

17-23 Talavera Road, Macquarie Park
Loading Dock Management Plan

Prepared for:

Macquarie Data Centres Pty Ltd

30 July 2026

The Transport Planning Partnership

17-23 Talavera Road, Macquarie Park Loading Dock Management Plan

Client: Macquarie Data Centres Pty Ltd

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1 Preamble & Proposed Use

This Loading Dock Management Plan (LDMP) has been prepared for the operation of the loading dock facilities at the Macquarie Park Data Centre Campus (MPDCC), 17-23 Talavera Road, Macquarie Park, in response to condition B32 of State Significant Development (SSD) consent SSD-24299707 (Talavera Road Data Centre Campus Expansion), granted by the NSW Independent Planning Commission on 19 January 2024.

Condition B32 specifies:

"Prior to the commencement of operation, the Applicant must prepare a Loading Dock Management Plan (LDMP) for the development. The Plan must:

(a) provide details of:

(b) the on-site service bays and/or loading docks; and

(c) the number and frequency of service vehicle movements during operation; and

(d) outline the measures which would be implemented to ensure service vehicles associated with the development do not adversely impact upon the surrounding road network."

This plan sets out the procedures and governance arrangements needed to manage servicing, deliveries and collections at the MPDCC loading dock facilities, to protect pedestrian and traffic safety on and around the site.

The plan is intended to guide day-to-day operation by Macquarie Data Centres (MDC) and its contractors and service providers.

2 Scope & Application of this Plan

2.1 Scope

This plan applies to all deliveries, waste collections and servicing activities at the MPDCC that are undertaken within the site's loading dock facilities, internal access roads and the immediate Talavera Road access environment. It applies to all MDC staff, customers, contractors, suppliers and drivers who enter or operate within the loading dock areas.

Macquarie Data Centres Pty Ltd is responsible for the ongoing implementation of this Loading Dock Management Plan (LDMP).

Updates to the plan may be made by MDC or its nominated personnel to address changed conditions, operational experience, or compliance requirements set by the Planning Secretary. Any material change to the plan must be documented and communicated to all relevant parties.

2.2 Purpose

The purpose of this LDMP is to provide guidance and outline conditions to be considered for deliveries at MPDCC, and within the site loading dock areas, with the overall objective to ensure safe and efficient movement of vehicles and personnel.

The effective use of the LDMP would contribute to the minimisation of delays, prevention of accidents, and meeting expectations of site security. Ultimately, this would result in reduced costs, higher productivity, and a safer working environment for all on site personnel.

This plan shall be subject to ongoing review and will be updated as necessary in response to changing requirements, site conditions, or in response to any documented EHSQ issues.

3 Key Roles and Responsibilities

The operation of the loading dock will be under the control of a designated Dock Manager, with additional support by the Data Centre Security and Delivery Organiser.

The site is operated by MDC using 24/7 on-site personnel.

Contact details for the Dock Manager and Data Centre Security are clearly displayed at the site entry points and the loading dock.

3.1 Duties of Dock Manager

The MDC Dock Manager will:

- Staff and oversee dock operations, ensuring safe management of all vehicle movements.
- Manage the loading dock/delivery booking system and scheduling process, including checking incoming vehicles against the delivery schedule.

- Receive and store deliveries in accordance with the delivery management process, including temporary storage of up to three days when the delivery organiser is not on site (space permitting).
- Maintain records of deliveries and collections.
- Maintain a record of all incidents (near miss and actual incidents) occurring on site, review all incidents, and implement measures to reduce or eliminate the risk of recurrence.
- Manage complaints, maintain an incident register, and coordinate periodic review and audits of dock operation.
- Provide / manage marshalling and direction where vehicle manoeuvring is required within the loading dock area.
- Ensure signage, line marking and safety measures within the loading areas are maintained to a high standard.
- Escalate to MDC Operations personnel any concerns or assistance required to enable safe and smooth deliveries.

3.2 Data Centre Security

Data Centre Security are responsible for:

- Site Security and Access management.
- Receiving and storing deliveries in accordance with the delivery management process.
- Day-to-day communication with the dock manager and delivery organiser.

3.3 Delivery Organiser

The delivery organiser is responsible for:

- Providing at least 24 hrs advance notice of deliveries to Security.
- Promptly collecting deliveries once received.
- Providing any resources required to unload or load deliveries.
- Providing any resources required to transport deliveries to their final location within the facility.
- Providing floor protection as required for deliveries within the data centre.
- Pre-arranging temporary storage locations that may be required.

3.4 On-site Personnel

Staff, contractors and visitors must take reasonable responsibility for their own health and safety when present in loading areas. All Work Health and Safety (WHS) policies, procedures and instructions must be adhered to.

3.5 Drivers

All drivers are to operate in a manner consistent with the requirements of applicable WH&S legislation and other business specific policies.

All vehicle operators accessing the site must:

- Take reasonable care for his or her own personal health and safety.
- Not adversely, by way of actions or otherwise, impact on the health and safety of other persons.
- Notify their employer if they are not fit for duty prior to commencing their shift.
- Always obey all applicable road rules and laws.
- Obey the applicable driving hours in accordance with legislation and take all reasonable steps to manage their fatigue and not drive with high levels of drowsiness.
- Obey all on-site signposted speed limits and comply with directions from Macquarie Data Centres personnel.
- Ensure all loads are safely restrained, as necessary.
- Operate their vehicles in a safe and professional manner, with consideration for all other road users.
- Hold a current Australian State or Territory issued driver's licence.

4 Loading Dock Hours of Operation

The loading dock is available 24/7.

Large-scale deliveries must be planned in advance with the Dock Manager.

No overnight parking of delivery vehicles is permitted within the loading dock or on public roads.

5 Site Access

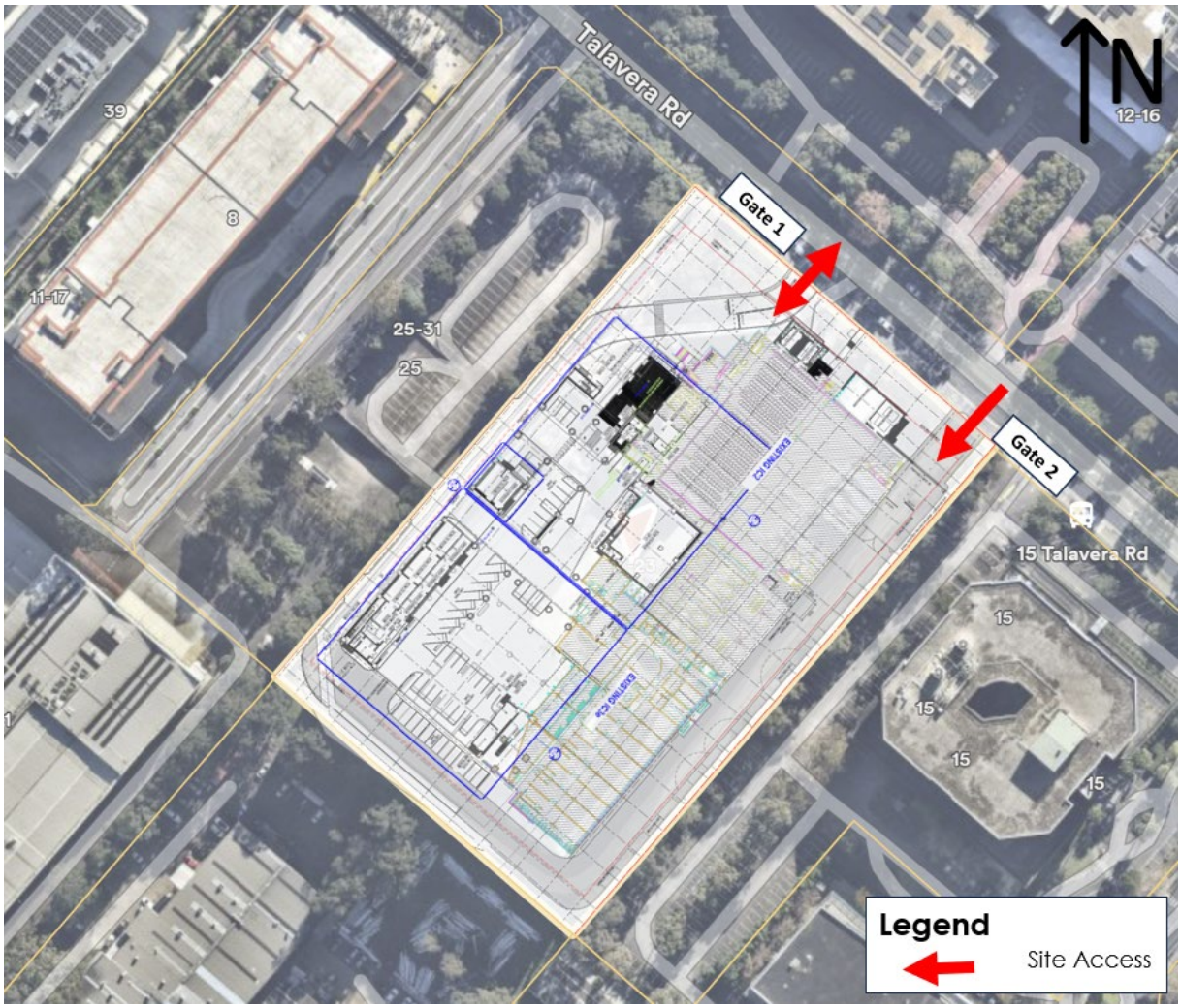
5.1 Access to Site

The site address is 17-23 Talavera Road, Macquarie Park NSW 2113. All vehicle access to the site is from Talavera Road.

Gate 1 (north-western gate) is the main/general entry location for staff, visitors, contractors and deliveries, while heavy rigid vehicles (HRV) including waste service vehicle entry is via Gate 2 (north-eastern gate). Gate locations are shown in Figure 5.1.

In accordance with condition B28 of SSD-24299707, the north-eastern driveway is restricted to entry-only vehicular movements, with regulatory 'No Exit' signage installed.

Figure 5.1: Site Access



5.2 Delivery Procedures

5.2.1 Access Control

Delivery drivers must adhere to the following site access procedure:

- Arrive at the site perimeter access point and use the intercom to notify Security of their arrival, providing their name, the name of the delivery recipient company, the delivery reference number, and the size and weight of the delivery.
- Security will validate the delivery request and grant, or deny, access to the site.

- Follow instructions from Security and proceed to the advised location to unload or collect the delivery.
- Promptly leave the site when the delivery is complete (unless performing work under an authorised permit to work).

5.2.2 Receiving

The delivery organiser should plan to be on site to receive the delivery. Alternately, Security can receive a delivery on behalf of the delivery organiser and store it in a shared storeroom for up to three days (space permitting). Security will email the delivery receipt information to the delivery contacts provided.

In order to accept deliveries, all in-bound deliveries must have the following listed on a delivery docket:

- Sender organisation
- Receiving customer company
- Inducted receiving contact

Loading dock roller doors and other secure access doors are managed by Macquarie Data Centres' personnel. Contact Security to request access.

Loading dock hoisting platforms operated and managed by Macquarie Data Centres. Contact Security to request support.

6 Loading Dock Layout & Capacity

The facility provides:

- A separate loading dock for IC2 and IC3 buildings
- Two on-site loading bays of 6.7m long x 3.1m wide.

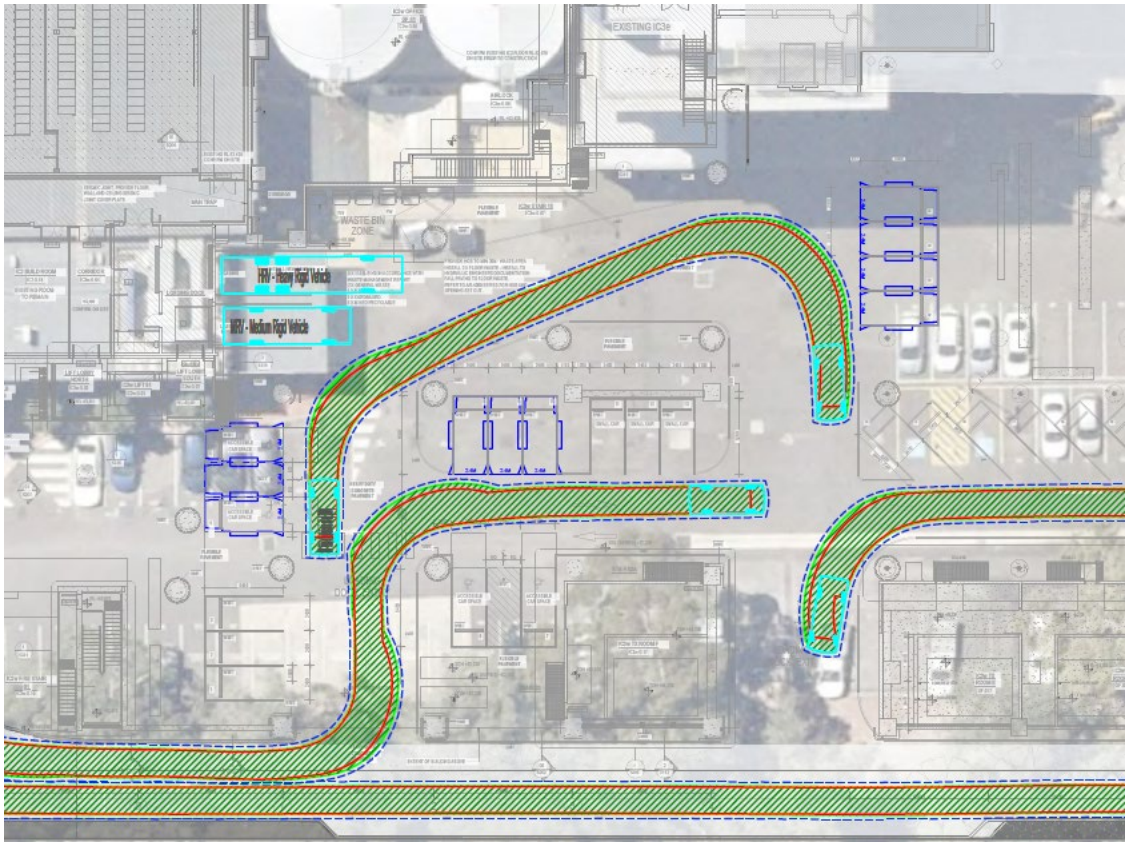
The on-site loading bays are marked out for small rigid vehicles (SRV) however a medium rigid vehicle (MRV) and heavy rigid vehicle (HRV) can use the bay and, although it overhangs the marked bay, it does not block cars from manoeuvring in the car park as shown in Figure 6.1.

However, the HRV will not be able to enter the eastern loading bay if there is an MRV already parked in the adjacent space.

All loading and unloading of materials is to be carried out on-site, with no occupation of the public roadway or footpath, and all on-site turning areas are kept clear of any obstacles, including parked vehicles, at all times.

Marked loading bays are to remain clear and available for servicing activities at all times and must not be used for general or long-term parking.

Figure 6.1: MRV and HRV in Loading Bays



7 Servicing Demand & Vehicle Profiles

Servicing demand for the MPDCC comprises customer equipment deliveries, general consumables, courier deliveries, waste collection, and periodic plant and equipment deliveries associated with system maintenance. Dock staff will manage access and coordinate with drivers on arrival to ensure safe operations.

The average number and frequency of service vehicle movements during operation, as advised by MDC from operational records, is provided in Table 7.1.

Table 7.1: Servicing Schedule

Vehicle Type	Typical Activity	Average Frequency	Per Week
Heavy Rigid Vehicle (HRV)	Customer equipment deliveries	Less than 1 per day	4
Truck (up to MRV)	General and customer equipment deliveries	1-2 per day	10
Waste collection vehicle	General and recycling waste collection	Approximately 3 per week	3
Van / Ute / Car	Courier, parcel and small consumable deliveries	4-6 per day	28
Total			**44**

In total, the loading dock accommodates approximately 44 deliveries per week (an average of 6-7 per day), the majority being vans, utes and cars undertaking short courier or collection tasks. This is a low servicing demand relative to the capacity of the loading dock facilities and the surrounding arterial road network.

From time to time, special deliveries are required to install or remove mechanical and electrical plant. Plant equipment can be large and heavy and may require specialist lifting equipment. Specific delivery plans are developed for such activities, considering access requirements, floor loading, safety, and any other requirements to ensure a safe and successful delivery.

8 Availability of Loading Dock

All servicing, deliveries, and collections are to be coordinated directly with the Dock Manager or delegated dock staff as outlined in Section 3.

Delivery organisers will be required to phone or email the Dock Manager or delegated dock staff the following details so that loading bay scheduling can be coordinated:

- Date access is required
- Sender organisation
- Receiving customer company
- Inducted receiving contact
- Vehicle type
- Time and duration required.

The Dock Manager will confirm the time of when a dock will be available and provide a response to the Delivery Organiser and capture the information to maintain a record of dock bookings.

The Dock Manager will check incoming vehicles upon entry to the site and provide direction to the driver of the assigned dock.

Key operational rules:

- Deliveries should be spread across the day where practicable, with high-demand items given priority.
- Longer dwell activities will be scheduled by arrangement during quieter periods.
- Drivers must comply with dock staff instructions on arrival, including holding outside the dock until bays are available.
- Early arrivals must not queue in Talavera Road and will be instructed to wait until called forward.

9 Traffic Circulation & Conflict Management

The objective within the site is to eliminate conflicts between delivery vehicles, other site traffic and pedestrians, and to ensure no impact on the surrounding road network. The following measures apply:

- All delivery vehicle access via the site's Talavera Road driveway.
- Gate 1 (north-western gate) is the main/general entry location for staff, visitors, contractors and deliveries, while heavy rigid vehicles (HRV) including waste service vehicle entry is via Gate 2 (north-eastern gate).
- Vehicles circulate through the site in a forward direction.
- All vehicle movements within the loading dock area are subject to a 10 km/h site speed limit.
- Where a heavy vehicle is manoeuvring, site personnel will hold other vehicles clear to prevent opposing movements.
- All vehicles must enter and leave in a forward direction where practicable.

10 Pedestrian Safety & Amenity

Pedestrian safety is a primary objective. Pedestrian safety within the loading areas is managed through MDC's site security and WHS framework:

- All personnel must have appropriate security clearance to access the loading dock. Any personnel found not permitted to be present at the loading dock will be escorted out of the area by Security.
- Any incoming and outgoing vehicles must have appropriate clearance from Security.
- Mobile equipment, machinery and vehicles must not exceed the 10 km/h site speed limit.
- Emergency exits must remain unobstructed at all times.
- Staff, contractors and visitors must take reasonable responsibility for their own health and safety when present in loading areas, and all EHS policies, procedures and instructions must be adhered to.
- All personnel must be fit to work and not under the influence of drugs, alcohol or certain medications that would impair their ability to work.
- A log must be kept of all incidents occurring on-site. All incidents are to be reviewed, and measures implemented to reduce or eliminate the risk of re-occurrence.

Drivers will be expected to drive at low speed within the dock, to stop and check for pedestrians at the boundary. Where feasible convex mirrors, lighting and wayfinding will be installed to improve visibility.

11 Waste Management

Waste handling and collection is undertaken via the waste zone adjacent to IC2 loading dock, in accordance with MDC's Waste Management Procedure.

12 Noise & Environmental Management

Operational practices will minimise noise and emissions from delivery activity. Engines are to be switched off once vehicles are positioned in the loading bay. The use of horns, engine braking and loud radios within the site is prohibited. Security will respond to and record any complaints regarding delivery activity and implement corrective actions as required.

13 Code of Conduct

All drivers are to operate in a manner consistent with the requirements of applicable Work Health and Safety and MDC's site policies. All vehicle operators accessing the site must:

- Take reasonable care for their own personal health and safety and not adversely impact the health and safety of other persons.
- Always obey all applicable road rules and laws and hold a current Australian driver's licence.
- Obey all on-site signposted speed limits and comply with directions of MDC personnel in relation to movements in and around the site.
- Ensure all loads are safely restrained, as necessary.
- Operate their vehicles in a safe and professional manner, with consideration for all other road users.
- Not drive under the influence of drugs, alcohol or medications that would impair their ability to work.

14 Servicing & Maintenance

MDC will arrange periodic inspections of all traffic management devices within the loading areas, such as signage, line marking, lighting and gate equipment, and will log maintenance actions. In the event of a system fault, Security will implement interim measures until safe operation is restored.

15 Complaints, Incidents & Record Keeping

A log is kept of all incidents occurring on site (near miss and actual). All incidents are reviewed and measures implemented to reduce or eliminate the risk of recurrence. Complaints are recorded and managed in accordance with the site's Operational

Complaints Handling Protocol, capturing the date, time, nature of the issue, parties involved and the corrective action taken.

16 Monitoring & Review

MDC will review delivery activity periodically to confirm that the loading dock capacity and booking arrangements remain suitable for observed demand. This plan is subject to ongoing review and will be updated as necessary in response to changing requirements, site conditions, or documented EHSQ issues.

17 Compliance

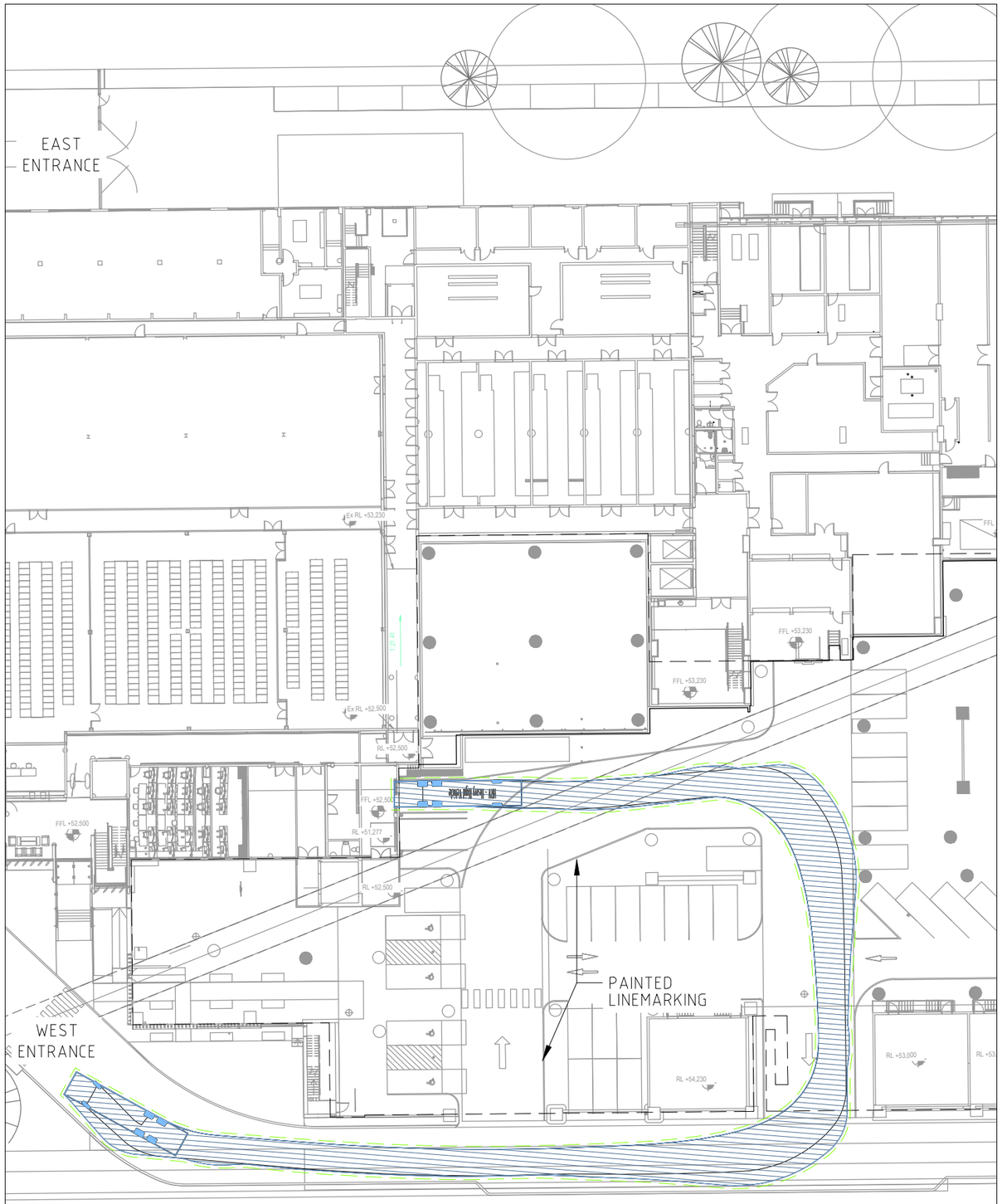
All users of the loading dock must comply with this plan. Relevant requirements will be included in leases, service agreements and contractor work orders. Data Centre Security reserves the right to refuse entry for any non-compliance.

Attachment One

Swept Path Analysis



HRV IN BAY1 - WESTBOUND



HRV OUT BAY1 - WESTBOUND

IC3 WEST **SK01.41 : REV 02**

IC2 LOADING DOCK VEHICLE SWEEP:

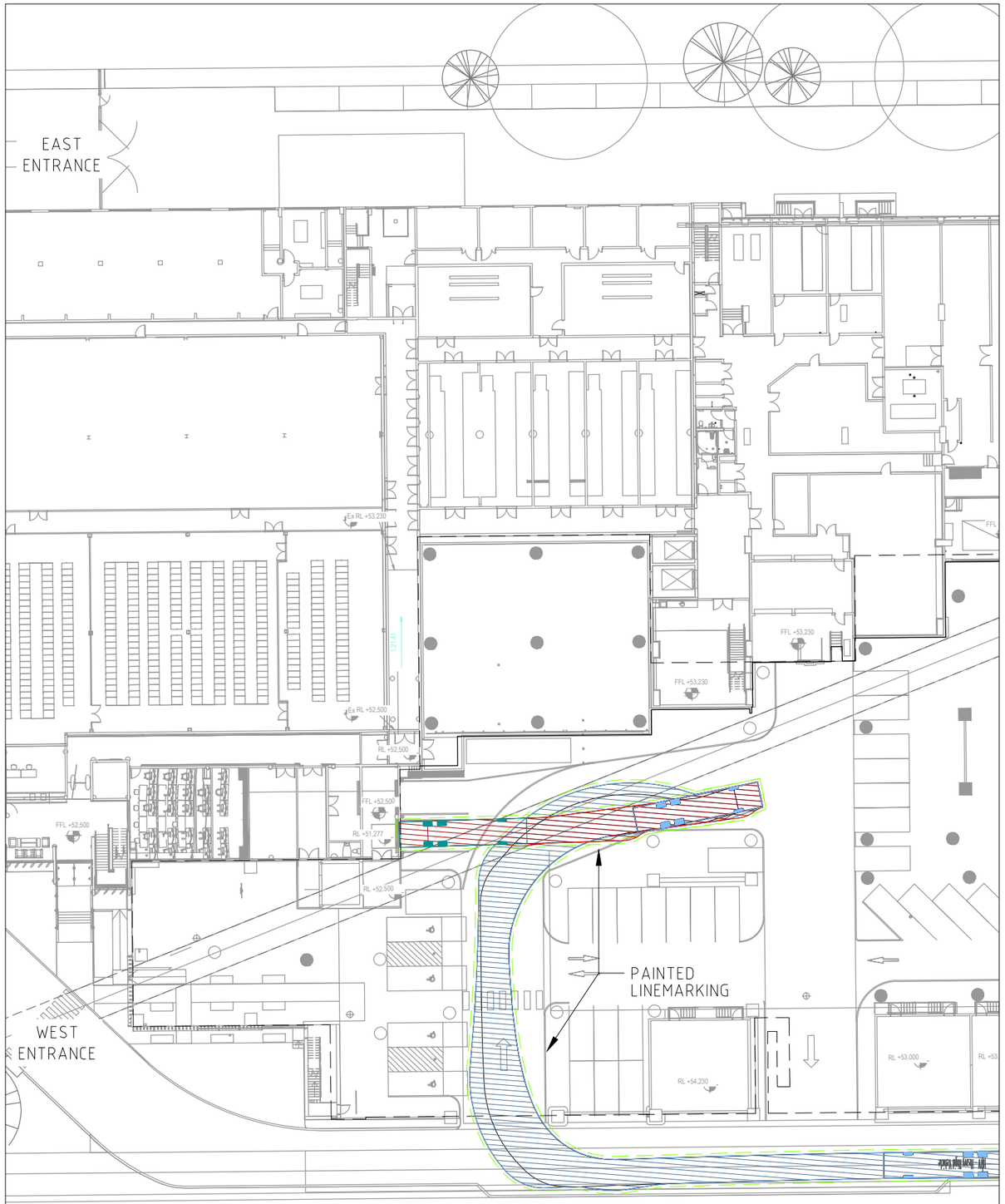
ENTRY FROM THE EAST AND EXIT FROM THE WEST - HRV

DATE : 19.10.22

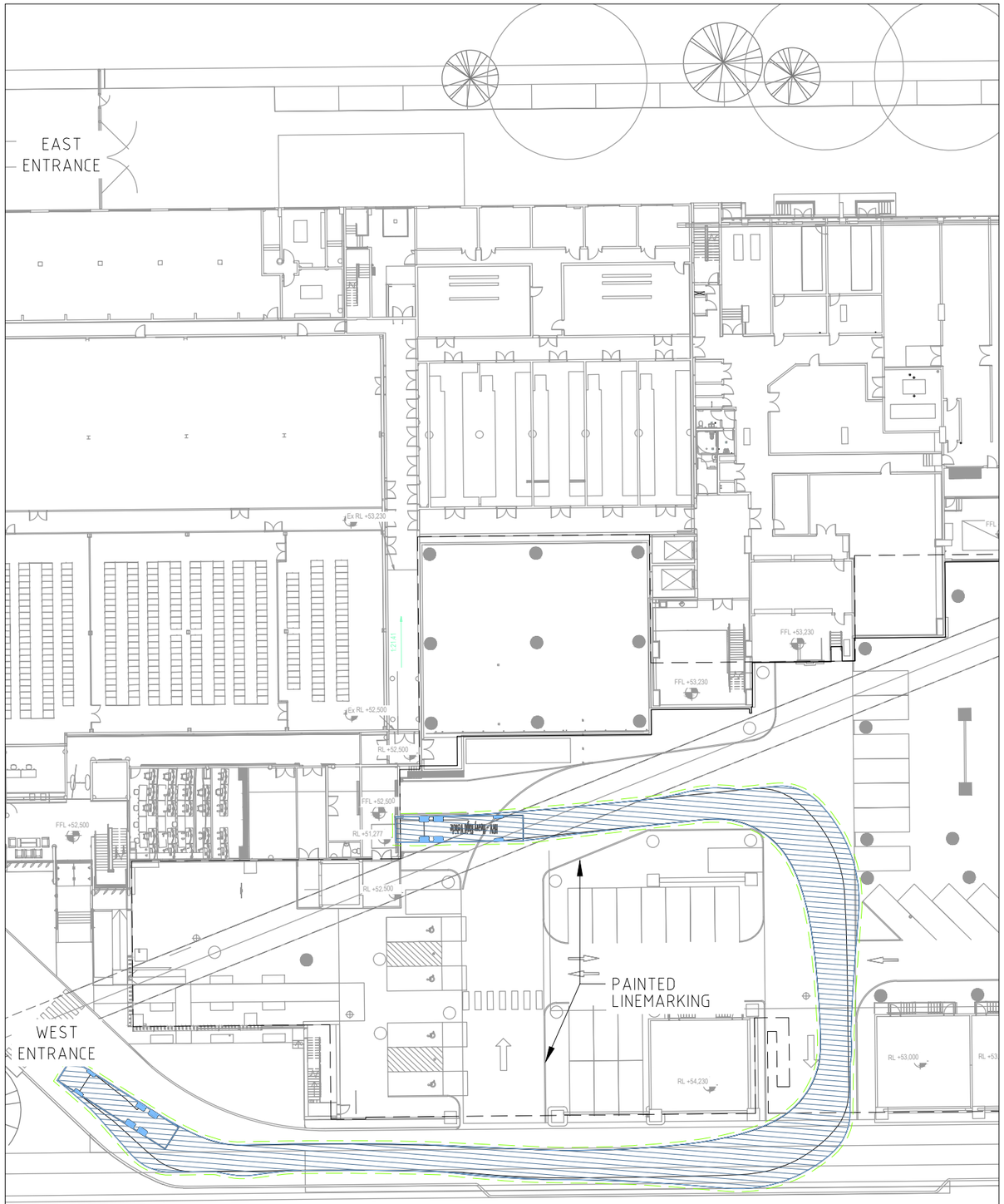
REF : SY170095-02

SCALE 1:1000 @ A3

NORTHROP



HRV IN BAY2 - WESTBOUND



HRV OUT BAY2 - WESTBOUND

IC3 WEST

IC2 LOADING DOCK VEHICLE SWEEP:

ENTRY FROM THE EAST AND EXIT FROM THE WEST - HRV

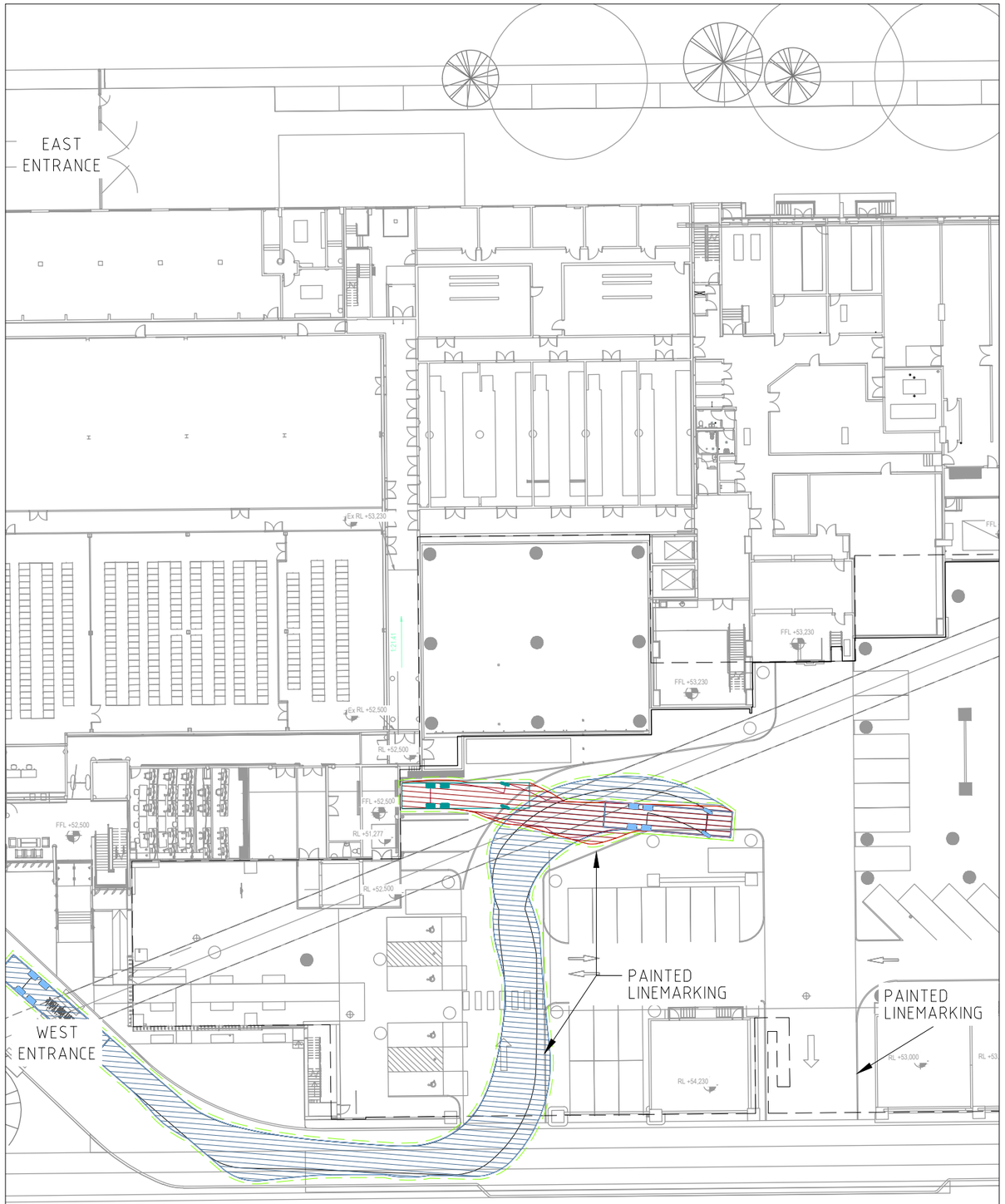
SK01.42 : REV 02

DATE : 19.10.22

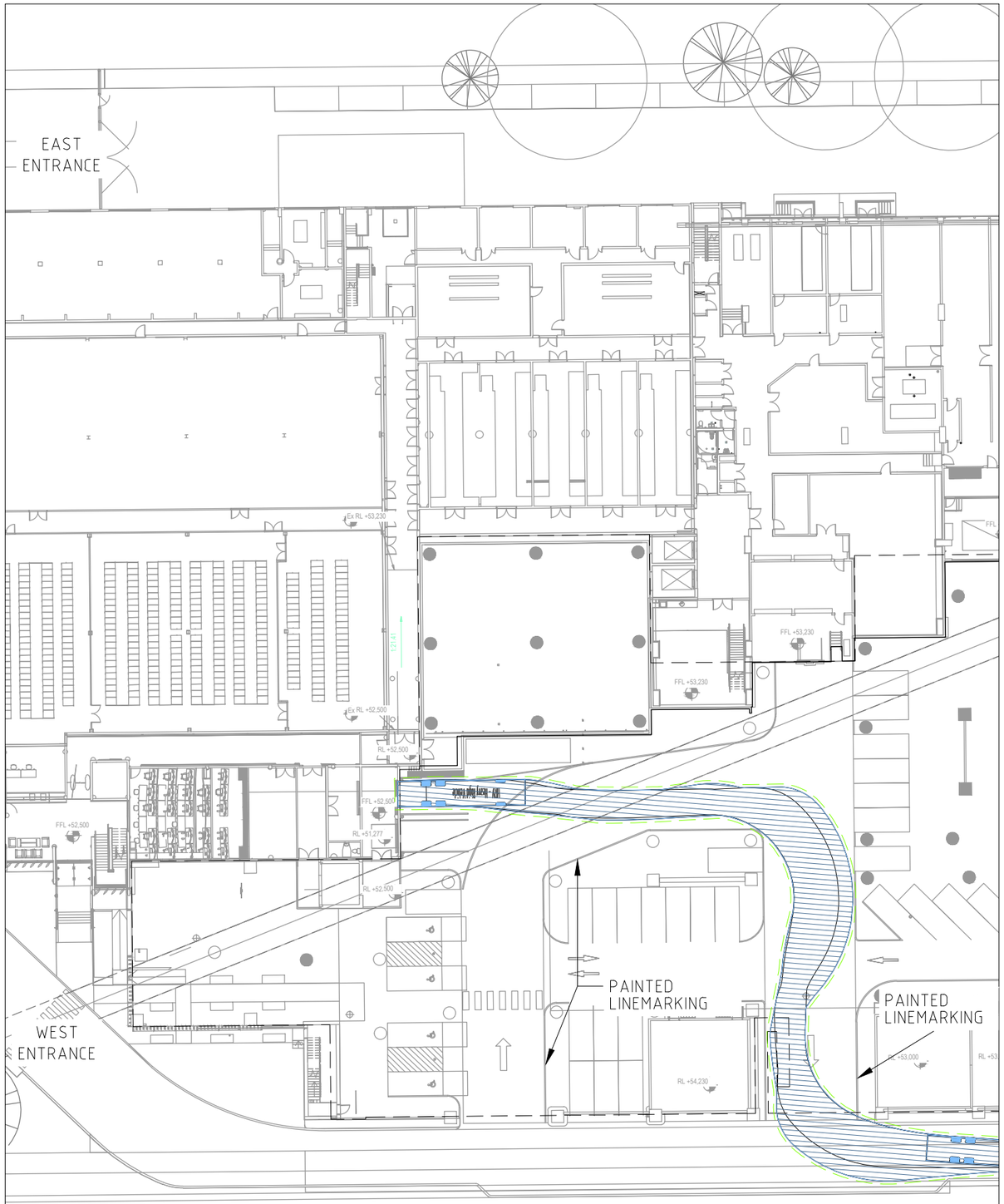
REF : SY170095-02

SCALE 1:1000 @ A3

NORTHROP



HRV IN BAY1 - EASTBOUND



HRV OUT BAY2 - EASTBOUND

IC3 WEST **SK01.43 : REV 02**

IC2 LOADING DOCK VEHICLE SWEEP:

ENTRY FROM THE WEST AND EXIT FROM THE EAST - HRV

DATE : 19.10.22

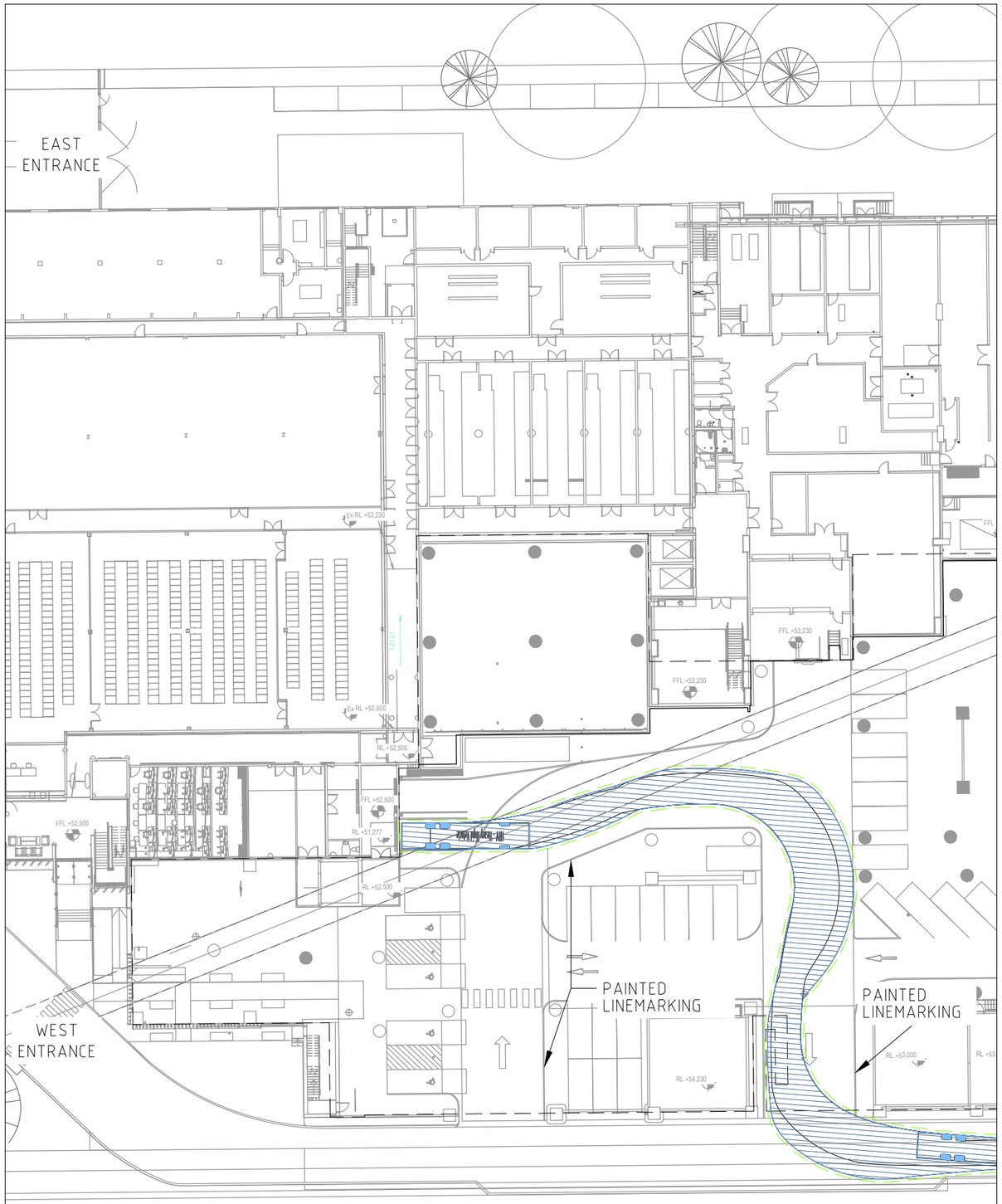
REF : SY170095-02

SCALE 1:1000 @ A3

NORTHROP



HRV IN
BAY2 -
EASTBOUND



HRV OUT
BAY2 -
EASTBOUND

IC3 WEST **SK01.44 : REV 02**

IC2 LOADING DOCK VEHICLE SWEEP:

ENTRY FROM THE WEST AND EXIT FROM THE EAST - HRV

DATE : 19.10.22

REF : SY170095-02

SCALE 1:1000 @ A3

NORTHROP

EAST
ENTRANCE

WEST
ENTRANCE

Ex RL +53.230

Ex RL +52.500

RL +52.500

FFL +52.500

FFL +52.500

RL +51.277

RL +52.500

FFL +53.230

FFL +53.230

FFL +53.150

RL +54.230

RL +53.000

RL +53.000

RL +53.000

19m IN EASTBOUND
OUT WESTBOUND

IC3 WEST
IC2 LOADING DOCK VEHICLE SWEEP:
ENTRY FROM THE EAST AND EXIT FROM THE WEST -
19 PRIME MOVER

NORTHROP

SK01.51 : REV 01
DATE : 07.10.22
REF : SY170095-02
SCALE 1:1000 @ A3

MRV IN BAY2 - EASTBOUND

MRV OUT - EASTBOUND

MRV OUT BAY1 - WESTBOUND

WEST ENTRANCE

NEW GATE

REMOVE EXISTING WALLS AND GATES

NEW GATE

NEW RETRACTABLE BOLLARDS

PAINTED MEDIAN

MRV IN BAY1 - EASTBOUND

IC3 WEST

TURN PATH GARBAGE TRUCK ACCESS

MRV

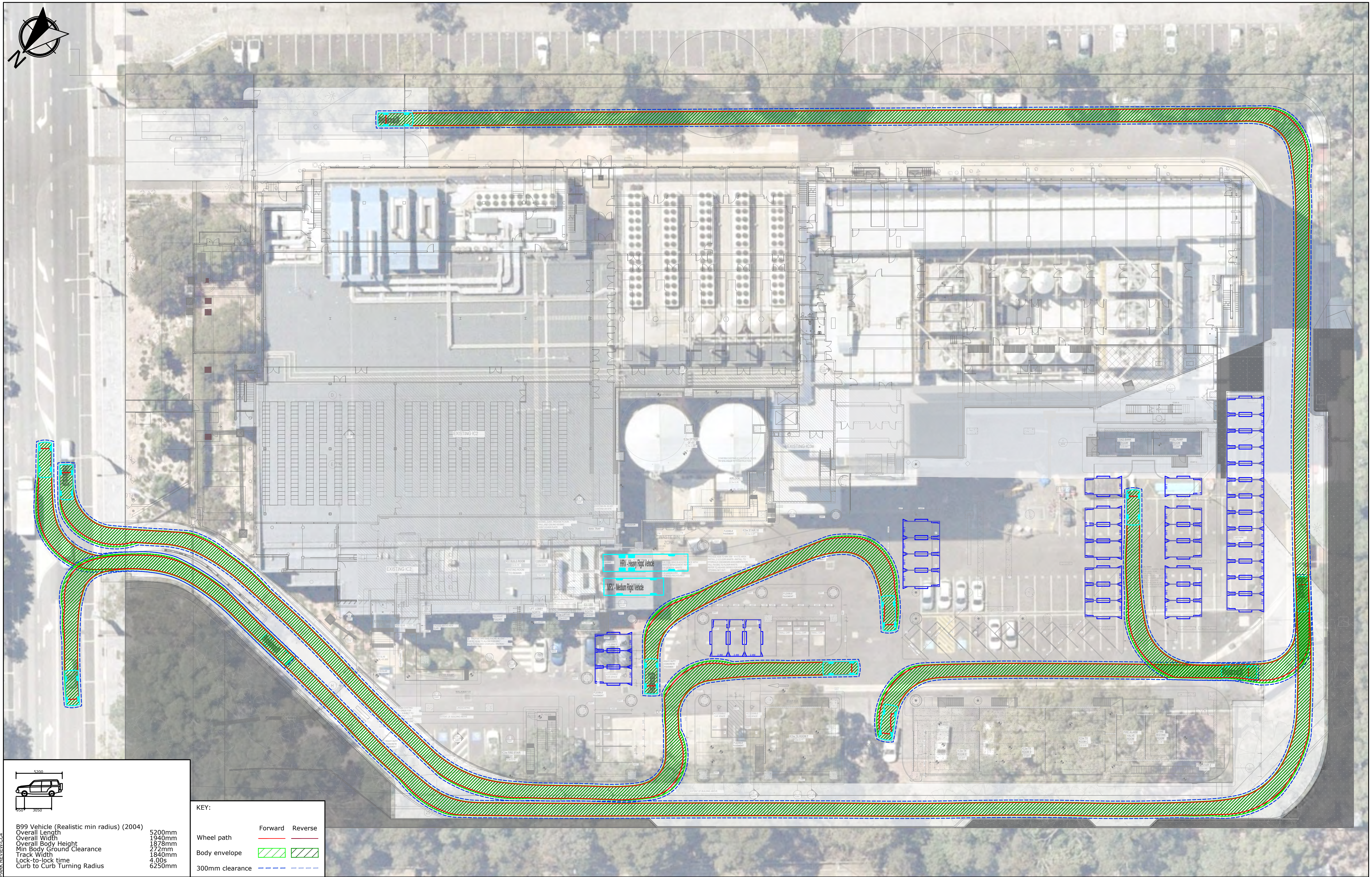
NORTHROP

SK01.61 : REV 01

DATE : 19.10.22

REF : SY170095-02

SCALE 1:500 @ A3



5200
950 3050

B99 Vehicle (Realistic min radius) (2004)

Overall Length	5200mm
Overall Width	1940mm
Overall Body Height	1878mm
Min Body Ground Clearance	272mm
Track Width	1840mm
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	6250mm

KEY:

	Forward	Reverse
Wheel path		
Body envelope		
300mm clearance		

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	HT	OF	KH	09/12/24

ttpp transport planning

PROJECT
17-23 TALAVERA ROAD, MACQUARIE PARK

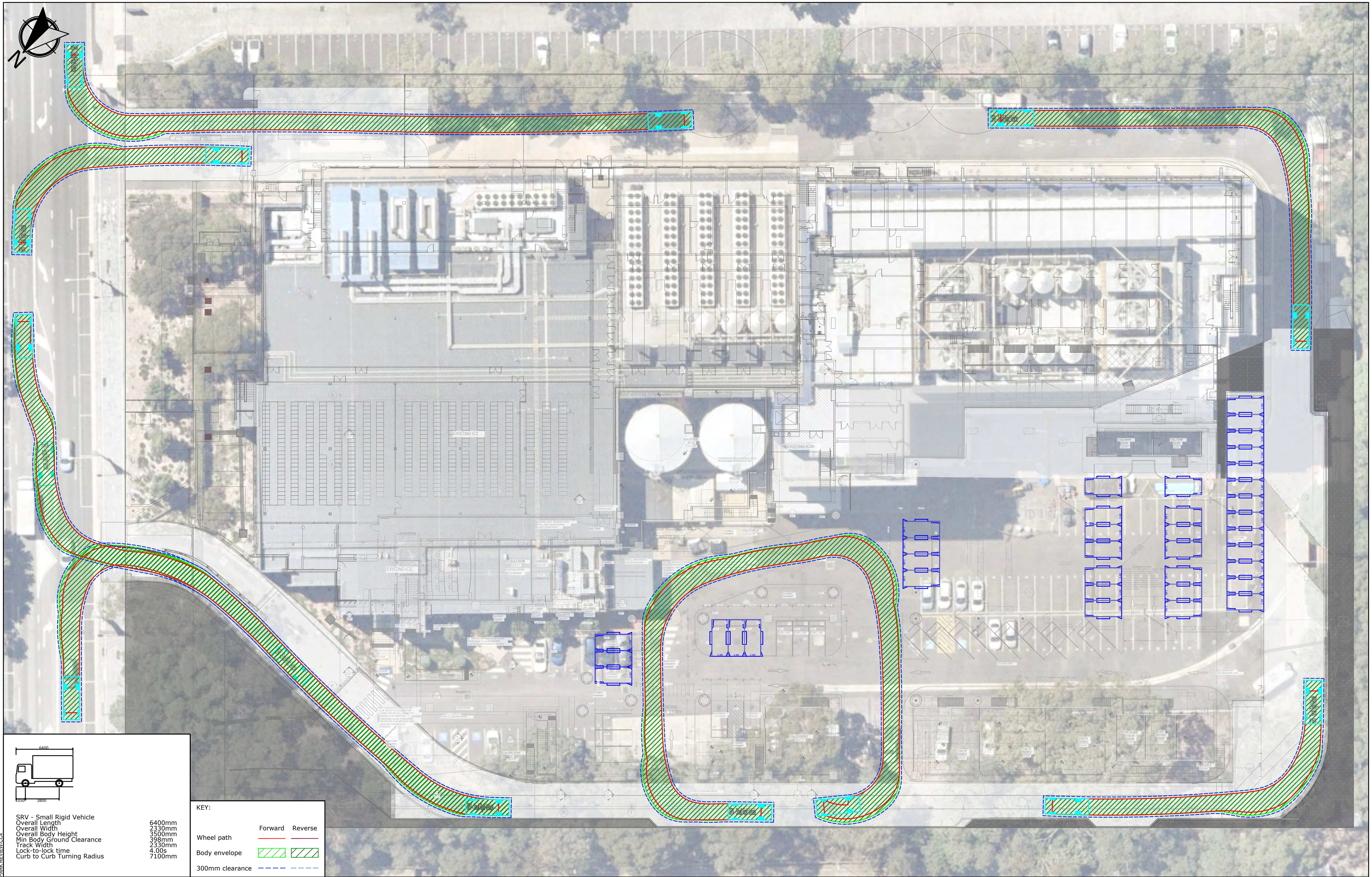
TITLE
SWEPT PATH ANALYSIS - SITE CIRCULATION
5.2M B99 VEHICLE

DWG No. 21178CAD008
FIGURE 2

DATE STAMP 09 DECEMBER 2024

PROJECT No. 21178
SCALE 1:500 @A3
REV. A

Filename: 21178CAD008-241209-CAR PARK REVIEW-CC4



6400
1050 3800

SRV - Small Rigid Vehicle

Overall Length	6400mm
Overall Width	2330mm
Overall Body Height	3500mm
Min Body Ground Clearance	398mm
Track Width	2330mm
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	7100mm

KEY:

	Forward	Reverse
Wheel path		
Body envelope		
300mm clearance		

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
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ttpp transport planning

PROJECT
17-23 TALAVERA ROAD, MACQUARIE PARK

TITLE
SWEPT PATH ANALYSIS - SITE CIRCULATION
6.4M SMALL RIGID VEHICLE

DWG No. 21178CAD008
FIGURE 3

DATE STAMP 09 DECEMBER 2024

PROJECT No. 21178

SCALE 1:500 @A3

REV. A

Filename: 21178CAD008-241209-CAR PARK REVIEW-CC4



MRV - Medium Rigid Vehicle

Overall Length	8800mm
Overall Width	2500mm
Overall Body Height	3633mm
Min Body Ground Clearance	428mm
Track Width	2500mm
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	10000mm

KEY:

	Forward	Reverse
Wheel path		
Body envelope		
300mm clearance		

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
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PROJECT
17-23 TALAVERA ROAD, MACQUARIE PARK

TITLE
SWEPT PATH ANALYSIS - SITE CIRCULATION
8.8M MEDIUM RIGID VEHICLE

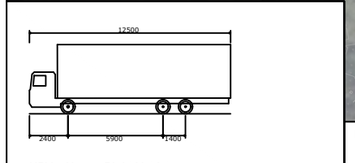
DWG No. 21178CAD008 FIGURE 4

DATE STAMP 09 DECEMBER 2024

PROJECT No.	SCALE	REV.
21178	1:500 @A3	A

Filename: 21178CAD008-241209-CAR PARK REVIEW-CC4

WALL AND MEDIAN STRIP HAVE BEEN REMOVED. REMOVEABLE/LAY DOWN BOLLARDS CAN ACCOMMODATE LARGER VEHICLE ACCESS.



HRV - Heavy Rigid Vehicle

Overall Length	12500mm
Overall Width	2500mm
Overall Body Height	4300mm
Min Body Ground Clearance	417mm
Track Width	2500mm
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12500mm

KEY:

	Forward	Reverse
Wheel path		
Body envelope		
300mm clearance		

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
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ttpp transport planning

PROJECT

17-23 TALAVERA ROAD, MACQUARIE PARK

TITLE

SWEPT PATH ANALYSIS - SITE CIRCULATION
12.5M HEAVY RIGID VEHICLE

DWG No. 21178CAD008 FIGURE 5

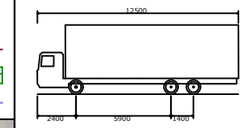
DATE STAMP 09 DECEMBER 2024

PROJECT No. 21178 | SCALE 1:500 @A3 | REV. A

Filename: 21178CAD008-241209-CAR PARK REVIEW-02-4

KEY:

	Forward	Reverse
Wheel path		
Body envelope		
300mm clearance		



HRV - Heavy Rigid Vehicle

Overall Length	12500mm
Overall Width	2500mm
Overall Body Height	4300mm
Min Body Ground Clearance	417mm
Track Width	2500mm
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12500mm

HRV - Heavy Rigid Vehicle

HRV - Heavy Rigid Vehicle

HRV - Heavy Rigid Vehicle

HRV - Heavy Rigid Vehicle

HRV - Heavy Rigid Vehicle

WALL AND MEDIAN STRIP HAVE BEEN REMOVED. REMOVEABLE/LAY DOWN BOLLARDS CAN ACCOMMODATE LARGER VEHICLE ACCESS.

VEHICLE ENTERING

VEHICLE EXITING

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
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PROJECT

17-23 TALAVERA ROAD, MACQUARIE PARK

TITLE

SWEPT PATH ANALYSIS - SITE ACCESS
12.5 HEAVY RIGID VEHICLE

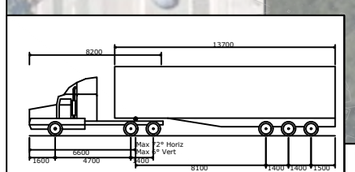
DWG No. 21178CAD008
FIGURE 6

DATE STAMP 09 DECEMBER 2024

PROJECT No.	SCALE	REV.
21178	1:300 @A3	A

Filename: 21178CAD008-241209-CAR PARK REVIEW-CC4

WALL AND MEDIAN STRIP HAVE BEEN REMOVED. REMOVEABLE/LAY DOWN BOLLARDS CAN ACCOMMODATE LARGER VEHICLE ACCESS.



AV - Articulated Vehicle

Overall Length	19000mm
Overall Width	2500mm
Overall Body Height	4301mm
Min Body Ground Clearance	418mm
Track Width	2500mm
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12500mm

KEY:

	Forward	Reverse
Wheel path		
Body envelope		
300mm clearance		

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	HT	OF	KH	09/12/24

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PROJECT

17-23 TALAVERA ROAD, MACQUARIE PARK

TITLE

SWEPT PATH ANALYSIS - SITE CIRCULATION
19M ARTICULATED VEHICLE

DWG No. 21178CAD008
FIGURE 7

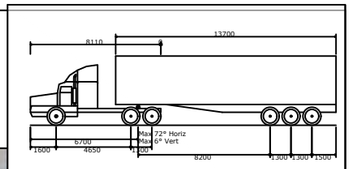
DATE STAMP 09 DECEMBER 2024

PROJECT No.	SCALE	REV.
21178	1:500 @A3	A

Filename: 21178CAD008-241209-CAR PARK REVIEW-CC4

KEY:

	Forward	Reverse
Wheel path		
Body envelope		
300mm clearance		



Prime mover and semi-trailer (19 m)

Overall Length	19000mm
Overall Width	2500mm
Overall Body Height	4300mm
Min Body Ground Clearance	540mm
Track Width	2500mm
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12500mm

WALL AND MEDIAN STRIP HAVE BEEN REMOVED. REMOVEABLE/LAY DOWN BOLLARDS CAN ACCOMMODATE LARGER VEHICLE ACCESS.

VEHICLE ENTERING

VEHICLE EXITING

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
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PROJECT: 17-23 TALAVERA ROAD, MACQUARIE PARK

TITLE: SWEPT PATH ANALYSIS - SITE ACCESS
19M ARTICULATED VEHICLE

DWG No. 21178CAD008 FIGURE 8

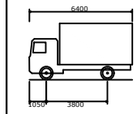
DATE STAMP 09 DECEMBER 2024

PROJECT No.	SCALE	REV.
21178	1:300 @A3	A

Filename: 21178CAD008-241209-CAR PARK REVIEW-CC4

KEY:

	Forward	Reverse
Wheel path		
Body envelope		
300mm clearance		



SRV - Small Rigid Vehicle	
Overall Length	6400mm
Overall Width	2330mm
Overall Body Height	3500mm
Min Body Ground Clearance	398mm
Track Width	2330mm
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	7100mm

VEHICLE ENTERING

VEHICLE EXITING

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
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PROJECT

17-23 TALAVERA ROAD, MACQUARIE PARK

TITLE

SWEPT PATH ANALYSIS - LOADING AREA
6.4M SMALL RIGID VEHICLE

DWG No. 21178CAD008
FIGURE 10

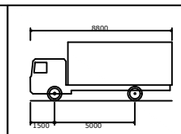
DATE STAMP 09 DECEMBER 2024

PROJECT No.	SCALE	REV.
21178	1:300 @A3	A

Filename: 21178CAD008-241209-CAR PARK REVIEW-DC4

KEY:

	Forward	Reverse
Wheel path		
Body envelope		
300mm clearance		



MRV - Medium Rigid Vehicle	
Overall Length	8800mm
Overall Width	2500mm
Overall Body Height	3633mm
Min Body Ground Clearance	428mm
Track Width	2500mm
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	10000mm

HRV - Heavy Rigid Vehicle

MRV - Medium Rigid Vehicle

VEHICLE ENTERING

VEHICLE EXITING

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
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PROJECT: 17-23 TALAVERA ROAD, MACQUARIE PARK

TITLE: SWEPT PATH ANALYSIS - LOADING AREA
8.8M MEDIUM RIGID VEHICLE

DWG No. 21178CAD008
FIGURE 11

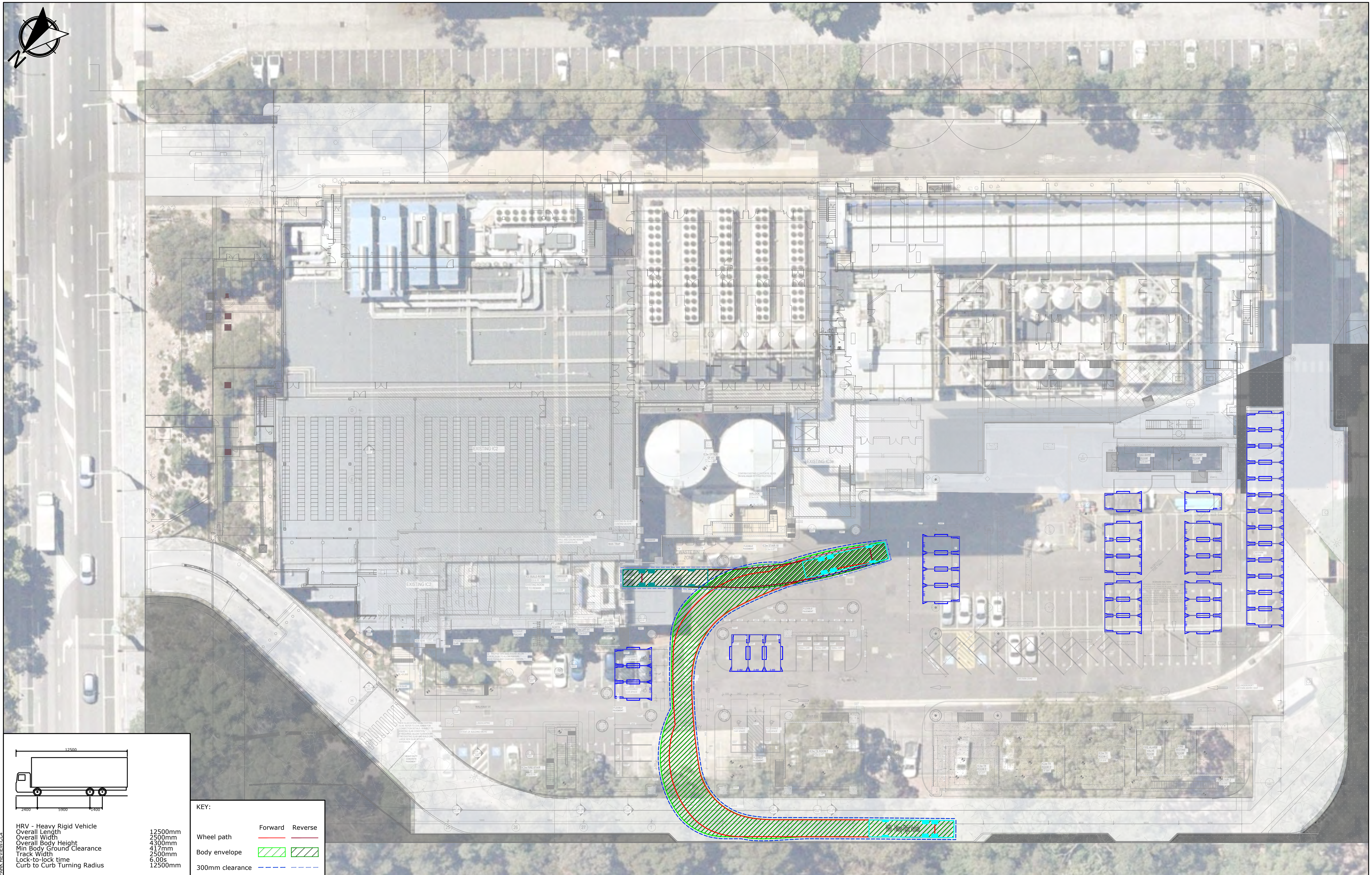
DATE STAMP 09 DECEMBER 2024

PROJECT No. 21178

SCALE 1:300 @A3

REV. A

Filename: 21178CAD008-241209-CAR PARK REVIEW-CC4



HRV - Heavy Rigid Vehicle	
Overall Length	12500mm
Overall Width	2500mm
Overall Body Height	4300mm
Min Body Ground Clearance	417mm
Track Width	2500mm
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12500mm

KEY:

	Forward	Reverse
Wheel path		
Body envelope		
300mm clearance		

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
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PROJECT
17-23 TALAVERA ROAD, MACQUARIE PARK

TITLE
SWEPT PATH ANALYSIS - LOADING AREA
12.5M HEAVY RIGID VEHICLE - VEHICLE ENTERING

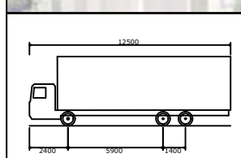
DWG No. 21178CAD008
FIGURE 12

DATE STAMP 09 DECEMBER 2024

PROJECT No.	SCALE	REV.
21178	1:500 @A3	A

Filename: 21178CAD008-241209-CAR PARK REVIEW-CC4

WALL AND MEDIAN STRIP HAVE BEEN REMOVED. REMOVEABLE/LAY DOWN BOLLARDS CAN ACCOMMODATE LARGER VEHICLE ACCESS.



HRV - Heavy Rigid Vehicle

Overall Length	12500mm
Overall Width	2500mm
Overall Body Height	4300mm
Min Body Ground Clearance	417mm
Track Width	2500mm
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12500mm

KEY:

	Forward	Reverse
Wheel path		
Body envelope		
300mm clearance		

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
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PROJECT

17-23 TALAVERA ROAD, MACQUARIE PARK

TITLE

SWEPT PATH ANALYSIS
12.5M HEAVY RIGID VEHICLE - VEHICLE EXITING

DWG No. 21178CAD008
FIGURE 13

DATE STAMP 09 DECEMBER 2024

PROJECT No.	SCALE	REV.
21178	1:500 @A3	A

Filename: 21178CAD008-241209-CAR PARK REVIEW-OC4

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