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Response to Submissions Report
Goterra Pty Ltd
Development Application – DA 291.1/2023
Resource Recovery Facility

Jackson Environment and Planning Pty Ltd
Suite 102, Level 1, 25-29 Berry St, North Sydney NSW 2060
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This report has been prepared by the following staff of Jackson Environment and Planning Pty Ltd, Suite 102, Level 1, 25-29 Berry St, North Sydney NSW 2060.

Author 1: Dr Mark Jackson, Director and Principal Consultant, B.Sc (Hons), PhD, Grad. Cert. Mgmt., Exec. Masters Public Admin.), Certified Environmental Practitioner CEnvP (1542), Impact Assessment Specialist (IA11071), NSW Registered Environmental Assessment Practitioner REAP (R80020).

We declare that:
The report contains all available information that is relevant to the assessment of the Site and proposed development, activity or infrastructure to which the report relates, and the information contained in the report is neither false nor misleading.

Report version	Authors	Date	Reviewer	Approved for issue	Date
Draft	Dr. M. Jackson	26/02/2024	D. Abraham	D. Abraham	26/02/2024
Final	Dr. M. Jackson	27/02/2024	D. Abraham	D. Abraham	27/02/2024

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1. Introduction

Goterra Pty Ltd (the Applicant) is seeking development consent to fit out an existing industrial building located at Unit 3, 132-136 Newton Road Wetherill Park NSW 2164 (Lot 11, DP 747795) and seek to change its use into a resource recovery facility (DA219.1/2023). The application sets out a proposal to fit-out the industrial building with advanced plant and equipment for temporary storage and processing of up to 4,800 tonnes of food waste per annum. The operation will involve the conversion of food wastes into organic fertiliser and protein to support agricultural and manufacturing industries (the Proposal). The Proposal will make an important contribution to the recycling of food wastes in the Sydney Metropolitan Area and will support the NSW Government's objective of halving the amount of food waste sent to landfill by 2030 and achieving a State-wide recycling target of 80% by 2030[1].

Fairfield City Council issued requests for additional information on 13th October 2023 and 7th December 2023. A response to these matters has been prepared by our client and considered by Fairfield City Council. On 5th February 2024, Fairfield City Council issued a further request for information to assist Council address the final matters to complete the assessment of the development application. This Response to Submission Report provides a comprehensive response to the matters identified in Council's request for information dated 5th February 2024.

It is noted that the EPA has issued their General Terms of Approval (GTAs) for the Proposal, to assist Council finalise the assessment process and address EPA conditions of approval into the development consent.

This Response to Submission Report addresses how the Proposal will address two main issues as identified by Council. The first relates to the measurement of waste to ensure that the Proposal does not exceed the receival of 4,800 tonnes of waste per annum. Secondly, the report provides more detail in relation to car parking arrangements relative to the loading dock, travel within the site and how 12.5m Heavy Rigid Vehicles can be safely accommodated within Unit 3. Furthermore, the report outlines how a loading bay is provided in accordance with Table 4.1 of Australian Standard AS 2890.2: 2018 (*Parking facilities, Part 2: Off-street commercial vehicle facilities*), including how the loading ramp inside Unit 3 complies with the requirements of Australian Standard AS 2890.1: 2004 (*Parking facilities, Part 1: Off-street car parking*).

The Applicant will accurately measure all waste entering the site, including product and waste leaving the site using an above ground weighbridge to be installed within the industrial building. The 9.6m weighbridge will be installed, calibrated and certified in accordance with the *National Measurement Act* 1960 and Clause 36 of the *Protection of the Environment Operations (Waste) Regulation* 2014. All incoming and outgoing Heavy Rigid Vehicles carrying food waste or product/waste into and out of the site will do so via the weighbridge. The weighbridge will also be supported through the use of EPA approved weighbridge software, to ensure that the tonnages of waste/product received and sent off-site is accurately measured and tracked to ensure compliance with conditions of approval and EPA licence.

In addition, the Response to Submission report sets out how the proposed parking for passenger vehicles complies with Australian Standard AS/NZS 2890.1: 2004. A dimensioned parking plan is provided to support the assessment. Furthermore, a waste dock plan and swept path analysis is provided to demonstrate how heavy rigid vehicles can manoeuvre through the shared access from Newton Rd into Unit 3 via the weighbridge, then onto the loading ramp then the waste receival bunker where food wastes are unloaded for receival. The assessment found that the heavy vehicle access arrangements, swept paths, loading bay and loading ramp arrangements all comply with Australian Standard AS 2890.2: 2018 and Australian Standard AS/NZS 2890.1: 2004.

Given that these final matters are addressed comprehensively, we recommend the assessment process for this application be finalised and is recommended for approval.

[1] Department of Planning, Industry and Environment (2021). *NSW Waste and Sustainable Materials Strategy 2041. Stage 1: 2021-2027.* Internet publication: https://www.epa.nsw.gov.au/publications/recyclereuse/nsw-waste-and-sustainable-materials-strategy-2041.

2. Response to Submissions

A request for information was received from Fairfield City Council on 5th February 2024. A response to this request for information is provided in Table 2.1, with more detailed information provided in Attachment 1 and Attachment 2.

2.1. Fairfield City Council

Comments from Fairfield Council, received in the letter dated 5th February 2024, have been addressed in Table 2.1. Other relevant documentation referenced in the responses can be found in Attachments 1 and 2 of this RTS report.

Table 2.1. Response to Fairfield City Council's request for information.

No.	Topic	Comment	Response
1	Measurement of Waste	As previously advised, concern is raised regarding how the proposed facility will accurately weigh and document all waste being received onsite. It is understood the Applicant is proposing to use tipping dockets to do this, however, it is uncertain how this method can accurately detail the exact weight of waste received by the facility. Given this, the Applicant has still not clearly demonstrated how the business will accurately weigh/measure and document all waste being received for processing. In addition to the above, the Applicant shall clearly detail the process of calculating the weight of waste received. This is to ensure that the proposed facility will not exceed the receival amount of 4,800 tonnes per annum of organic waste. The Applicant shall explain in detail how and where waste will be accurately weighed.	The Applicant appreciates Council's concern and proposes that a 9.6m above ground weighbridge will be installed into the existing loading dock bay in Unit 3 of the industrial building. This weighbridge will allow for the accurate measurement of all waste received by the site, including the quantity of waste and product removed from the site as generated by normal day to day operations. The weighbridge will be used by all Heavy Rigid Vehicles (HRVs) delivering food waste or picking up product or waste to be transported from the premises. This will enable accurate and real-time measurement of waste receival, ensure that the annual throughput limit of 4,800 tonnes is not exceeded. The weighbridge will be installed onto the existing concrete floor of the building, and requires no civil works for installation, except for fixing via bolts to the existing concrete floor to the building. The weighbridge to be used will be supplied by Newcastle Weighing Services (Attachment 1), and will be supported by a 3m level ramp which will be installed in the loading dock, which connects to the weighbridge deck. The surface level of the weighbridge deck will be 320mm above ground level. External to the roller door of the loading dock, a steel ramp of approximately 2.9m in length will be provided, to assist in 12.5m HRV trucks to drive onto the weighbridge in the loading dock. It is noted that clearance will be provided between the end of the access ramp external to the loading dock roller door, and the weighbridge level deck to ensure that the roller door can fully close when the weighbridge is not in use. The weighbridge to be used will be certified and calibrated in accordance with the requirements of the *National Measurement Act* 1960. The weighbridge to be used will assist the site in meeting waste reporting requirements under Clause 36 of the *Protection of the Environment Operations (Waste) Regulation* 2014. Furthermore, the weighbridge will use software provided by Newcastle Weighing Services which complies with EPA requirements.

No.	Topic	Comment	Response
			The waste receival loading dock arrangements, including the layout of the weighbridge is provided in the 'Waste Receival Layout Plan' (dated 25/02/24)' as given in Attachment 2 of the Traffix Engineering Report by Traffix (see Attachment 2). A swept path plan showing how HRVs (12.5m in length) will safely proceed into the weighbridge in Unit 3, then manoeuvre to the loading ramp for delivery of food waste to the premises for recycling is provided on Plans TX02 (Rev A) and TX03 (Rev A) in Attachment 3 of the Traffix Engineering Report by Traffix (see Attachment 2). In summary, the delivery of food waste in HRVs is outlined as follows. HRVs will enter the site in the forward direction from Newton Rd. HRVs will then proceed to Unit 3 loading dock via the shared driveway. The roller door to the loading dock will be opened, then the truck will drive onto the weighbridge in the reverse direction by entering over the ramp located external to the roller door. Once all truck axles are on the weighbridge (inside the building), the gross weight of the HRV (and its payload of food waste) will be recorded in the EPA approved weighbridge software, together with required data as outlined in the EPA's *Waste Levy Benchmark Requirements* (2019)[2]. Once the gross weight of the HRV is weighed, the truck will carefully drive off the weighbridge in a forward direction, then will reverse and enter the loading ramp to the western roller door. The HRV will carefully reverse, then food waste will be unloaded (once parked in the marked loading bay) and deposited into the food waste receival bunker. The truck will then drive down the ramp in the forward direction, then will reverse onto the weighbridge once again to have the nett weight of the truck determined. These details will be recorded again in the EPA approved weighbridge software, together with required data as outlined in the EPA's *Waste Levy Benchmark Requirements* (2019). The weight of the food waste delivered to the premises will be determined by subtracting the gross weight of the HRV less the net weight of the HRV. The quantity of food waste received on site will be tracked in real time and can be interrogated at any time by analysing records in the weighbridge software. The same process will be followed for empty trucks picking up product or waste for transportation from the premises.

[2] NSW EPA (2019). *Waste Levy Benchmark Requirements – Output reporting for each transaction at levy paying facilities.* Internet publication: https://www.epa.nsw.gov.au/publications/wastestrategy/19p1518-waste-levy-benchmark-requirement.

No.	Topic	Comment	Response
			As part of EPA licensing requirements as a resource recovery facility, the premises will be required to report on a monthly basis the quantity of waste received, processed and sent off site. Monthly reporting provides EPA with the ability to carefully monitor waste receival to ensure that waste inputs or amounts of waste stored do not exceed licence conditions or conditions of consent. As the site will be regulated by EPA, Council can be satisfied that with a weighbridge in place and monthly reporting to EPA that the annual quantities of food waste receival will be monitored and will not exceed 4,800 tonnes per annum.
2	Traffic and Parking	As previously advised in Council's correspondence dated 7th of December 2023, further information was required to be submitted to Council with respect to traffic and parking matters as follows; "Amended Architectural Plans shall be submitted to Council which clearly dimension the aisle width between the car parking spaces and the loading dock and define the direction of travel within the site. The Applicant shall also demonstrate that 12.5 metre trucks can be satisfactorily accommodated within the unit. The provision of designated loading bays shall comply with Table 4.1 of AS 2890.2:2018. The Applicant shall also provide information on the grades of the ramp for truck entry for Unit No. 3 to comply with the requirements of AS/NZS 2890.1:2004".	A traffic engineering report has been prepared by Traffix (see Attachment 2). A Parking Plan is provided in Attachment 2 of this report (Drawing No. 132NRV01 by Auswide) noting the aisle width between the car parking spaces and the loading dock. Traffix notes on page 2 of their report that the parking arrangement complies with Australian Standard AS 2890.1: 2004 (*Parking facilities, Part 1: Off-street car parking*). Traffix notes in their report (page 2) that 12.5m HRVs can safely access Unit 3 loading dock weighbridge in accordance with AS2890.2: 2018. A loading bay is also provided at the top of the loading ramp inside Unit 3 provided in accordance with Table 4.1 of AS2890.1 2018 with minimum dimensions provided for a HRV as follows (refer to the 'Waste Receival Layout Plan' by Goterra as per Attachment 2 of the Traffix Engineering Report [Attachment 2]): • Minimum bay width: 3.5m; • Minimum bay length: 12.5m; and • Vertical clearance: 4.5m. Traffix also conducted an assessment of vertical clearance heights for Heavy Rigid Vehicles entering the loading ramp. The assessment found that the operation of the Proposal and use of the loading ramp, including the grade of the ramp is compliant with AS/NZS2890.1:2004 (see Plan TX.01 in Attachment 4 of the Traffic Engineering Report given in Attachment 2). A swept path plan showing how HRVs (12.5m in length) will safely proceed through the site and onto the weighbridge in Unit 3, then manoeuvre to the loading ramp for delivery of food waste to the premises for recycling is provided on Plans TX02 (Rev A) and TX03 (Rev A) in Attachment 3 of the Traffix Engineering Report by Traffix (see Attachment 2). Swept paths also show how trucks will safely exit Unit 3 and proceed out of the site in a forward direction.

No.	Topic	Comment	Response
			Traffix further notes on page 3 of their report that Proposal is considered supportable on traffic engineering grounds.

3. Conclusion

Goterra Pty Ltd (the Applicant) is seeking development consent to fit out an existing industrial building located at Unit 3, 132-136 Newton Road Wetherill Park NSW 2164 (Lot 11, DP 747795) and seek to change its use into a resource recovery facility (DA219.1/2023). The application sets out a proposal to fit-out the industrial building with advanced plant and equipment for temporary storage and processing of up to 4,800 tonnes of food waste per annum. The operation will involve the conversion of food wastes into organic fertiliser and protein to support agricultural and manufacturing industries (the Proposal).

On 5th February 2024, Fairfield City Council issued a request for information to assist Council address the final matters to complete the assessment of the development application. This Response to Submission Report provides a comprehensive response to the matters identified in Council's request for information dated 5th February 2024.

The Response to Submission Report reported (this report) addressed how the Proposal will address two main issues as identified by Council. The first relates to the measurement of waste to ensure that the Proposal does not exceed the receival of 4,800 tonnes of waste per annum. Secondly, the report provides more detail in relation to car parking arrangements relative to the loading dock, travel within the site and how 12.5m Heavy Rigid Vehicles can be safely accommodated within Unit 3. Furthermore, the report outlines how a loading bay is provided in accordance with Table 4.1 of Australian Standard AS 2890.2: 2018 (*Parking facilities, Part 2: Off-street commercial vehicle facilities*), including how the loading ramp inside Unit 3 complies with the requirements of Australian Standard AS 2890.1: 2004 (*Parking facilities, Part 1: Off-street car parking*).

Given that these final matters are addressed comprehensively, we recommend the assessment process for this application be finalised and is recommended for approval.

Attachment 1 – Weighbridge Details

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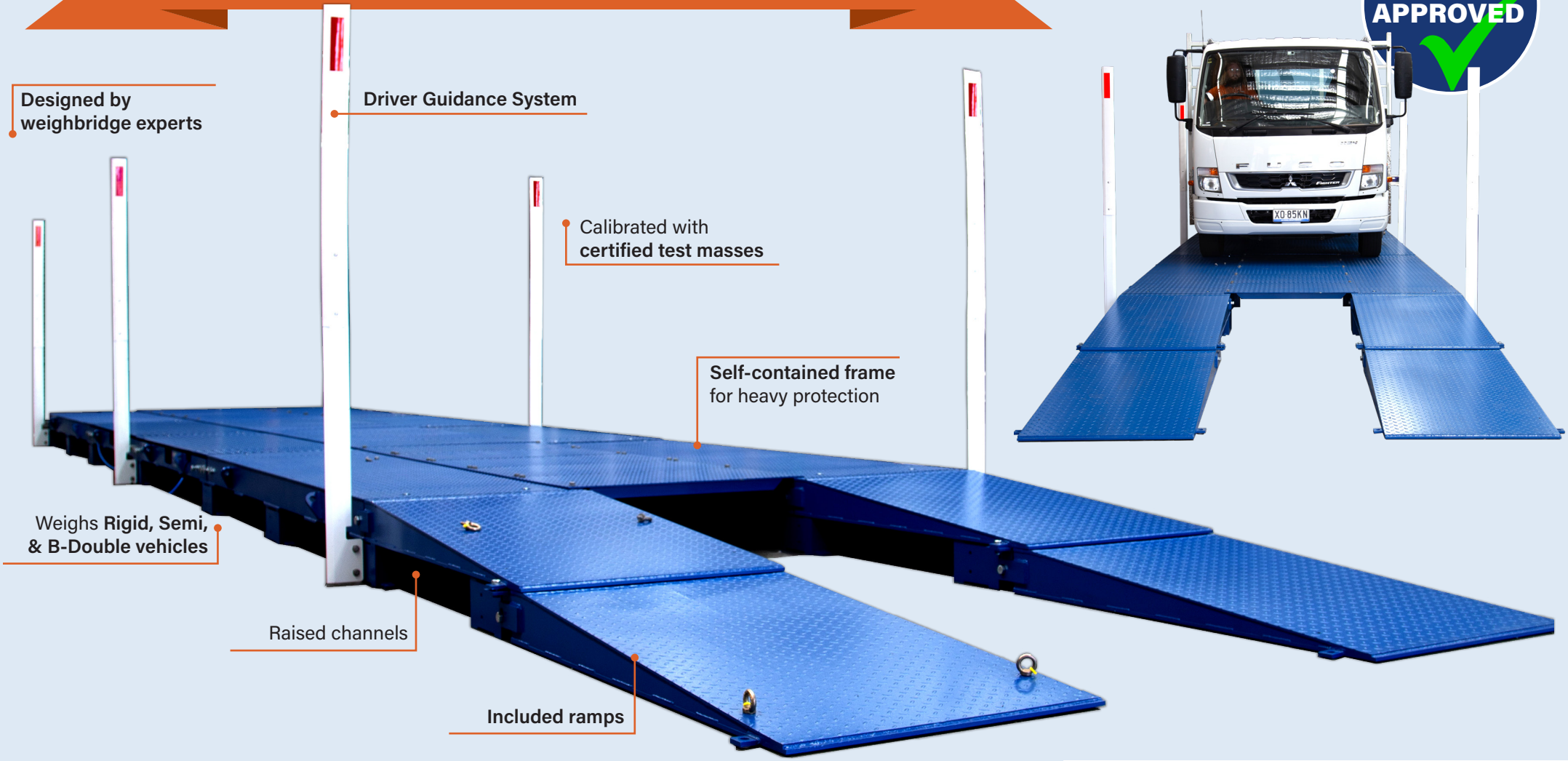

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RAMPS & GUIDANCE FLAGS

HIRE OR BUY

AVAILABLE TO ANY LENGTH & CAPACITY

Attachment 2 – Traffic Engineering Report

TRAFFIX
TRAFFIC AND TRANSPORT PLANNERS

Suite 2.08, 50 Holt St
Surry Hills, NSW 2010
PO Box 1124
Strawberry Hills NSW 2012

t: (02) 8324 8700
w: www.traffix.com.au
acn: 065132961
abn: 66065132961

Reference: 24.048r01v02

26 February 2024

Goterra Pty Ltd
C/- Jackson Environment and Planning Pty Ltd
Suite 102, Level 1, 25-29 Berry Street
North Sydney NSW 2060

Attention: Mark Jackson,

Re: **Unit 3, 132 Newton Road, Wetherill Park (DA219.1/2023)**
Traffic Engineering Services
Response to Request for Information (RFI)

Dear Mark,

We refer to the subject development located at Unit 3, 132 Newton Road, Wetherill Park (Council application number: DA219.1/2023). TRAFFIX has received an RFI letter from Fairfield City Council in relation to the subject development dated 5th February 2024 provided in **Attachment 1** for ease of reference. TRAFFIX has reviewed Item 2 of Council's Request for Information Letter relating to traffic and parking and has responded a response below.

Item: Traffic and Parking

"Amended Architectural Plans shall be submitted to Council which clearly dimension the aisle width between the car parking spaces and the loading dock and define the direction of travel within the site. The Applicant shall also demonstrate that 12.5 metre trucks can be satisfactorily accommodated within the unit. The provision of designated loading bays shall comply with Table 4.1 of AS 2890.2:2018. The Applicant shall also provide information on the grades of the ramp for truck entry for Unit No. 3 to comply with the requirements of AS/NZS 2890.1:2004."

TRAFFIX Response:

Reference should be made to the amended architectural plans provided in **Attachment 2** showing aisle width dimension between the car parking spaces and loading dock. All parking spaces are provided as User Class 2 spaces with minimum dimensions 2.5m x 5.4m in accordance with AS2890.1 (2004). Direction of vehicle travel within the subject site is shown in Figure 1 below and summarised as follows:

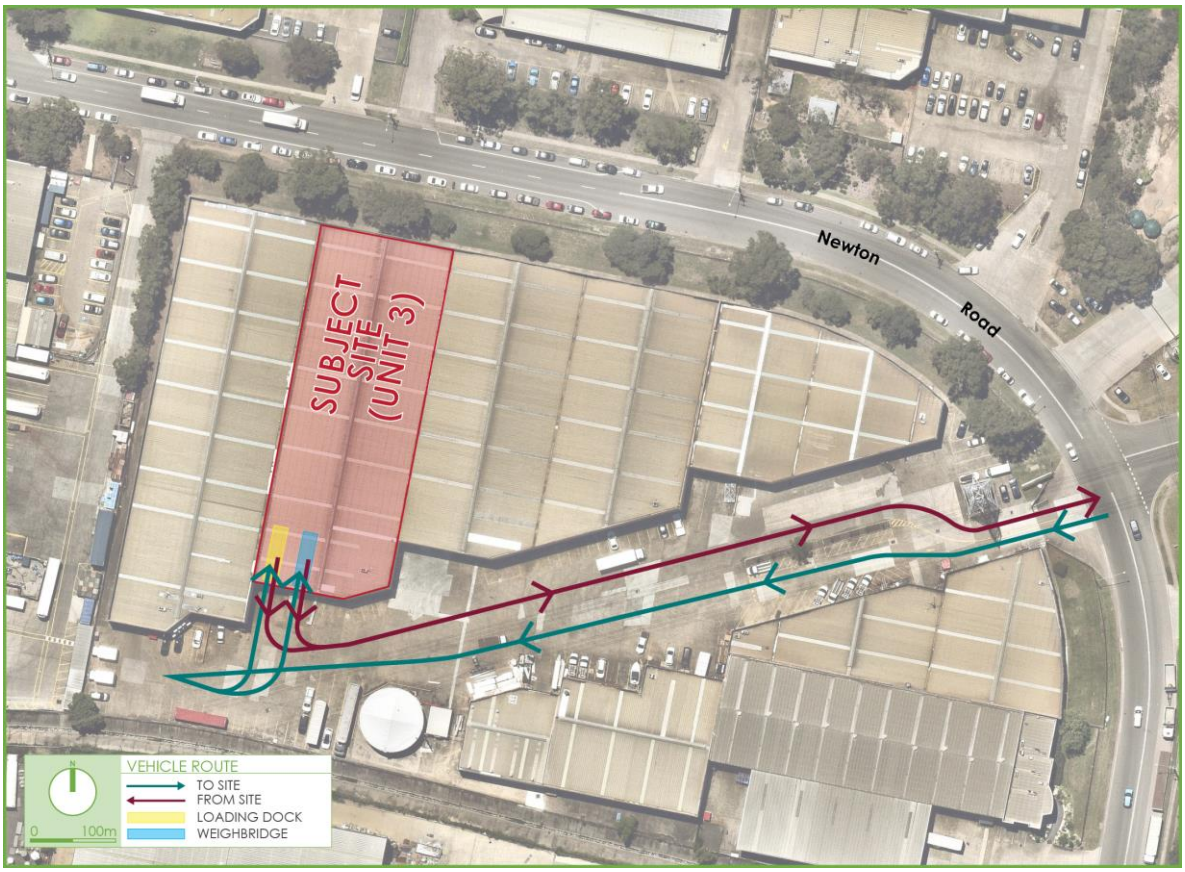


Figure 1: Vehicular Path of Travel

Vehicle access to the subject site (IN):

1. Enter 132 Newtown Road industrial estate in a forward direction, southbound.
2. Continue straight along the internal circulation roadway, southbound.
3. Access the weighbridge / loading dock of Unit 3 by undertaking a reverse manoeuvre.

Vehicle egress from the subject site (OUT):

1. Vehicles egress the loading dock of Unit 3 in a forward direction.
2. Turn left onto the circulation roadway, northbound.
3. Exit 132 Newtown Road industrial estate and turn left or right onto Newtown Road.

12.5m Heavy Rigid Vehicles (HRV's) can access Unit 3 loading dock and weighbridge in accordance with AS2890.2 (2018). Reference should be made to the swept path analysis presented in **Attachment 3** showing the satisfactory operation of the loading dock. The loading bay is provided in accordance with Table 4.1 of AS2890.1 (2018) with minimum dimensions provided for a HRV as follows:

- Minimum bay width: 3.5m
- Minimum bay length: 12.5m
- Vertical clearance: 4.5m
- Platform not provided

Reference should be made to the vertical clearance assessment provided in **Attachment 4** demonstrating satisfactory operation of the ramp in accordance with AS/NZS2890.1:2004.

On the basis of the above, the proposed development in our view is considered supportable on traffic engineering grounds. We trust the above is of assistance and please contact the undersigned should you have any queries. In the event that any concerns remain, we request an opportunity to discuss these with Council officers prior to any determination being made.

Yours faithfully,

Traffix

Justin Pindar
Director

Attachment 1: Council Correspondence
Attachment 2: Architectural plans
Attachment 3: Swept Path Analysis
Attachment 4: Vertical Clearance Test

ATTACHMENT 1

Council Correspondence

In reply please quote: DA 219.1/2023 **Contact**: Mr M Shute on 9725 0260

5 February 2024

Goterra
14 Arnott Street
HUME ACT 2620

Dear Sir/Madam,

PREMISES: LOT: 11 DP: 747795, NO. 132 NEWTON ROAD, WETHERILL PARK
PROPOSAL: USE AND FITOUT OF UNIT 3 WITHIN AN EXISTING INDUSTRIAL COMPLEX, FOR THE PURPOSE OF A WASTE MANAGEMENT FACILITY AND A RESOURCE RECOVERY FACILITY PROCESSING UP TO 6,000 TONNES PER ANNUM OF ORGANIC WASTE UTILISING BLACK SOLDIER FLY. THE DEVELOPMENT IS DESIGNATED DEVELOPMENT UNDER SCHEDULE 3 OF THE ENVIRONMENTAL PLANNING & ASSESSMENT REGULATION 2021.
APPLICATION NO.: DA 219.1/2023
PAN NO.: PAN-350662

I make reference to the abovementioned Development Application, and in particular, the documentation submitted in response to Council's Request for Further Information Letter dated 7th of December 2023. An assessment of the amended documentation has identified the following issues as listed below. Accordingly, additional information responding to the issues raised shall be submitted to Council prior to any further consideration of the application.

1. Measurement of Waste

As previously advised, concern is raised regarding how the proposed facility will accurately weigh and document all waste being received onsite. It is understood the Applicant is proposing to use tipping dockets to do this, however, it is uncertain how this method can accurately detail the exact weight of waste received by the facility. Given this, the Applicant has still not clearly demonstrated how the business will accurately weigh/measure and document all waste being received for processing.

In addition to the above, the Applicant shall clearly detail the process of calculating the weight of waste received. This is to ensure that the proposed facility will not exceed the receival amount of 4,800 tonnes per annum of organic waste. The Applicant shall explain in detail how and where waste will be accurately weighed.

2. Traffic and Parking

As previously advised in Council's correspondence dated 7th of December 2023, further information was required to be submitted to Council with respect to traffic and parking matters as follows;

"Amended Architectural Plans shall be submitted to Council which clearly dimension the aisle width between the car parking spaces and the loading dock and define the direction of travel within the site. The Applicant shall also demonstrate that 12.5 metre trucks can be satisfactorily accommodated within the unit. The provision of designated loading bays shall comply with Table 4.1 of AS 2890.2:2018.

The Applicant shall also provide information on the grades of the ramp for truck entry for Unit No. 3 to comply with the requirements of AS/NZS 2890.1:2004".

The Applicant did not submit any information to address these matters. Notwithstanding, it is understood that the Applicant is currently in the process of addressing these matters.

To enable Council to further consider the application, you are required to provide to Council the abovementioned information within a period of **FOURTEEN (14) DAYS** from the date of this correspondence. Should any difficulties arise with respect to the submission of the requested information within the above timeframe, please contact Council as soon as possible. As previously advised, the application will be referred to the Sydney Western City Planning Panel (SWCPP) for consideration and determination. Accordingly, it is important that all requested information be provided to facilitate the assessment process.

Should you wish to discuss the matter further, please contact Mr M Shute via email at mshute@fairfieldcity.nsw.gov.au or directly on Ph. 9725 0260 within Council's City Development and Compliance Group.

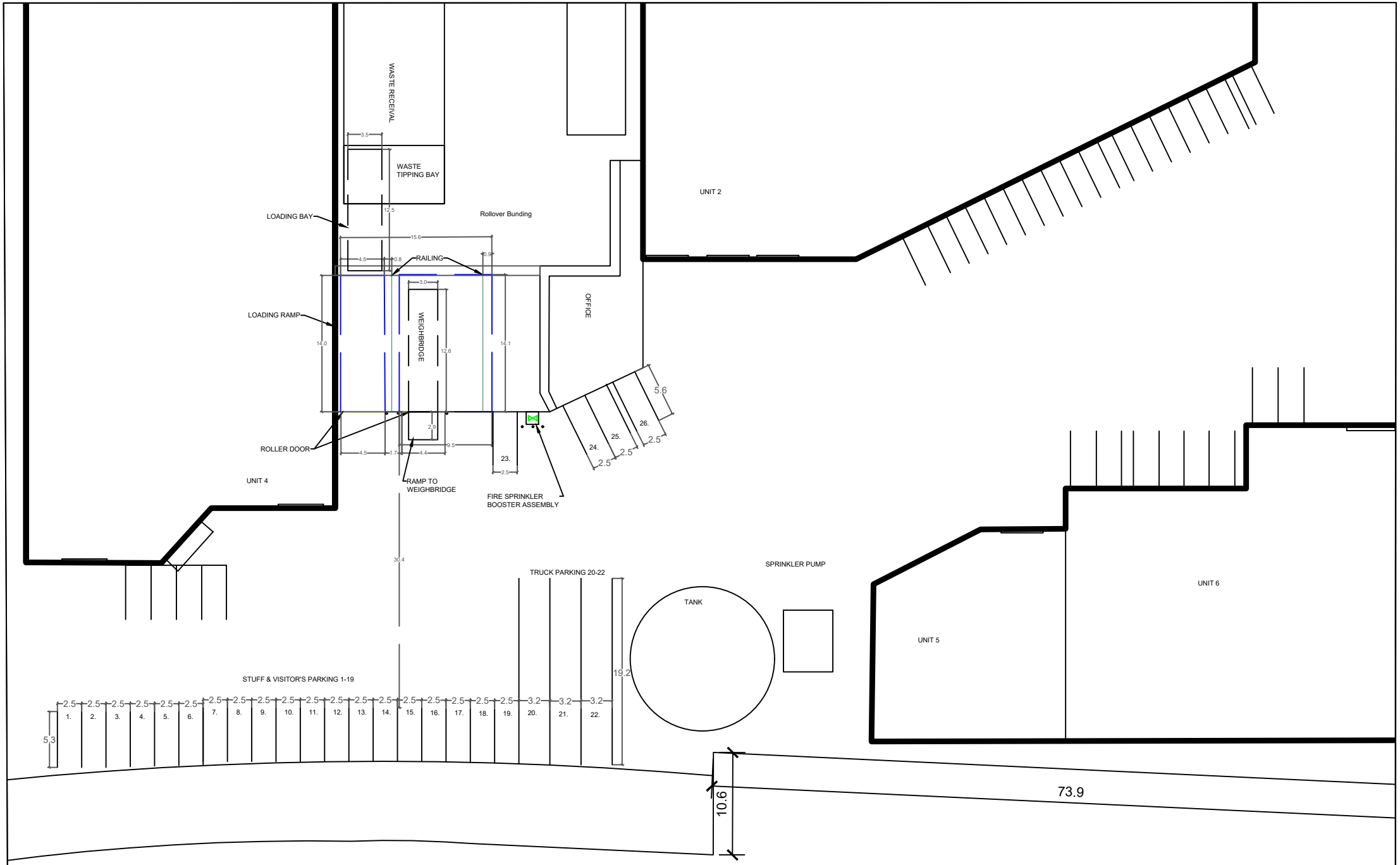
Yours faithfully,

M. Shute

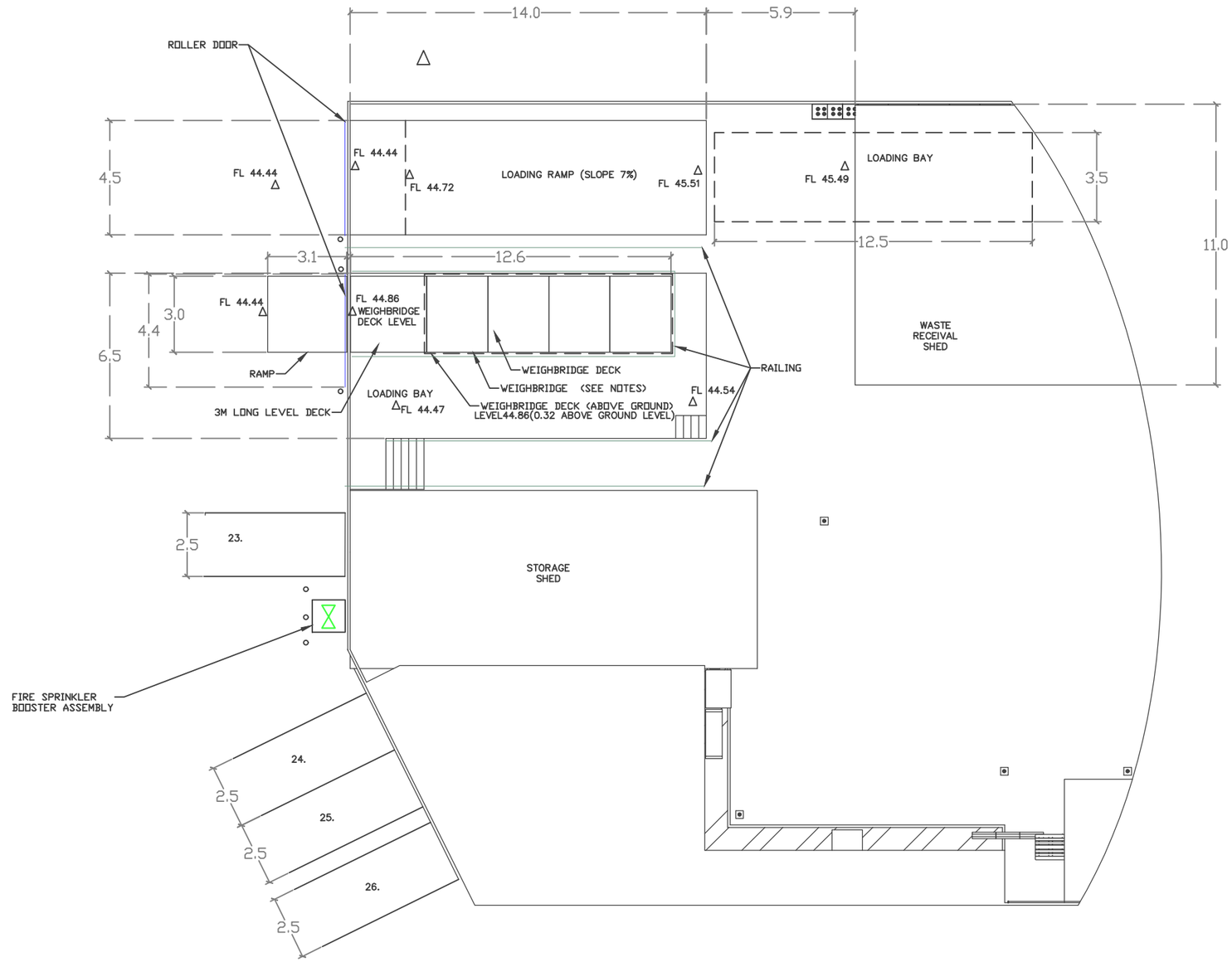
Mr M Shute
Development Planner

ATTACHMENT 2

Architectural Plans



	DRAWING TITLE- PARKING PLAN	PROJECT NO - 132NRR01	SCALE - NTS
	CLIENT- GoTERRA	DRAWING NO - 132NRV01	DATE - 26/02/2024
	PROJECT ADDRESS - 132 NEWTON ROAD, WETHERILL PARK NSW	NOTES -	



GENERAL NOTES:
1. NUWEIGH AX40 MODULAR WEIGHBRIDGE TO BE NMI TRADE CERTIFIED.
2. RAMP TO BE INSTALLED EXTERNAL TO BUILDING.
3. 150 mm CLEARANCE BETWEEN RAMP AND WEIGHBRIDGE DECK FOR GARAGE DOOR.
4. ALL WASTE VEHICLES SHALL WEIGH IN AND OUT TO PROVIDE NET DELIVERY WEIGHT.

MATERIAL: N/A

FINISH: ----

ESTIMATED MASS: ----

GOTERRA

14 ARNOTT STREET, HUME ACT 2620 WASTE@GOTERRA.COM.AU GOTERRA.COM.AU

DRAWN MARK FITZPATRICK 2024-02-26

REVIEWED ---- ----

APPROVED ---- ----

TITLE

UNIT 3, 132 NEWTON ROAD – WASTE RECEIVAL LAYOUT

DRAWING NUMBER ----

DRAWING REVISION 1

PROJECT ----

SHEET SIZE: A3

SHEET SCALE 1:400

SHEET 1 OF 1

ATTACHMENT 3

Swept Path Analysis

Notes:

This drawing is prepared for information purposes only. It is not to be used for construction.

TRAFFIX is responsible for vehicle swept path diagrams and/or drawing mark-ups only. Base drawing prepared by others.

Vehicle swept path diagrams prepared using computer generated turning path software and associated CAD drawing platforms. Vehicle data based upon relevant Australian Standards (*AS/NZS 2890.1:2004 Parking facilities - Off-street car parking*, and/or *AS2890.2:2002 Parking facilities - Off-street commercial vehicle facilities*). These standards embody a degree of tolerance, however the vehicle characteristics in these standards represent a suitable design vehicle and do not account for all variations in vehicle dimensions / specifications and/or driver ability or behaviour.

Rev.	Revision Note	By.	Date
A	Initial Design Review	AS	26-02-24

Swept Path Legend

- Wheel Path
- Vehicle Body Envelope
- Clearance Envelope (300mm)

Architect

Client
Jackson Environmental and Planning

Scale / Plan Orientation
0 2 4 6 8m
1:200 @ A3

Project Description
Unit 3, 132 Newton Road, Wetherill Park
Traffic Engineering Assessment

Drawing Prepared By

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w: www.traffix.com.au

Drawing Title
12.5m HRV
Swept Path Analysis
Reverse Entry to Unit 3 Weighbridge

Drawn:	Checked:	Date:
AS	JP	26-02-24

24.048d02v01 TRAFFIX [240226 Plans] Design Review.dwg

Project No.	Drawing Phase	Drawing No.	Rev.
24.048	RFI	TX.02	A

Notes:

This drawing is prepared for information purposes only. It is not to be used for construction.

TRAFFIX is responsible for vehicle swept path diagrams and/or drawing mark-ups only. Base drawing prepared by others.

Vehicle swept path diagrams prepared using computer generated turning path software and associated CAD drawing platforms. Vehicle data based upon relevant Australian Standards (*AS/NZS 2890.1:2004 Parking facilities - Off-street car parking*, and/or *AS2890.2:2002 Parking facilities - Off-street commercial vehicle facilities*). These standards embody a degree of tolerance, however the vehicle characteristics in these standards represent a suitable design vehicle and do not account for all variations in vehicle dimensions / specifications and/or driver ability or behaviour.

Rev.	Revision Note	By.	Date
A	Initial Design Review	AS	26-02-24

Swept Path Legend

- Wheel Path
- Vehicle Body Envelope
- Clearance Envelope (300mm)

Architect

Client
Jackson Environmental and Planning

Scale / Plan Orientation
0 2 4 6 8m
1:200 @ A3

Project Description
Unit 3, 132 Newton Road, Wetherill Park
Traffic Engineering Assessment

Drawing Prepared By

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Drawing Title
12.5m HRV
Swept Path Analysis
Forward Egress from Unit 3 Weighbridge

Drawn:	Checked:	Date:
AS	JP	26-02-24

24.048d02v01 TRAFFIX [240226 Plans] Design Review.dwg

Project No.	Drawing Phase	Drawing No.	Rev.
24.048	RFI	TX.03	A

WASTE TIPPING BAY

LOADING BAY

12.5

Rollover Bunding

15.6

4.5

0.8

RAILING

0.9

3.0

LOADING RAMP

WEIGHBRIDGE

OFFICE

UNIT 2

14.0

12.6

14.1

5.6

26.

25.

24.

2.5

2.5

2.5

3.1

9.5

4.5

1.7

4.4

23.

2.5

ROLLER DOOR

UNIT 4

RAMP TO WEIGHBRIDGE

FIRE SPRINKLER BOOSTER ASSEMBLY

30.4

TRUCK PARKING 20-22

TANK

Notes:

This drawing is prepared for information purposes only. It is not to be used for construction.

TRAFFIX is responsible for vehicle swept path diagrams and/or drawing mark-ups only. Base drawing prepared by others.

Vehicle swept path diagrams prepared using computer generated turning path software and associated CAD drawing platforms. Vehicle data based upon relevant Australian Standards (*AS/NZS 2890.1:2004 Parking facilities - Off-street car parking*, and/or *AS2890.2:2002 Parking facilities - Off-street commercial vehicle facilities*). These standards embody a degree of tolerance, however the vehicle characteristics in these standards represent a suitable design vehicle and do not account for all variations in vehicle dimensions / specifications and/or driver ability or behaviour.

Rev.	Revision Note	By.	Date
A	Initial Design Review	AS	26-02-24

Swept Path Legend

- Wheel Path
- Vehicle Body Envelope
- Clearance Envelope (300mm)

Architect

Client

Jackson Environmental and Planning

Scale / Plan Orientation

0 2 4 6 8m

1:200 @ A3

Project Description

Unit 3, 132 Newton Road, Wetherill Park
Traffic Engineering Assessment

Drawing Prepared By

TRAFFIX
TRAFFIC AND TRANSPORT PLANNERS

Suite 2.08, 50 Holt Street
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Drawing Title

12.5m HRV
Swept Path Analysis
Reverse Entry to Unit 3 Loading Dock

Drawn:	Checked:	Date:
AS	JP	26-02-24

24.048d02v01 TRAFFIX [240226 Plans] Design Review.dwg

Project No.	Drawing Phase	Drawing No.	Rev.
24.048	RFI	TX.04	A

Notes:

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Rev.	Revision Note	By.	Date
A	Initial Design Review	AS	26-02-24

Swept Path Legend

- Wheel Path
- Vehicle Body Envelope
- Clearance Envelope (300mm)

Architect

Client
Jackson Environmental and Planning

Scale / Plan Orientation
0 2 4 6 8m
1:200 @ A3

Project Description
Unit 3, 132 Newton Road, Wetherill Park
Traffic Engineering Assessment

Drawing Prepared By

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Drawing Title
12.5m HRV
Swept Path Analysis
Forward Egress from Unit 3 Loading Dock

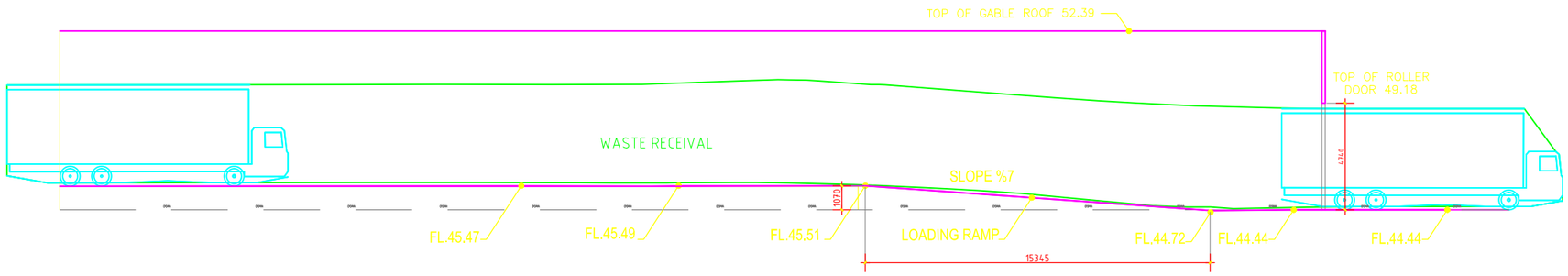
Drawn:	Checked:	Date:
AS	JP	26-02-24

24.048d02v01 TRAFFIX [240226 Plans] Design Review.dwg

Project No.	Drawing Phase	Drawing No.	Rev.
24.048	RFI	TX.05	A

ATTACHMENT 4

Vertical Clearance Test



Notes:

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Rev.	Revision Note	By.	Date
A	Initial Design Review	AS	26-02-24

Swept Path Legend

- Wheel Path
- Vehicle Body Envelope
- Clearance Envelope (300mm)

Architect

Client

Jackson Environmental and Planning

Scale / Plan Orientation

0 2 4 6 8m

1:200 @ A3

Project Description

Unit 3, 132 Newton Road, Wetherill Park
Traffic Engineering Assessment

Drawing Prepared By

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w: www.traffix.com.au

Drawing Title

Unit 3 Loading Dock Ramp
12.5m HRV
Underside Clearance Test
Reverse Entry & Forward Egress Manoeuvre

Drawn:	Checked:	Date:
AS	JP	26-02-24

24.048d02v01 TRAFFIX [240226 Plans] Design Review.dwg

Project No.	Drawing Phase	Drawing No.	Rev.
24.048	RFI	TX.01	A