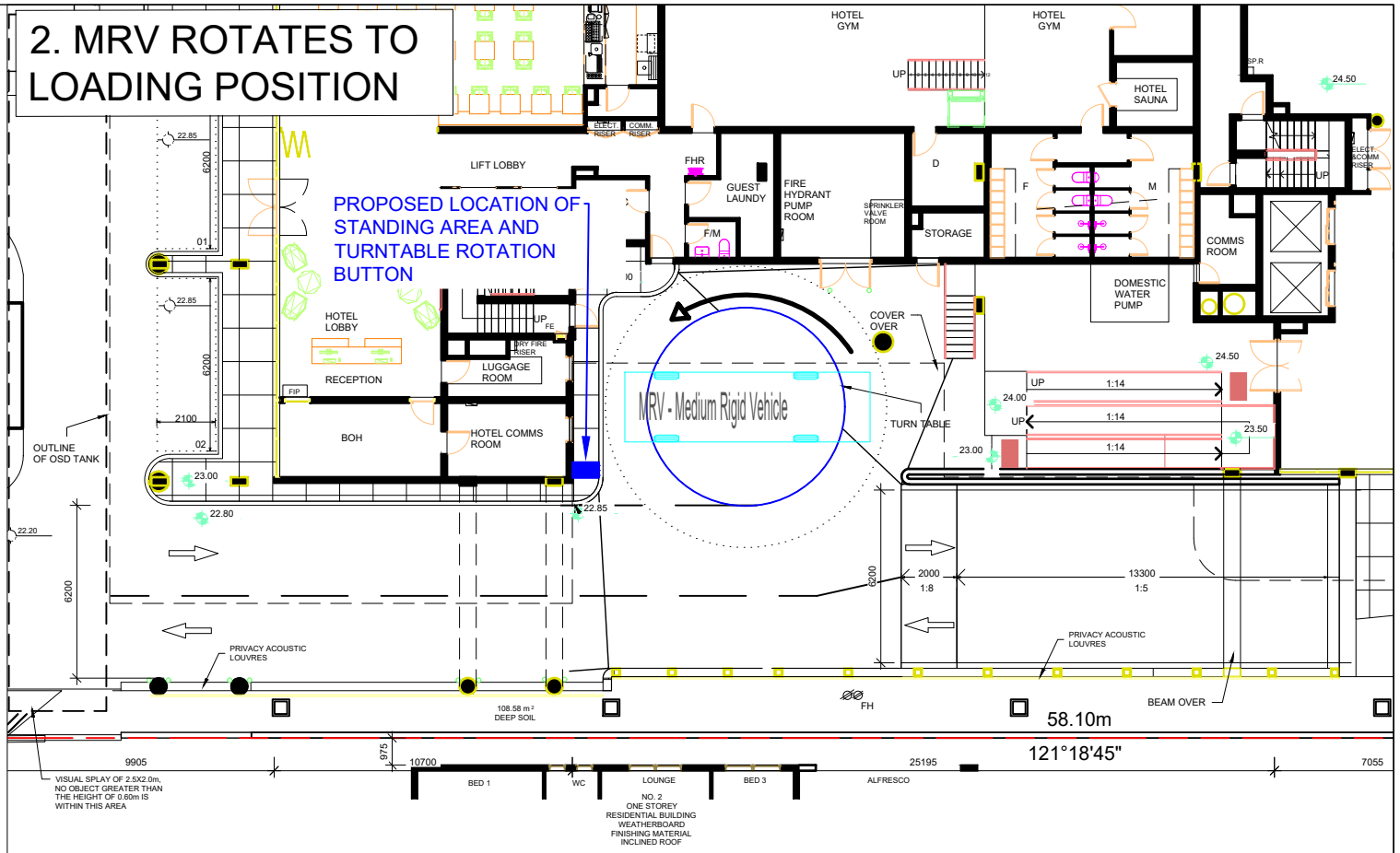
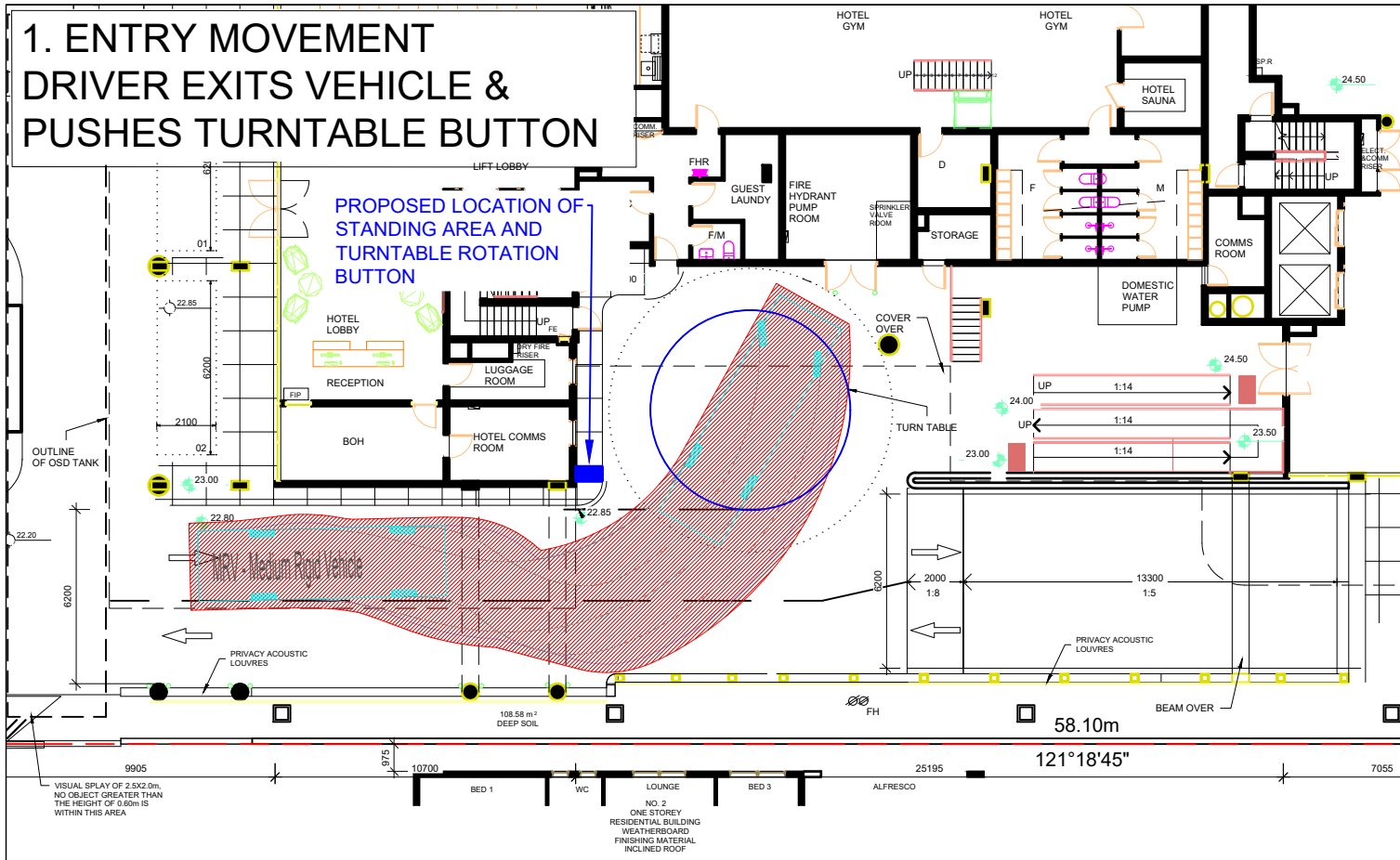


NOTE: DRIVERS WILL USE CONVEX MIRRORS TO ASSIST WITH SIGHT LINES AT BENDS

|                                                                                                                 |      |             |                                                                                                                                                                                |                                                     |                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                 |                                                                         |                                                                                                                                 |                                       |                                       |
|-----------------------------------------------------------------------------------------------------------------|------|-------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------|---------------------------------------|---------------------------------------|
| No.                                                                                                             | Date | Description | <div>Swept Path Key</div> <div><div>-----</div> Vehicle Wheel Path</div> <div><div>-----</div> Vehicle Body Envelope</div> <div><div>-----</div> 300mm Vehicle Clearance</div> | <div>North</div> <div><div>N</div><div></div></div> | <div>Drawing Prepared By</div> <div><div></div><div><div>PDC Consultants</div><div>Level 14, 100 William Street</div><div>Woolloomooloo NSW 2011</div><div>t: +61 2 7900 6514</div><div>w: <a href="http://www.pdcconsultants.com.au">www.pdcconsultants.com.au</a></div><div>ABN: 70 615 064 670</div></div></div> | <div>Architect</div> <div>Skemantics Architects</div> <div>47 Bourke Street</div> <div>Melbourne VIC 3000</div> | <div>Project</div> <div>204-210 Parramatta Road</div> <div>Auburn</div> | <div>Drawing Title</div> <div>Basement 1 Plan</div> <div>SRV Vehicle Swept Path Analysis</div> <div>Loading Bay Movements</div> | <div>Drawing No.</div> <div>008</div> | <div>Revision No.</div> <div>C</div>  |
|                                                                                                                 |      |             |                                                                                                                                                                                |                                                     |                                                                                                                                                                                                                                                                                                                                                                                                         | <div>Client</div> <div>Prince Building Pty Ltd</div>                                                            | <div>Project No</div> <div>0157</div>                                   | <div>Sheet Status</div> <div>NOT FOR CONSTRUCTION</div>                                                                         | <div>Drawn By</div> <div>MM</div>     | <div>Date</div> <div>02/09/2022</div> |
| <div>Scale</div> <div>1:250 @ A3</div> <div><div>0m</div><div>2</div><div>4</div><div>6</div><div>8</div></div> |      |             |                                                                                                                                                                                |                                                     |                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                 |                                                                         |                                                                                                                                 |                                       |                                       |



NOTE: DRIVERS WILL USE CONVEX MIRRORS TO ASSIST WITH SIGHT LINES AT BENDS



|     |      |             |                                                                                          |       |                                                                                                                                                            |                                                                 |                                   |                                                                                  |                     |                    |
|-----|------|-------------|------------------------------------------------------------------------------------------|-------|------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------|-----------------------------------|----------------------------------------------------------------------------------|---------------------|--------------------|
| No. | Date | Description | Swept Path Key                                                                           | North | Drawing Prepared By                                                                                                                                        | Architect                                                       | Project                           | Drawing Title                                                                    | Drawing No.         | Revision No.       |
|     |      |             | ----- Vehicle Wheel Path<br>----- Vehicle Body Envelope<br>----- 300mm Vehicle Clearance |       | <br>PDC Consultants<br>Level 14, 100 William Street<br>Woolloomooloo NSW 2011<br>t: +61 2 7900 6514<br>w: www.pdcconsultants.com.au<br>ABN: 70 615 064 670 | Skemantics Architects<br>47 Bourke Street<br>Melbourne VIC 3000 | 204-210 Parramatta Road<br>Auburn | Ground Floor Plan<br>8.8m MRV Swept Path Analysis<br>Site Entry / Exit Movements | 009                 | A                  |
|     |      |             |                                                                                          |       |                                                                                                                                                            | Client<br>Prince Building Pty Ltd                               | Project No<br>0157                | Sheet Status<br>NOT FOR CONSTRUCTION                                             | Drawn By<br>MM      | Date<br>02/09/2022 |
|     |      |             |                                                                                          |       |                                                                                                                                                            |                                                                 |                                   |                                                                                  | Scale<br>1:250 @ A3 |                    |



## Attachment 4

# Product Summary

# VT-62

**Turntable Diameter:** 7.8m

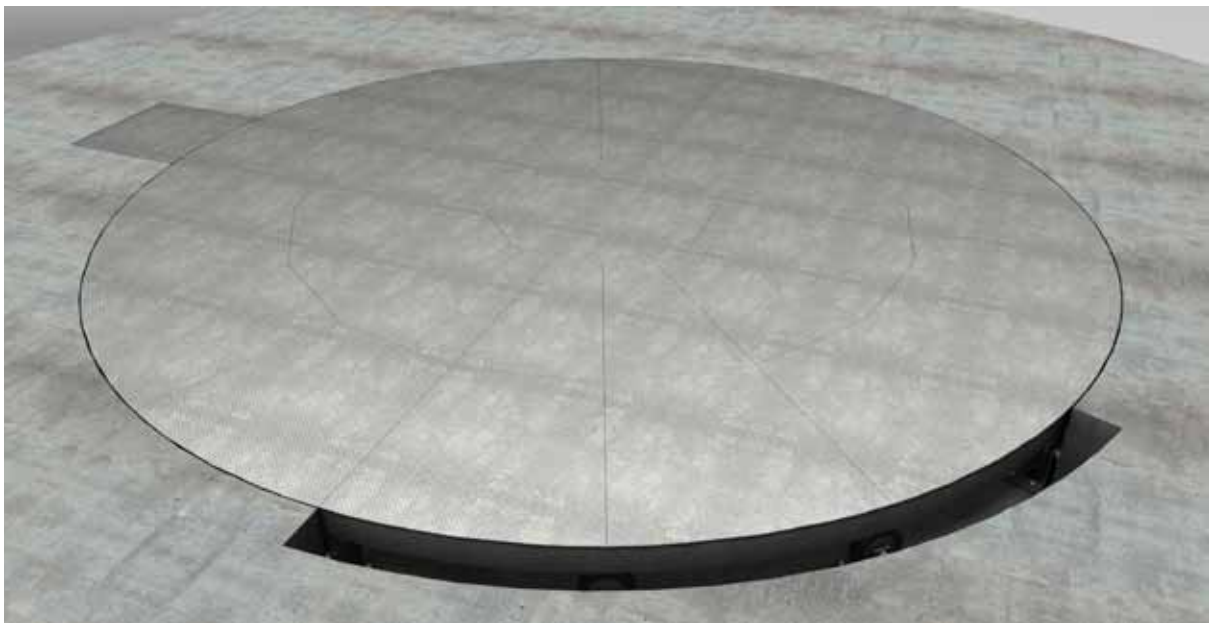
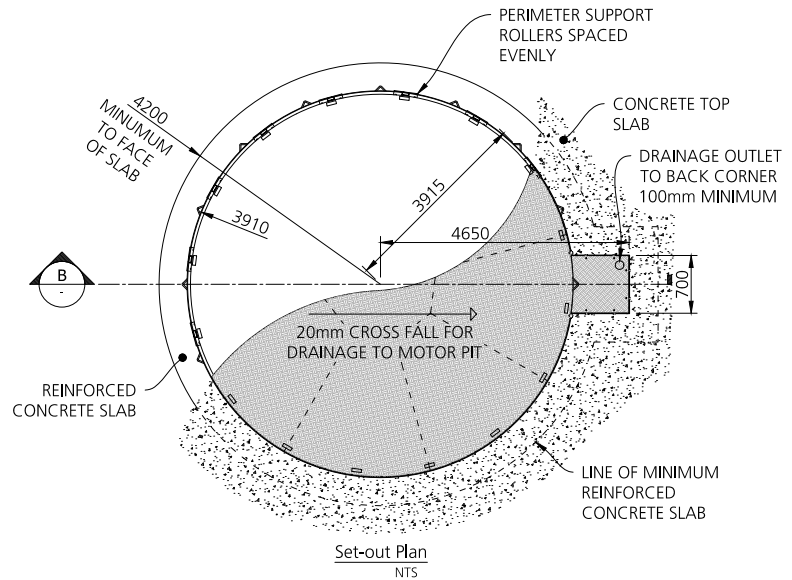
**Turntable Capacity:** 20.0 ton

**Frame Finish:** Hot dipped galvanised

**Deck Finish:** Galvanised chequerplate

**Turntable Controls:** Motorised as standard, forward/reverse with manual push button and remote control.

**Brief Description:** This rotating truck turntable is the perfect parking solution for any standard medium sized truck. In fact, difficult parking in limited spaces is now as easy as the press of a button. This motorised turntable will quietly rotate your truck up to 360° and remote controls are available for all models. Your parking problems will be solved and a galvanised finish gives you a hardwearing framework that will stay rust-free.



© Copyright Spacepark Global Pty Ltd. Please note that by using this drawing in any format, you accept that Spacepark owns the copyright. You are licensed to use this drawing for any Spacepark turntable on which Spacepark are tendering, and you shall not knowingly allow others to copy this drawing. Obtain appropriate licences from Spacepark if you (or anyone employed or engaged by you) intend to use the intellectual property rights of Spacepark in performing your obligations under any contract. Spacepark reserves the right to amend specifications without notice for product improvement.



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SPACEPARK GLOBAL PTY LTD. ABN. 38 089 309 181

SPA006\_P5



**AUSTRALIAN  
TURNTABLES**

TURNING THE WORLD AROUND

## LOADING DOCK TURNTABLES

# TABLE OF CONTENTS

|                                           |    |
|-------------------------------------------|----|
| Australian Made.....                      | 03 |
| Company Profile .....                     | 04 |
| Why Australian Turntables.....            | 06 |
| Optimise Space.....                       | 07 |
| A company & product you can trust.....    | 08 |
| Flexibility in design.....                | 09 |
| Case study.....                           | 10 |
| Coles testimonial.....                    | 11 |
| Increase Efficiency.....                  | 13 |
| Design a better loading dock.....         | 14 |
| Loading dock Range.....                   | 15 |
| Increase profit for your client.....      | 16 |
| Safety.....                               | 17 |
| Quality & Warranty.....                   | 20 |
| Key benefits of loading dock diagram..... | 21 |
| Our customers.....                        | 22 |
| Distributors.....                         | 23 |
| Contact info.....                         | 24 |



## AUSTRALIAN TURNTABLES

### PROUDLY AUSTRALIAN MADE & OWNED

At Australian Turntables, all of our products are proudly designed and manufactured right here in Australia. This means we invest in our local community, reduce environmental costs, and, in our humble opinion, build a better product. Our turntables are the result of years of risk taking, innovation, adaptability, mateship and bloody hard work!

Australian born and Australian made, we are constantly searching for simple, straightforward, practical solutions that make your life easier and more efficient giving you more time for what really matters.

#### Quality assured – The Aussie Way



#### Safety comes first

Be it construction sites, airport parking, rotational displays, loading docks, or residential driveways, we don't compromise on quality or safety, and choose to use local products and services to manufacture our products, we also source our staff locally. Our inhouse engineers combine industrial design and engineering to produce the highest quality products. We approach challenges and complex problems with innovative solutions that are built to turn the world around, the Australian way.

The Australian Made license has been assessed in accordance to the AMAG code of practice. Licensee ID number: 13153

## LOADING DOCK TURNTABLES



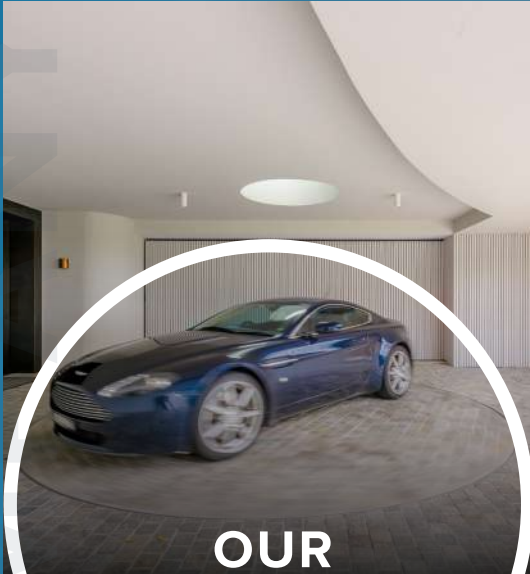
Quality  
Management  
System



Environmental  
Management  
System



Occupational  
Health & Safety



## OUR COMPANY

Australian Turntables is a world renowned company specialising in rotational movement systems.

We provide turntables to a wide range of industries from construction sites and commercial parking, to rotating displays and residential driveways, making life easier by maximising space and increasing efficiency in the safest way possible.

Our team provide straightforward, practical solutions, and support to our clients from the initial concept of a project through to completion as well as on going after installation.



## OUR HISTORY

Established in 1987, Australian Turntables was founded through a willingness to adapt and simplify processes thinking to engineer smart, long lasting solutions.

We design and manufacture all of our products in Australia, and can supply solutions for any project, across any industry, anywhere in the world.



## OUR VALUES

At Australian Turntables, we understand the impact and quality of your supply chain impacts the success of your project.

That's why we bring global expertise and deliver long term value with our products. We embrace challenges, and continually innovate to imagine better solutions.

We're not interested in "one and done" sales, but rather in building lasting relationships with our clients, making their life easier which is what they have come to expect.

It's simple, for us, every detail counts we work out the complexities, so you don't have to.



## OUR LOCATIONS

Our innovative solutions are built to turn the world around, the Australian way.

With knowledge and experience across a range of industries, and our global distribution network, we have delivered projects to over 22 countries for some of the world's best companies.



## OUR FOCUS

Our key focus is our customers' needs after all, where would we be without them?

For us, helping customers achieve the best results means also having a strong focus on improving safety, saving space, and increasing productivity.

By focusing on the specific details of our customers' needs, our team works to develop the most practical and efficient design for your space, so you can achieve the best results.



## OUR INDUSTRIES

- Residential
- Showrooms
- Construction
- Revolving Restaurant / Rooms
- Mining
- Tunnelling
- Cement Plants
- Warehouse / Loading Docks
- Materials Handling
- Photo Booth
- Emergency Services
- Custom Projects
- Rotating theatre stages



## OUR CLIENTS SAY

'I have worked with Australian Turntables for over three years and can say with confidence that the products that have been supplied, installed and maintained have been of a superior standard'.

**MICHAEL CARTISANO**  
Senior Site Manager  
Lendlease



## OUR QUALITY

Our products are designed and manufactured locally in Australia using the highest quality products, giving you a solution that's built to last.

We are accredited with the following Australian and international standards:

AS 4024  
ISO 9001:2015  
ISO 14001:2015  
ISO 45001:2018

## WHY AUSTRALIAN TURNTABLES

**Australian Turntables can help you design the available space to maximise benefit:**

Our turntables have helped hundreds of architects across the globe design loading docks and waste collection areas that work efficiently and safely while generating extra revenue opportunities for a diverse range of companies. We do this by looking for every opportunity to reduce the space required for truck movements, giving you that extra room for other services, like parking, additional retail space and storage, or to help meet your local government requirements. With over 30 years experience of working with architects, Australian Turntables have built a reputation of delivering great support and service backed up with the world's highest quality product. Contact us with your design and see how our team can help you.



DESIGN MORE SPACE

CREATE FLEXIBILITY

OPTIMISE YOUR DESIGN

GENERATE REVENUE

SMART INVESTMENT

# OPTIMISE SPACE

**REDUCE SPACE REQUIRED FOR TRUCK MOVEMENTS**

**SIMPLIFY THE PATH DESIGN**

**ELIMINATE TIME DELAYS AND INCREASE PRODUCTION EFFICIENCY**

[turntables.com.au](http://turntables.com.au)

## A COMPANY & PRODUCT YOU CAN TRUST

Australian Turntables deliver products that are robust, reliable and built for a range of industries and environments. We also supply turntables at any diameter that can accommodate hundreds of tonnes or multiple vehicles. Reliability is key and at Australian Turntables we pride ourselves on doing things the right way, the Aussie way, by producing products that are built to last.

We work with you from the concept design stage all the way through to supporting your team in engineering, safety, standards, specifications and construction. Our team will work with you to create the optimal solution and gain maximum benefit for your space, delivering the world's best turntable system.

RELIABLE PERFORMANCE

QUALITY

SMART DESIGN

RETURN ON INVESTMENT



# FLEXIBILITY IN DESIGN

**CREATE MORE DESIGN OPTIONS**

**POSITION TRUCKS ANYWHERE**

**IMPROVE YOUR DRIVERS VISIBILITY**

**INSTALL ONTO SUSPENDED SLABS WITH 250MM SET DOWN**

[turntables.com.au](http://turntables.com.au)



## CASE STUDY ALDI WENTWORTHVILLE NSW

**Architect:** Conrad Gargett

**Project Completion:** 2016

**Australian Turntables contribution:** 12.5 metre truck turntable

Conrad Gargett are a 130 year old architectural firm who work with Aldi Supermarkets on their development requirements. For this project, Aldi had an operating store that had an opportunity to increase revenue if more retail space could be made available.

The existing loading dock and back of house was recognised as the best area to optimise and due to Australian Turntables being a nominated supplier of Aldi, we were engaged to support the design team.

Aldi Wentworthville deliveries are serviced by up to 12.5 metre rigid trucks so we used a turntable of the same diameter and designed the loading dock around the turntable with the minimum clearance possible. To ensure safety was not compromised we also designed and supplied a vehicle positioning and anti collision system that made sure the vehicle was positioned correctly, and stopped the turntable in case a person entered the rotation zone.

This project, built around the turntable gained an extra 470m<sup>2</sup> of retail space for the Client which provided a return of investment within months and has generated increased revenue ongoing.



## COLES TESTIMONIAL



03/12/2020

**Ben Chapman**  
Australian Turntables

61 Collins Street, Kangaroo Flat VIC 3555  
t +61 3 5447 0525 | m 0413 160 057  
e [ben@turntables.com.au](mailto:ben@turntables.com.au)  
w [turntables.com.au](http://turntables.com.au)

Testimonial,

*"Australian Turntables has been on coles approved supplier list for many years, and with their help we have developed a detailed specification that has become a reference for developers and builders on complex mixed-use projects. Dealing with Australian Turntables, taught me that the product is more than just a turntable, but rather it is a whole package of durability, craftsmanship, and details. Recent projects with Australian Turntables was St Leonards, where Australian Turntables was involved in safety and risk management workshop meetings, between Coles and the developer (JQZ). The proposed solutions by Australian Turntables, from sensors, monitors, cameras, and traffic lights, have been integrated in the plan of management of a complex loading dock usage, that will cater for Big Coles Supermarket and Liquorland, Speciality retail shops, Public Library, and 3 Residential towers. I am very confident to nominate Australian Turntable to any project, as I know they will deliver with high integrity, and professionalism."*

Yours sincerely

**Alan Mhanna**  
Design Development Manager – NSW / ACT  
**Group Property**

# INCREASE EFFICIENCY

MAKE LIFE EASIER FOR DRIVERS BY ELIMINATING POTENTIAL HAZARDS

MITIGATE RISKS AROUND VEHICLE/PERSON INTERACTION

LOAD AND UNLOAD MORE EFFICIENTLY

INCREASE DELIVERY EFFICIENCY



## DESIGN A BETTER LOADING DOCK

- DESIGN A LOADING DOCK TO ACHIEVE MORE, WHILE USING LESS SPACE.
- OPTIMISE THE SPACE FOR OTHER USES SUCH AS ADDITIONAL RETAIL SPACE, PARKING AND STORAGE.
- CREATE A DESIGN THAT REDUCES TIME DELAYS AND INCREASES PRODUCTIVITY.
- OUR DESIGNS HELP POSITION TRUCKS IN A SMARTER WAY, INCREASING SAFETY AND ELIMINATING POTENTIAL HAZARDS.

Autocad files, revit families and technical specifications available for download at  
[www.turntables.com.au/downloads/](http://www.turntables.com.au/downloads/)



## LOADING DOCK RANGE

At Australian Turntables, we pride ourselves on customer service. That's why we work creatively with customers to design, develop, and implement customised rotational solutions that fit your needs.

| Model | HTT8-250 | HTT9-250 | HTT10-250 | HTT10-400 | HTT11-250 | HTT12.5-250 | HTT15-250 | HTT17.5-250 | HTT19-250 | HTT20-400 |
|-------|----------|----------|-----------|-----------|-----------|-------------|-----------|-------------|-----------|-----------|
|-------|----------|----------|-----------|-----------|-----------|-------------|-----------|-------------|-----------|-----------|

If you require information on technical specifications for our loading dock products

[Click Here](#)

# INCREASE PROFIT FOR YOUR CLIENTS



**ACCEPTING LARGER TRUCKS, MEANS LESS DELIVERIES REQUIRED**

**MINIMISE THE LOADING DOCK FOOTPRINT, WHILST MAXIMISING THE CAPACITY**

[turntables.com.au](http://turntables.com.au)

## SAFETY

At Australian Turntables, we want you to live life looking through the windscreen, not the rear view mirror. That's why we work to inspire you by creating the most practical and straightforward solutions possible. For us, it's simple, there's only one direction forward.

Reversing is not only less efficient, causing delays and loss of time, it can also be fraught with danger, for drivers, work sites, staff, pedestrians and cyclists. After all, life moves forward, not backwards.

Why choose backwards? Shift your perspective, turn around to find the better way.

At Australian Turntables, we take safety very seriously. Our platforms are not only designed to optimise space and create efficiencies, they also provide greater safety for our users by preventing accidents and high risk situations often caused by reversing manoeuvres due to lack of visibility, coordination, or control.

## LOADING DOCK TURNTABLES



With our turntables, safety is paramount and offers these benefits:



### **Eliminate reversing incidents**

You're safer with Australian Turntables. Thanks to our reliable and robust construction with rotating capacity, drivers can always position the vehicle without blind spots, so they don't miss what, or who is around them. Our system allows drivers to load and unload more efficiently, providing a safer way to position trucks, helping to eliminate workplace reversing hazards.



### **Safer entry and exit**

Our turntables make life easier for truck drivers by eliminating potential hazards. In the design phase, we work tirelessly to guarantee clear visibility, making the process of driving in and out of our turntables safe and easy. We simplify the path design, to make it not only safer for your workplace, but more efficient.





### Safety compliance and extras

Safety is our priority, and that's why our turntables comply with **Machinery Safety Compliance AS4024**. We can install anti collision systems to make sure vehicles in your loading dock are positioned correctly and stop the turntable in the event that a worker enters the loading dock. We can also provide you with site specific safety assessments and a number of optional extras to help increase safety including:

1. Exclusion zones automatic cut off
2. Sensors
3. Mirrors
4. Traffic Lights



### Looking after your number one investment people

We focus on improving visibility by providing a solution that allows users to have a clear frontal view of the entire space, so they can see exactly what and who is around them. At Australian Turntables, we keep employees and the public safe from reversing trucks, by using low speed turntables and eliminate the risk factor associated with reversing onto loading docks. Our turntables are designed to prevent accidents protecting lives by enhancing your vision.



MAXIMUM HEIGHT 3.20 mtrs.



Warranty  
on moving parts



Structural  
Warranty

## QUALITY & WARRANTY

Australian Turntables quality is backed by our 2 year warranty on all moving parts and a 15 year warranty on our structures. Our products are engineered to last.

We offer an extended warranty on moving parts to 5 years, for all customers who engage in an Annual service (conducted by Australian Turntables Service Agent) for this period.

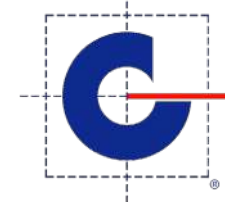
The annual services can be included in your initial purchase to lock in current service rates.

Subject to warranty terms and conditions.



Certification Partner Global  
ISO 9001  
ISO 14001  
ISO 45001  
Lic No. OHS/R61/0378

JAS-ANZ



[www.jas-anz.org/register](http://www.jas-anz.org/register)



[turntables.com.au](http://turntables.com.au)

## KEY BENEFITS OF LOADING DOCK TURNTABLES



## OUR CUSTOMERS

We set our standards high, to ensure that we can meet the expectations of our customers. We design and manufacture our products to comply with all aspects of the Safety of machinery standards (AS 4024), we dare you to compare our solution with any others.

Our guarantee is that we won't compromise on quality and safety, ensuring that our solutions provide the best outcome for our customers over the long term. We also stand behind our products, with excellent customer service teams available throughout the project and well beyond. With our after-sales service, putting us ahead of the competition. Our professional teams are there to make your life easier and deliver a great result for the customer.

Our customers have recognised the need to specify our products in their projects, to get the right quality, safety compliance and reliability, whilst supporting the Australian Manufacturing industry.

Specify us for your next project, you won't be disappointed.

## LOADING DOCK TURNTABLES



## DISTRIBUTORS & PROJECTS

-  Distributors & projects
-  Distributors
-  Projects





**AUSTRALIAN  
TURNTABLES**

TURNING THE WORLD AROUND

**FOR MORE INFORMATION ON OUR LOADING DOCK TURNTABLES, CONTACT US**

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## Attachment 5

**Date:** Tuesday 22<sup>nd</sup> February 2022

**Attention:**

Maria Mulholland  
Traffic Engineer

**WASTE MANAGEMENT PROCESS**

204-210 Parramatta Road Auburn NSW

**Utilising an SRV (Small Rigid Vehicle) for all waste and recycling services.**

Dear Maria

I have viewed your plans and location and I am happy to confirm that CCWS can service this site with one of our fleet of Mini Rearloaders. Our vehicles have been used on ramps that are steeper than what is detailed in the Australian Standard, these ramp grades are specified below:

- Transition ramp grades of 12.5% (1 in 8);
- Main ramp grades of 20% (1 in 5).

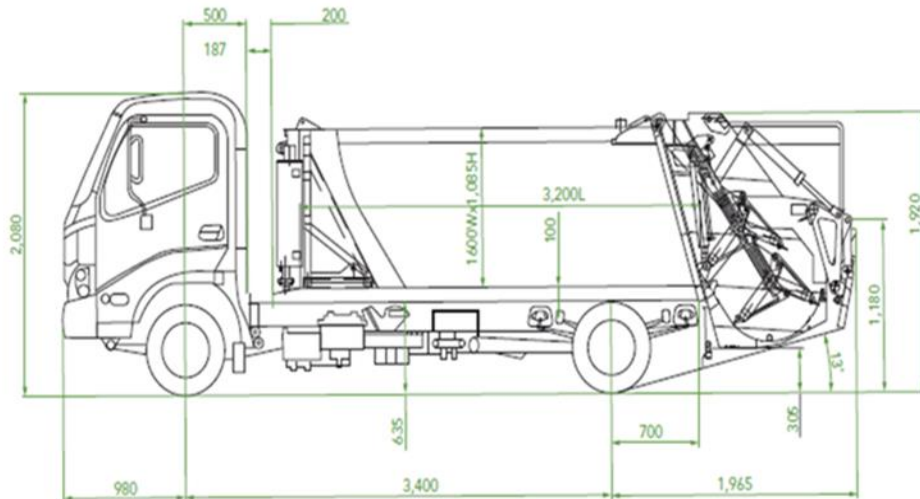
Using the Mini Rearloaders, we can access your basement and empty the bins at the source. This service will be completed wholly within the premises.

These vehicles can service 240 litre, 660 Litre bin and 1100 Litre bins.

General Waste and Recycling services are conducted in separate trucks and the waste streams are delivered to different NSW EPA Licenced facilities.

Capital City can also service BULKY ITEMS in our mini flat bed. We separate, metal, timber, plastics and mattresses for the purpose of recycling.

## SMALL RIGID VEHICLE DIMENSIONS



Our latest Mini joined the fleet on Tuesday 30<sup>th</sup> November 2021

All SRV Rearloaders are fitted with

Fitted with 4 flashing “Hazard Working Lights”

Fitted with a “Reverse warning Beeper”

Fitted with reverse camera to the driver’s cabin

Fitted with Emergency Stop buttons on either side of the hopper and inside the truck



Our mini flatbed is fitted with an electric tailgate lifter and can be used for low entry by removing the gates, this unit is used for Bulky Waste, Mattresses, Bin deliveries and change overs.

This truck is 2.1 metres high (without gates) and 6.2 metres long.



Anthony Zammit

General Manager

Further information may be obtained by contacting Anthony on 0475 999 111 or by e-mail at [anthony@ccws.net .au](mailto:anthony@ccws.net.au)