Loading Dock Management Plan

NEXTDC S4 Data Centre

Prepared for NEXTDC

1 May 2025

211085

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Your Partner in Engineering

Revision Register

Rev	Date	Prepared by	Approved by	Remarks
01	27/03/2025	Sabal Sharma	Grace Carpp	Draft issued for RtS
02	01/05/2025	Sabal Sharma	Grace Carpp	Final

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Contents

Section 1 Introduction

1.1 Background Information

TTW has been commissioned by NEXTDC Limited to prepare a Loading Dock Management Plan (LDMP) relating to the State Significant Development Application (SSDA) for the S4 data centre development at 16 Johnston Crescent, Horsley Park.

The preparation of this document is to address comments issued by the Fairfield City Council (*SSD-63741210*) concerning the provision of a loading dock management plan (comment Number 7) as detailed below.

Table 1.1 – Council Comments

7. Loading Management
Carrying out loading and unloading activities from the designated loading areas and shall not obstruct the flow of traffic within the site. A Loading Management Plan shall be provided to Council for assessment and must incorporate a breakdown of the types of heavy vehicles accessing the site on hourly basis through the day. This is to ensure that vehicles servicing/using the site will be managed in a way that they will not affect traffic circulation within the site and/or to cause vehicles queuing onto the external road network.

1.2 Purpose of this Report

In addition to responding to the comments identified above, the objectives of this management plan are outlined below:

- Access and circulation for heavy vehicles to and from the loading areas
- Traffic control measures for vehicles accessing and leaving the loading/ unloading areas
- Traffic control measures for conflict areas
- Interaction between vehicular and pedestrian traffic
- Implementation of the LDMP and continuous review and monitoring of the effectiveness of the LDMP

1.3 Project Description

This report has been prepared to accompany a detailed SSDA for the proposed S4 data centre development at 16 Johnston Crescent, Horsley Park (SSD-63741210).

The application seeks consent for construction and operation of a data centre development and includes site preparation works, bulk earthworks and infrastructure, and construction of the buildings, ancillary facilities, and associated site works.

The key features of the Proposal are summarised as follows:

- Site preparation works including bulk earthworks including tree removal.
- Staged construction and operation of two data centre buildings comprising a total gross floor area (GFA) of 61,695m2 including 56,464m2 of technical data hall floor space and 5,231m2 of ancillary office floor space, including ‘front of house’ meeting and administrative spaces.
- Ancillary development including a centralised security office building at the main vehicle entrance, on-site parking for 200 cars, business identification signage (pylon and elevation signage), civil and stormwater works and 12,769m2 of deep soil landscaping.
- Provision of a high-voltage (HV) power connection delivering 294 megawatts of power, including a 330kV substation and a 33kV switching station, plus above ground diesel storage tanks and above ground water

tanks for industrial water and fire water.

- The project will be delivered in four construction stages as follows:
    - Stage 1 = Building C, HV switching building, 330kV substation, HV external cabling route, entrance to site, centralised security office, and water tanks.
    - Stage 2 = Building D
    - Stage 3 = Building A
    - Stage 4 = Building B

Taylor Thomson Whitting (TTW) has been engaged by NEXTDC to provide traffic engineering consultancy services for the development of the S4 Data Centre. This Loading Dock Management Plan (LDMP) has been prepared to support the proposal.

1.4 References

In preparing this report, reference has been made to the following:

- Fairfield City Council SSDA Submission Comments (dated 28 August 2024)
- Australian/ New Zealand Standard, Parking Facilities (AS 2890)
- Plans for the proposed development prepared by HDR
- Other documents and data as referenced in this report

Section 2 Site Description

2.1 Site Overview

The site is located at 16 Johnston Crescent, Horsley Park within the Fairfield Local Government Area (LGA). The site is legally described as Lot 305 in Deposited Plan 1275011.

An aerial photograph of the site is provided in Figure 2.1. The site comprises vacant land which has been cleared of vegetation and does not contain any existing built form structures. Bulk earthworks approved under DA-893-201 have been completed on site.

The site will be well serviced by infrastructure. The signalised intersection of Lenore Drive and Old Wallgrove Road at Eastern Creek is approximately 2 kilometres to the north, providing access to Wallgrove Road and the Westlink M7 Motorway to the east and Erskine Park Road and Mamre Road to the west. Each of these roads provides access to the M4 Motorway to the north and M5 Motorway to the south. A utilities and site services report will accompany the EIS.

The site is located approximately 35 kilometres west of the Sydney Central Business District (CBD), 17 kilometres west of the Parramatta CBD and 10 kilometres north-east of the future Western Sydney International (WSI) airport.

The site is within a developing employment precinct, including the ESR Horsley Logistics Park, Oakdale Central, Oakdale South and Horsley Park Employment Precinct. It is also close to other established and emerging employment-generating precincts, including Eastern Creek to the north, Huntingwood to the north-east, Wetherill Park and Mamre Road West to the north-west and Wetherill Park to the east.

Figure 2.1 – Subject Site

2.2 Site Layout

Figure 2.2 below indicates the proposed plan illustrating the data centre development site layout.

Figure 2.2 – Site Plan
Source: HDR (2025)

Each of the proposed buildings and associated GFA is provided in detail in Table 2.1 below, being split into technical and administration / commercial spaces for each building.

Table 2.1 – Proposed Site Gross Floor Areas

Proposed Administration GFA (m^2)	Proposed Technical Space GFA (m^2)	Total **GFA (m^2)**
5,352	56,464	61,695

2.3 Staffing Details

The anticipated staffing levels for the site is a total of 411 specialists and related full-time roles during operation. These staff will comprise the following roles:

- Executive / sales
- Security / CSR / Concierge
- Operational
- External and intermittent maintenance contractors

Many of the above roles work on an 8 hour shift basis, as the development will operate 24/7. Therefore, it is anticipated that the maximum total staff on-site at any given time will be 196 (inclusive of all roles specified above). A staffing occupancy schedule prepared by NEXTDC has been provided as Appendix 6 of this report for reference.

2.4 Project Staging

The proposed site is to be developed in four stages. The staging program is shown in Table 2.2, and a proposed staging plan is provided as Figure 2.3.

Table 2.2 – Proposed Staging Program

Stage / Phase	Proposed Works
Stage 1	Building C, HV switching building, 330kV substation, HV external cabling route, entrance to site, centralised security office, and water tanks.
Stage 2	Building D, adjacent roads and car parking
Stage 3	Building A, adjacent roads and car parking
Stage 4	Building B, adjacent roads and car parking

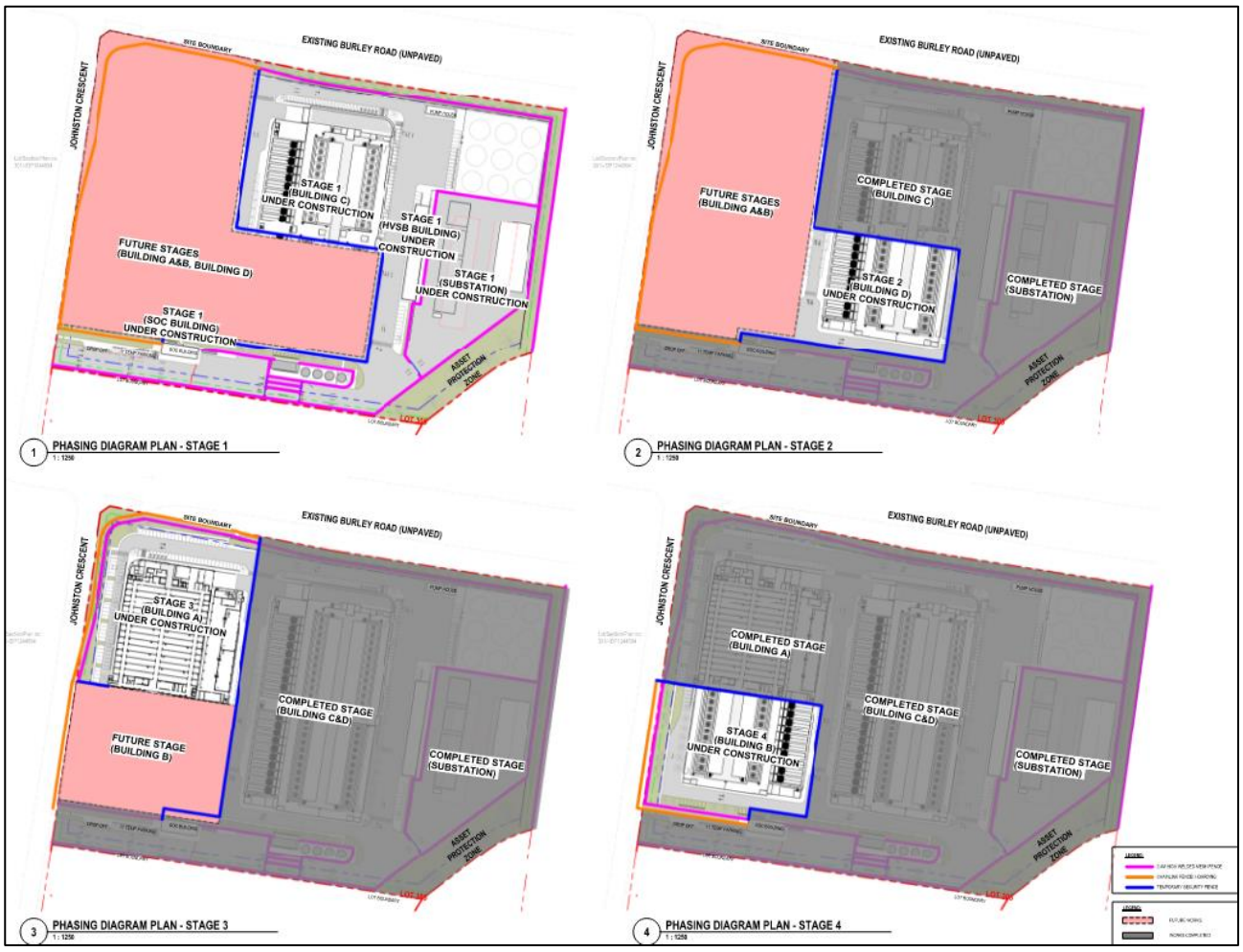

Figure 2.3 – Staging Plan

Source: HDR (2025)

2.5 Site Access

2.5.1 Access Arrangements (Stage 1)

A 23m-wide combined ingress / egress site vehicular driveway is proposed at the southwestern corner of the site, to the south of Building A+B, accessed via Johnston Crescent. The driveway is divided into separate lanes for staff and deliveries and visitor access. A designated passenger drop-off area of approximately 20m is provided just to the north of the entry.

2.5.2 Access Arrangements (Final Stage)

Access arrangements are the same as Stage 1.

2.5.3 Vehicle Types

This driveway has been designed to accommodate the largest vehicle to access the site during general operation, construction and outstanding and infrequent maintenance works. During normal operation, vehicles ranging from passenger vehicles to heavy vehicles are anticipated to access the site with the largest vehicle anticipated to be a 20m long AV, which is within the prescribed load and length limit for Johnston Crescent which has been indicated by the Transport for NSW Restricted Access Vehicle Map.

During construction, an over-sized vehicle is anticipated to access the site for the delivery and installation of the substation transformers. Construction and infrequent maintenance vehicles also include vehicles such as wide loaders and larger approximately 20m long cranes. It is acknowledged that vehicles larger than 26m long will require a permit to be obtained from the NHVR 28 days prior to access. Any construction access required will be detailed in the finalised Construction Traffic Management Plan that will likely form a condition of consent for the project.

2.5.4 Access Control and Security

The driveway connects directly with an internal east-west roadway that runs along the southern boundary of the site.

All vehicles will be required to access the greater site via a set of traffic signals and an intercom before proceeding through a vehicle trap. The internal roadway provides a queuing space of 107m on approach to the traffic signal forming the first vehicle control point.

Once a green lantern has been displayed, vehicles are to proceed in a forward direction until they reach the intercom system positioned at the first gate of the vehicle trap.

An internal turning head is provided within the internal roadway for vehicles to exit the site in a forward direction if access is not granted at the intercom / vehicle trap.

Swept path plans for the 20-metre AV have been prepared to demonstrate the ability of these vehicles to enter and exit the site with a forward manoeuvre. Copies of these plans are included in Appendix A.

Section 3 Operational Description

The proposed development includes two loading docks, one situated at the northern portion of each building. Each loading dock has been designed to accommodate vehicles up to 20 metres in length (AV). Service vehicle access will occur between 9am and 5pm. The data centre is expected to generate approximately three heavy vehicle movements per day per loading dock.

Table 3.1 shows the estimated daily and peak hour heavy vehicle traffic generation.

Table 3.1 – Heavy Vehicle Traffic Generation

Vehicle Type	User Type	Traffic Generation Rate	Inbound / Outbound Split	Measure	AM Peak Generation	PM Peak Generation
Heavy Vehicles	**Maintenance / Servicing**	Up to 3 heavy vehicles per day per loading dock	It is assumed that heavy vehicles arrive and depart within the same hour and are spread evenly across main business hours (9-5).	2 docks	2 inbound 2 outbound	2 inbound 2 outbound

Section 4 Operational Traffic Management

4.1 Approach/ Departure Routes

Trucks will utilise the arterial road network to approach and depart the site where possible, whilst minimising the use of local roads. All heavy vehicles will approach and depart the site via Johnston Crescent where the vehicle access driveway is proposed at the south-western corner of the site.

4.2 Vehicle Access and Circulation

All heavy vehicles will enter and exit the site in a forward direction via the heavy vehicle access driveway connected to Johnston Crescent. Upon entering the site through the heavy vehicle driveway in the south-western corner, vehicles will immediately access an internal roadway running along the southern boundary of the site.

Heavy vehicles will then circulate within the site using the internal private road network to access the loading docks of each building as required.

Throughout the staging of the site, heavy vehicle turning areas will be provided as required to ensure safe access throughout the operational portion of the site. In particular, the provision for sufficient turning area in and out of the loading docks during each stage has been provided for. Accordingly, swept path plans have been prepared to demonstrate the heavy vehicles can enter and exit each loading dock during all stages of development and have been included as Appendix A.

4.2.1 Stage 1

Following the completion of Stage 1, loading bays within Building C&D will be operational. A temporary turning area is to be established at the northwest of the building C&D loading dock to allow for vehicles to exit the loading dock during Stage 1.

The vehicle access and circulation arrangements for Stage 1 are shown in Figure 4.1. Swept paths particularly demonstrating Stage 1 arrangements can be found in Appendix A.

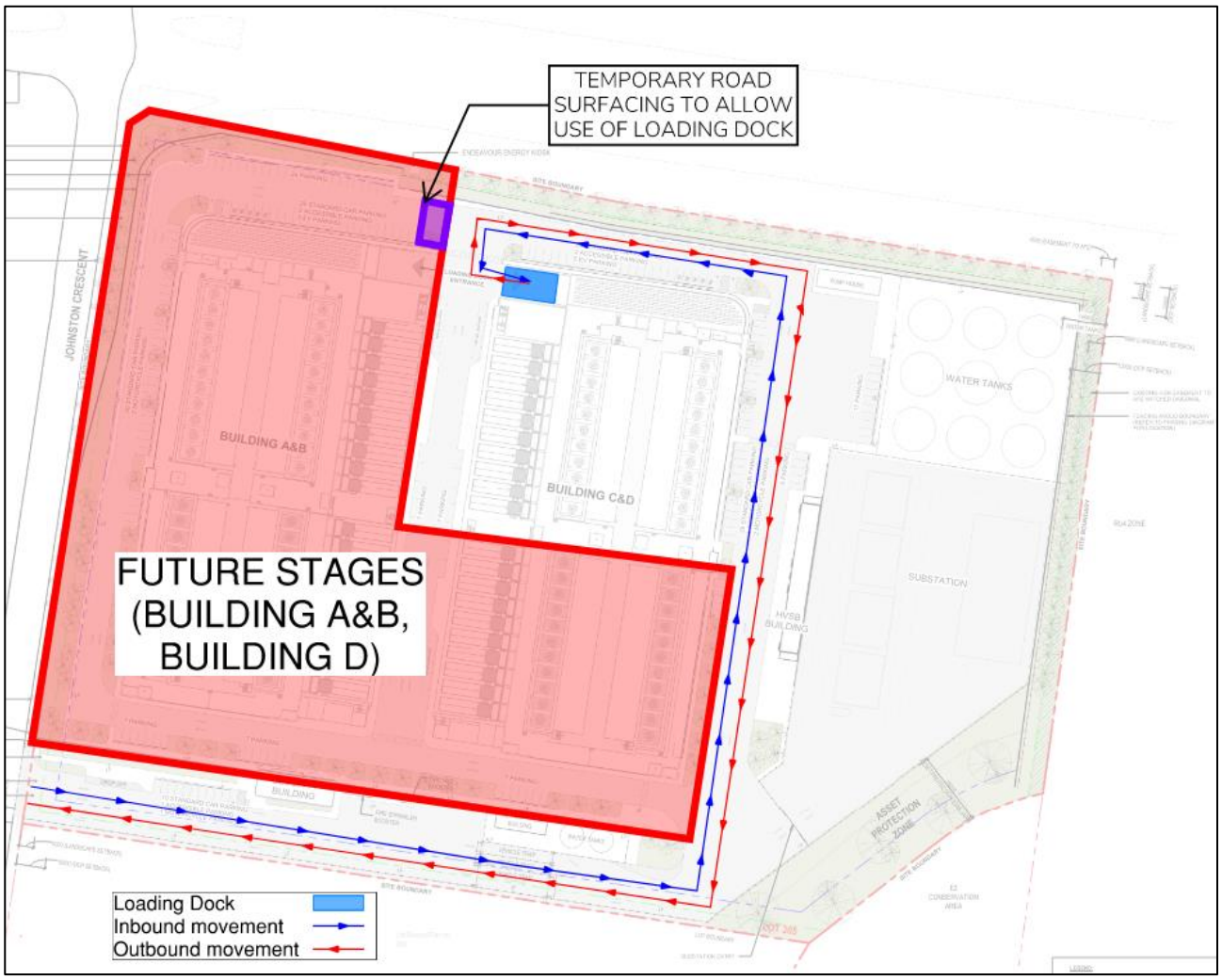

Figure 4.1 – Stage 1: Vehicle Access and Circulation

4.2.2 Stage 2

Following Stage 2 completion, the additional access road will alter outbound movement for the loading bay. Temporary road surfacing for Stage 1 can also be removed. Vehicle access and circulation is shown in Figure 4.2.

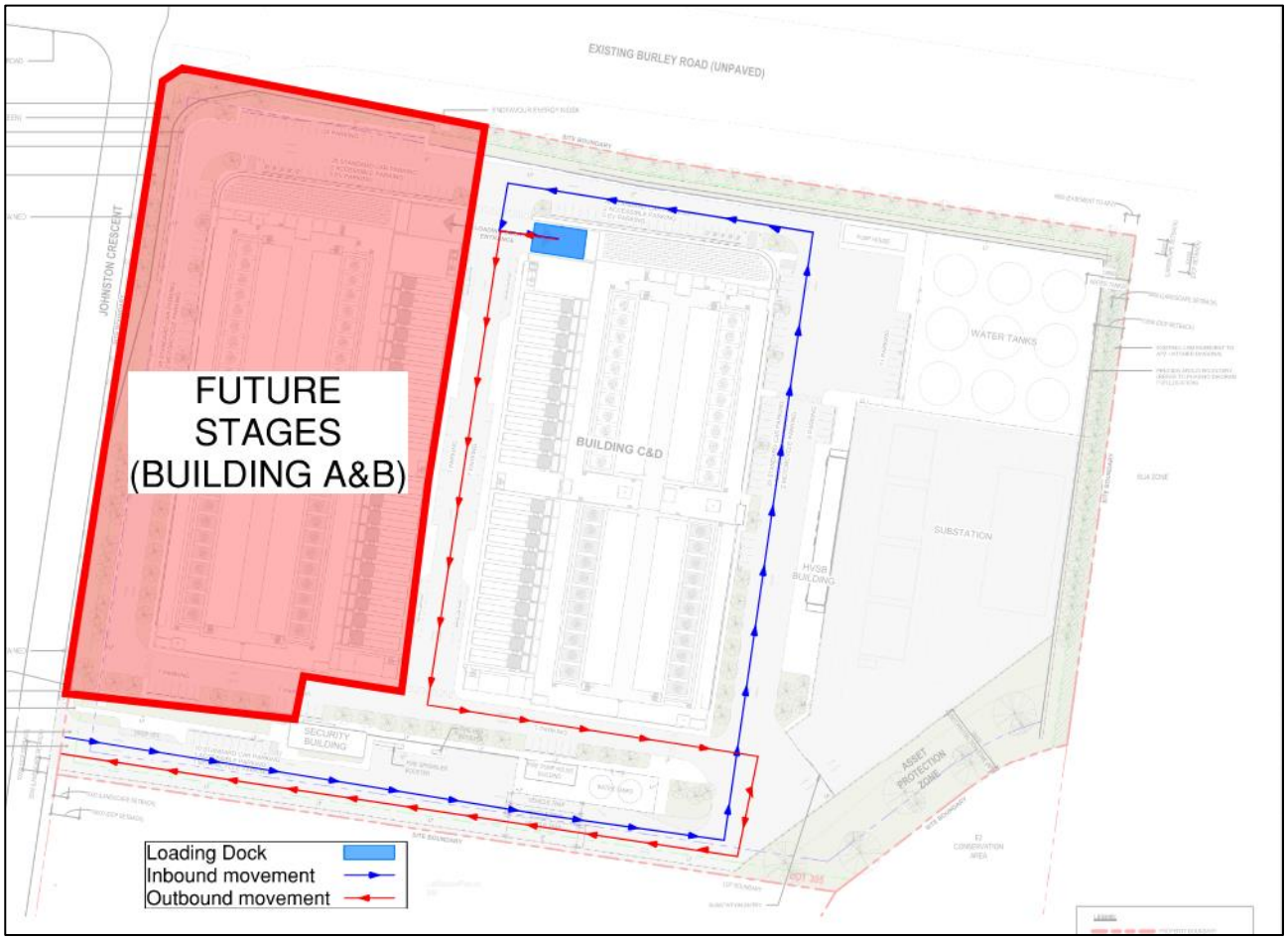

Figure 4.2 – Stage 2: Vehicle Access and Circulation

4.2.3 Stage 3 and Stage 4 (Final Operation)

Vehicle access and circulation arrangements for Stage 3 and Stage 4 (Final Operation) are the same. With the completion of Stage 3, the second loading bay in Building A&B is operational and circulation access is the same as Final Operation. Figure 4.3 shows the circulation and access for this final stage.

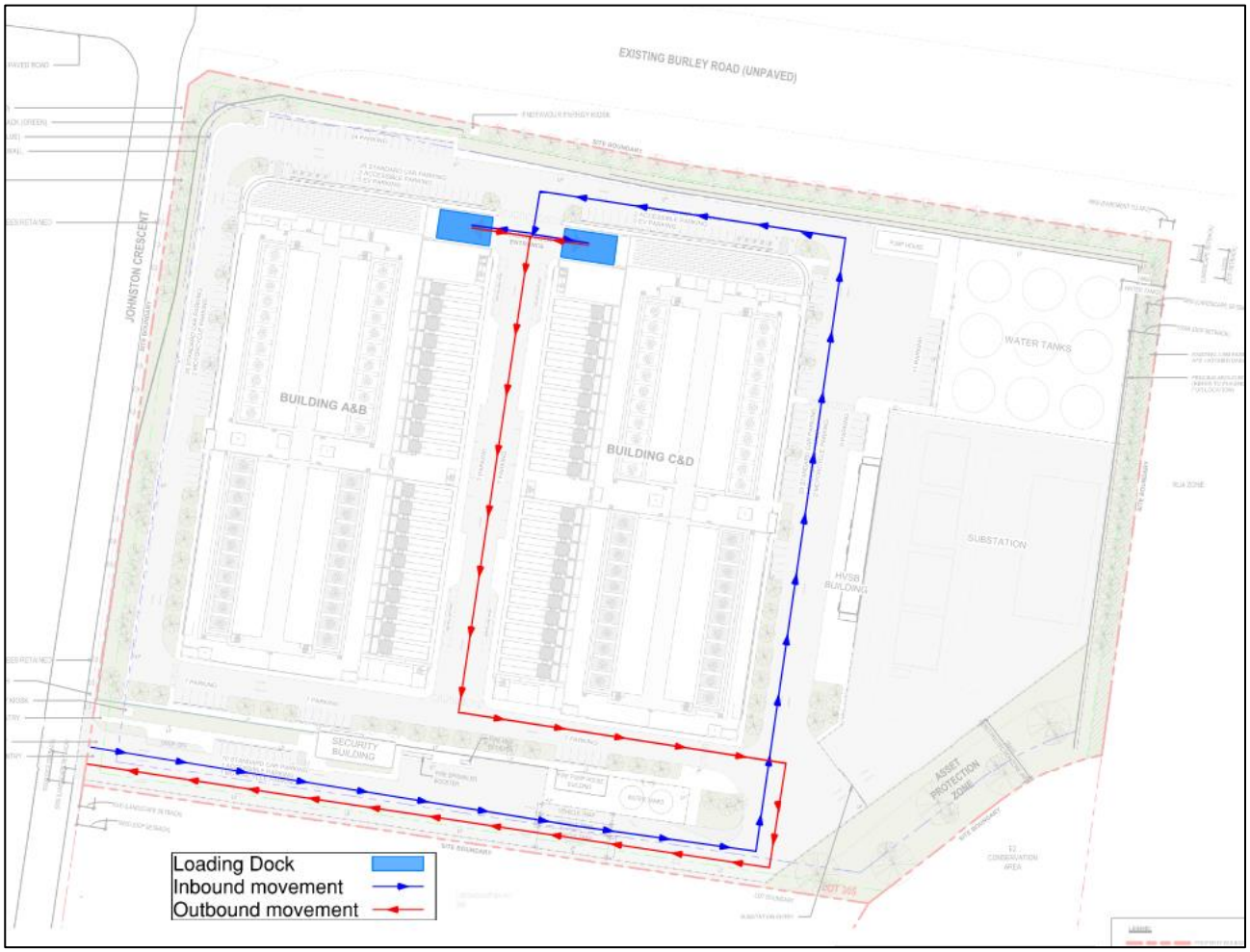

Figure 4.3 – Stage 3 and Stage 4 (Final Operation): Vehicle Access and Circulation

4.3 Loading Procedures

The proposed data centre includes two loading docks, one for each building. Each loading dock has been designed capable of accommodating two vehicles up to 20m long AVs. All trucks will be required to reverse into their allocated loading bay and exit in a forward direction. Yard Marshalls will be stationed at the loading dock (when trucks are present) to manage the movement of trucks and unloading activities.

A booking system is to be implemented to control the arrival and departure of vehicles, minimise queueing and ensure efficient and safe movement of trucks within the loading dock.

The booking system will be managed by the Loading Dock Manager. All trucks entering the site will be required to be pre-booked in the system, with consideration to the time required to unload the vehicles.

All truck drivers will be made aware of the booking system and that the Loading Dock Manager will need to be informed of any planned changes to the booking at least 24 hours before the arranged time. Any changes will need to be approved by the Loading Dock Manager. All truck drivers will need to notify the Loading Dock Manager at least 30 minutes prior to arriving on site.

4.4 Signage and Line Marking

Signage is installed at relevant locations to advise of hazardous items (i.e. trucks) and the restricted nature of the loading dock area (i.e. restricted personnel).

The locations of these signs are to be confirmed at completion of the built development and an example of the signages has been provided in Figure 4.4.

Figure 4.4 – Signage Examples

4.5 Pedestrians

Pedestrian access to the loading area used by service vehicles shall be restricted, as far as practicable, for safety purposes.

Traffic controls will be in place to minimise the risk of conflict between vehicles and pedestrians within the site. When loading or unloading, temporary high-visibility barriers should be considered. Truck drivers and the centre personnel (e.g. yard marshal) who will be required to work within the truck manoeuvring areas will be required to wear proper personal protective equipment (PPE) to improve visibility and provide added protection.

4.6 Protocols for Noise Emission Minimisation

Truck drivers are to be instructed not to use horns and compression braking in the vicinity of the site and any local streets. This is aimed to reduce any noise complaints from residents and surrounding developments.

4.7 Work Health and Safety

Safety requirements for the loading docks include the following:

- In the event of an accident occurring on-site, the WH&S Manager is to be notified immediately
- In the event of an emergency, the WH&S Manager will work with the workers and drivers for adequate responses
- All persons must wear high-visibility vests/clothing and enclosed footwear (no thongs, sandals or open-toed shoes)
- No person is to work while under the influence of drug or alcohol
- Goods are to be labelled and loaded/unloaded properly
- All drivers must drive at a speed no greater than 10km/h within the site

Additional work health and safety measures are to be in place consistent with the applicant's WH&S protocols.

Section 5 Implementation of LDMP

5.1 Distribution and Use

A copy of the LDMP is always to be held on-site and available for review and reference and shall be distributed to all the concerned personnel.

5.2 Regular Reviews

This LDMP and any other associated documentation should be reviewed regularly and updated as required. It is recommended that an initial review should take place following six months of operation. This review should include detailed observations of the transport operations of the site, consultation with site users, and adjustments to procedures where necessary.

Following this initial review, a regular review annually would likely be an appropriate update schedule.

The Loading Dock Manager will be designated with the responsibility of maintaining the LDMP.

5.3 Induction Process

Proper management of vehicles in and around the loading dock starts with informed users. As part of the induction process for drivers and other relevant staff, the following activities should be undertaken:

- Provide a copy of this LDMP (or the most relevant up-to-date document).
- Undertake a walk-through of the loading areas.
- Ensure the users are provided with each party's appropriate contact details, and methods of communication are outlined clearly.

5.4 Complaints System

A complaint management system will be implemented by the Loading Dock Manager with the following principles to be adopted:

- Each complaint will be logged with the Loading Dock Manager with a response to be given within a week.
- Once the complaint has been logged, the Loading Dock Manager will investigate the complaint including referencing the loading dock schedule so that the delivery person/company in question can be contacted.

Further to the above, the Loading Dock Manager will take the necessary action required and advise the user that lodged the complaint of the resolution and action taken.

5.5 Monitoring

To ensure the management of the loading dock and its activities is operating successfully, the measures outlined in this LDMP should be reviewed and monitored over time. To assist in monitoring the operation of the loading dock, the following should be considered:

- Undertake observations to note if deliveries are occurring at the scheduled times or departing from these.
- Observe whether any congestion is occurring within the site due to loading activities, or whether any loading activities are being undertaken within the roadway.
- Monitor usage of the loading dock, including:
    - If the loading area is kept clear at all times.
    - If any non-loading activities are occurring within the loading area.
- Keep records of any accidents or near misses occurring within or around the loading dock.
- Review any complaints received from loading dock users.

Section 6 Conclusion

This Loading Dock Management Plan (LDMP) must be implemented prior to the commencement of any loading operations. The management details outlined in the LDMP must be followed to ensure that loading activities are conducted safely and efficiently. The LDMP will be regularly reviewed and updated as required to accommodate any new servicing needs. This LDMP is considered to meet the relevant council requirements.

Prepared by

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Approved by

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Associate (Traffic)

Appendix A Swept Paths

SITE BOUNDARY

24 PARKING

20 STANDARD CAR PARKING
2 ACCESSIBLE PARKING
5 EV PARKING

20 STANDARD CAR PARKING
2 ACCESSIBLE PARKING
5 EV PARKING

PUMP HOUSE

LOADING DOCK ENTRANCE

REFUELLING POINT

REFUELLING POINT

11 PARKING

30 STANDARD CAR PARKING
2 MOTORCYCLE PARKING

BUILDING A&B

BUILDING C&D

29 STANDARD CAR PARKING
1 ACCESSIBLE PARKING
2 MOTORCYCLE PARKING

5 PARKING

7 PARKING

7 PARKING

HVSB BUILDING

REFUELLING POINT

REFUELLING POINT

7 PARKING

7 PARKING

7 PARKING

FIRE HYD BOOSTER

SECURITY BUILDING

FIRE PUMP HOUSE BUILDING

WATER TANKS

FIRE SPRINKLER BOOSTER

DROP OFF

10 STANDARD CAR PARKING
1 ACCESSIBLE PARKING
1 MOTORCYCLE PARKING

VEHICLE TRAP

VEHICLE TRAP

VEHICLE TRAP

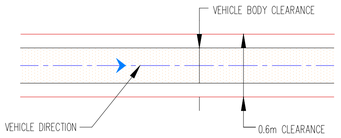
LOT 305

SITE BOUNDARY

LOT BOUNDARY

SUBSTATION ENTRY

SWEPT PATH LEGEND:



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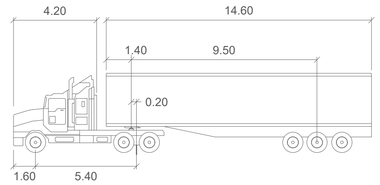

AV

	meters		
Tractor Width	: 2.50	Lock to Lock Time	
Trailer Width	: 2.50	Steering Angle	
Tractor Track	: 2.50	Articulating Angle	
Trailer Track	: 2.50		

DATE	No.	REVISION HISTORY	DRW	CHK	QA
01/05/25	02	SSDA SUBMISSION	MP	SS	GC
19/03/25	01	CONCEPT DESIGN	MP	SS	GC

NOTE:
1. ALL DRAWINGS TO BE READ IN CONJUNCTION WITH ASSOCIATED SPECIFICATION
2. DO NOT SCALE FROM DRAWINGS
3. CONFIRM ALL MEASUREMENTS ON SITE
4. CHECK ON SITE PRIOR TO CONSTRUCTION AND REPORT ANY DISCREPANCIES
5. ENSURE COORDINATION WITH OTHER TRADES ON SITE.
6. ASL = ABOVE SLAB LEVEL

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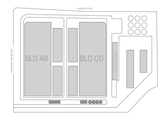
Key Plan



Site:	Stage:	Phase:
S4	01	01

NEXTDC Project Number:
S4.0002

Project Address
16 JOHNSTON CRESCENT, HORSLEY PARK NSW 2175

Project Name
NEXTDC S4

Drawing Title
SWEPT PATH ANALYSIS - AV MOVEMENTS

Drawing Status
SSDA SUBMISSION
NOT FOR CONSTRUCTION

Drawn	Date
MP	01/05/25
Checked	Date
SS	01/05/25

Scale	Sheet	File Name
1:500	A1	S4-TRF-TTW-SW-DRG-0-0000-0040

Drawing Number	Rev
S4-TRF-TTW-SW-DRG-0-0000-0040	CNC-2

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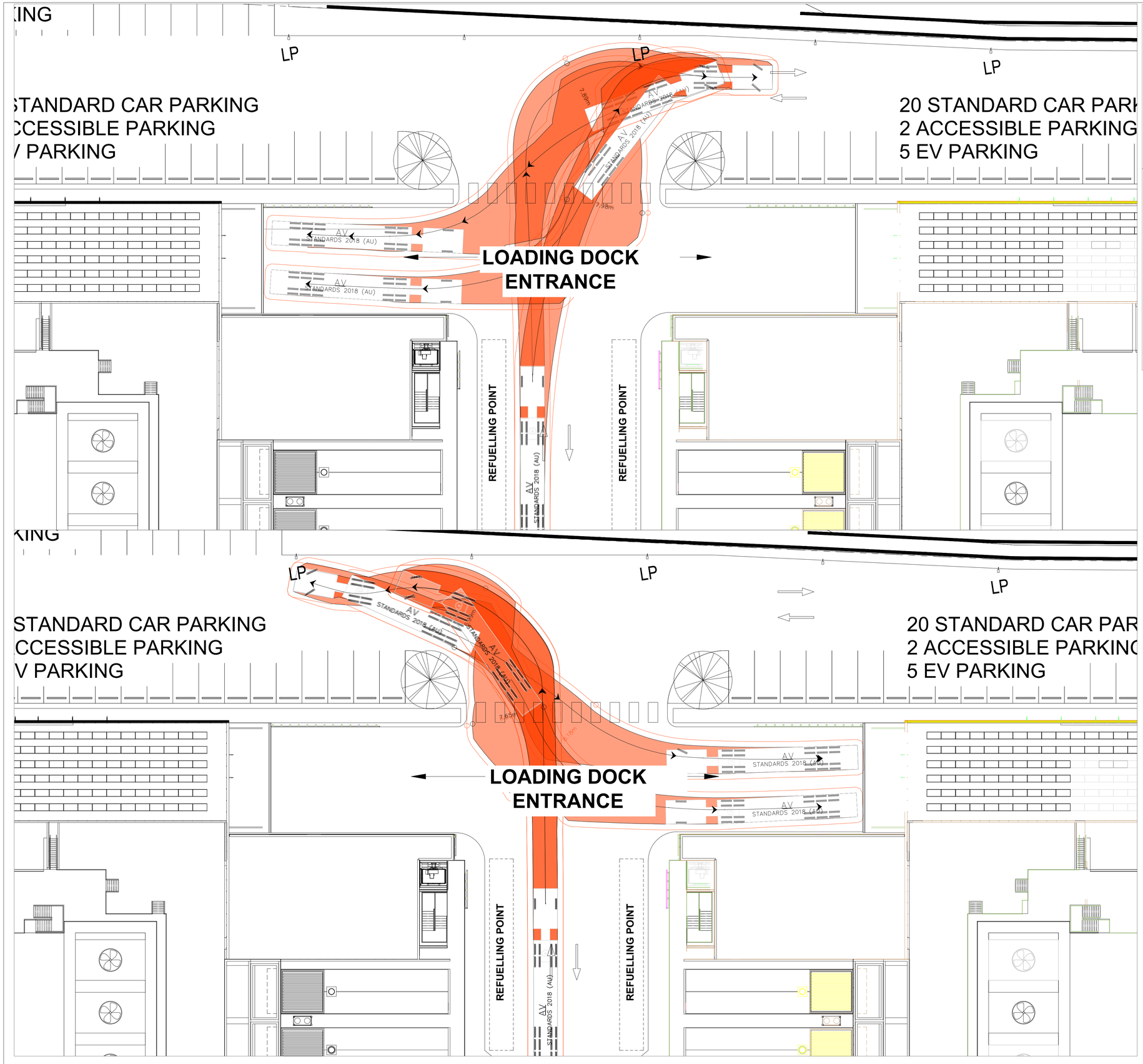

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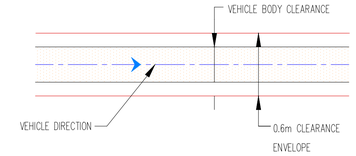

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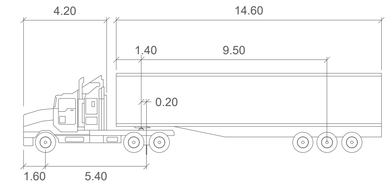

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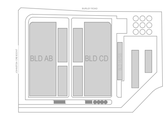


Site:	Stage:	Phase:
S4	01	01

NEXTDC Project Number:
S4.0002

Project Address
16 JOHNSTON CRESCENT, HORSLEY PARK NSW 2175

Project Name
NEXTDC S4

Drawing Title
SWEPT PATH ANALYSIS - LOADING DOCK ENTRY

Drawing Status
SSDA SUBMISSION
NOT FOR CONSTRUCTION

Drawn	Date
MP	01/05/25
Checked	Date
SS	01/05/25

Scale	Sheet	File Name
1:200	A1	S4-TRF-TTW-SW-DRG-0-0000-0041

Drawing Number	Rev
S4-TRF-TTW-SW-DRG-0-0000-0041	CNC-2

NOT FOR CONSTRUCTION

EV PARKING

5 EV PARKING

LOADING DOCK ENTRANCE

AV STANDARDS 2018 (AU)

AV STANDARDS 2018 (AU)

8.48m

REFUELLING POINT

REFUELLING POINT

AV STANDARDS 2018 (AU)

AV STANDARDS 2018 (AU)

LOADING DOCK ENTRANCE

AV STANDARDS 2018 (AU)

AV STANDARDS 2018 (AU)

7.86m

REFUELLING POINT

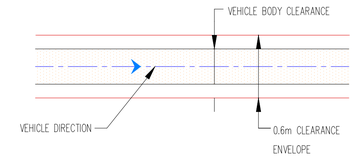
REFUELLING POINT

AV STANDARDS 2018 (AU)

AV STANDARDS 2018 (AU)

NOT FOR CONSTRUCTION

SWEPT PATH LEGEND:



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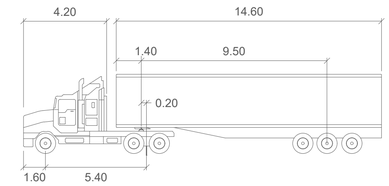

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01/05/25	02	SSDA SUBMISSION	MP	SS	GC
19/03/25	01	CONCEPT DESIGN	MP	SS	GC

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5. ENSURE COORDINATION WITH OTHER TRADES ON SITE.
6. ASL = ABOVE SLAB LEVEL

Principal Consultants

Architect: HDR

Services: aurecon

Structural: TTW

Principal Contractor: MULTIPLEX

Client: NEXTDC

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[Contractor / Consultant / Document Author]

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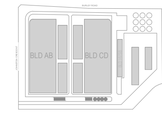
NOMINATED ENGINEERS
NSW GRACE CARPP, CHRIS GENTILE

Document Author Project Number: 211085

Key Plan



Site:	Stage:	Phase:
S4	01	01

NEXTDC Project Number: S4.0002

Project Address: 16 JOHNSTON CRESCENT, HORSLEY PARK NSW 2175

Project Name: NEXTDC S4

Drawing Title: SWEPT PATH ANALYSIS - LOADING DOCK EXIT

Drawing Status: SSDA SUBMISSION
NOT FOR CONSTRUCTION

Drawn	Date
MP	01/05/25
Checked	Date
SS	01/05/25

Scale	Sheet	File Name
1:200	A1	S4-TRF-TTW-SW-DRG-0-0000-0042

Drawing Number	Rev
S4-TRF-TTW-SW-DRG-0-0000-0042	CNC-2

EXISTING BURLEY ROAD (UNPAVED)

SITE BOUNDARY

20 STANDARD CAR PARKING
2 ACCESSIBLE PARKING
5 EV PARKING

LOADING DOCK ENTRANCE

REFUELLING POINT

REFUELLING POINT

BUILDING C&D

29 STANDARD CAR PARKING
1 ACCESSIBLE PARKING
2 MOTORCYCLE PARKING

5 PARKING

7 PARKING

7 PARKING

FIRE HYD BOOSTER

FIRE SPRINKLER BOOSTER

FIRE PUMP HOUSE BUILDING

WATER TANKS

VEHICLE TRAP

VEHICLE TRAP

VEHICLE TRAP

7 PARKING

LP

EXISTING BURLEY ROAD (UNPAVED)

SITE BOUNDARY

20 STANDARD CAR PARKING
2 ACCESSIBLE PARKING
5 EV PARKING

LOADING DOCK ENTRANCE

REFUELLING POINT

REFUELLING POINT

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2 MOTORCYCLE PARKING

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7 PARKING

7 PARKING

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FIRE SPRINKLER BOOSTER

FIRE PUMP HOUSE BUILDING

WATER TANKS

VEHICLE TRAP

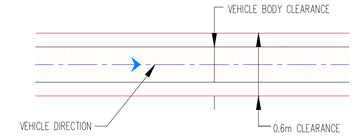
VEHICLE TRAP

VEHICLE TRAP

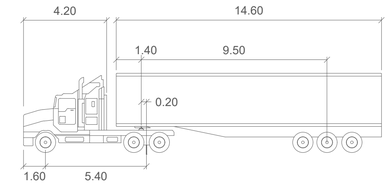
7 PARKING

LP

SWEPT PATH LEGEND:



NOTE: 600mm CLEARANCE IN ACCORDANCE WITH AS2890.2



AV

	meters		
Tractor Width	: 2.50	Lock to Lock Time	
Trailer Width	: 2.50	Steering Angle	
Tractor Track	: 2.50	Articulating Angle	
Trailer Track	: 2.50		

NOT FOR CONSTRUCTION

DATE	No.	REVISION HISTORY	DRW	CHK	QA
01/05/25	02	SSDA SUBMISSION	MP	SS	GC
19/03/25	01	CONCEPT DESIGN	MP	SS	GC

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Structural: TTW

Principal Contractor: MULTIPLEX

Client: NEXTDC

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Document Author Project Number: 211085

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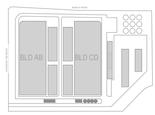


Site:	Stage:	Phase:
S4	01	01

NEXTDC Project Number: S4.0002

Project Address: 16 JOHNSTON CRESCENT, HORSLEY PARK NSW 2175

Project Name: NEXTDC S4

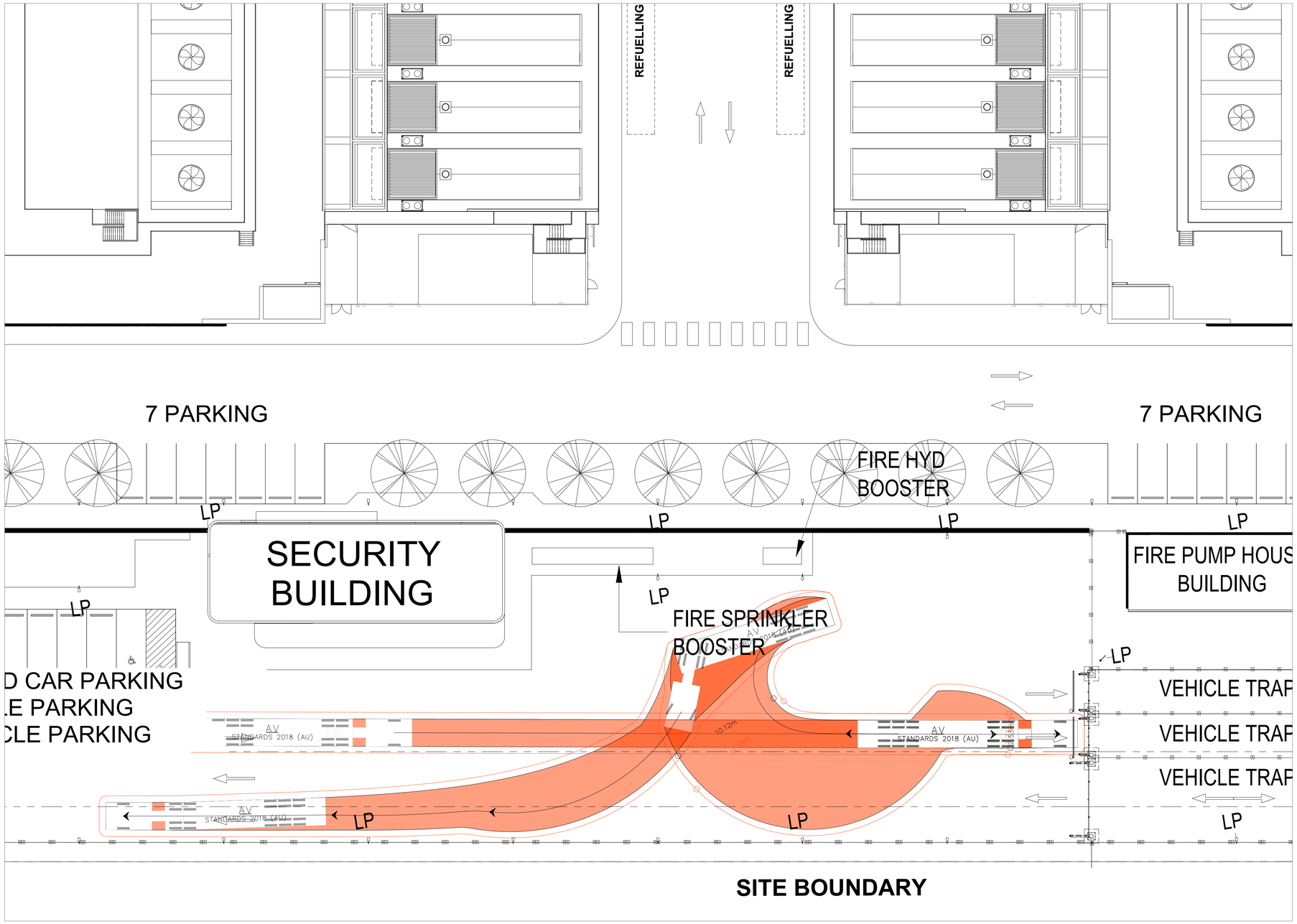
Drawing Title: SWEPT PATH ANALYSIS - REFUELLING POINT ENTRY AND EXIT

Drawing Status: SSDA SUBMISSION
NOT FOR CONSTRUCTION

Drawn	Date
MP	01/05/25
Checked	Date
SS	01/05/25

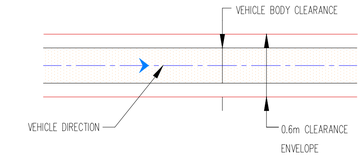
Scale	Sheet	File Name
1:500	A1	S4-TRF-TTW-SW-DRG-0-0000-0043

Drawing Number	Rev
S4-TRF-TTW-SW-DRG-0-0000-0043	CNC-2

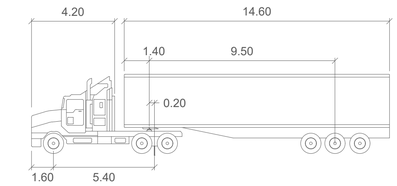


NOT FOR CONSTRUCTION

SWEPT PATH LEGEND:



NOTE: 600mm CLEARANCE IN ACCORDANCE WITH AS2890.2



AV

	meters	
Tractor Width	: 2.50	Lock to Lock Time
Trailer Width	: 2.50	Steering Angle
Tractor Track	: 2.50	Articulating Angle
Trailer Track	: 2.50	

DATE	No.	REVISION HISTORY	DRW	CHK	QA
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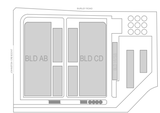


Site:	Stage:	Phase:
S4	01	01

NEXTDC Project Number: S4.0002

Project Address: 16 JOHNSTON CRESCENT, HORSLEY PARK NSW 2175

Project Name: NEXTDC S4

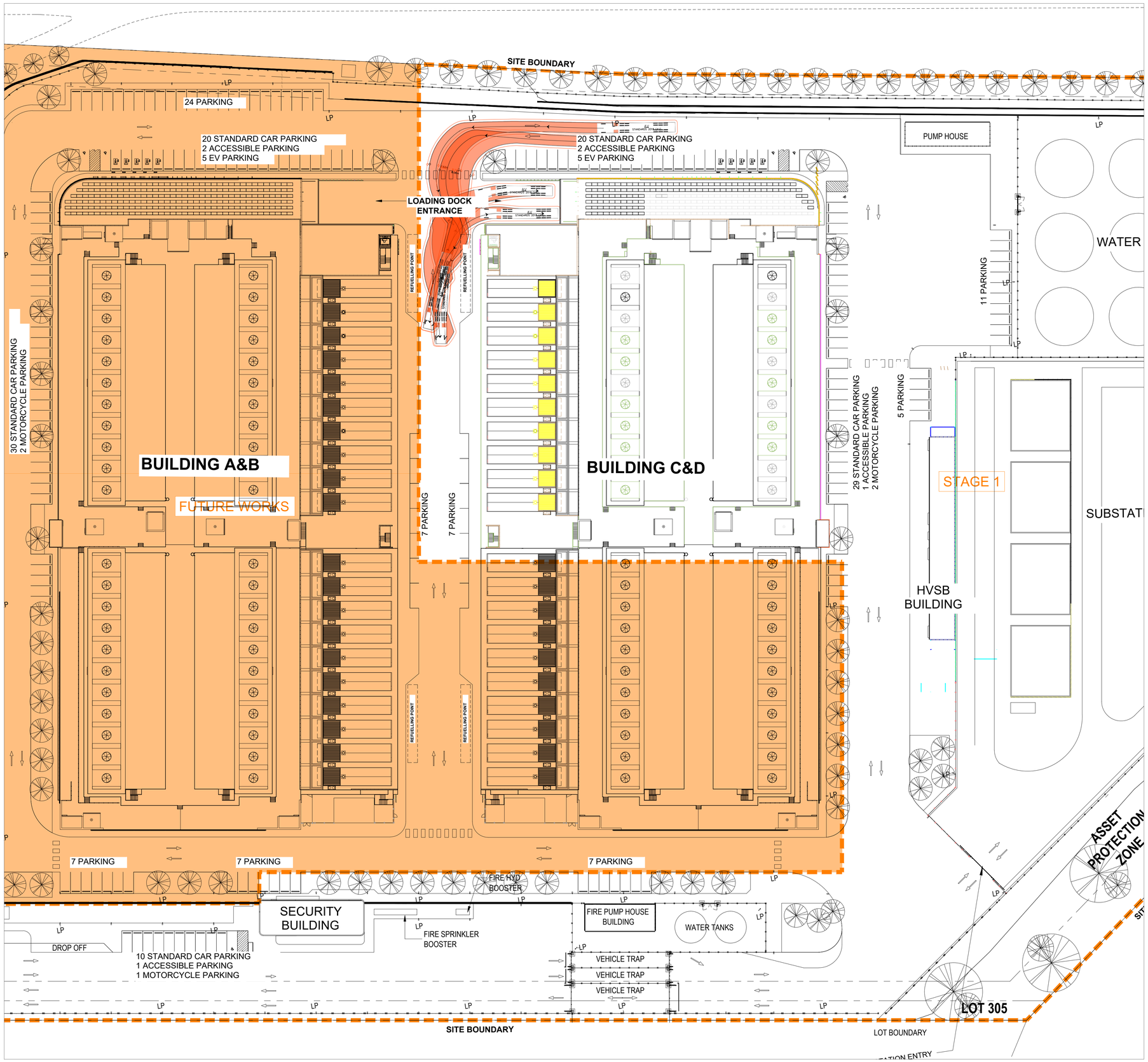
Drawing Title: SWEPT PATH ANALYSIS - AV SITE REJECTION POINT MOVEMENT

Drawing Status: SSDA SUBMISSION
NOT FOR CONSTRUCTION

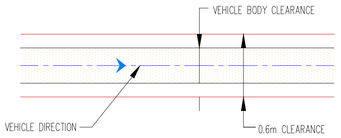
Drawn	Date
MP	01/05/25
Checked	Date
SS	01/05/25

Scale	Sheet	File Name
1:200	A1	S4-TRF-TTW-SW-DRG-0-0000-0044

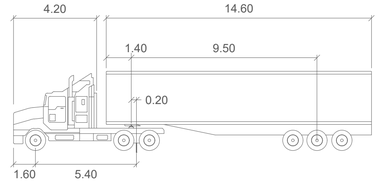
Drawing Number	Rev
S4-TRF-TTW-SW-DRG-0-0000-0044	CNC-2



SWEPT PATH LEGEND:



NOTE: 600mm CLEARANCE IN ACCORDANCE WITH AS2890.2



AV

	meters	
Tractor Width	: 2.50	Lock to Lock Time
Trailer Width	: 2.50	Steering Angle
Tractor Track	: 2.50	Articulating Angle
Trailer Track	: 2.50	

DATE	No.	REVISION HISTORY	DRW	CHK	QA
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Document Author Project Number
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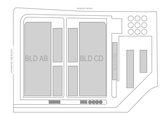


Site:	Stage:	Phase:
S4	01	01

NEXTDC Project Number:
S4.0002

Project Address
16 JOHNSTON CRESCENT, HORSLEY PARK NSW 2175

Project Name
NEXTDC S4

Drawing Title
SWEPT PATH ANALYSIS - LOADING DOCK ENTRY (STAGE 1)

Drawing Status
SSDA SUBMISSION
NOT FOR CONSTRUCTION

Drawn	Date
MP	01/05/25
Checked	Date
SS	01/05/25

Scale	Sheet	File Name
1:500	A1	S4-TRF-TTW-SW-DRG-0-0000-0045

Drawing Number	Rev
S4-TRF-TTW-SW-DRG-0-0000-0045	CNC-2

NOT FOR CONSTRUCTION

SITE BOUNDARY

24 PARKING

20 STANDARD CAR PARKING
2 ACCESSIBLE PARKING
5 EV PARKING

20 STANDARD CAR PARKING
2 ACCESSIBLE PARKING
5 EV PARKING

PUMP HOUSE

LOADING DOCK ENTRANCE

WATER

TEMPORARY ROAD SURFACING REQUIRED DURING STAGE 1 FOR LOADING DOCK EXIT

30 STANDARD CAR PARKING
2 MOTORCYCLE PARKING

11 PARKING

BUILDING A&B

FUTURE WORKS

BUILDING C&D

29 STANDARD CAR PARKING
1 ACCESSIBLE PARKING
2 MOTORCYCLE PARKING

5 PARKING

STAGE 1

SUBSTAT

7 PARKING

7 PARKING

REFUELLING POINT

REFUELLING POINT

REFUELLING POINT

REFUELLING POINT

HVSB BUILDING

7 PARKING

7 PARKING

7 PARKING

SECURITY BUILDING

FIRE HYD BOOSTER

FIRE SPRINKLER BOOSTER

FIRE PUMP HOUSE BUILDING

WATER TANKS

DROP OFF

10 STANDARD CAR PARKING
1 ACCESSIBLE PARKING
1 MOTORCYCLE PARKING

VEHICLE TRAP

VEHICLE TRAP

VEHICLE TRAP

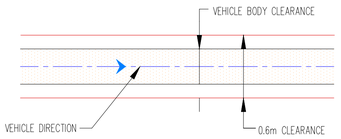
ASSET PROTECTION ZONE

LOT 305

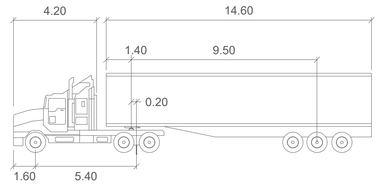
SITE BOUNDARY

LOT BOUNDARY

SWEPT PATH LEGEND:



NOTE: 600mm CLEARANCE IN ACCORDANCE WITH AS2890.2



AV

	meters	
Tractor Width	: 2.50	Lock to Lock Time
Trailer Width	: 2.50	Steering Angle
Tractor Track	: 2.50	Articulating Angle
Trailer Track	: 2.50	

DATE	No.	REVISION HISTORY	DRW	CHK	QA
01/05/25	02	SSDA SUBMISSION	MP	SS	GC
19/03/25	01	CONCEPT DESIGN	MP	SS	GC

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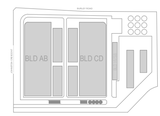

Site:	Stage:	Phase:
S4	01	01

NEXTDC Project Number: S4.0002

Project Address: 16 JOHNSTON CRESCENT, HORSLEY PARK NSW 2175

Project Name: NEXTDC S4

Drawing Title: SWEPT PATH ANALYSIS - LOADING DOCK EXIT (STAGE 1)

Drawing Status: SSDA SUBMISSION
NOT FOR CONSTRUCTION

Drawn	Date
MP	01/05/25
Checked	Date
SS	01/05/25

Scale	Sheet	File Name
1:500	A1	S4-TRF-TTW-SW-DRG-0-0000-0046

Drawing Number	Rev
S4-TRF-TTW-SW-DRG-0-0000-0046	CNC-2

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