

Bradfield Development Authority

# Building Two Advanced Manufacturing Research Facility

Section 4.55 Modification Report  
Appendix E – Traffic Impact Assessment

5 December 2025

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**ptc.**

28<sup>th</sup> November 2025

**AMRF Building 2 -  
Section 4.55  
Applications  
Bradfield Development  
Authority  
TIA;**

Site Address: **215 Badgerys Creek Road, Bringelly**



# document control;

Issue:	Date	Issue details	Author	Reviewed
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# 1. Introduction

This report has been prepared to accompany a Modification Application to amend the SSDA approval for the Advanced Manufacturing Research Facility (AMRF) Building 2. The primary changes to the project that are relevant to traffic engineering are:

- The removal of the basement and use of the car park adjacent to AMRF Building 1,
- The construction will be staged to enable separate delivery of the building components as needed.

While the project is to be staged, the traffic impact and parking assessment presented in this report considers the staged approach and also presents the final completed building, which is consistent with the previous assessments.

The floor areas are largely unchanged and as such the resulting traffic activity is in line with the approved scheme. The parking provision will be accommodated within the at-grade car park associated with AMRF Building 2.

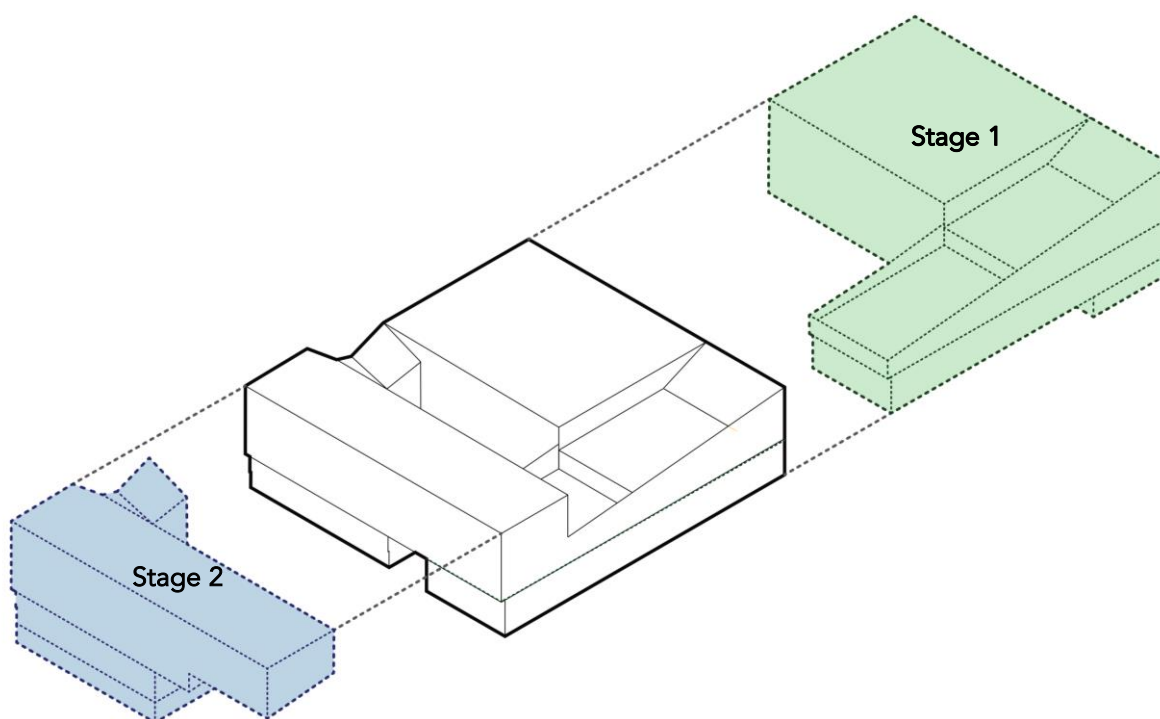


Figure 1 - Staging Diagram (Architectus)

## 1.1. Project Summary

The Western Parkland City Authority has received approval for the AMRF Building 2 project through the State Significant Development process.

The AMRF is part of the Education and Innovation Quarter at the new Bradfield City Centre. Together with CSIRO, education, research, industry and supporting retail developments, the AMRF will allow Australian industries to access the latest technologies and research in advanced electronics and manufacturing, including robotics, additives and automation.

Building 2, which forms Stage 2 of the facility, will be focused on advanced semiconductor and electronics manufacturing to address sovereign capability needs in defence and aerospace and catalyse growth of emerging industries.

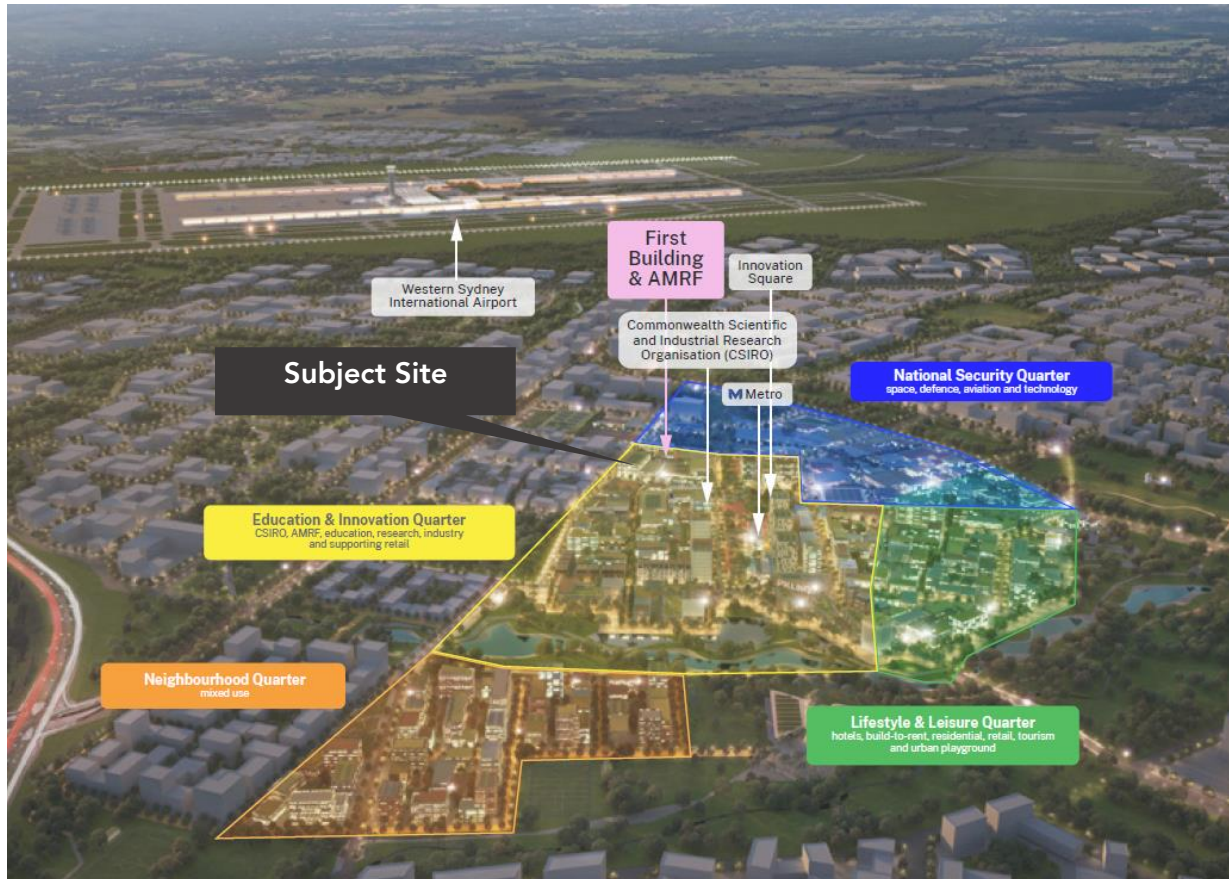


Figure 2 - Artist impression of Bradfield City Centre (Source: Western Parkland City Authority)

## 1.2. Purpose of this Report

The proposal is being amended to rationalise the extent of construction, particularly relating to the basement, which has been removed from the scheme, and the construction of the building will be divided into two stages.

Pursuant to the SSDA modification process, this Transport Impact Assessment (TIA) report is required to assess the potential transport impact by the proposed modification and highlight any differing outcomes compared with the approved scheme.

In summary, the modifications relevant to traffic engineering and parking comprise:

- Removal of the basement car park, with shared use of 50 spaces within the AMRF Building 2 car park,
- Relocation of the loading dock from the basement to the Ground Level, with access from Central Loop West,
- Staging of the buildings, although this report addresses the completed building as the ultimate development scenario, rather than each stage.

The scale of the project is reduced for Stage 1 but remains consistent with the approval following the completion of Stage 2 and therefore the traffic volumes and impacts on the road network are unchanged for the final completed building.

Since the preparation of the previous TIA, the road network serving the site has been partially constructed and AMRF Building 1 is now complete, as shown in the following aerial photo.



Figure 3 - The Site as at February 2025

## 2. Traffic Activity

The previous TIA assessed the traffic activity based on the assumptions applied to Building 1 and applied to stages 1 and 2 resulting in the following projected traffic activity:

Table 1 - Stage 1 Traffic Activity

Peak hour	Trip generation rate	Estimated 2028 car mode share	Adjusted trip generation rate	Floor area	Trip generation
AM	0.7 trips / 100m <sup>2</sup> GFA	73%	0.51 trips / 100m <sup>2</sup> GFA	8,124 m <sup>2</sup>	41
PM	0.78 trips / 100m <sup>2</sup> GFA		0.57 trips / 100m <sup>2</sup> GFA		46

Table 2 - Stage 1+2 Traffic Activity

Peak hour	Trip generation rate	Estimated 2028 car mode share	Adjusted trip generation rate	Floor area	Trip generation
AM	0.7 trips / 100m <sup>2</sup> GFA	73%	0.51 trips / 100m <sup>2</sup> GFA	10,509 m <sup>2</sup>	54
PM	0.78 trips / 100m <sup>2</sup> GFA		0.57 trips / 100m <sup>2</sup> GFA		60

The modified scheme includes a comparable floor area resulting in practically no change to the projected volumes based on the floor area calculations. However, it is noted that the proposed parking provision (using the existing Building 1 car park) will act to constrain the traffic activity and encourage use of cycling and public transport. This will potentially lead to fewer vehicle trips than calculated, however this would present a favourable outcome compared with the approved scheme.

## 3. Parking Assessment

### 3.1. Parking Provision

The car parking provision is subject to Section 3.2 and Section 4.3.1 of the DCP, to facilitate an appropriate number of vehicular spaces having regard to land uses, nature of the locality and the density.

The site is located within 800m walking distance from the future Aerotropolis Metro Station. As a guide, reference is made to the DCP in relation to the floor areas of Building 1 and 2 as summarised in Table 3.

Table 3 - DCP car parking provision rates and Project provision

Scenarios	Land use	Floor area	DCP provision rates (Maximum)	DCP provision allowance
AMRF2 only	Business premises	2,417m <sup>2</sup>	1 space / 100m <sup>2</sup> GFA	24
	Industry	4,558m <sup>2</sup>	1 space / 200m <sup>2</sup> GFA	23
	Total			47
AMRF1 only	Business premises	1,818m <sup>2</sup>	1 space / 100m <sup>2</sup> GFA	18
	Industry	1,077m <sup>2</sup>	1 space / 200m <sup>2</sup> GFA	5
	Total			24
AMRF1 + AMRF2	Business premises	4,235m <sup>2</sup>	1 space / 100m <sup>2</sup> GFA	42
	Industry	5,635m <sup>2</sup>	1 space / 200m <sup>2</sup> GFA	28
	Total			70

It is proposed that AMRF Buildings 1 and 2 will share the existing at-grade car park, which accommodates 50 spaces. This is within the maximum combined parking allowance through application of the DCP.

#### 3.1.1. Accessible Car Parking

Section 3.2 of the DCP stipulates that accessible parking to be in accordance with AS2890 for industry land use, but it does not provide a rate for the parking provision. Section 4.3.1 of DCP stipulates a rate of 2% of all spaces for accessible parking spaces for all land uses and centres.

Based on the 2% DCP requirement, the proposed development is required to provide 2 accessible parking spaces. The proposal indicates a provision of 2 accessible parking spaces thus is in line with the DCP requirements.

Table 4 - DCP accessible car parking provision rates and Project provision

Total car parking spaces	DCP provision rates	DCP provision requirement	Project provision
50	2% of all spaces	1	2

### 3.1.2. Electric Vehicle Parking

Section 4.3.1 of the DCP sets the objectives of electric vehicle parking and charging stations are to be integrated into car park design on the development site. It sets the below benchmark solutions for electric vehicle parking:

- Design electric vehicle parking spaces with associated charging stations within or immediately adjacent to the parking spaces.
- Site on-street charging stations are to be located within the Flex Zone, a minimum of 600mm from the face of the adjacent kerb.
- Site charging stations clear of pedestrian paths of travel and do not inhibit desire lines.
- Car parking spaces are designed to be easily converted into electric charging stations.
- Provide charging points for micro mobility devices and prioritise parking for these vehicles.

The DCP electric vehicle parking provision rates and required spaces are shown in Table 5. The proposed development involves the provision of 2 electric vehicle parking and charging stations which exceeds the DCP minimum requirement.

Table 5 - DCP electric vehicle parking provision rates and Project provision

Total car parking spaces	DCP provision rates (minimum)	DCP provision requirement	Project proposed provision
50	Office, business, industrial or retail premises - minimum 1 space per 40 car spaces	2	2

### 3.2. Bicycle Parking

The Project is subject to Section 3.2 and 4.3.2 of the DCP, which stipulates specific bicycle parking provision rates for different land uses. The bicycle parking space provision rate that are applicable to Stages 1 and 2 are shown in the following tables:

Table 6 - DCP bicycle parking provision rates for Stage 1

Land use	Floor area	DCP provision rates (Minimum)	DCP provision requirement *	Project proposed provision
Office or business premises	2,417m <sup>2</sup>	Employees: 1 space / 150m <sup>2</sup> GFA	16	26 spaces including 3 electric bike spaces
		Customers/Visitors: 1 space / 400m <sup>2</sup> GFA	6	
Industry	4,558m <sup>2</sup>	1 space per 1,000 sqm of GFA (over 2,000m <sup>2</sup> GFA)	3	
<b>Total</b>			<b>25</b>	<b>26</b>

Table 7 - DCP bicycle parking provision rates for Stage 1 + 2

Land use	Floor area	DCP provision rates (Minimum)	DCP provision requirement *	Project proposed provision
Office or business premises	4,938m <sup>2</sup>	Employees: 1 space / 150m <sup>2</sup> GFA	33	70 spaces including 9 electric bike spaces
		Customers/Visitors: 1 space / 400m <sup>2</sup> GFA	12	
Industry	5,571m <sup>2</sup>	1 space per 1,000 sqm of GFA (over 2,000m <sup>2</sup> GFA)	4	
<b>Total</b>				<b>70</b>

\* The DCP states that the minimum number of bicycle parking spaces is to be rounded up to the nearest whole number.

The development proposal involves the provision of 70 bicycle parking spaces which is well above the DCP requirements.

### 3.2.1. Electric Bicycle Parking/Charging Station

Section 4.3.2 of the DCP also stipulates requirements for electric bicycle charging station provision is made based on the on-site bicycle parking provision. The provision rates are shown in Table 8 and Table 9.

Table 8 - DCP electric bicycle parking provision rates and Project provision for Stage 1

Total bicycle parking spaces	DCP bicycle charging station provision rates	DCP provision requirement	Project proposed provision
Employees: 19	1 for the first 5 bicycle spaces, and for every 10 bicycle parking spaces thereafter	2	2
Visitors: 3		1	1
<b>Total</b>		<b>3</b>	<b>3</b>

Table 9 - DCP electric bicycle parking provision rates and Project provision for Stage 1 + 2

Total bicycle parking spaces	DCP bicycle charging station provision rates	DCP provision requirement	Project proposed provision
Employees: 50	1 for the first 5 bicycle spaces, and for every 10 bicycle parking spaces thereafter	6	6
Visitors: 20		3	3
<b>Total</b>		<b>9</b>	<b>9</b>

The development proposal involves the provision of 9 electric bicycle parking spaces, which is in line with the DCP requirements.

### 3.2.2. End of trip facilities

Section 4.3.3 of the DCP sets the objectives of provide high quality and innovatively designed end of trip facilities that promote multi-modal trips and efficient use of existing public and private parking facilities.

The DCP requires lockers and bicycle parking spaces are decoupled, and end of trip facilities are provided at the rates as shown in Table 10 and Table 11.

Table 10 - DCP end of trip facility provision rates and Project provision for Stage 1

Total bicycle parking spaces	End of trip facilities	DCP provision rates	DCP provision requirement	Project proposed provision
20 (Employees)	Personal Locker	1 for each bicycle parking space	20	30
	Shower and change cubicle	1 shower and change cubicle for the first 5 bicycle spaces or part thereof, plus an additional shower for every 10 bicycle parking spaces thereafter	3	7

Table 11 - DCP end of trip facility provision rates and Project provision for Stage 1 + 2

Total bicycle parking spaces	End of trip facilities	DCP provision rates	DCP provision requirement	Project proposed provision
50 (Employees)	Personal Locker	1 for each bicycle parking space	50	68
	Shower and change cubicle	1 shower and change cubicle for the first 5 bicycle spaces or part thereof, plus an additional shower for every 10 bicycle parking spaces thereafter	6	7

The proposed end of trip facilities arrangement is broadly in line with the DCP requirements.

### 3.3. Service Vehicle Parking

Section 2.9 of DCP sets the objectives of ensure that adequate off-street loading, delivery, and servicing facilities are provided, it sets out service vehicle parking provision rates for only residential developments which is not applicable to the development.

For commercial and industrial premises, the number and size of loading bays will be determined by the consent authority having regard to the:

- Intended use of the premises;
- Frequency of deliveries/collections;
- Size and bulk of goods to be delivered/collected;
- Size of vehicles to be used; and
- Likely impacts on traffic safety and efficiency on adjoining roads.

The proposed building involves the provision of a loading dock located on the western side of the building with access provided from the Central Loop West. The loading dock has been designed to accommodate vehicles up to the length of a Heavy Rigid Vehicle (HRV). However, it is noted that the day-to-day operation of the building will involve vehicles up to a Medium Rigid Vehicle (MRV). These vehicles will utilise a turn table to facilitate entering and exiting the loading dock in a forward direction.

HRVs will be required to access the loading dock on a low frequency of visitations to deliver larger items and machinery. This will require the HRV to reverse into the loading dock. Given the low frequency of visitations, it proposed to employ a traffic management arrangement, whereby a qualified traffic controller will hold southbound traffic for the short period required for the HRV to reverse into the loading dock. The exit movement is a normal forward manoeuvre with no need for further traffic controls. The swept paths contain in this report illustrate that the entry and exit manoeuvres are accommodated within the road width and the proposed driveway / door width so that each movement will require minimal time to complete, i.e. the southbound traffic will be held for no more than a comparable wait time at an intersection traffic signal.

A booking system would assist in managing the demand for access to the loading dock. It is common for systems such as MobileDock or Veyor to be implemented to ensure that the dock is only every being used by one vehicle and that no queuing occurs on the driveway or frontage road, which ensures compliance with Condition B5 of SSD-58591961.

## 4. Access and Parking Design Assessment

The parking provision is to be located as part of the Building 1 car park as shown in the following drawing and an aerial photo from February 2025.



Figure 4 - AMRF Building 1 - Car Park Design

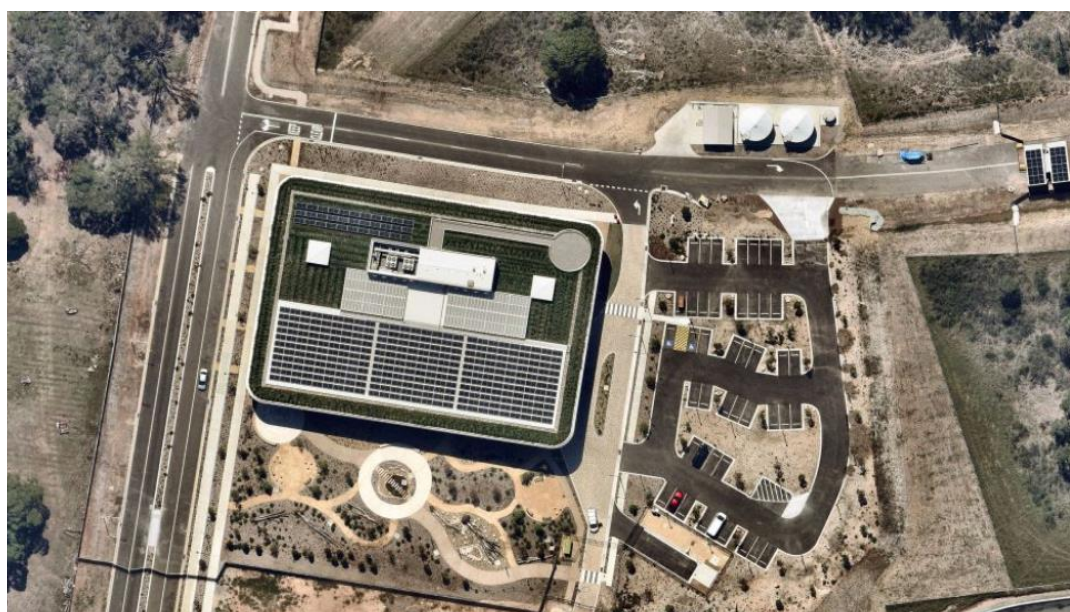


Figure 5 - Aerial Photo of Completed AMRF Building 1 Car Park

The modification to the AMRF Building 2 approval proposes no amendments to the completed car park.

## 5. Conclusion

The proposed modification largely retains the floor areas and uses of the approved building; therefore the associated traffic activity will remain consistent with the TIA submitted with the SSDA. Noting that the parking provision is more constrained, which will likely reduce the car usage and increase the use of the alternative forms of transport.

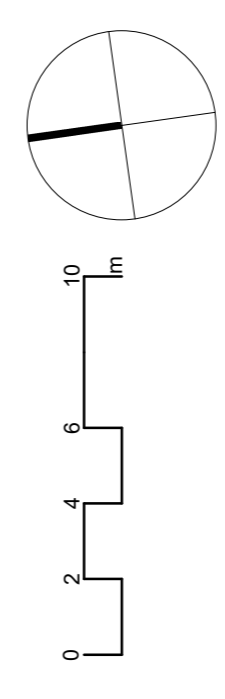
The staging of the construction does not affect the traffic or parking assessment under the ultimate scheme, but rather the building will generate fewer trips until Stage 2 is complete.

The proposal removes the basement from the building, which means that there is no vehicular access from the eastern laneway.

The loading dock has been relocated to the western side of the building to better serve the manufacturing space. This involves a driveway on Central Loop West and a turntable within the loading dock to ensure that vehicles up to a Medium Rigid Vehicle will enter and exit in a forward direction. A management system would enable the scheduling of arrivals to prevent queuing on the frontage road. Occasional larger vehicles will be required to reverse into the loading dock, and our assessment promotes the use of an accredited traffic control to manage these occasional movements.

The existing car park has been constructed in accordance with AS2890.1 and the applicable clauses from Section 2.7 of the Aerotropolis DCP.

# **Appendix 1. Architectural Drawing**



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Lab Design Consultant: **Jacobs**

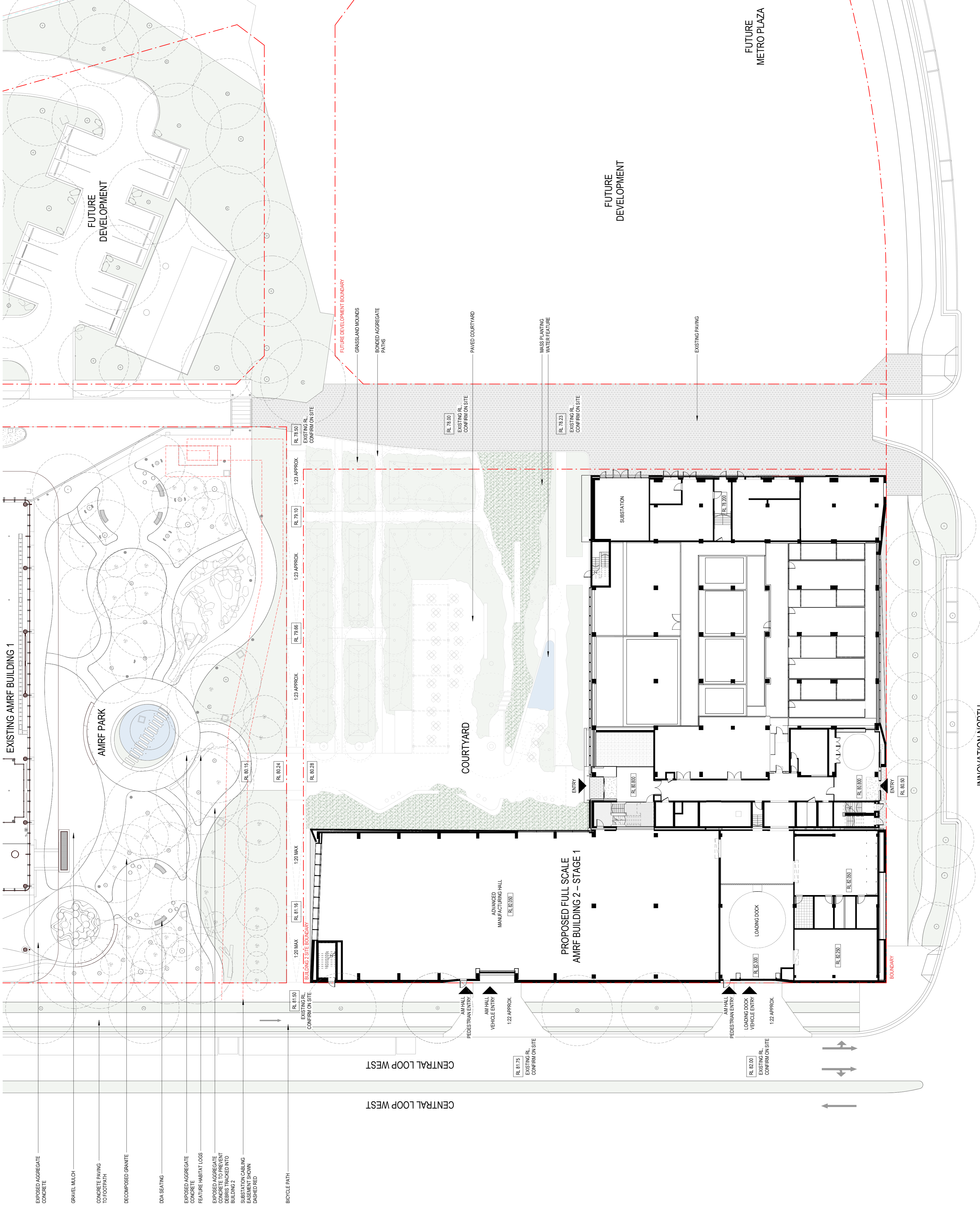
Project: **FULL SCALE AMRF BUILDING 2**  
drawing

**STAGE 02 - GROUND FLOOR**  
scale 1:200@A1 drawing no.

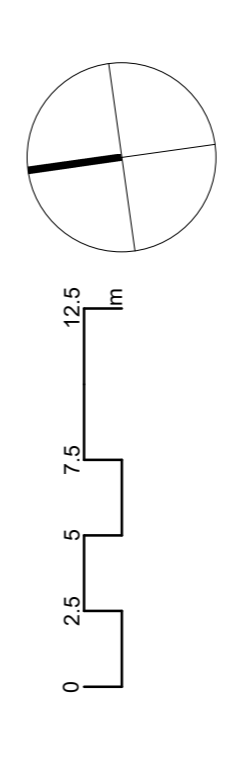
prepared: **LBJS AR-S2-SSDA11**  
revision

approved: **BR**  
project no: **220479**

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- EXPOSED AGGREGATE CONCRETE
- GRAVEL MULCH
- CONCRETE PAVING TO FOOTPATH
- DECOMPOSED GRANITE
- DDA SEATING
- EXPOSED AGGREGATE CONCRETE
- FEATURE HABITAT LOSS
- EXPOSED AGGREGATE CONCRETE TO PREVENT DEBRIS TRACKED INTO BUILDING 2
- SUBSTATION CABLING EASEMENT SHOWN DASHED RED
- BICYCLE PATH



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Collaborating Architect:  
**Aileen Sage**

Lab Design Consultant:  
**Jacobs**

Project:  
**FULL SCALE AMRF BUILDING 2**  
215 DAUGHERY'S GREEN ROAD, BRADFELD

STAGE 01 - SITE PLAN

scale 1:250 @A1 drawing no. AR-S1-SSDA03  
prepared LB revision  
approved BR  
project no. 220479  
A01



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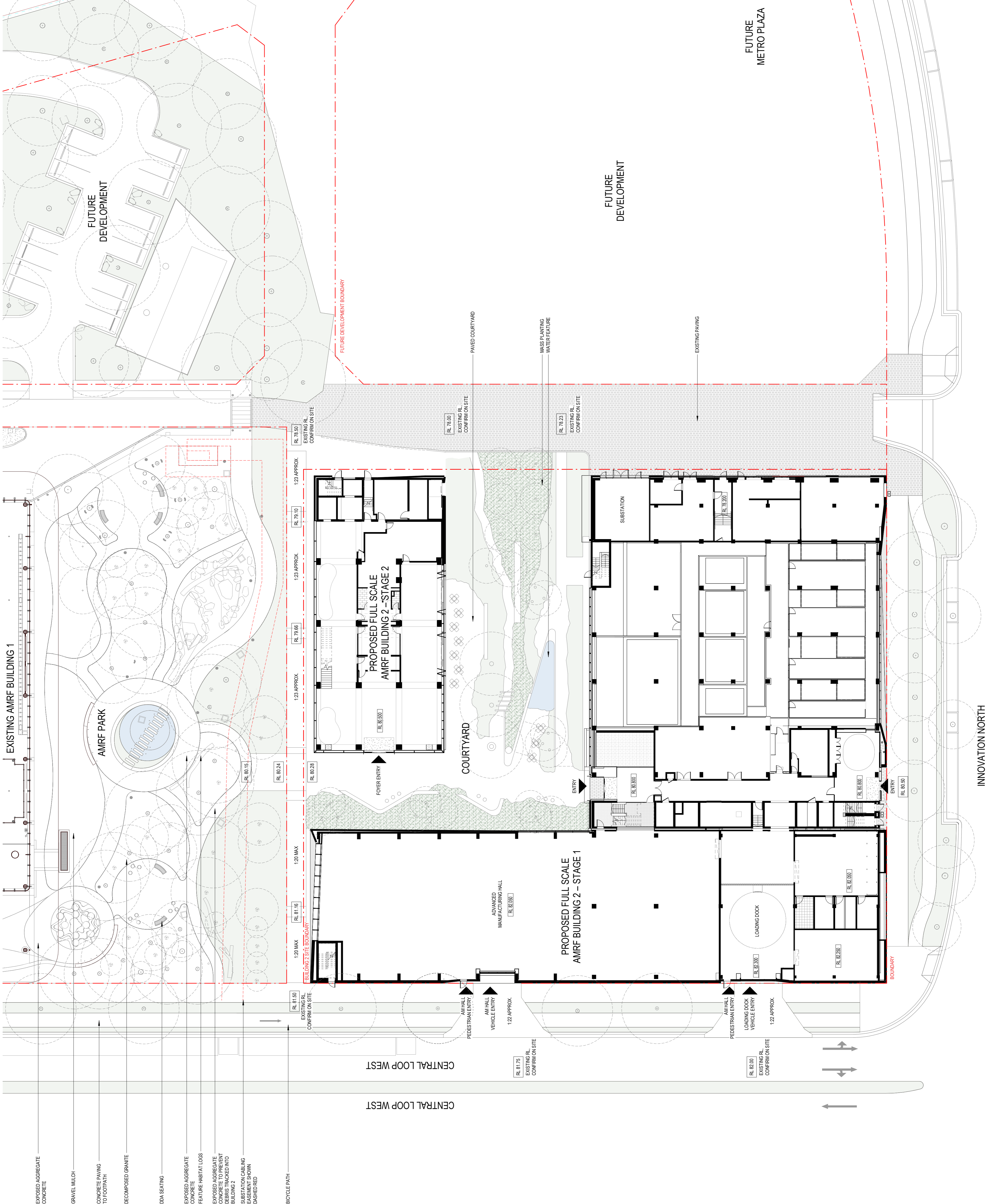
STAGE 01 - GROUND FLOOR

scale 1:200 @A1 drawing no. AR-S1-SSDA11

prepared LB/JS revision BR

approved BR project no 220479 A01

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- EXPOSED AGGREGATE CONCRETE
- GRAVEL MULCH
- CONCRETE PAVING TO FOOTPATH
- DECOMPOSED GRANITE
- DDA SEATING
- EXPOSED AGGREGATE CONCRETE
- FEATURE HABITAT LOSS
- EXPOSED AGGREGATE CONCRETE TO PREVENT DEBRIS TRACKED INTO BUILDING 2
- SUBSTATION CABLING EASEMENT SHOWN DASHED RED
- BICYCLE PATH



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Project:  
**FULL SCALE AMRF BUILDING 2**  
215 DAUGHERY'S GREEN ROAD, BRADFELD

STAGE 02 - SITE PLAN

scale 1:250 @A1 drawing no. AR-S2-SSDA03

prepared LB BR revision

approved BR project no. 220479 A01

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# **Appendix 2. Swept Paths**



PROGRESSIVE  
E TO PREVENT  
ACKED INTO  
2  
ON CABLING  
SHOWN  
ED

ATH

CENTRAL LOOP WEST

CENTRAL LOOP WEST

RL 81.75  
EXISTING RL  
CONFIRM ON SITE

PEDESTRIAN ENTRY

AM HALL ENTRY

VEHICLE ENTRY

1:22 APPROX.

RL 82.00  
EXISTING RL  
CONFIRM ON SITE

PEDESTRIAN ENTRY

AM HALL ENTRY

LOADING DOCK

VEHICLE ENTRY

1:22 APPROX.

RL 82.300  
EXISTING RL  
CONFIRM ON SITE

LOADING DOCK

VEHICLE ENTRY

1:22 APPROX.

RL 82.000  
EXISTING RL  
CONFIRM ON SITE

PEDESTRIAN ENTRY

AM HALL ENTRY

VEHICLE ENTRY

1:22 APPROX.

RL 82.250  
EXISTING RL  
CONFIRM ON SITE

PEDESTRIAN ENTRY

AM HALL ENTRY

VEHICLE ENTRY

1:22 APPROX.

RL 82.050  
EXISTING RL  
CONFIRM ON SITE

PEDESTRIAN ENTRY

AM HALL ENTRY

VEHICLE ENTRY

1:22 APPROX.

RL 82.000  
EXISTING RL  
CONFIRM ON SITE

PEDESTRIAN ENTRY

AM HALL ENTRY

VEHICLE ENTRY

1:22 APPROX.

1:20 MAX

RL 81.16  
EXISTING RL  
CONFIRM ON SITE

PEDESTRIAN ENTRY

AM HALL ENTRY

VEHICLE ENTRY

1:20 MAX

RL 80.24  
EXISTING RL  
CONFIRM ON SITE

PEDESTRIAN ENTRY

AM HALL ENTRY

VEHICLE ENTRY

1:23 APPROX.

RL 79.66  
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PEDESTRIAN ENTRY

AM HALL ENTRY

VEHICLE ENTRY

1:23 APPROX.

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PEDESTRIAN ENTRY

AM HALL ENTRY

VEHICLE ENTRY

1:23 APPROX.

RL 78.50  
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PEDESTRIAN ENTRY

AM HALL ENTRY

VEHICLE ENTRY

1:23 APPROX.

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CONFIRM ON SITE

PEDESTRIAN ENTRY

AM HALL ENTRY

VEHICLE ENTRY

1:23 APPROX.

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PEDESTRIAN ENTRY

AM HALL ENTRY

VEHICLE ENTRY

1:23 APPROX.

RL 78.00  
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PEDESTRIAN ENTRY

AM HALL ENTRY

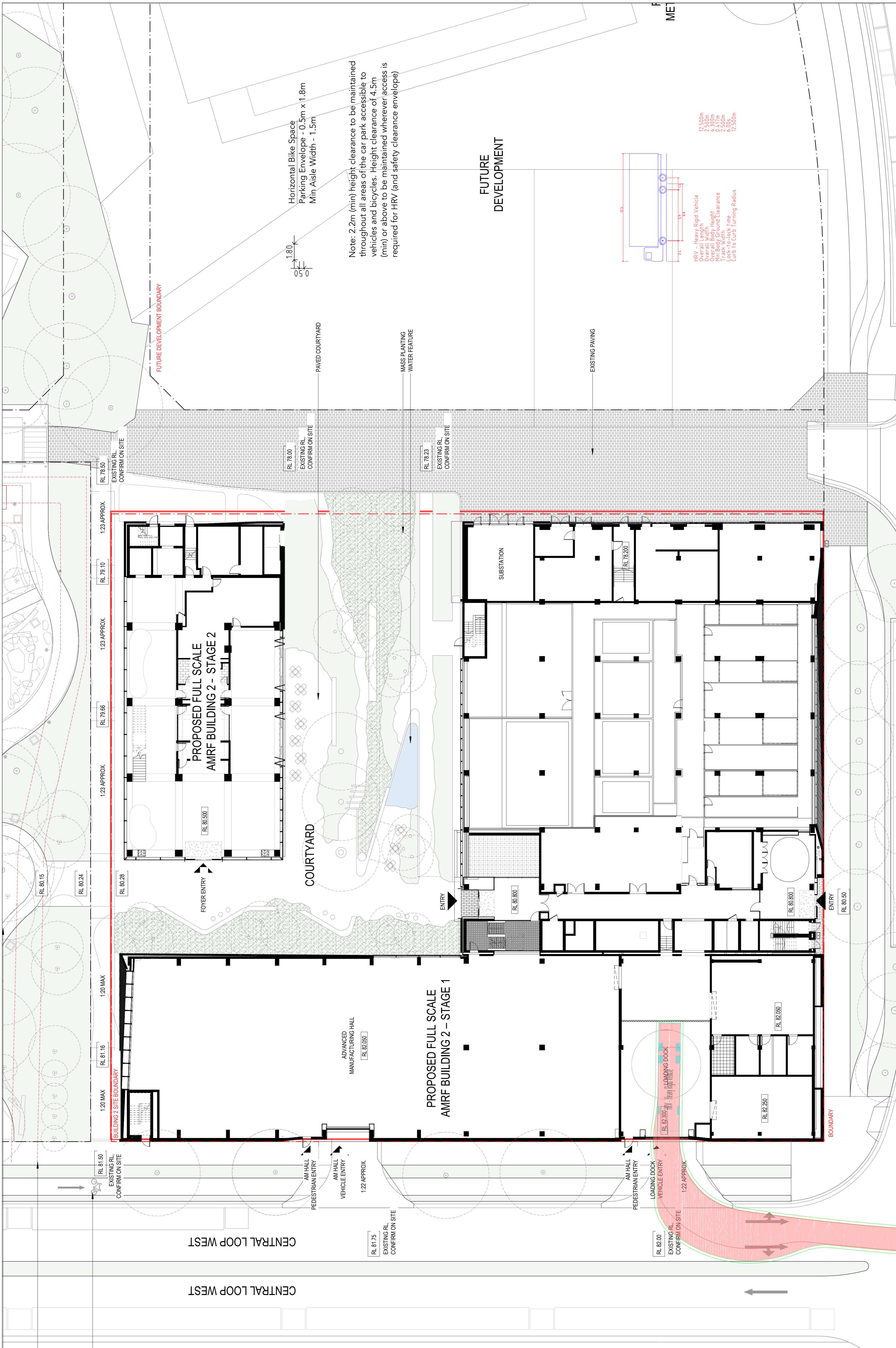
VEHICLE ENTRY

1:23 APPROX.

RL 78.00  
EXISTING RL  
CONFIRM ON SITE

PEDESTRIAN ENTRY

AM HALL ENTRY



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REV	DATE	DESCRIPTION
P6	27/11/25	MOD 1 UPDATE
P5	07/12/23	FOR INFORMATION
P4	05/12/23	FOR INFORMATION
P3	06/11/23	FOR INFORMATION
P2	10/07/23	FOR INFORMATION

DRAWING KEY

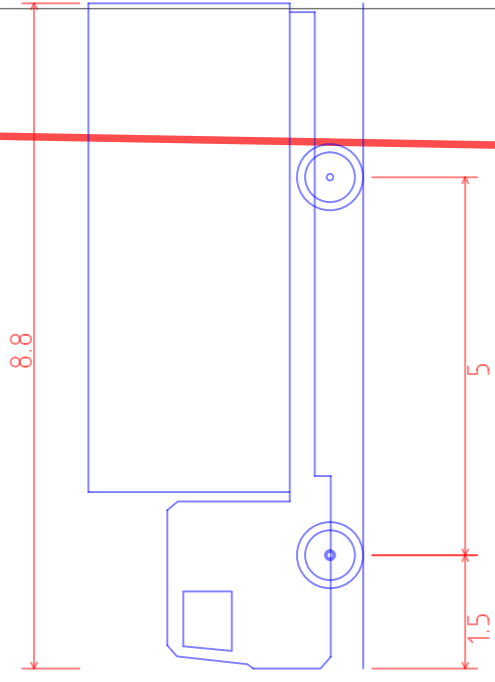
PROJECT  
AMRF BUILDING 2

DRAWING TITLE  
LOWER GROUND LEVEL  
SWEEP PATH ANALYSIS - HRV OUTBOUND

CLIENT  
WESTERN PARKLANDS CITY  
AUTHORITY

DRAWING # 01C-0002  
PROJECT # 22-0562  
SCALE 1:200 @ A1  
1:400 @ A3

PRELIMINARY  
REV P6



MRV - Medium Rigid Vehicle  
 Overall Length 8.800m  
 Overall Width 5.000m  
 Overall Body Height 3.933m  
 Min Body Ground Clearance 0.428m  
 Track Width 2.500m  
 Lock-to-lock time 4.00s  
 Curb to Curb Turning Radius 10.000m



8.800m  
 2.500m  
 3.933m  
 0.428m  
 2.500m  
 4.00s  
 10.000m

<p>Suite 502, 1 James Place        North Sydney NSW 2060        t +61 2 8920 0800        ptcconsultants.com</p>		<p>Site: P6 27/11/25 MOD 1 UPDATE        P5 07/12/23 FOR INFORMATION AM        P4 05/12/23 FOR INFORMATION PS        P3 06/11/23 FOR INFORMATION PS        P2 10/07/23 FOR INFORMATION RP</p>		<p>PROJECT        AMRF BUILDING 2</p>		<p>DRAWING TITLE        LOWER GROUND LEVEL        SWEEP PATH ANALYSIS</p>		<p>CLIENT        WESTERN PARKLANDS CITY AUTHORITY        DRAWING # 01C-0003        PROJECT # 22-0562        SCALE 1 : 200 @ A3</p>		<p>PRELIMINARY        REV P6</p>	
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