

12/11/2021



ESR Developments (Australia) Pty Ltd  
Level 29, 20 Bond Street  
Sydney NSW 2000

Attn: Grace Macdonald, Senior Planner

**RE: 327-335 Burley Road, Horsley Park (SSD-10436)  
Modification Application 4 to Lot 204 (formerly 203 of Masterplan Approval)**

Dear Grace,

I refer to your request for preparation of a Transport Statement in support of a Modification 4 application (**SSD-10436 MOD 4**) in relation to State Significant Development (**SSD-10436**) of Lot 204 (formerly Lot 203 of the Masterplan Approval) ESR Horsley Logistics Park (**the Site**).

Under SSD-10436 MOD 4, ESR Developments Pty Ltd (**ESR**) proposes to make adjustments to the previously approved SSD-10436 Masterplan specifically to the approved Lot 203 (proposed to change to **Lot 204**). We have reviewed relevant documentation available to us and the findings of our review are summarised below.

## Background

Ason Group completed the Transport Assessment (TA) (*AG ref: P1328r02v2, dated 20 July 2020*) supporting the State Significant Development (SSD-10436<sup>1</sup>) of the ESR Horsley Logistics Park which was **approved** by the NSW Department of Planning and Environment (DPIE) with relevant Conditions of Consent (CoC<sup>2</sup>) on 13 March 2021.

Subsequent to the approval of SSD-10436, ESR lodged a Modification (SSD-10436 MOD 1<sup>3</sup>) to the SSD Masterplan with the support of a Transport Assessment (MOD 1 TA) prepared by Ason Group (*AG ref: P1328r03v2, dated 03 May 2021*). SSD-10436 MOD 1 generally relates to the Lot 201 design changes which split the building into three tenancies. On 4 August 2021, the Minister for Planning and Public Spaces, DPIE granted **approval** for SSD-10436 MOD 1<sup>4</sup>.

Following the MOD 1 approval, second Section 4.55 (SSD-10436 MOD 2<sup>5</sup>) modification application was lodged on 27 August 2021. SSD-10436 MOD 2 proposed further design changes to the layout of Warehouse 202, from those contemplated by SSD-10436 MOD 1, to meet the operational requirements for the future tenants of the facility. SSD-10436 MOD 2 is currently under consideration by DPIE at the time of preparing this Transport Statement.

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<sup>1</sup> <https://www.planningportal.nsw.gov.au/major-projects/project/28256>

<sup>2</sup> <https://majorprojects.planningportal.nsw.gov.au/prweb/PRRestService/mp/01/getContent?AttachRef=SSD-10436%2120210331T070238.048%20GMT>

<sup>3</sup> <https://www.planningportal.nsw.gov.au/major-projects/project/41721>

<sup>4</sup> <https://majorprojects.planningportal.nsw.gov.au/prweb/PRRestService/mp/01/getContent?AttachRef=SSD-10436-MOD-1%2120210804T001427.627%20GMT>

<sup>5</sup> <https://www.planningportal.nsw.gov.au/major-projects/project/42526>

Additionally, a third Section 4.55 (SSD-10436 MOD 3) modification application has been prepared. Under SSD-10436 MOD 3, ESR proposed inclusion of plant equipment for Warehouse 2A and 2B and minor internal alterations to Lot 201 warehouse including amalgamation of Warehouse 3 into Warehouse 2B (SSD-10436 MOD 1).

In summary, a history of the modifications ESR have sought to the existing Concept Approval consent including the modification which is the subject of this Transport Statement are outlined in **Table 1**.

Table 1: SSD-10436 MOD Applications

MOD NUMBER	STATUS	MOD DESCRIPTION	ASON REFERENCE
MOD 1	Approved 04 August 2021	Modification to the approved layout and design of Warehouse 201 and 204.	P1328r02v2
MOD 2	Under consideration	Modification to the approved layout and design of Warehouse 202 (formerly known as 204) including: <ul style="list-style-type: none"> <li>Reducing the number of warehouses from 4 to 3</li> <li>Reduction of 387 m<sup>2</sup> in total Gross Floor Area (GFA)</li> <li>Amalgamation of Warehouse tenancies A and B</li> <li>Reduced on-site car parking provision from 114 to 105 spaces</li> <li>Reduced Roller Shutter Doors (RSDs) from 23 to 21</li> </ul>	P1796r01v5
MOD 3	Under consideration	Modification to the approved layout and design of Warehouse 201 including: <ul style="list-style-type: none"> <li>No proposed changes to the total GFA of Lot 201 (40,576 m<sup>2</sup> GFA stays constant).</li> <li>Installation of 11 warehouse temperature control units onto the roof of Warehouse 2A and 2B.</li> <li>Removal of roller shutter doors from the western elevation of Lot 201.</li> <li>Amalgamation of warehouse tenancies 2B and 3, and fit-out works for cold storage for use by the future tenant.</li> <li>Construction of minor internal works within the Warehouse 1 tenancy.</li> </ul>	P1328I01
MOD 4	Yet to be lodged (This Transport Statement)	Modification to the approved layout and design of Warehouse 204 including: <ul style="list-style-type: none"> <li>Reduction of Warehouse GFA from 18,730 m<sup>2</sup> to 18,603 m<sup>2</sup></li> <li>Increase of Office GFA from 800 m<sup>2</sup> to 1,150 m<sup>2</sup></li> <li>Breaking down the Internal configurations which results in 2 warehouse and office tenancies (Warehouse A &amp; B)</li> <li>Warehouse A has 13,541 m<sup>2</sup> GFA and Office A has 700 m<sup>2</sup></li> <li>Warehouse B has 5,062 m<sup>2</sup> and Office B has 450 m<sup>2</sup></li> <li>Reduction in car parking spaces from 140 to 119 spaces</li> </ul>	P1839I01 (This Transport Statement)

Ason Group now understands that ESR are seeking to change the approval for the warehouse building footprints comprising approved Lot 204, formally referred as Lot 203 in the original consent, by lodging this SSD-10436 MOD 4.

The MOD 4 Proposal is detailed in the following section. Further detail of the latest plans illustrating the proposed updated layout with the modifications are annexed as **Attachment A**.

## Overview

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The purpose of this Transport Statement is to provide an assessment of all matters in relation to traffic and parking to support the SSD-10436 MOD 4. This assessment has been undertaken on the basis of the available information including approved traffic and parking rates of SSD-10436 Masterplan Approval.

## Proposal

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In general, the Proposal involves increasing the approved number of Warehouse buildings from 1 to 2 (from the approved 1 warehouse to the proposed Warehouses A and B) to reflect a split tenancy scheme.

This involves the break-down of internal configuration of the warehouse building approved under SSD-10436, a reduction of 127 m<sup>2</sup> in the Warehouse GFA (from 18,730 m<sup>2</sup> to 18,603 m<sup>2</sup>), increase of Office GFA from 800 m<sup>2</sup> to 1,150 m<sup>2</sup> and reduction in quantum of on-site car parking provision from 140 spaces to 119 spaces.

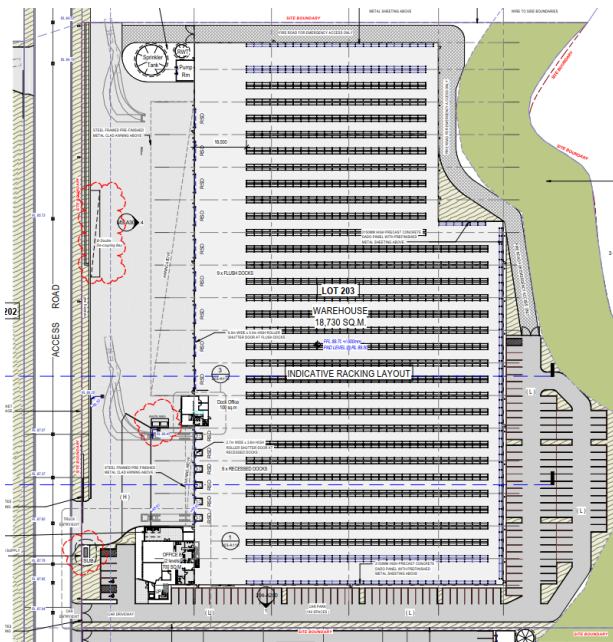
Having regard for this, the proposed Lot 204 has a built area of 19,753 m<sup>2</sup> Gross Floor Area (GFA) comprising of the proposed developments and the corresponding yields are summarised as follows:

- Warehouse A with 13,541 m<sup>2</sup> GFA
- Office A (2 levels) with 700 m<sup>2</sup>
- Warehouse B with 5,062 m<sup>2</sup> GFA
- Office B (2 levels) with 450 m<sup>2</sup>
- Total provision of 119 on-site car parking spaces

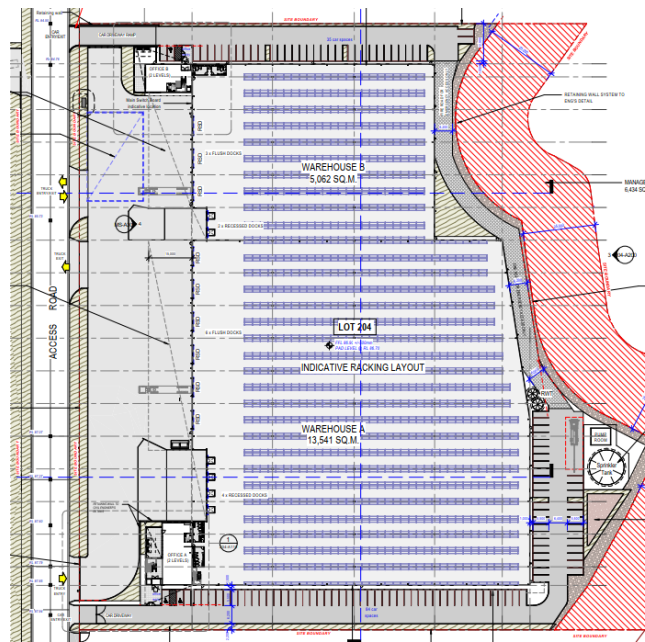
For comparison purposes, the key development yields of the approved SSD-10436 and the Proposal MOD 4 is shown in **Table 2** and the respective site plans prepared by HLA Architects is shown in **Figure 1**.

Table 2: Approved SSD-10436 vs Proposed SSD-10436 MOD 4 Development Yield Comparison

DESCRIPTION	APPROVED SSD-10436	PROPOSAL SSD-10436 MOD 4	DIFFERENCE
Warehouse A	18,730 m <sup>2</sup>	13,541 m <sup>2</sup>	-5,189 m <sup>2</sup>
Warehouse B	-	5,062 m <sup>2</sup>	+5,062 m <sup>2</sup>
Warehouse Total	18,730 m <sup>2</sup>	18,603 m <sup>2</sup>	-127 m <sup>2</sup>
Office A	800 m <sup>2</sup>	700 m <sup>2</sup>	-100 m <sup>2</sup>
Office B	-	450 m <sup>2</sup>	+450 m <sup>2</sup>
Office Total	800 m <sup>2</sup>	1,150 m <sup>2</sup>	+350 m <sup>2</sup>
Built Total	19,530 m <sup>2</sup>	19,753 m <sup>2</sup>	+223 m <sup>2</sup>
Car Parking Spaces	140	119	-21



Approved SSD-10436



Proposed SSD-10436 MOD 4

Figure 1: Approved SSD-10436 vs. Proposed SSD-10436 MOD 4 Comparison

## Parking

### General Parking

A key consideration for the Proposal will be on-site parking provision. In this regard, the *RMS Guide to Traffic Generating Development* (RMS Guide) provides parking requirements for General Warehouse / Distribution centre use as outlined in the Conditions of Consent (CoC) – Condition A8<sup>6</sup>.

- Warehouse: 1 space per 300 m<sup>2</sup> GFA
- Office: 1 space per 40 m<sup>2</sup> GFA

Based on the current plans annexed in **Attachment A**, the GFA of each of the relevant built form land use are provided in **Table 3**.

Table 3: Lot 204 GFA Breakdown

LAND USE	WAREHOUSE A	WAREHOUSE B	TOTAL
Warehouse	13,541 m <sup>2</sup>	5,062 m <sup>2</sup>	18,603 m <sup>2</sup>
Office	700 m <sup>2</sup>	450 m <sup>2</sup>	1,150 m <sup>2</sup>
Total	14,241 m <sup>2</sup>	5,512 m <sup>2</sup>	19,753 m <sup>2</sup>

It is noteworthy that the car parking provision of Warehouses A and B will be provided separately, hence the parking requirement should be calculated with consideration for each building footprints. With regard for the above, the applicable theoretical parking requirements and parking provision is outlined in **Table 4**.

Table 4: Lot 204 Parking Requirements vs Provision

LAND USE	WAREHOUSE A	WAREHOUSE B	TOTAL
Warehouse Requirement	46	17	63
Office Requirement	18	12	30
Total Requirement	64	29	93
Provision	84	35	119
Difference	+20	+6	+26

It is evident that to strictly be in compliance with the controls outlined in the CoC when considering the proposed warehouse and office GFA yield, the currently proposed car parking provision as part of the SSD-10436 MOD 4 results in a **surplus of 26 spaces** for Lot 204.

On the basis of the above analysis, the proposed modifications to the warehouse developments are supportable on parking assessment grounds.

<sup>6</sup> <https://majorprojects.planningportal.nsw.gov.au/prweb/PRRestService/mp/01/getContent?AttachRef=SSD-10436%2120210331T070238.048%20GMT>

## Bicycle Parking

Bicycle Parking can be assessed having regard for the *NSW Planning Guidelines for Walking and Cycling* (Walking and Cycling Guidelines), which requires bicycle parking to be provided at a rate of 3-5% of staff numbers (for long-term use) and 5-10% of staff numbers (for short-term use).

CoC Item No B26 also requires that a plan be submitted showing the locations and dimensions of the proposed bicycle parking provision within the development showing compliance with AS 2890.3:2015 prior to construction.

It is noted that the detailed staff numbers for Warehouse A and B are not available at the time of preparation of this TS. Therefore, for the purpose of this assessment, staff numbers for the Warehouse A and B application have been forecasted by applying the existing 90% of car driver mode share (refer to approved SSD-10436 TA Section 8.4 AG ref: P1328r02) to the proposed car parking provision, which results in approximately 76 and 32 staff numbers for Warehouse A and B respectively.

Based on above assumptions, the bicycle parking requirements having regard for the minimum rates associated with each of the warehouse and parking provision is summarised in **Table 5**.

Table 5: Bicycle Parking Requirements

TYPE	REQUIREMENT			PROVISION	
	RATE	WAREHOUSE A	WAREHOUSE B	WAREHOUSE A	WAREHOUSE B
Long-term	3%	2	1	8	8
Short-term	5%	4	2		
<b>Total</b>		<b>6</b>	<b>3</b>	<b>8</b>	<b>8</b>

With reference to the above table, the overall bicycle parking provision shown on the site plan (16 bicycle parking spaces) satisfies the minimum requirements of the Walking and Cycling Guidelines (9 bicycle parking spaces).

## End of Trip Facilities

Additionally, the Walking and Cycling Guidelines also provides minimum requirements for End of Trip Facilities (EoTF) on-site based on the indicative number of staff.

In this regard, the End of Trip Facilities requirements and provision is summarised in **Table 6**.

Table 6: End of Trip Facilities Requirements

WAREHOUSE	EOT FACILITY	REQUIREMENT	PROVISION
Warehouse A <sup>1</sup>	Lockers	3	8
	Showers	4	4
	Changerooms	2	2
Warehouse B <sup>2</sup>	Lockers	3	4
	Showers	2	2
	Changerooms	2	2

Note: 1) 50-149 staff band as per Walking and Cycling Guidelines  
2) 13-49 staff band as per Walking and Cycling Guidelines

With reference to the above table, it is evident that the End of Trip Facilities provision satisfies and surpasses the minimum requirements of the Walking and Cycling Guidelines.

### Accessible Parking

Reference is made to the CoC to assess the Accessible Parking requirements. In this regard, Condition A8 (c) of the CoC stipulates the following rate:

- 1 space for accessible parking for every 100 car parking spaces

**Table 7** outlines the accessible parking spaces required for the proposed SSD-10436 MOD 4.

Table 7: Lot 204 Accessible Car Parking Requirements

WAREHOUSE	ON-SITE PARKING SUPPLY	ACCESSIBLE PARKING REQUIREMENT	ACCESSIBLE PARKING PROVISION
Warehouse A	84	2	2
Warehouse B	35		1
<b>Total</b>	<b>119</b>	<b>2</b>	<b>3</b>

With reference to the above table, the overall accessible car parking provision indicated on the site plan (3 accessible parking spaces) satisfies the minimum accessible parking requirement with regard for the CoC.

On the basis of the above analysis, the proposed modifications to the warehouse developments are supportable on parking grounds.

## Traffic Impact

### Traffic Generation

As detailed in approved SSD-10436 Masterplan Approval TA, the following traffic generation rates from the RMS Guide for warehouse and office land use developments (together) have been adopted as part of the approved SSD studies:

- AM Peak: 0.247 trips per 100 m<sup>2</sup> GFA
- PM Peak: 0.182 trips per 100 m<sup>2</sup> GFA, and
- Daily: 2.641 trips per 100 m<sup>2</sup> GFA

These approved traffic generation rates have been applied to the development yield of Warehouse A and B to determine the traffic generation potential. Accordingly, the traffic generation potential of Lot 204 including a breakdown by warehouse is presented in **Table 8**.

Table 8: Lot 204 Traffic Generation – Combined Light and Heavy Vehicle

LOT 204	GFA (M <sup>2</sup> )	AM PEAK (VEH/HR)	PM PEAK (VEH/HR)	DAILY (VEH/DAY)
Warehouse A <sup>1</sup>	14,241	35	26	376
Warehouse B <sup>1</sup>	5,512	14	10	146
<b>Total</b>	<b>19,753</b>	<b>49</b>	<b>36</b>	<b>522</b>

Note: 1) Determined based on RMS Guide and approved SSD-10436 traffic generation rates

### Traffic Impacts

For comparison and assessment purposes, the traffic generation of Lot 204 submitted and approved under the SSD-10436 is provided against the revised Lot 204 traffic generation for this SSD assessment shown in **Table 9**.

Table 9: Traffic Generation of Approved SSD-10436 vs Proposal SSD-10436 MOD 4

LOT 204	AM PEAK (VEH/HR)	PM PEAK (VEH/HR)	DAILY (VEH/DAY)
Approved SSD-10436	48	36	516
Proposal (SSD-10436 MOD 4)	49	37	522
<i>Difference</i>	<i>+1</i>	<i>+1</i>	<i>+6</i>

The expected traffic generation of the Proposed SSD-10436 MOD 4 is marginally above the approved SSD-10436 traffic generation due to the slight increase in total built GFA. As shown in the table above, the difference ranges in the order of 1 more vehicular trips during the peak hour periods when compared to the approved trip generation threshold.

Based on the minimal increases over the thresholds, the Proposed SSD is not expected to result in material impact on the performance of the surrounding road network which is consistent with the previous studies. For this reason, the Proposal SSD does not warrant any additional traffic modelling or assessment and any additional infrastructure upgrades beyond that already constructed and planned for in the locality.

### Design

Design of the access and internal hardstand area for Lot 204 has been modified in comparison to the approved SSD-10436, including an entry only and exit only access for Warehouse A, and one entry/exit for Warehouse B. A detailed design review including swept path analysis for the largest size truck (26.0m B-Doubles) have been undertaken and annexed in **Attachment B**.

Below **Figure 2** shows the proposed vehicular access strategy for the proposed warehouses A and B:

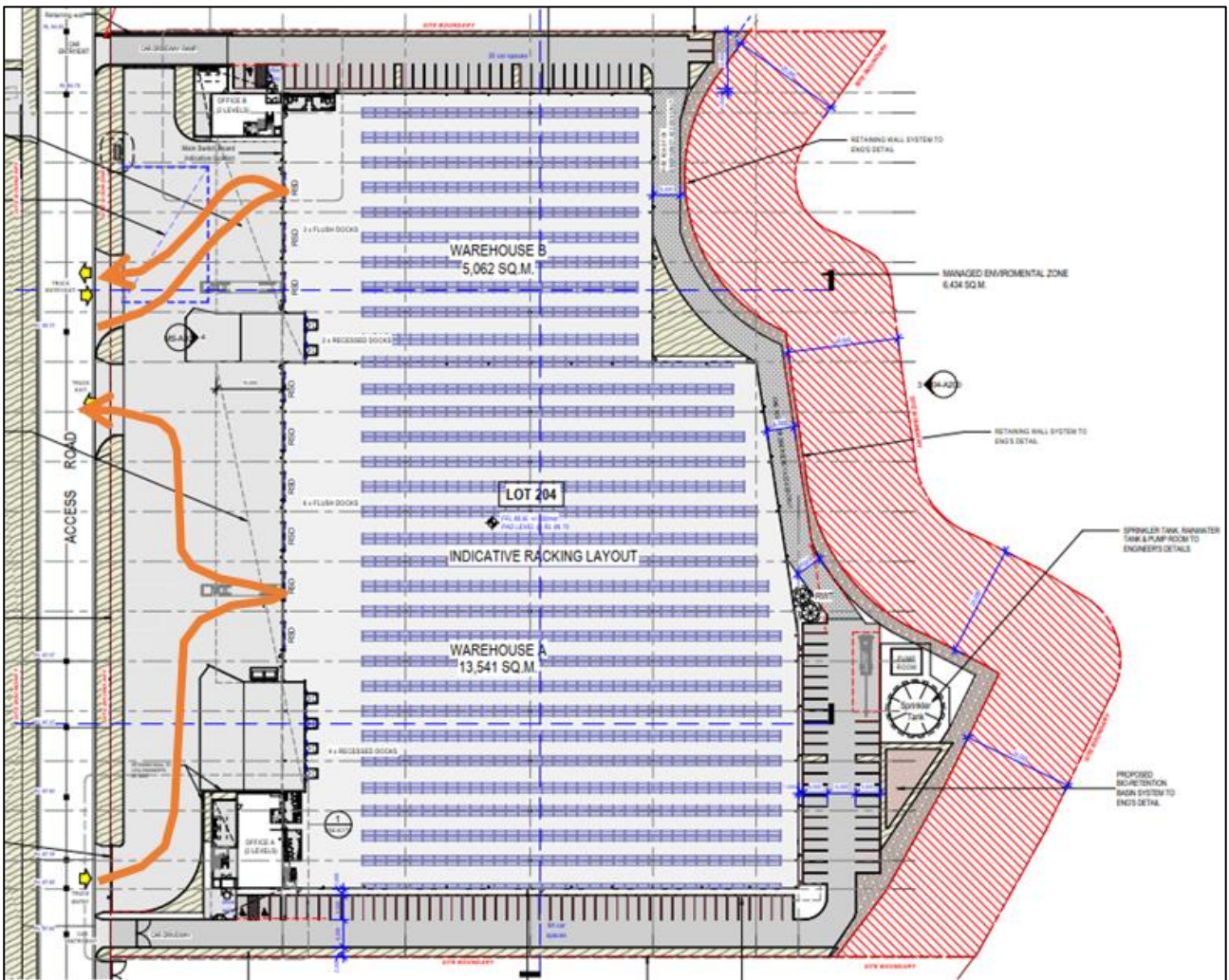


Figure 2: Proposed vehicular access strategy

In summary, the site access, car park and loading areas (and access thereto) have been generally designed to comply with the following relevant Australian Standards – Subject to the design commentary annexed in Attachment B:

- AS2890.1:2002 for car parking areas;
- AS2890.2:2018 for commercial vehicle loading areas;
- AS2890.3:2020 for bicycle parking; and
- AS2890.6:2009 for accessible (disabled) parking.

It is expected that any detailed construction drawings in relation to any modified areas of the car park or site access would comply with these Australian Standards.

It is acknowledged that the MOD 4 proposes to increase the number of access points along Johnston Crescent from the previously approved 2 access crossovers to a total of 5. However, it is noted that the location of the proposed access crossovers has been reviewed against relevant Australian Standards and found to be compliant with key element of AS design guides. Furthermore, the traffic associated with the proposed access crossovers are quite minimal when distributed across 5 access points which is unlikely to create any material traffic issues.

## Summary

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In summary, the key findings of the Transport Statement are as follows:

- The Parking and Traffic matters of the Proposal at Lot 204 (formerly approved as Lot 203) ESR Horsley Logistics Park (comprising of Warehouses A and B) will generally be consistent to what was approved under the approved SSD-10436 Masterplan.
- Having regard for the parking impacts, our review demonstrates that the modifications are compliant with the parking requirement controls outlined in the issued Conditions of Consent.
- From a traffic generation standpoint, the Proposal SSD-10436 MOD 4 is expected to yield slightly more trips than the approved traffic estimation under original SSD-10436 Masterplan Approval.
- Notwithstanding, given the minor increase in traffic (1 veh/h during the peak hours), this is not expected to result in material impacts to the surrounding road network.
- Moreover, design of the access and internal hardstand area for Lot 204 has been modified in comparison to the approved SSD-10436. A detailed design review including swept path analysis for the largest size truck (26.0m B-Doubles) have been undertaken demonstrating compliance with AS2890.2:2018. Reference shall be made to the design commentary annexed in **Attachment B**.

Therefore, on the basis of the above, the MOD 4 Proposal is considered supportable on Traffic Engineering and Transport Planning grounds.

Should you have any questions or should you wish to discuss the application further, please contact the undersigned or Dr. Ali Rasouli from our office.

Yours sincerely,



**Osama Hashmi**

*Traffic Engineer*

E [osama.hashmi@asongroup.com.au](mailto:osama.hashmi@asongroup.com.au)

**Attachment A**  
**MOD 4 Site Plan**

**DEVELOPMENT SUMMARY (LOT 204)**

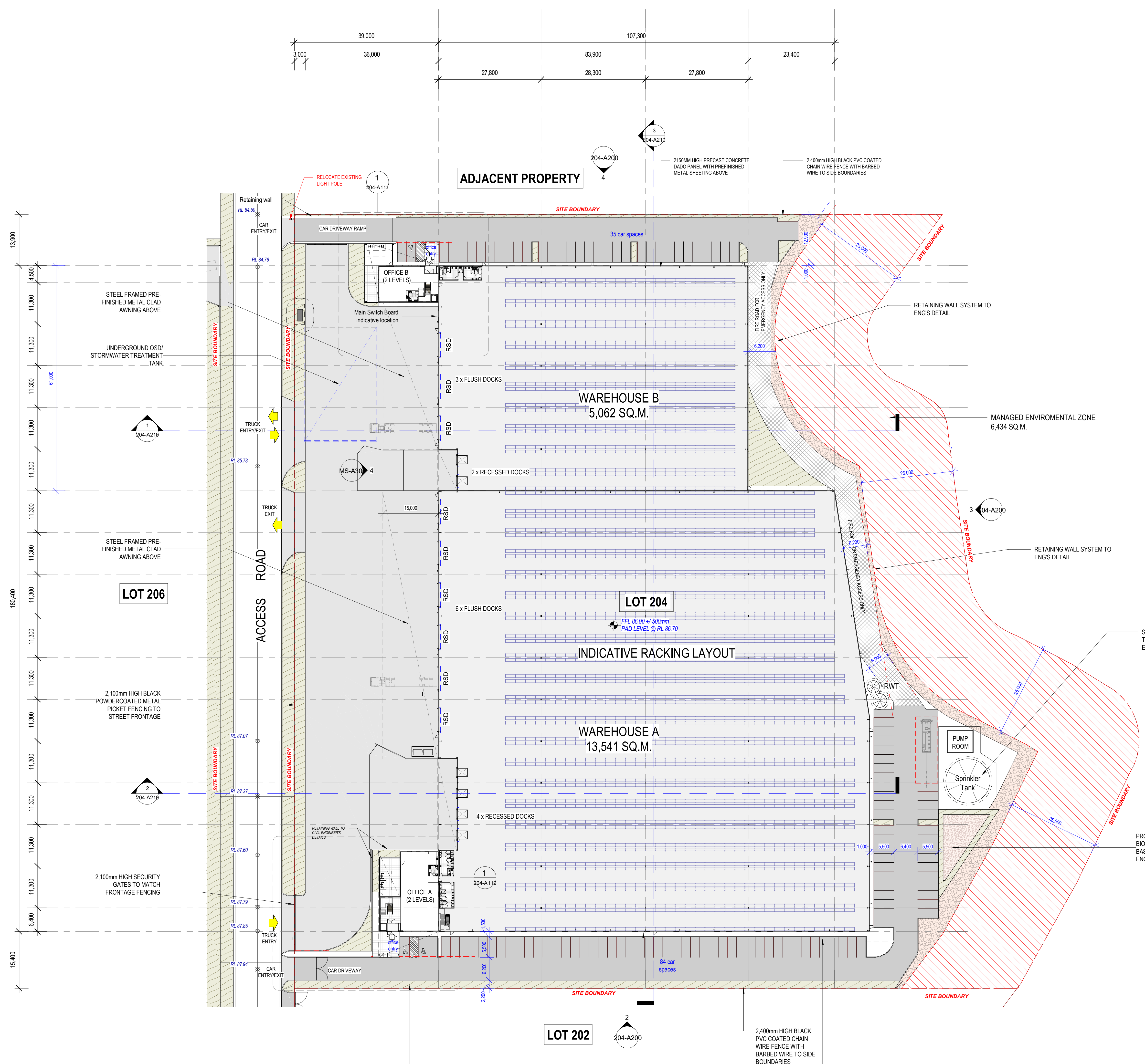
SITE AREA (LOT 204) (Approx.)	40,272 sqm
OVERALL BUILDING AREA	19,753 sqm
EFFICIENCY	48.9 %
WAREHOUSE A	13,541 sqm
OFFICE A (2 LEVELS)	700 sqm
TOTAL BUILDING AREA	14,241 sqm
AWNING (SM)	122 sqm
AWNING (15M)	1,088 sqm
CARPARKING PROVIDED	84 spaces
WAREHOUSE B	5,062 sqm
OFFICE B (2 LEVELS)	490 sqm
TOTAL BUILDING AREA	5,512 sqm
AWNING (SM)	55 sqm
AWNING (15M)	515 sqm
CARPARKING PROVIDED	35 spaces
HEAVY DUTY PAVEMENT (H)	6,278 sqm
LIGHT DUTY PAVEMENT (L)	4,185 sqm
TOTAL WAREHOUSE AREA	18,603 sqm
TOTAL OFFICE AREA	1,150 sqm
CAR PARKING REQUIRED	90 spaces
WH 1500, OFF 140	
TOTAL CARPARKING PROVIDED	119 spaces

**Parking Schedule (Lot 204A)**

Type	Description	Count
PK-CP1	PK-CP1-5500 x 2500mm - 90 deg	82
PK-CP1	PK-CP1-5500 x 2500mm - (Disable)	2
Grand total		84

**Parking Schedule (Lot 204B)**

Type	Description	Count
PK-CP1	PK-CP1-5500 x 2500mm - 90 deg	34
PK-CP1	PK-CP1-5500 x 2500mm - (Disable)	1
Grand total		35



**1 Site Facilities Plan (Lot 204)**  
204-A200 1:500 @B1

11/11/2021 1:52:35 PM BM 300/327/335 Burley Road, LV 3 Burley Rd Lot 204



PROJECT: ESR HORSLEY LOGISTIC PARK  
 ADDRESS: 327-335 BURLEY ROAD, HORSLEY PARK NSW  
 PROJECT NUMBER: 200226

Rev	Description	Date
P2	Warehouse B eastern wall shifted to allow widening of fire road to 6.2m.	07.09.21
P3	Lot 204 drawings update to reflect new layout.	14.09.21
P4	Masterplan Update to reflect revised Lot 204 layout. Kerbs updated, Office A and B revised	15.10.21
P5	Office A & B footprint and amenities layout revised	21.10.21
P6	Office B stair and WH amenities updates	22.10.21
P7	Lot 204 Revised floor plans and elevations to suite new office facade design	02.11.21

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**HL Architects Pty Ltd A.C.N. 161 638 320**  
 nominated architect: Koi Hong LAU  
 (Reg No. NS14 #1559, OLD ROAD, TAS #1101)  
 admin@hlarchitects.com.au  
 t 02 9166 9942  
 m 0424 160 365  
 www.hlarchitects.com.au  
 Suite S3, 9 George St, North Strathfield NSW 2137

**hl architects**

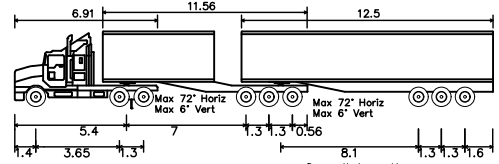
DRAWING TITLE: **LOT 204 SITE & FACILITY PLAN**

DRAWING NUMBER: **200226 - DA - 204-A100**

DATE: **P7**

**Attachment B**  
**Design Review & Swept Path Analysis**

26M B-DOUBLE (Austroads 2006)

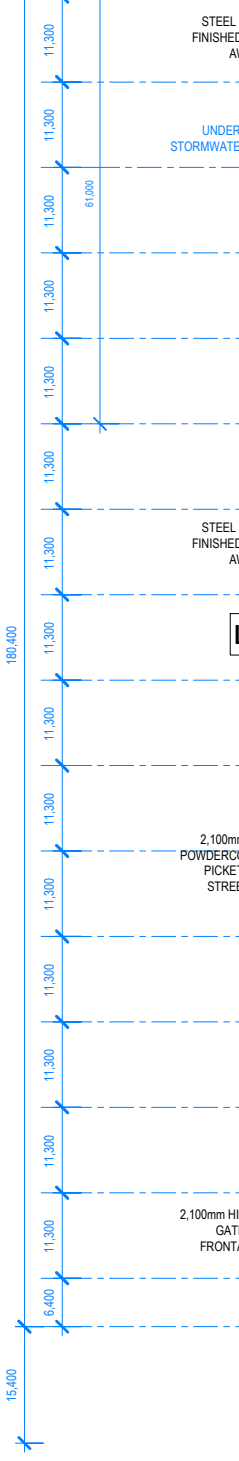


Overall Length 26.000m  
 Overall Width 4.500m  
 Overall Body Height 4.340m  
 Min Body Ground Clearance 0.540m  
 Track Width 2.500m  
 Lock to Lock Time 6.00 sec  
 Curb to Curb Turning Radius 15.000m

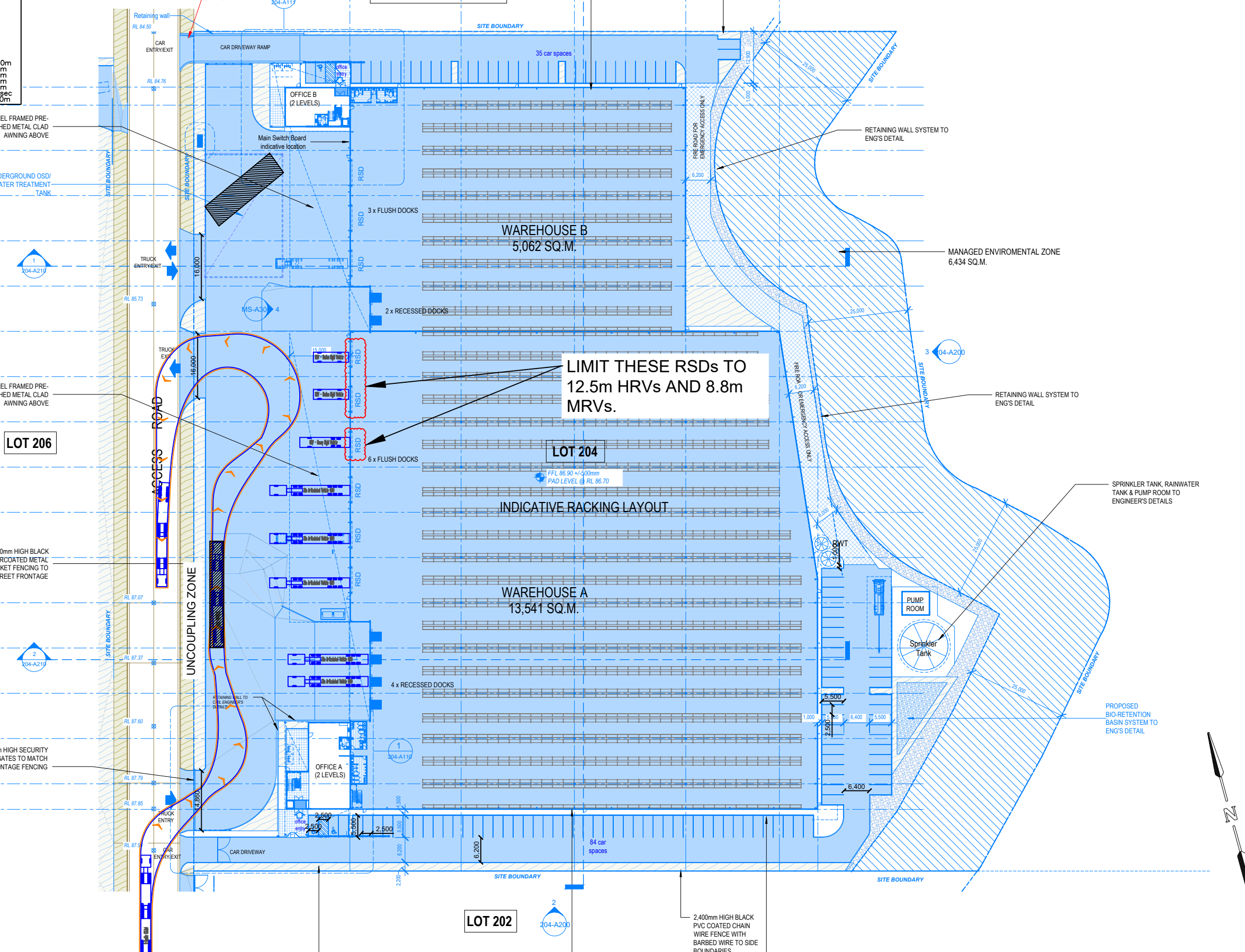
VEHICLE ENVELOPE

300mm CLEARANCE

Overall Length 26.000m  
 Overall Width 4.500m  
 Overall Body Height 4.340m  
 Min Body Ground Clearance 0.540m  
 Track Width 2.500m  
 Lock to Lock Time 6.00 sec  
 Curb to Curb Turning Radius 15.000m



ADJACENT PROPERTY



LIMIT THESE RSDs TO 12.5m HRVs AND 8.8m MRVs.

INDICATIVE RACKING LAYOUT

**GENERAL NOTES**

This drawing is provided for information purposes only and should not be used for construction.  
 Base Plan prepared by HL Architects, recieved 02.11.2021.  
 Swept path assessments completed at 10 km/h and 300mm clearance.

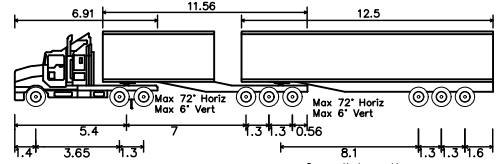
DESIGNED Osama Hashmi	PAPER SIZE A3	CLIENT ESR AUSTRALIA
APPROVED BY A. RASOULI	DATE 25.08.2021	PROJECT 1839
SCALE 1:1000	NTS	LOT 204, HORSLEY PARK

DOCUMENT INFORMATION	
DESIGN ASSESSMENT	
SWEPT PATH ASSESSMENT	
FILE NAME AG1839-03-v03.dwg	SHEET AG01

**asongroup**

Suite 17.02, Level 17, 1 Castlereagh St  
 Sydney NSW 2000  
 info@asongroup.com.au

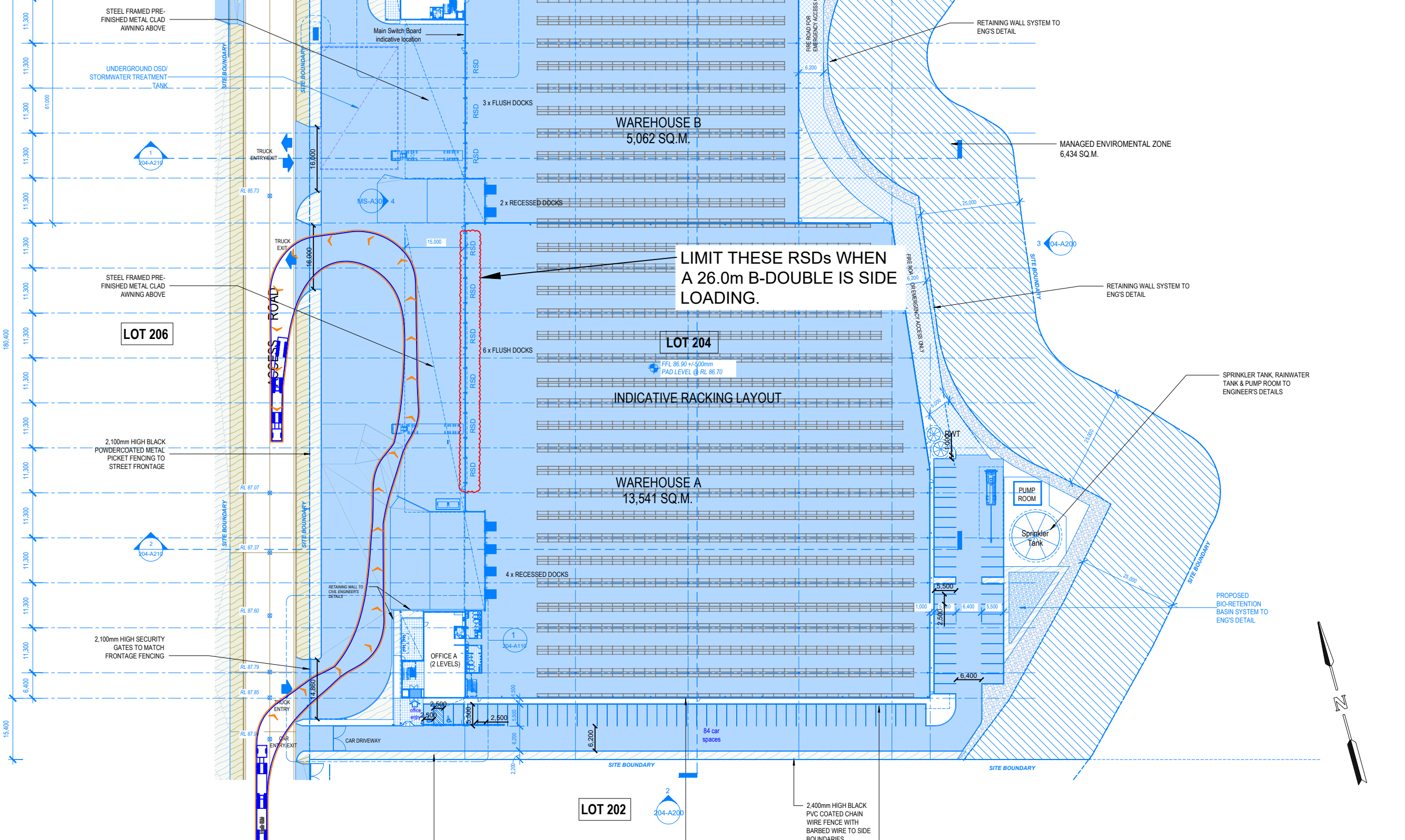
26M B-DOUBLE (Austroads 2006)



VEHICLE ENVELOPE

300mm CLEARANCE

Overall Length 26.000m  
 Overall Width 4.500m  
 Overall Body Height 4.340m  
 Min Body Ground Clearance 0.300m  
 Track Width 2.500m  
 Lock to Lock Time 6.00 sec  
 Curb to Curb Turning Radius 15.000m



LIMIT THESE RSDs WHEN A 26.0m B-DOUBLE IS SIDE LOADING.

LOT 206

LOT 204

LOT 202

**GENERAL NOTES**

This drawing is provided for information purposes only and should not be used for construction.  
 Base Plan prepared by HL Architects, received 02.11.2021.  
 Swept path assessments completed at 10 km/h and 300mm clearance.

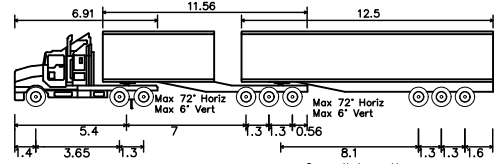
DESIGNED Osama Hashmi	PAPER SIZE A3	CLIENT ESR AUSTRALIA
APPROVED BY A. RASOULI	DATE 25.08.2021	PROJECT 1839
SCALE 1:1000	NTS	LOT 204, HORSLEY PARK

<b>DOCUMENT INFORMATION</b>	
DESIGN ASSESSMENT	
SWEPT PATH ASSESSMENT	
FILE NAME AG1839-03-v03.dwg	SHEET AG02

**asongroup**

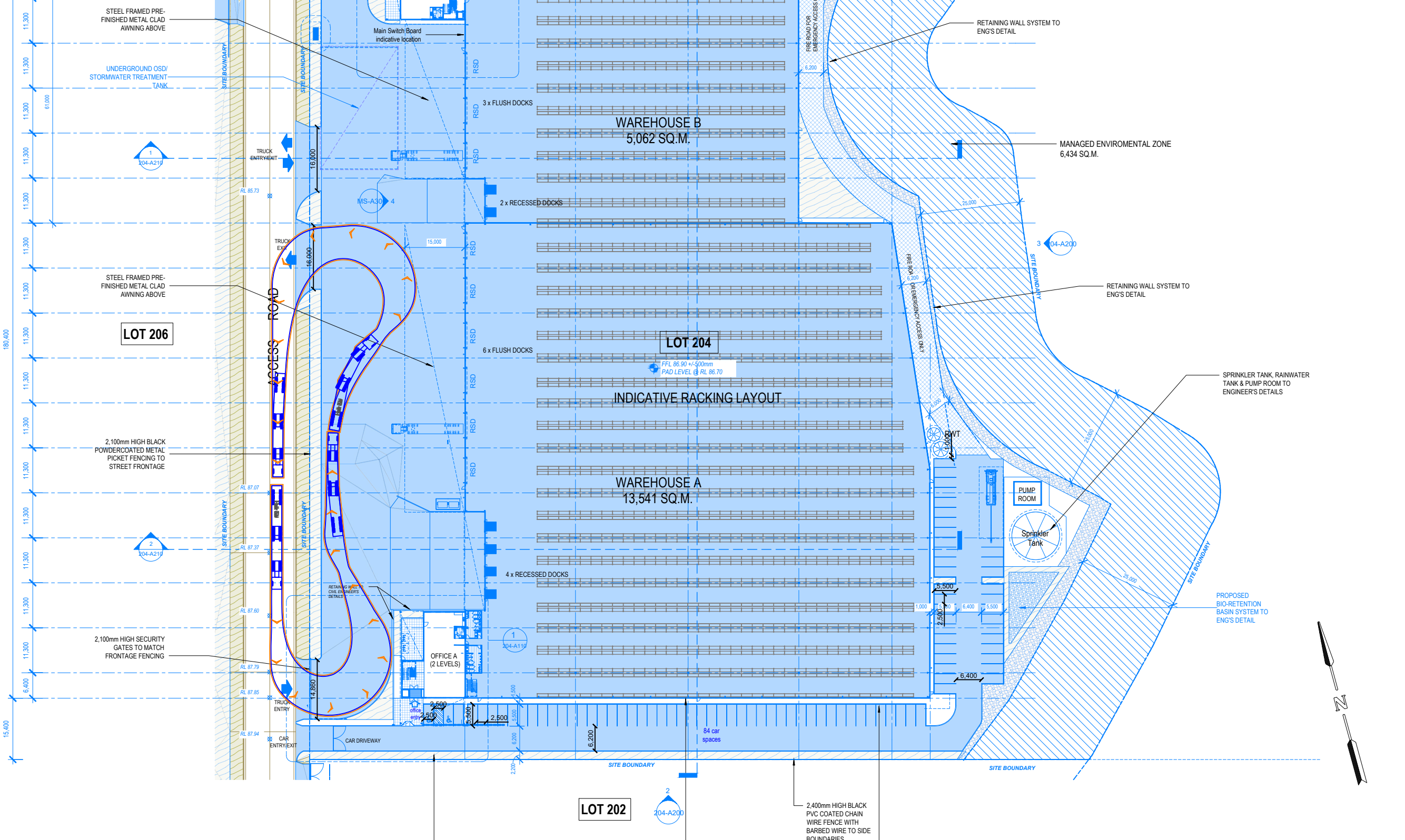
Suite 17.02, Level 17, 1 Castlereagh St  
 Sydney NSW 2000  
 info@asongroup.com.au

26M B-DOUBLE (Austroads 2006)



**VEHICLE ENVELOPE**  
 300mm CLEARANCE

Overall Length 26.000m  
 Overall Width 2.500m  
 Overall Body Height 4.340m  
 Min Body Ground Clearance 0.340m  
 Track Width 2.500m  
 Lock to Lock Time 6.00 sec  
 Curb to Curb Turning Radius 15.000m



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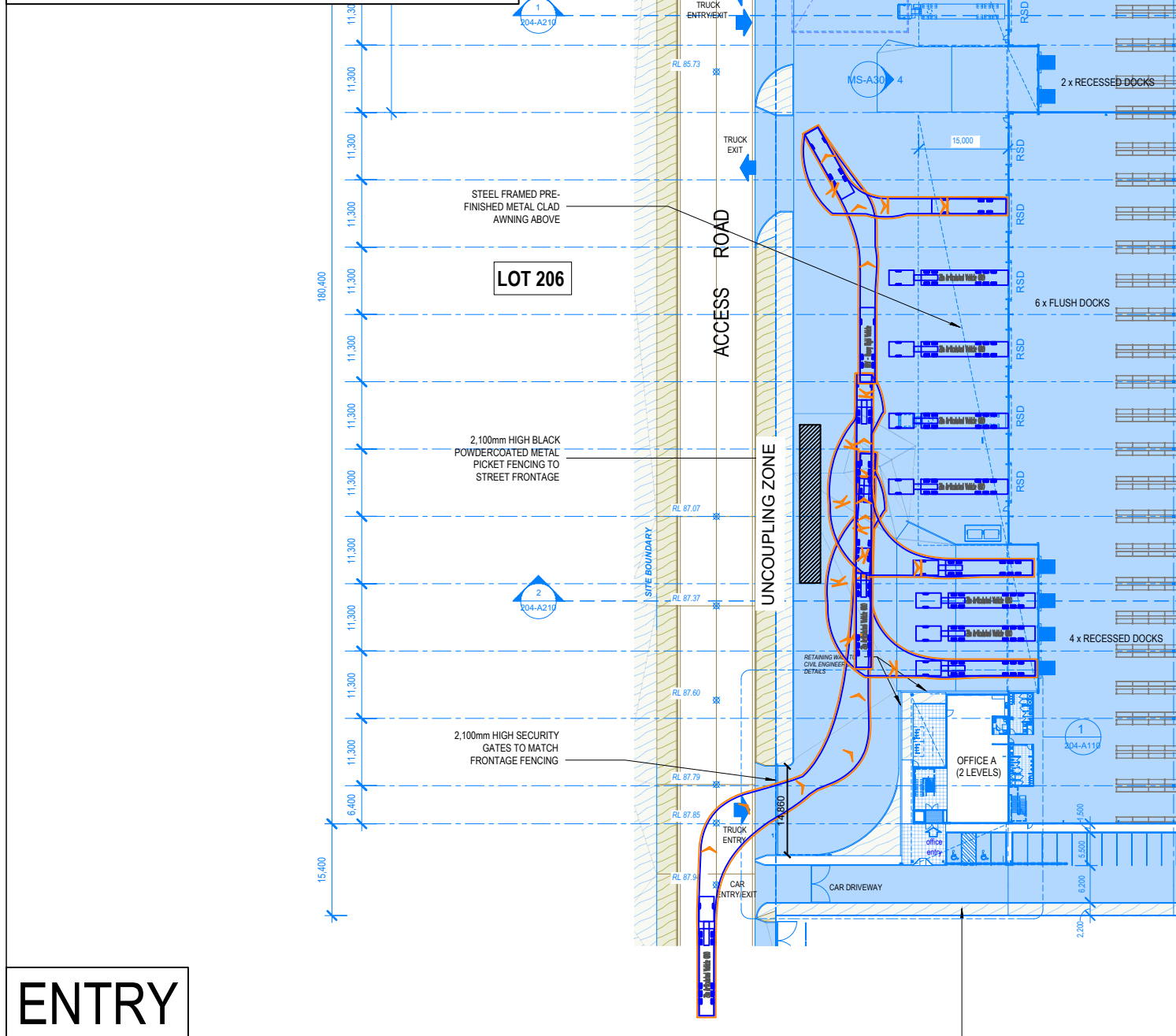
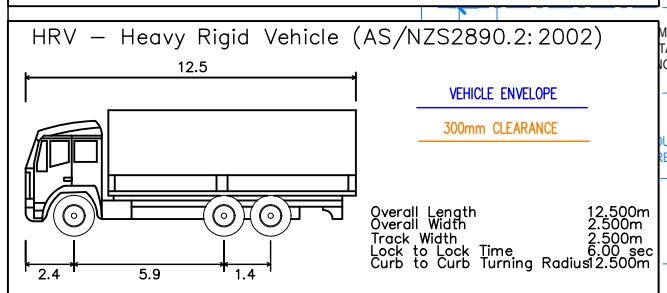
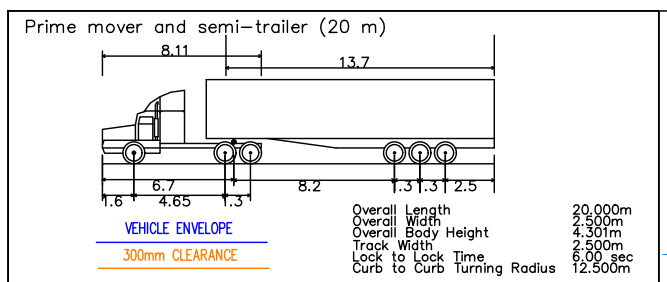
DESIGNED Osama Hashmi	PAPER SIZE A3	CLIENT ESR AUSTRALIA
APPROVED BY A. RASOULI	DATE 25.08.2021	PROJECT 1839
SCALE 1:1000	NTS	LOT 204, HORSLEY PARK

DOCUMENT INFORMATION	
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FILE NAME AG1839-03-v03.dwg	SHEET AG03

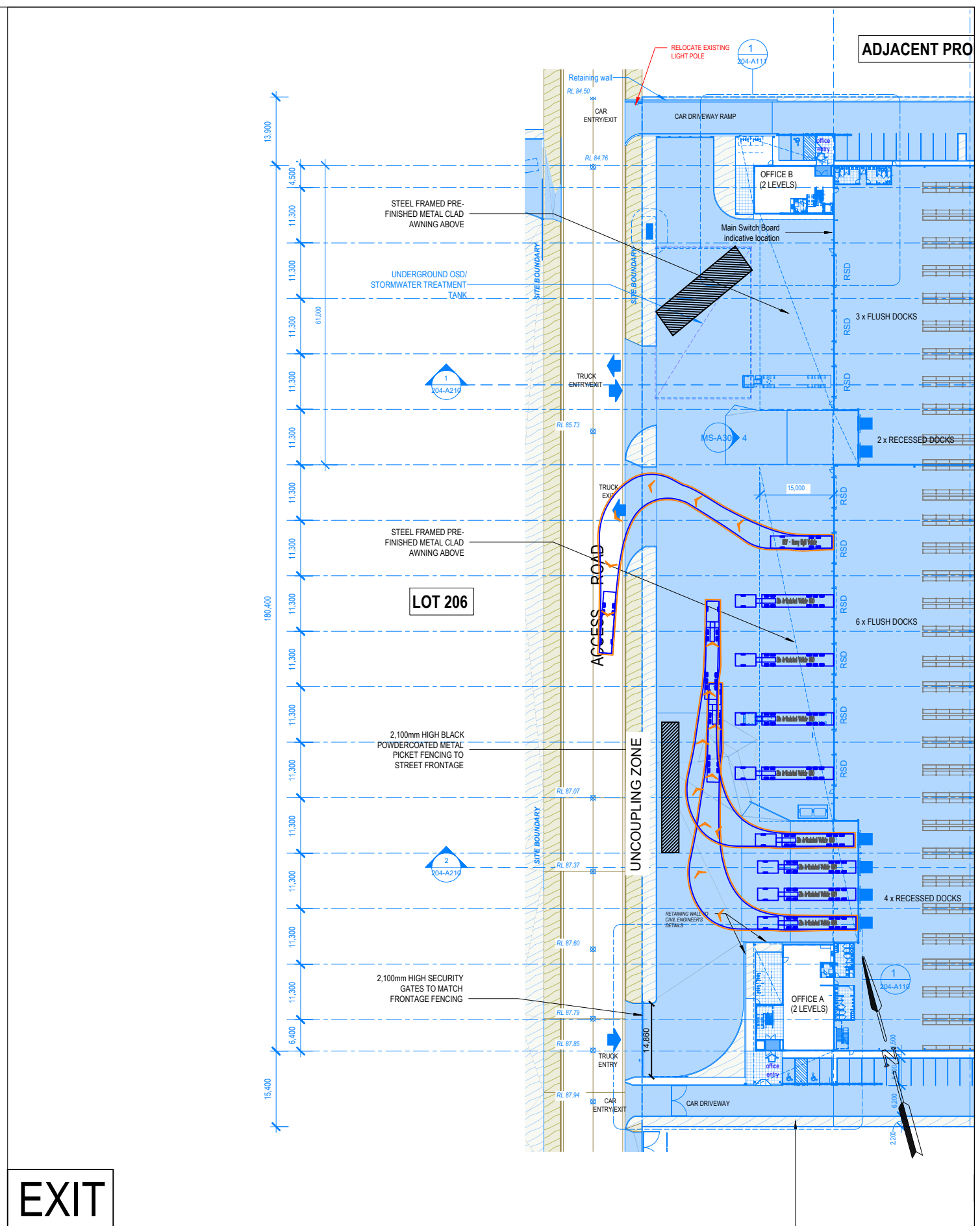
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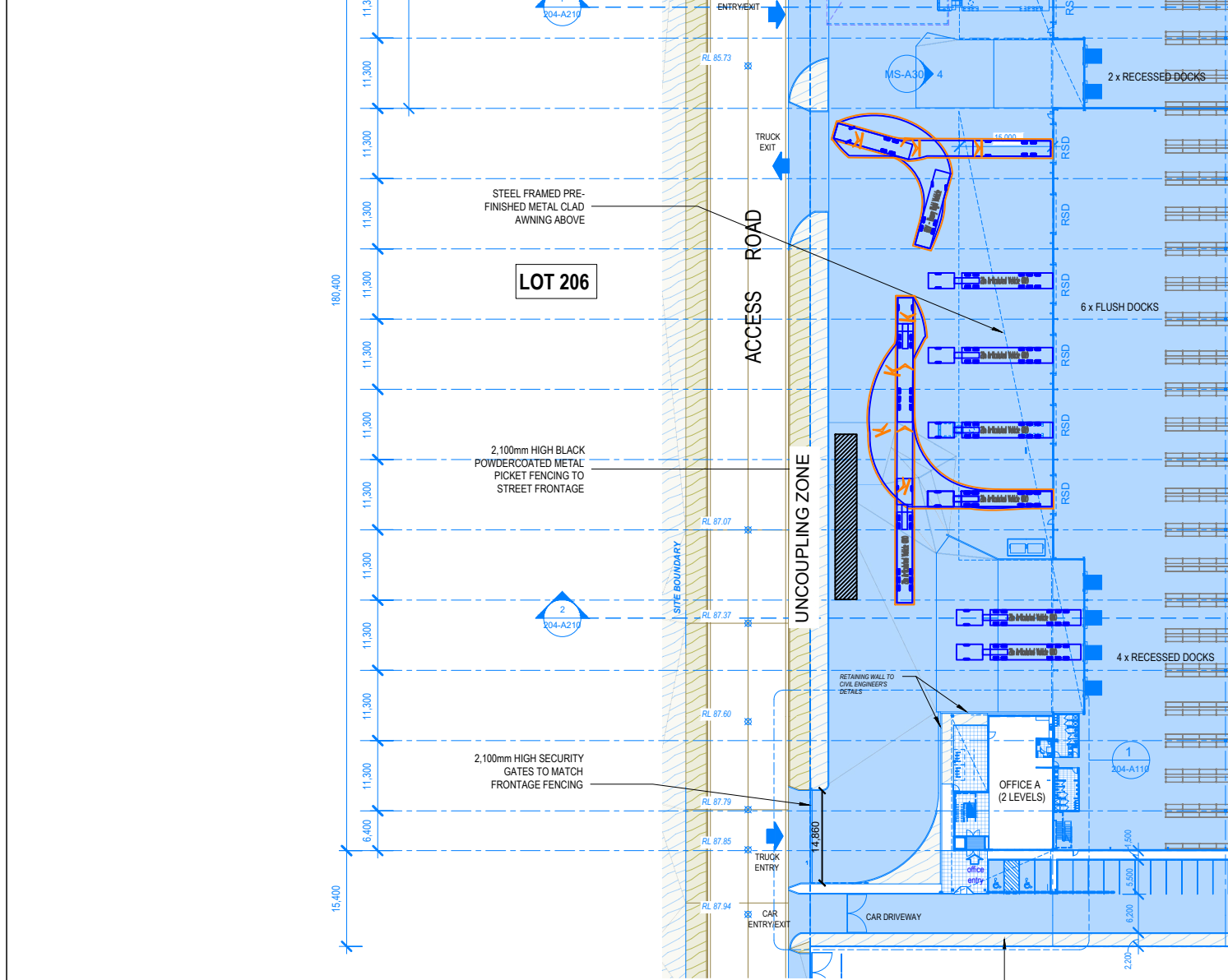
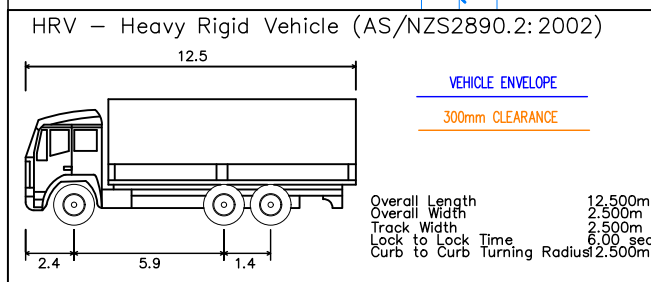
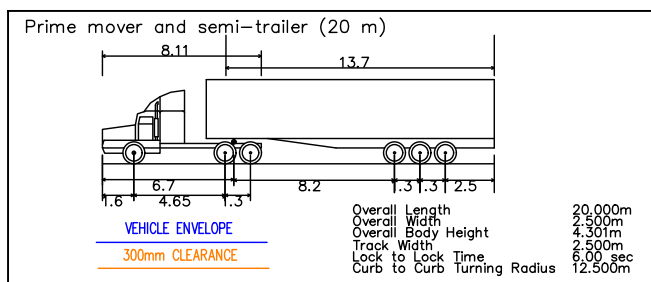
DESIGNED Osama Hashmi	PAPER SIZE A3
APPROVED BY A. RASOULI	DATE 25.08.2021
SCALE 1:1000	NTS

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PROJECT 1839
LOT 204, HORSLEY PARK

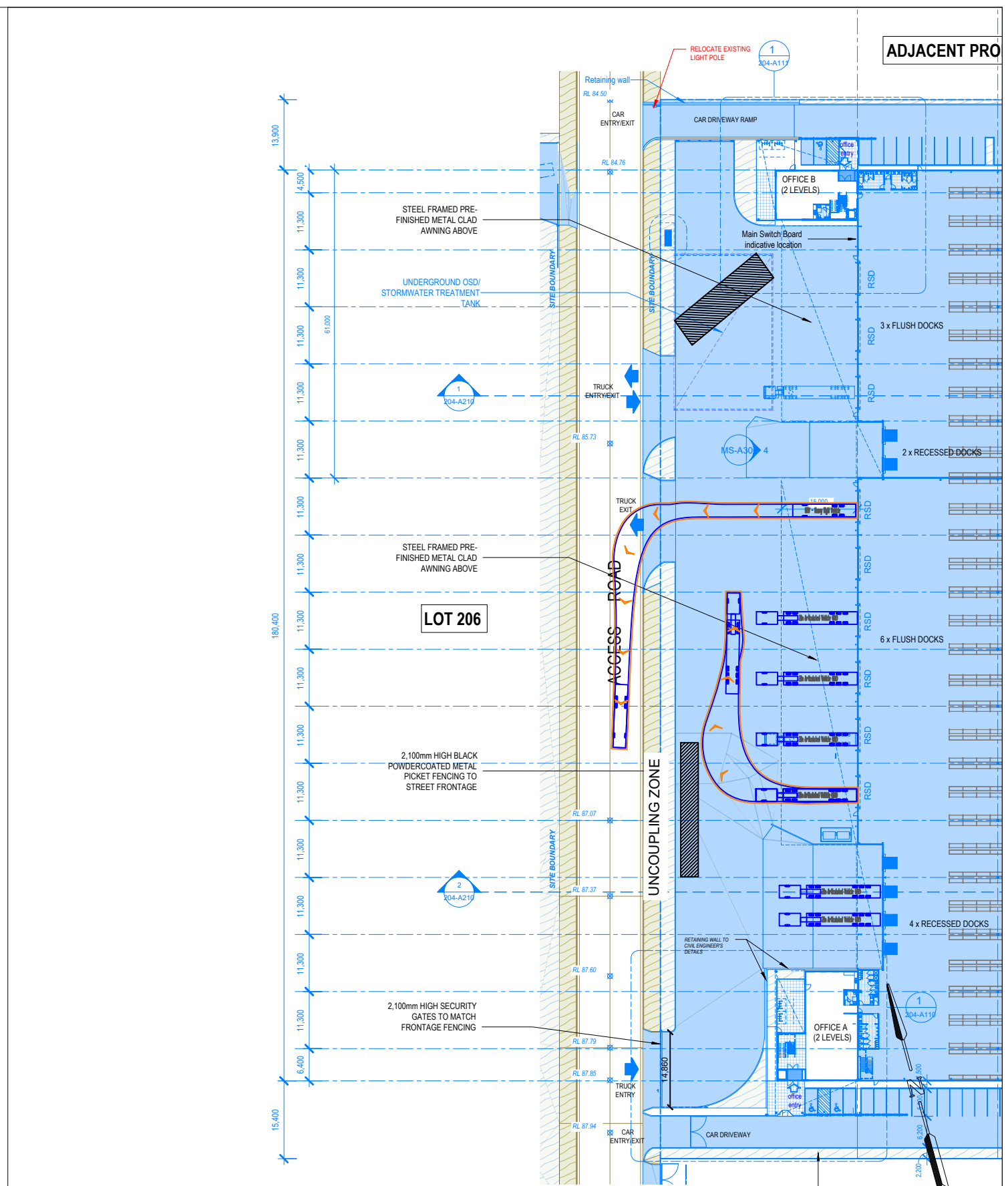
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FILE NAME AG1839-03-v03.dwg	SHEET AG04

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APPROVED BY A. RASOULI	DATE 25.08.2021	PROJECT 1839
SCALE 1:1000	NTS	LOT 204, HORSLEY PARK

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APPROVED BY A. RASOULI	DATE 25.08.2021	PROJECT 1839
SCALE 1:1000	NTS	LOT 204, HORSLEY PARK

**DOCUMENT INFORMATION**

DESIGN ASSESSMENT

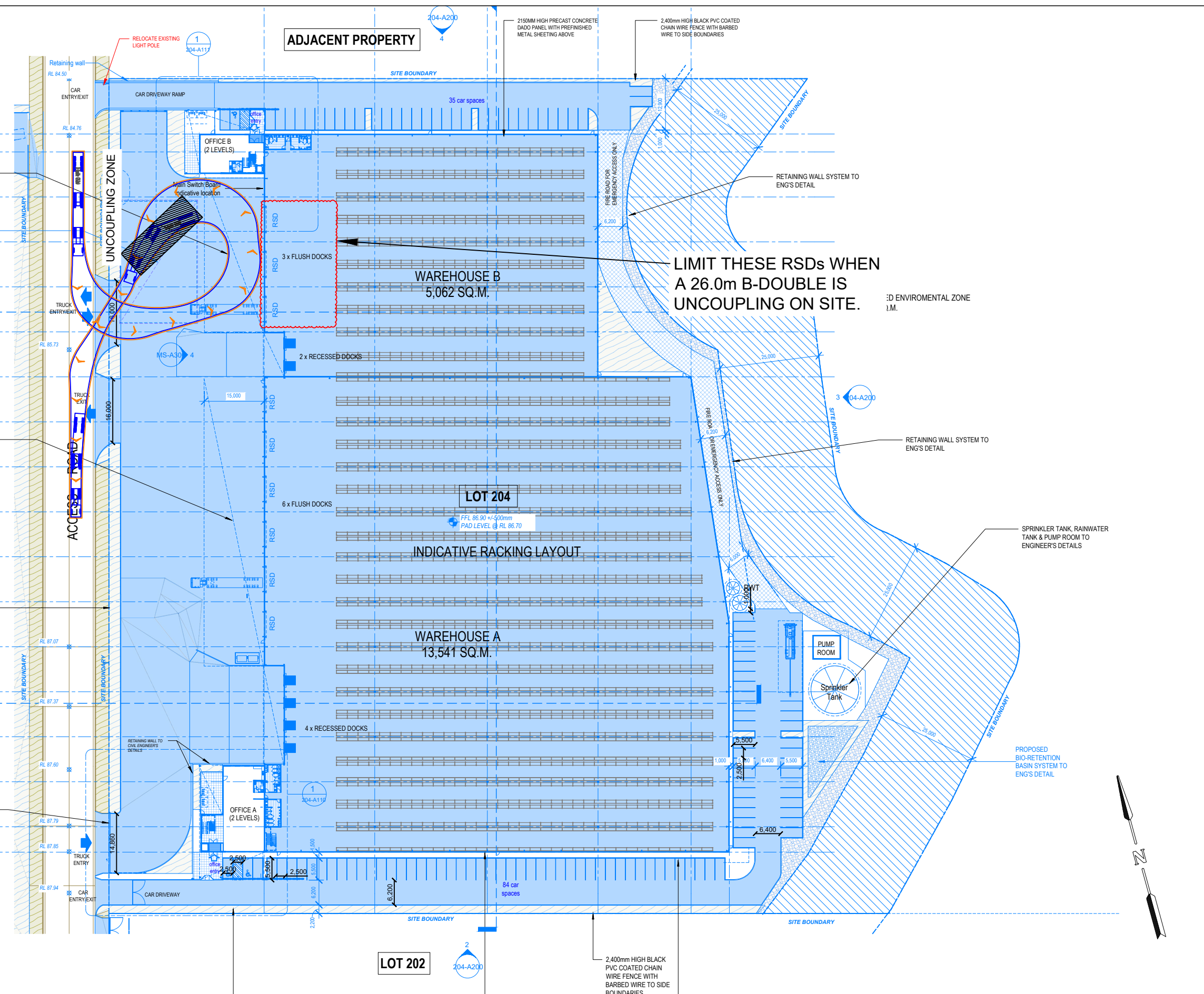
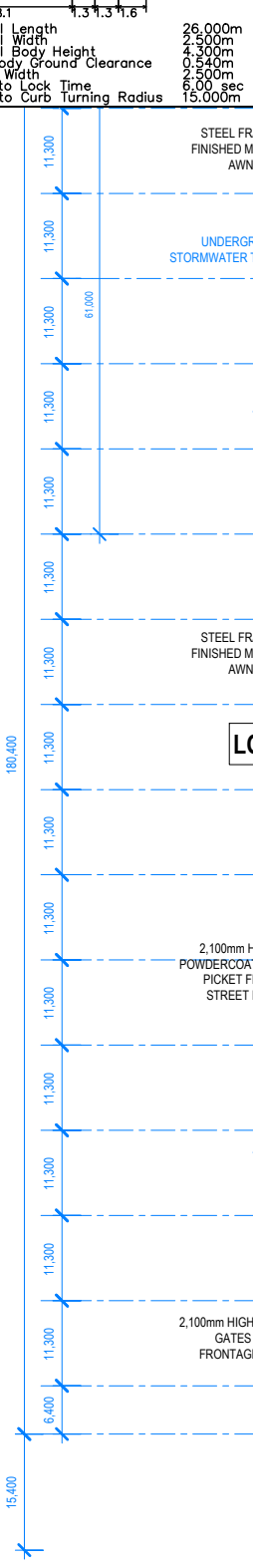
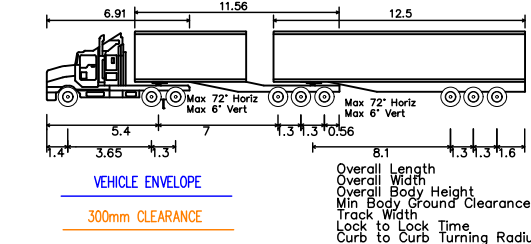
SWEPT PATH ASSESSMENT

FILE NAME AG1839-03-v03.dwg	SHEET AG05
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26M B-DOUBLE (Austroads 2006)



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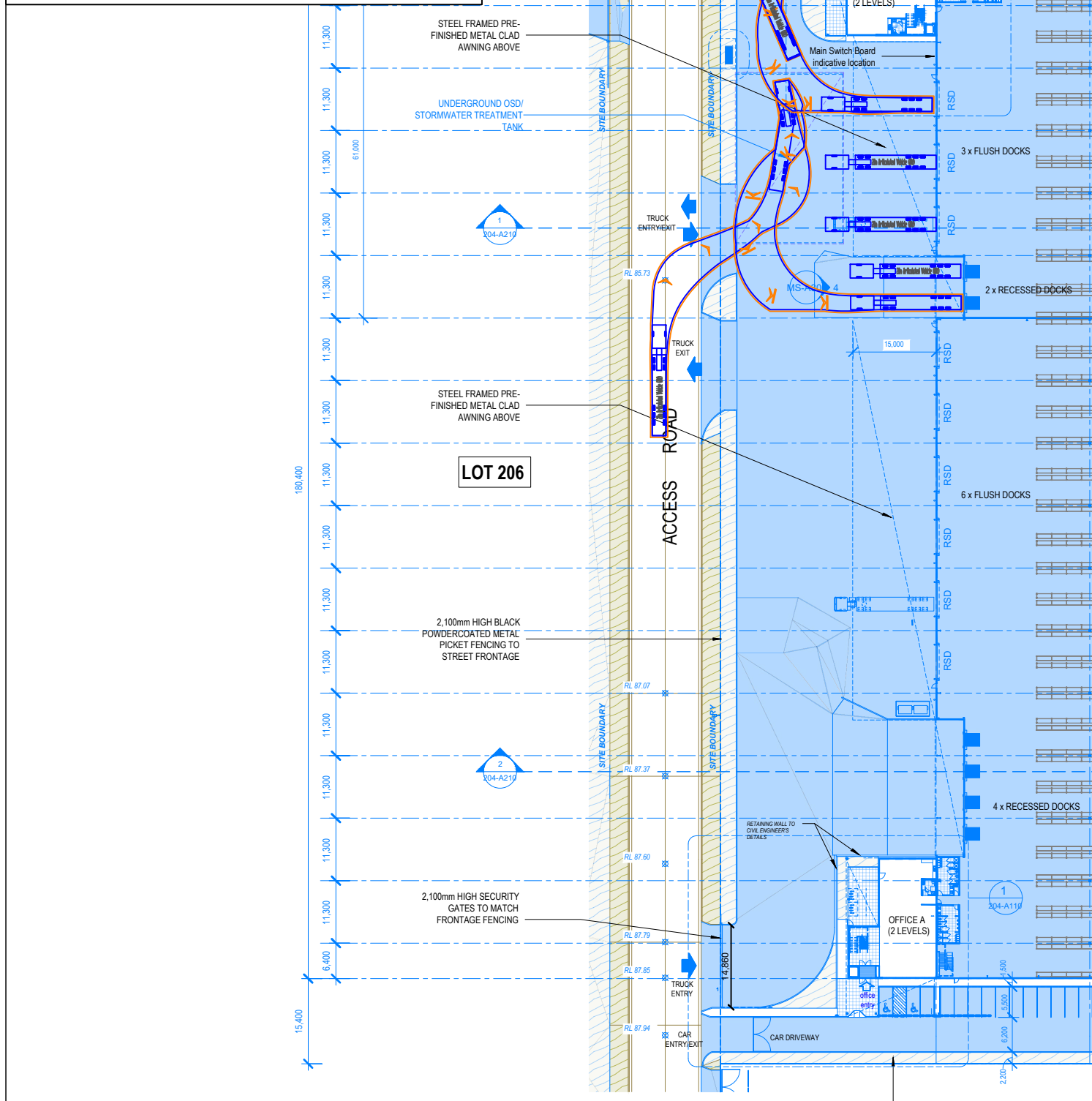
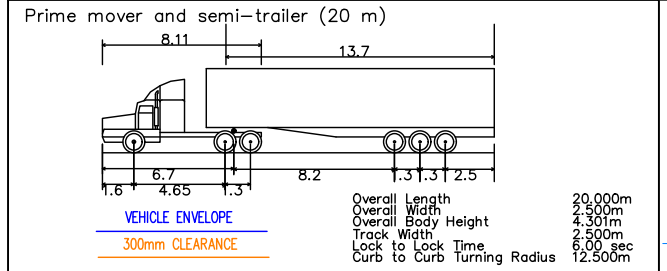
DESIGNED Osama Hashmi	PAPER SIZE A3	CLIENT ESR AUSTRALIA
APPROVED BY A. RASOULI	DATE 25.08.2021	PROJECT 1839
SCALE 1:1000	NTS	LOT 204, HORSLEY PARK

DOCUMENT INFORMATION
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FILE NAME AG1839-03-v03.dwg
SHEET AG07

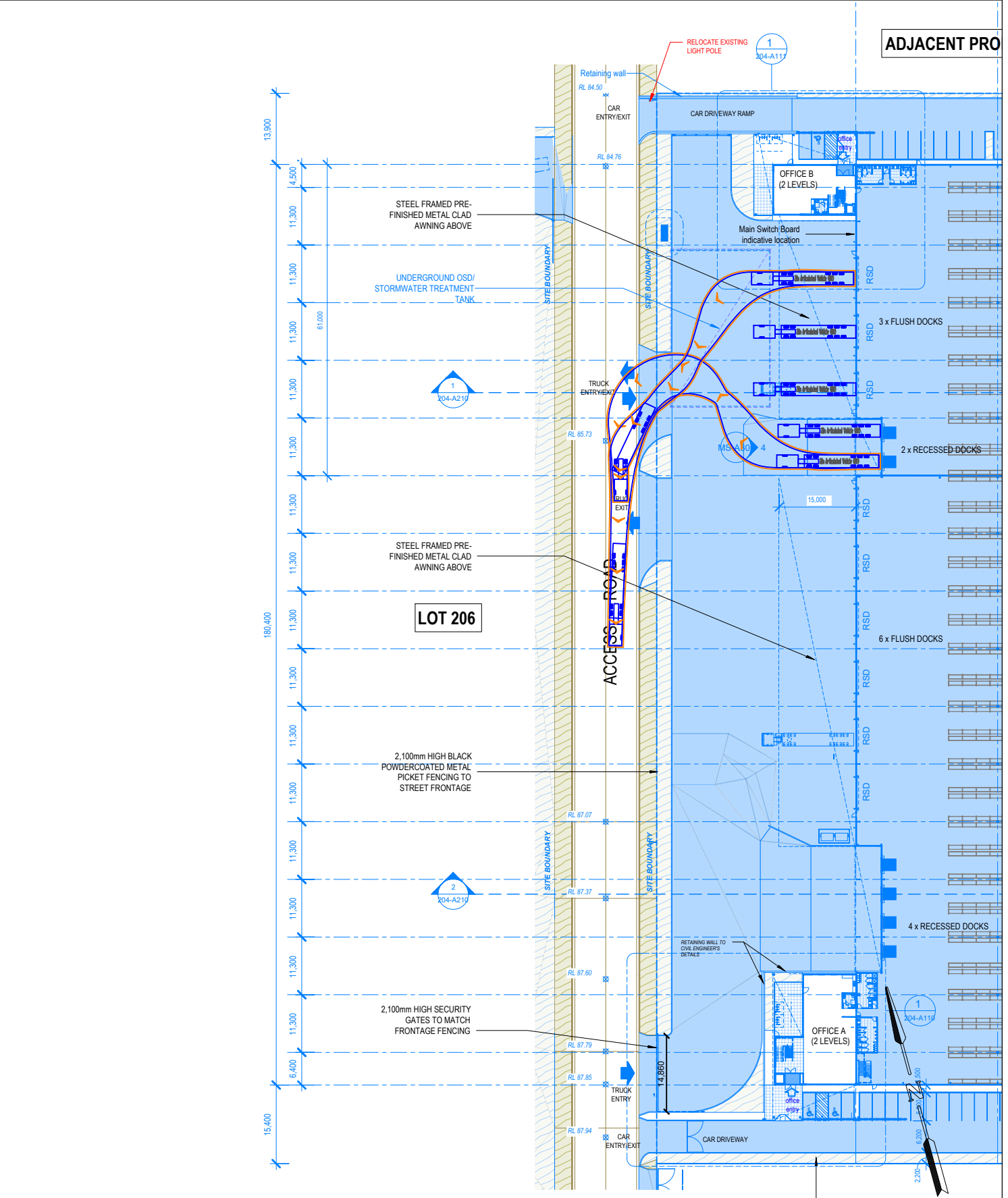
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APPROVED BY A. RASOULI	DATE 25.08.2021
SCALE 1:1000	NTS

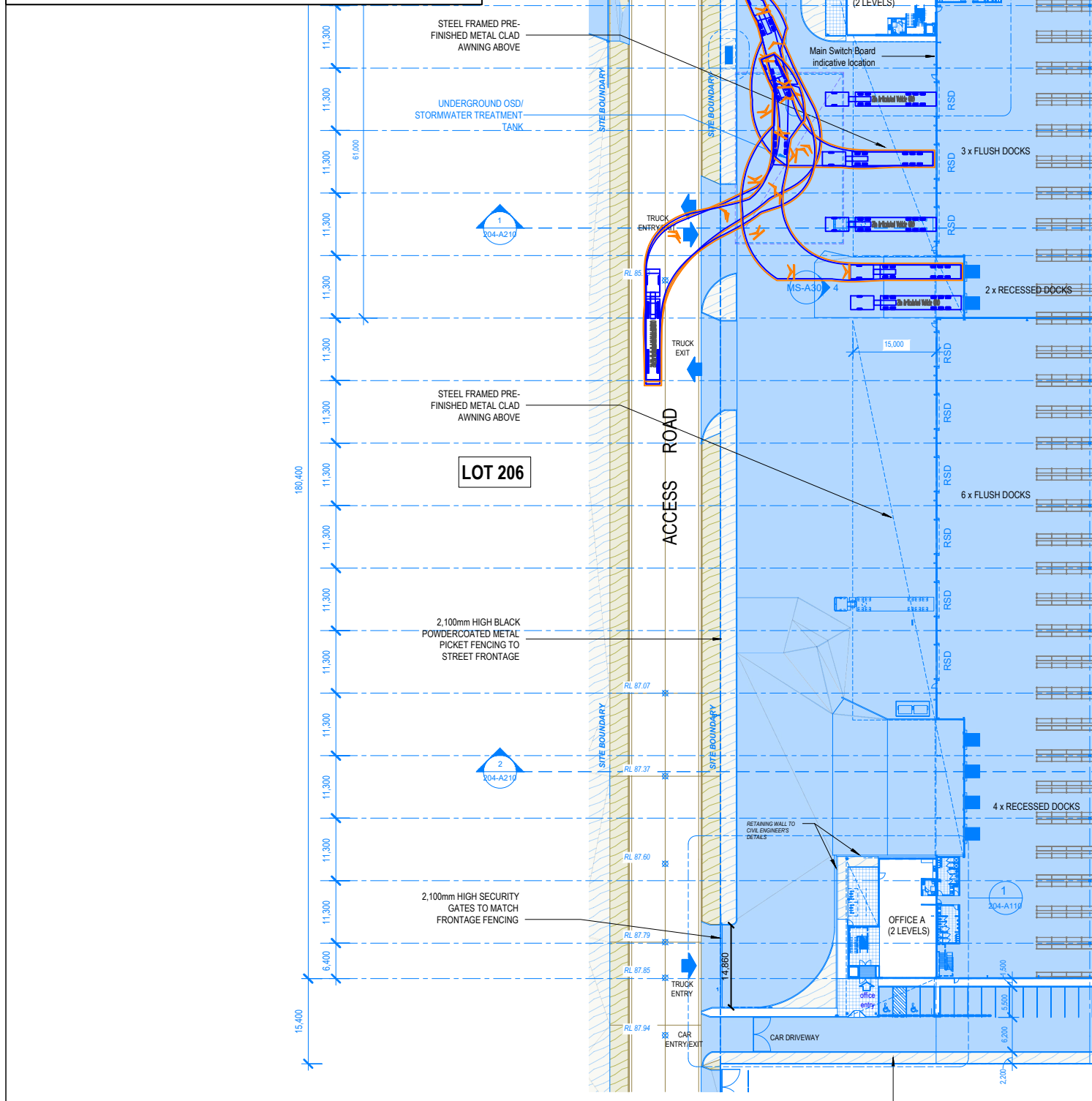
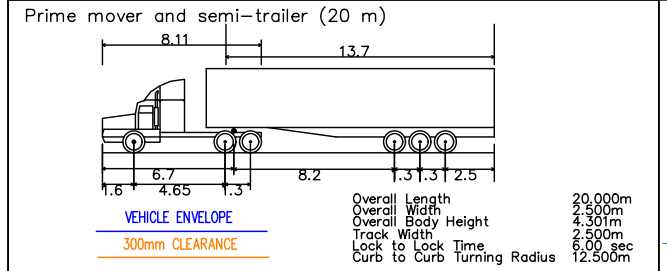
CLIENT ESR AUSTRALIA
PROJECT 1839
LOT 204, HORSLEY PARK

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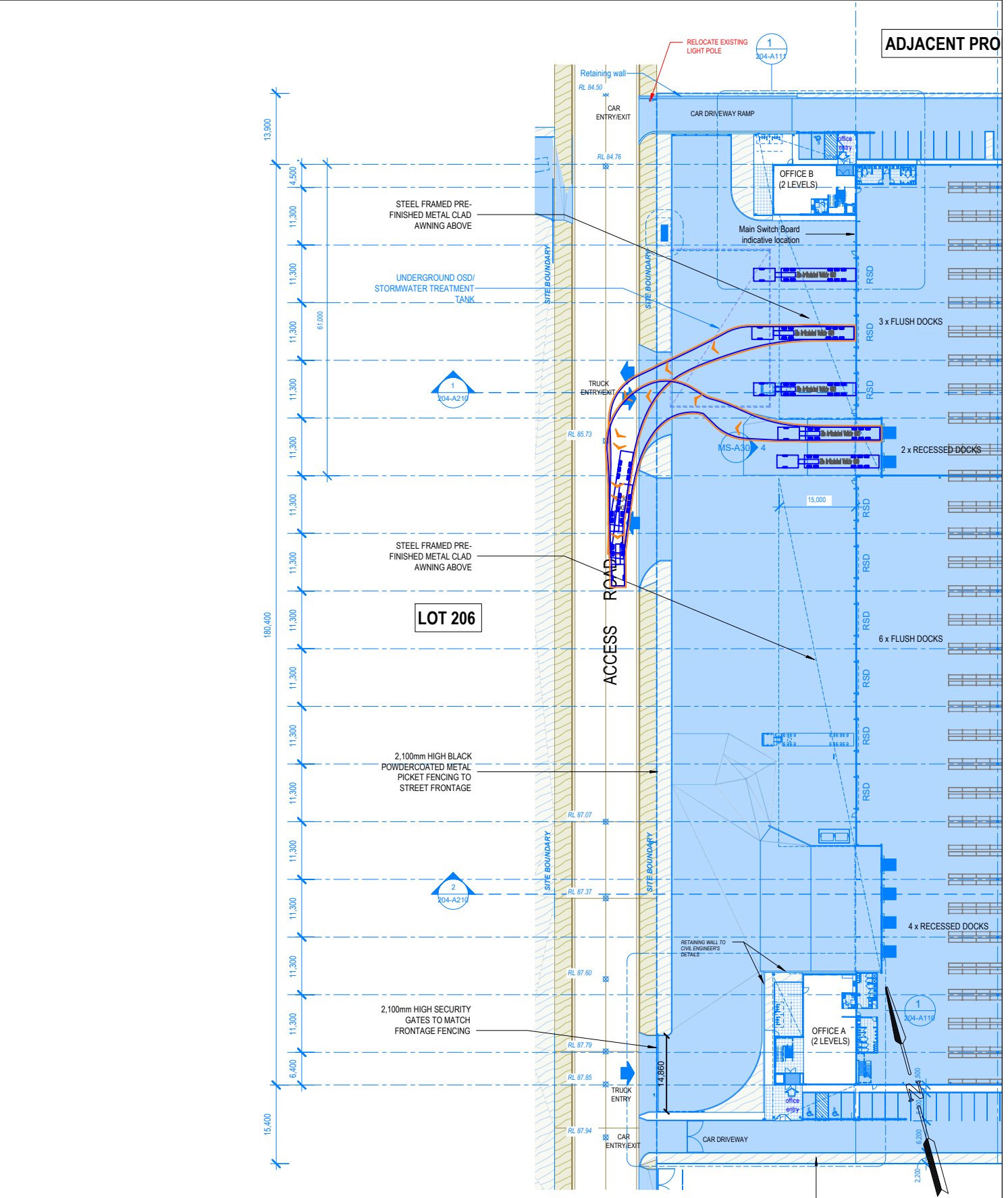
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SCALE 1:1000	NTS

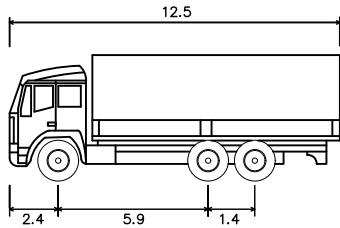
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DOCUMENT INFORMATION	
DESIGN ASSESSMENT	
SWEPT PATH ASSESSMENT	
FILE NAME AG1839-03-v03.dwg	SHEET AG09

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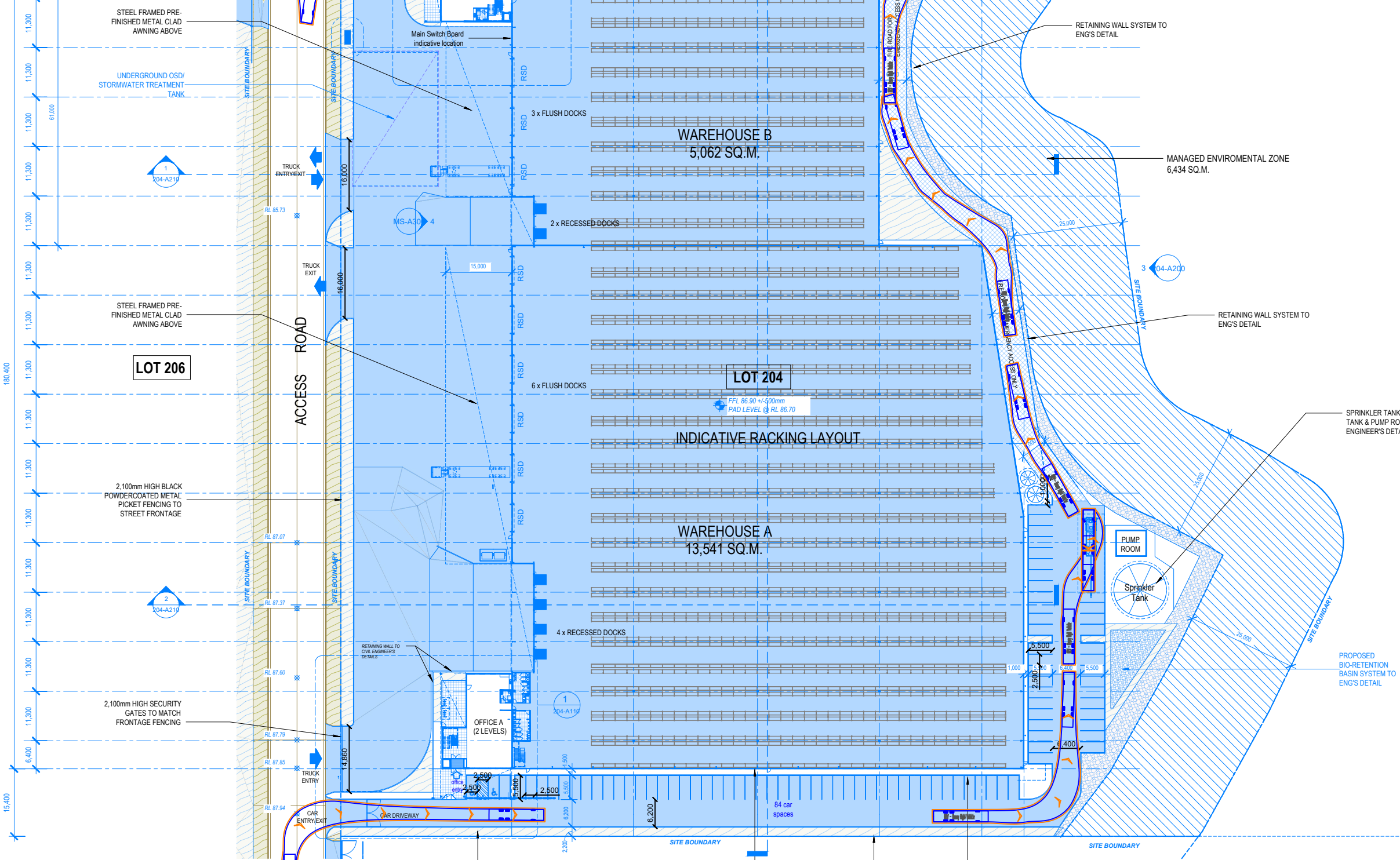
HRV - Heavy Rigid Vehicle (AS/NZS2890.2:2002)



VEHICLE ENVELOPE

300mm CLEARANCE

Overall Length 12.500m  
Overall Width 2.500m  
Track Width 2.500m  
Lock to Lock Time 6.00 sec  
Curb to Curb Turning Radius 2.500m



# COUNTER CLOCKWISE

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SCALE 1:1000	NTS

CLIENT ESR AUSTRALIA
PROJECT 1839 LOT 204, HORSLEY PARK

DOCUMENT INFORMATION	
DESIGN ASSESSMENT	
SWEPT PATH ASSESSMENT	
FILE NAME AG1839-03-v03.dwg	SHEET AG10

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