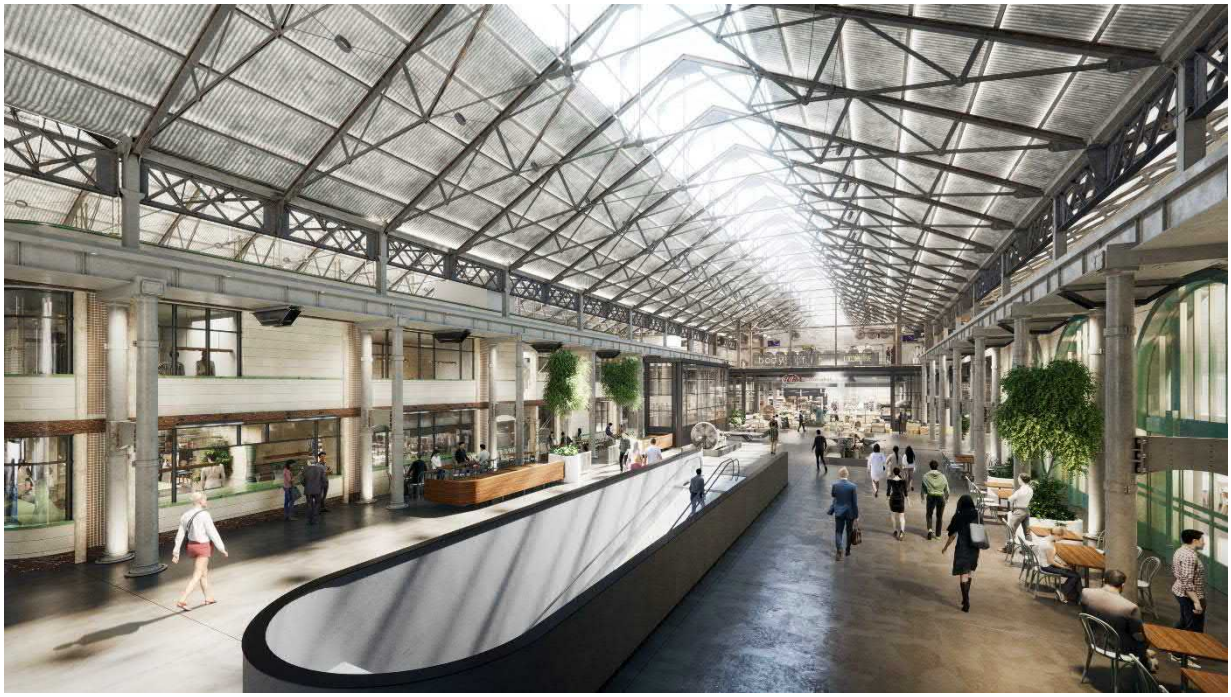

SOUTH EVELEIGH LOCOMOTIVE WORKSHOP

LOADING DOCK MANAGEMENT PLAN

SSD 8517 & 8449

Revision: 2
Date: 2/06/20

Contents

Document Name	Revision	Date
Locomotive Workshop Loading Dock Access Management Plan	1	04/11/19
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1 EXECUTIVE SUMMARY

The purpose of this document is to provide information on the loading dock management associated with the daily operations of the Locomotive Workshop and to satisfy condition E19 of State Significant Development (SSD) 8517 and 8449.

Information contained in this document is relevant to all regularly accessing the loading dock. It is the responsibility of the Locomotive Workshop Facility Management, Mirvac Asset Management and other relevant operational staff to ensure that the policies and procedures referred to in this document are observed and performed by all which includes contractors, couriers and all Locomotive Workshop staff carrying out regular daily operations within the area.

2 SITE DESCRIPTION

South Eveleigh (formerly Australian Technology Park) is located approximately 5km south of the Sydney CBD, 8km north of Sydney airport and within 300m of Redfern Railway Station. The site, with an overall area of 13.2 hectares, is located within the City of Sydney local government area (LGA). Figure 1 provides a graphic representation of the site location and its broader context.

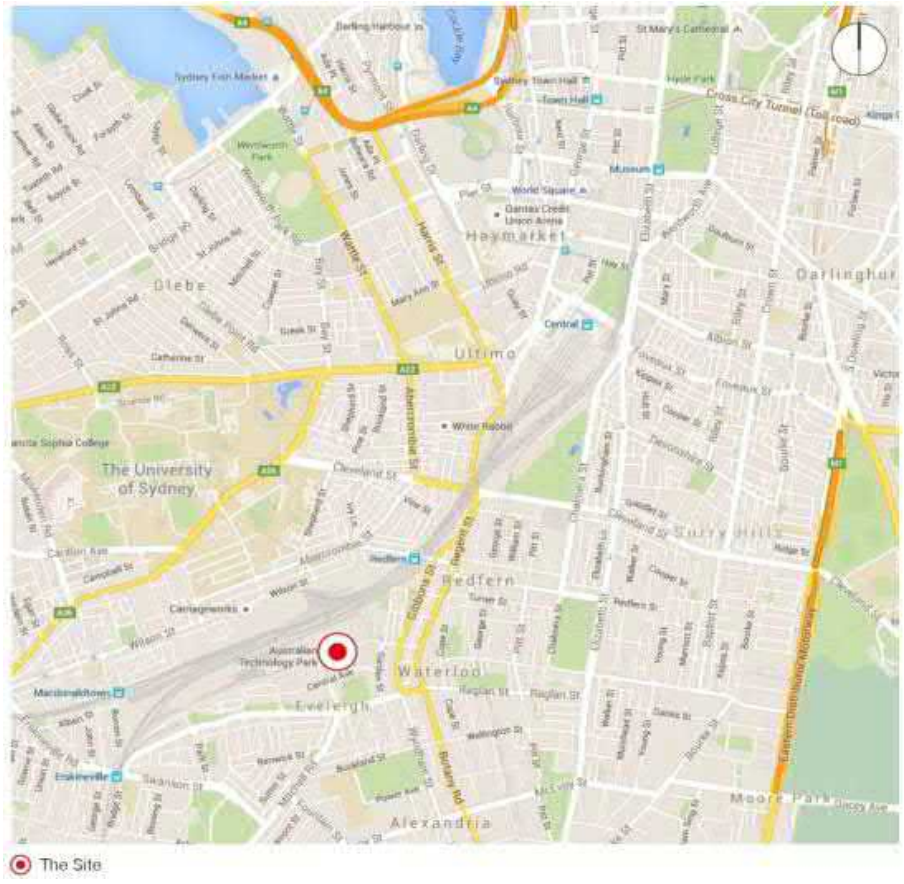


Figure 1 Site location

South Eveleigh is bounded by local streets; Garden Street and Cornwallis Street located to its east and Henderson Road located to its south. On the site's northern boundary runs the railway line. The South Eveleigh site is accessed by the public via three internal roads, namely at Central Avenue from Garden Street, Davy Road from Henderson Road and Locomotive Street from Garden Street. The internal roads and public domain as indicated in the figure below within the site are owned and managed by Mirvac.

Figure 2 South Eveleigh precinct

2.1 Planning Guidelines

The primary planning instrument applicable to South Eveleigh which includes the Locomotive Workshops, is State Environmental Planning Policy (State Significant Precincts) 2005 (SSP SEPP). Schedule 3, Part 5, Division 1 of the SSP SEPP states that: 'All other environmental planning instruments do not apply to the Redfern–Waterloo Authority Sites, except for other State environmental planning policies.' Sydney Local Environmental Plan 2012 is therefore not applicable to the site. Sydney Development Control Plan 2012 is also not applicable to the site.

In addition, the Locomotive Workshop built in 1887, is listed on the NSW State Heritage Register and therefore afforded statutory protection under the NSW Heritage Act 1977.

2.2 Locomotive Workshop Redevelopment

Mirvac received development consent for the redevelopment and adaptive re-use of the Locomotive Workshop on 22nd February 2019 from the Independent Planning Commission for both SSD's 8517 Bays 1-

4a and SSD 8449 Bays 5-15 of the Locomotive Workshop. The below provides a summary of each SSD consent granted by the Department of Planning:

SSD 8517 Locomotive Workshop Bays 1-4a:

- Adaptive re-use of the Locomotive Workshop (Bays 1-4a) including:
- A maximum of 11,662m2 GFA for uses including retail premises, educational establishment, information and education facility, artisan food and drink industry, general industrial (retention of the Blacksmith) and recreation facility (indoor);
- A loading dock and travelator;
- Associated heritage conservation works;
- Public domain works, six loading bays on Locomotive Street, external illumination and signage.

SSD 8449 Locomotive Workshop Bays 5-15:

- Adaptive re-use of the Locomotive Workshop (Bays 5-15) including:
- A maximum of 27,458 GFA for commercial premises including 156 m2 for retail uses;
- Associated heritage conservation works;
- External illumination and signage.

The development will accommodate 8,200 sqm (NLA) of new retail and 22,700 sqm (NLA) of commercial office. The retail is anchored by a supermarket, a gymnasium, education facility, bar/restaurant and coffee roastery / café. The commercial office will comprise only five tenancies from the IT / technology sector.

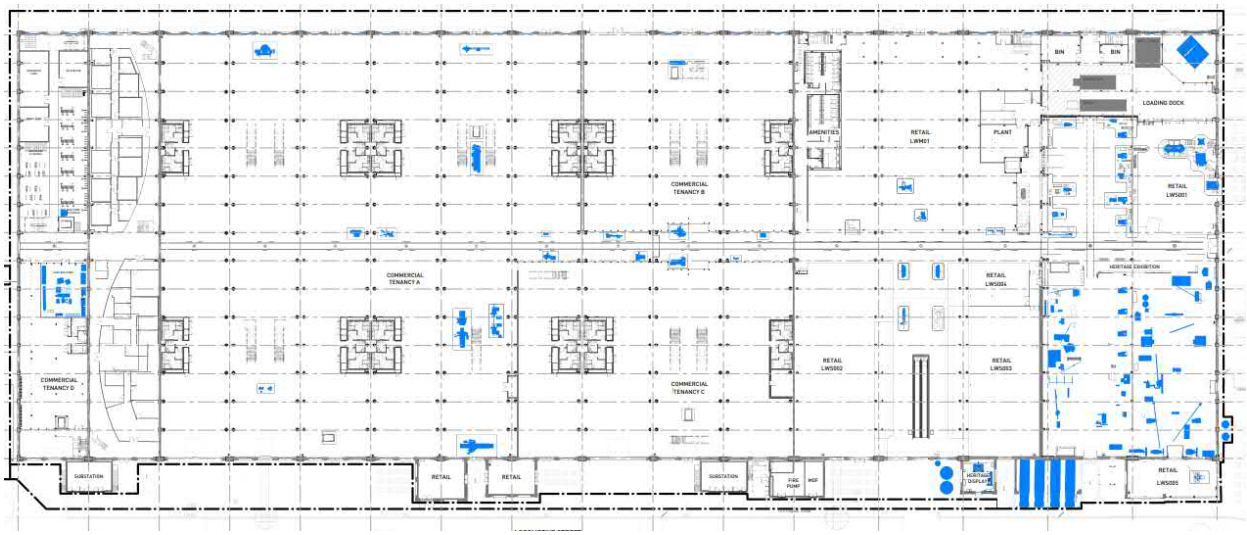


Figure 3 Ground level plan

Figure 4 Level one plan

2.3 Loading Dock and Locomotive Street

The redevelopment will comprise the construction of a loading dock located in bays 1 and 2 north and accessed via Innovation Plaza from the north of the site. The loading dock is approximately 550 sqm in area and will utilize existing openings in the heritage façade, maintain visual sightlines to the heritage-listed Davy Furnace and protection of heritage columns located within the loading dock. The size of the loading dock has been restricted by the location of key heritage objects and columns located in Bays 1 & 2. Through the approval process of SSD 8517 this was the preferred location of the authorities who assessed the SSD for the loading dock within the Locomotive Workshop. Mirvac have designed within these parameters to best service its operations.

The loading dock will comprise two bin rooms totalling 60 sqm in area, two bays for a van (up to 5m), two bays for a large vehicle up to a maximum of 10.2m (restricted in the SSD 8517 & 8449 consent), a dock leveller and a security office.

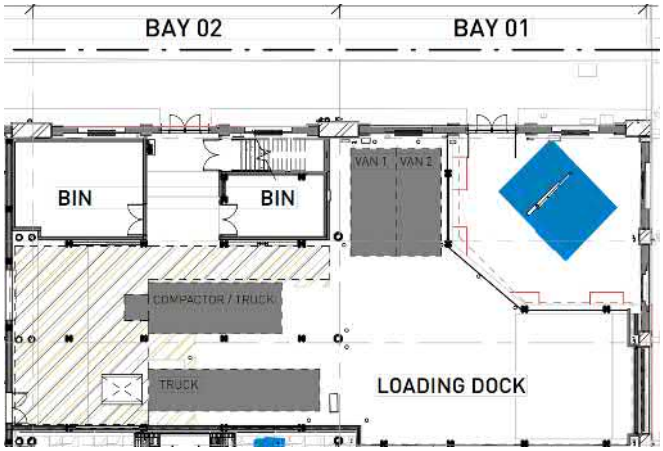


Figure 5 Loading Dock

In addition to this, the redevelopment of the Locomotive Workshop comprises upgrades to the existing brick paving to the north side of the strip drain on Locomotive Street (refer to the plan below). The scope of works within SSD 8517 includes re-landscaping of existing paving, introduction of garden features, introduction of external seating zones and the provision of (46) bike racks, lighting and vehicle parking bays in accordance with condition B6, SSD 8517: (1) fire brigade stand, (1) ride share / (1) taxi, (4) accessible parking and (6) loading.

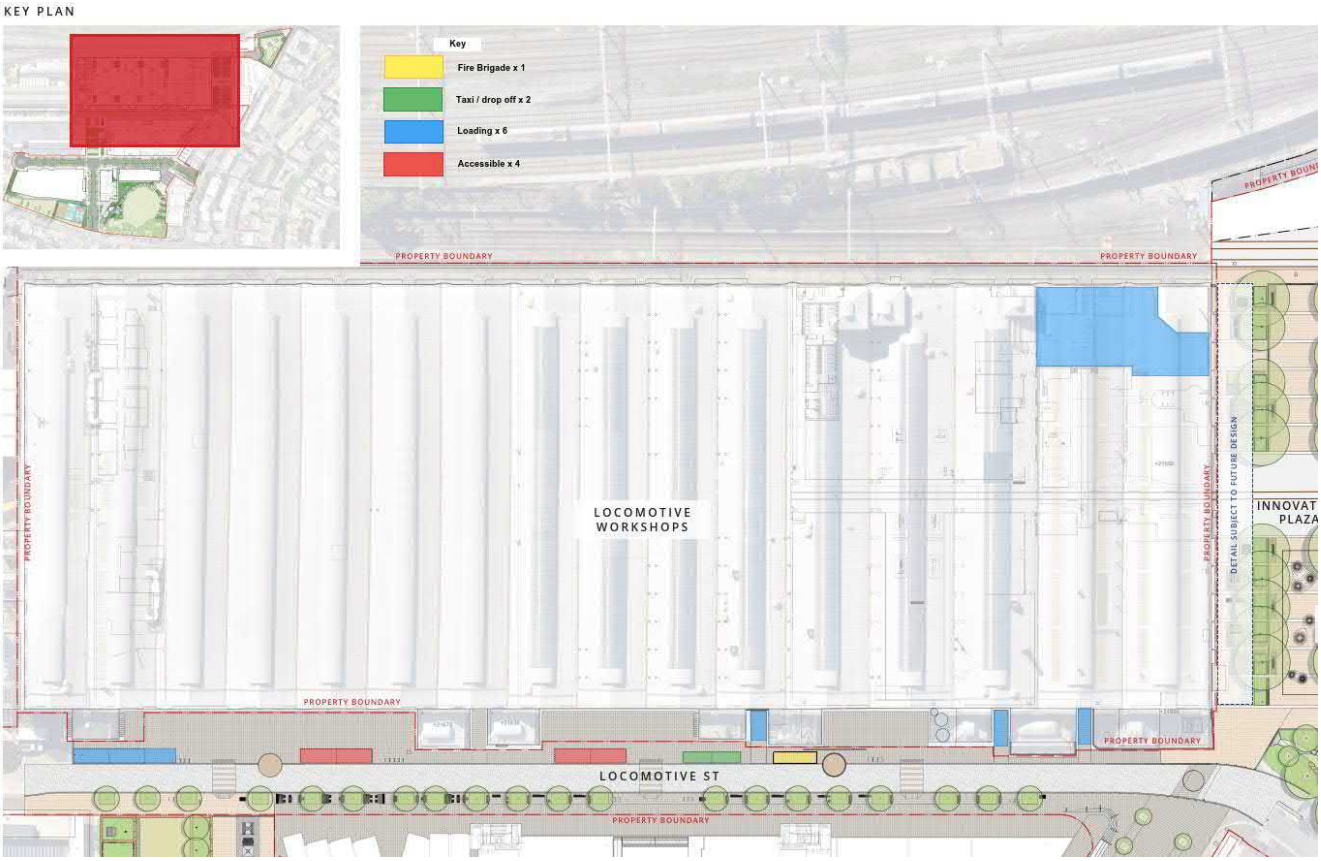


Figure 6 Locomotive Workshop loading

3 DELIVERIES PROCEDURE

3.1 Loading Dock

Access to the Locomotive Workshop loading dock is only permitted within the following hours:

Monday – Sunday (and Public holidays): 6pm – 8am

In general, the use of the loading dock will be prioritized for supermarket and other retail deliveries, waste collection and irregular deliveries of bulky goods for commercial and retail tenancies.

It is proposed however that deliveries between **9am and 4pm** are permitted for vans in the loading dock, this will assist loading to retail and commercial tenancies located on the north side of the building. Further details on this proposal are outlined in section 5.1 of the management plan.

3.1.1 Access Route

Vehicle entry into the Loading Dock in Innovation Plaza is via Rosehill Street and Margaret Street (shown in the figure below) into the north of the precinct. Amendments to extend the 'No Parking' zone on Rosehill Street have been approved by the Local Pedestrian, Cycling and Traffic Calming Committee on 19th March 2020 (2020/025122). The entry to site is marked by signage and a security boom gate with intercom to the precinct security office. Vehicles are to travel west between the National Innovation (NIC) and International Business Centre's (IBC) to Innovation Plaza adjacent to the Locomotive Workshop loading dock. Within the site, vehicles will approach Innovation Plaza in a forward gear at low speed. The area between Innovation Plaza and Cornwallis Street is already shared between pedestrians and vehicles, including large trucks which regularly collect refuse generated by the South Eveleigh site.

The exit from the Locomotive Workshop loading dock is via the rear lane of the NIC building and onto Cornwallis Street.

Refer to Figure 6 below.

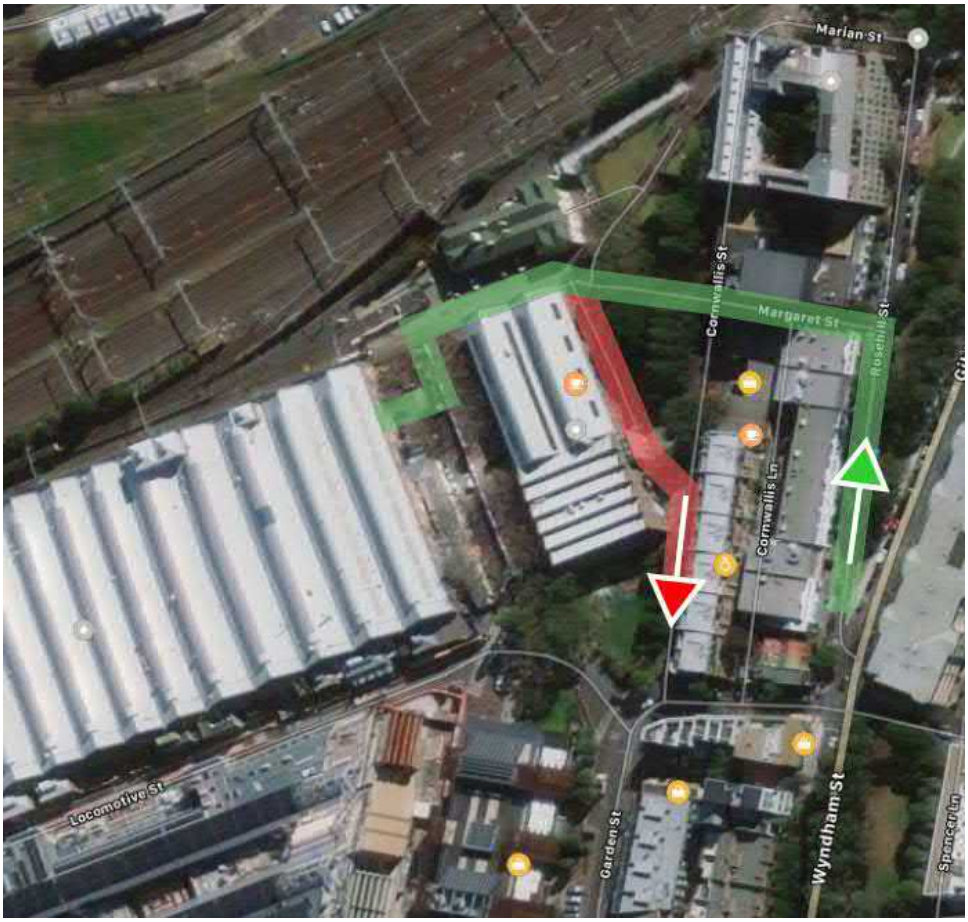


Figure 7 Access Route Entry / Exit

3.1.2 Swept Path Analysis

Within Innovation Plaza, trucks will enter in a forward gear, stop, and reverse into the loading dock. Swept path analysis included in Appendix B show the arrangements for the following vehicles:

- RCV – Rear lift Roll-on/Roll-off Refuse Compactor Collection Vehicle (ACCO 2350, 10.2m)
- LRV – Large Rigid Vehicle (Tenant specified Mercedes Benz 2324L, 10.15m).

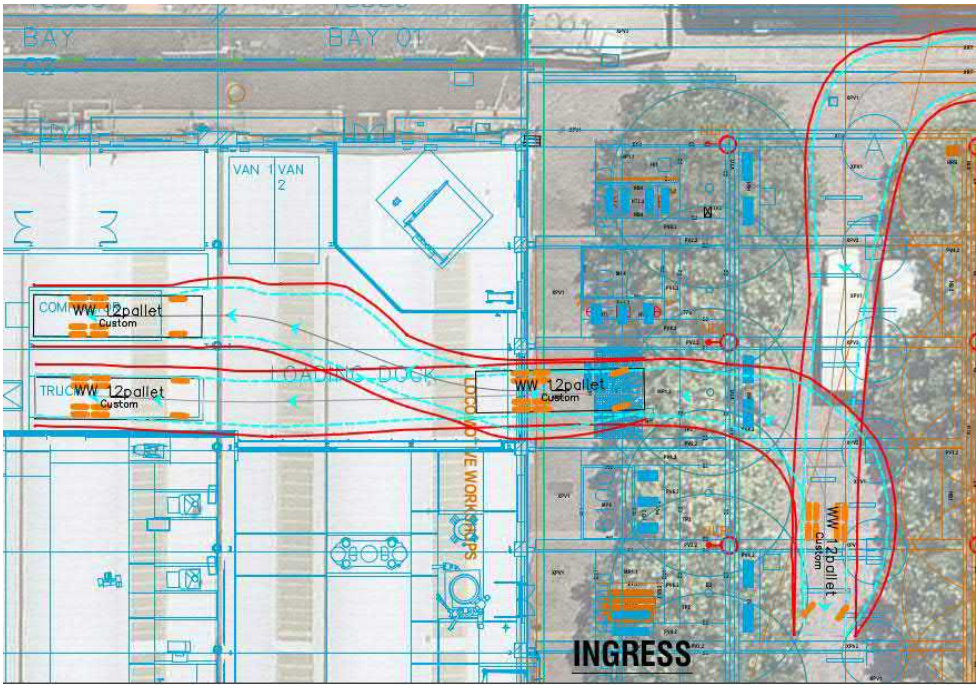


Figure 8 LRV Swept Path

The swept paths demonstrate how vehicles can maneuver to, within, and from the service area with 0.6m clearances measured from the truck body. This clearance is double the 0.3m specified by AS2890.5 for low speed truck maneuvering. Furthermore, the swept paths indicate adequate clearance available beyond the 0.6m clearance envelope. This is especially the case where trucks travel past the Davy Furnace and other

heritage and building elements. The internal loading dock arrangements accord with that specified in AS2890.2.

To assist drivers with entering the loading dock a removable bollard will be installed in the centre of Innovation Plaza at the point at which delivery trucks must stop to then begin reversing into the loading dock. This measure will assist the driver in accurately aligning with the swept path. Further to this, there will be 24/7 onsite security who will be notified that a truck is entering the site via the boom gate. Onsite security will be available to assist drivers into the loading dock if required.

3.1.3 Pedestrian Conflict Management

Potential conflicts between pedestrians and vehicles in Innovation Plaza can be categorised as occurring in three segments:

1. Vehicle entering Innovation Plaza in a forward gear;
2. Truck reversing into loading dock;
3. Exit the loading dock in a forward gear and continue through Innovation Plaza.

Conflict types 1 and 3 are not dissimilar to what occurs in many pedestrian malls and shared spaces in city centre environments and are managed by following principles:

- Servicing movements are to occur outside peak pedestrian demand periods within the loading dock hours (6pm-8am), with the exception of vans proposed during the day (refer section 5.1);
- Vehicles will be travelling in a forward gear and at low speed;
- Drivers are likely to be regulars to the site and will be familiar with the locale and behaviours;
- All users will have good observational sight distance to one another.

Conflict type 2 involves the truck reversing into the proposed loading dock from a stopped position in Innovation Plaza. Conflict management for trucks will be managed through the following principles:

- Servicing movements are to occur outside peak pedestrian demand periods within the loading dock hours (6pm-8am) with the exception of vans proposed during the day (refer section 5.1). Note that vans can drive in a forward gear at slow speed into the loading dock and drive out of the loading dock in a forward gear;
- The design of Innovation Plaza incorporates physical landscaping and street furniture which naturally deter both pedestrians and retail patrons from walking near the loading dock entrance:
    - Garden beds are positioned on the perimeter of approved seating zones near the dock entry. This will act as a barrier to patrons and pedestrians from walking near the entry.

- The pathway routes used pre-development see pedestrians use the east and centre of Innovation Plaza and entry and exit into the Locomotive Workshop via the central spine. Trucks will be travelling at low speed and will be fitted with reversing claxons;

- Pedestrians occupying the potential conflict area inside the truck turning circle will be visible to the driver from his driving position.

3.1.4 Tree Pruning Management

As outlined in the approved Amended Tree Removal & Pruning Application, dated 5/03/19, prepared by Lee Hancock Arborist under SSD 8517 the Locomotive Workshop loading dock will impact the following trees in the precinct:

- Tree 67 (Platanus x Hybrida (London Plane Tree): Removal of existing tree to enable access into the loading dock in Innovation Plaza;
- Trees 66 and 68 Platanus x Hybrida (London Plane Tree): located on either side of the loading dock access in Innovation Plaza. Selective pruning the lower branches of trees 66 and 68 is required to minimise any mitigating issues relating to trunk and branch damage.
- Tree 43 Ficus Rubiginosa (Port Jackson Fig): Tree canopy facing north shall be impacted upon by delivery trucks entering, crown lifting the canopy should minimise any damage to the long -term health and vigour of the existing tree;

The selective pruning of branches as stated in AS4373 Pruning of Amenity Trees (2007) Section 3.40 is the removal of identified or specified branches. Accordingly, branches will be removed to a height of 4.5 m compliant with City of Sydney's' maximum pruning for vehicle clearance. The expected maximum loss of foliage is less than 10%, which will not impact the trees' viability or health.

3.2 Locomotive Street

Loading on Locomotive Street is accessible 24/7 via the intercom boom gate off Garden Street. In general, Locomotive Street will service vehicles (up to 6.4m SRV) with deliveries for the everyday operation of the commercial and retail tenancies in the Locomotive Workshop including but not limited to: mail couriers, smaller deliveries for milk, groceries and produce for smaller retailers. Six loading bays are located on the northern side of Locomotive Street. The bays are located parallel and perpendicular to the street as illustrated in figure 9. As mentioned earlier in the management plan, it is proposed that deliveries by smaller

vehicles (vans) are permitted by the authorities to access the loading dock bays during ‘normal’ hours to enable deliveries to tenants who are located on the north side (train line) of the building and subsequently relieve the potential traffic on Locomotive Street

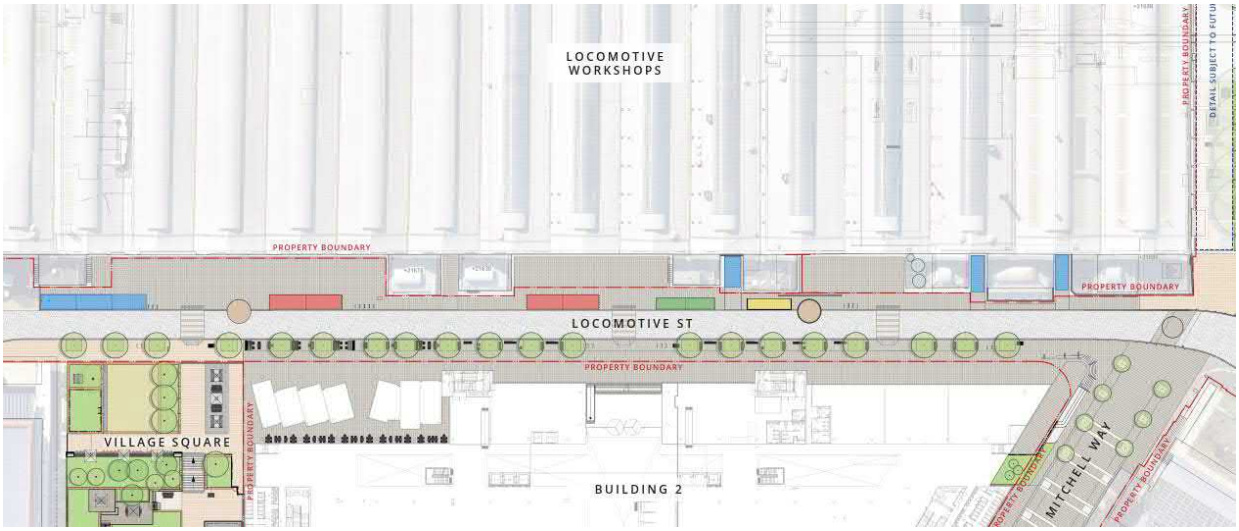
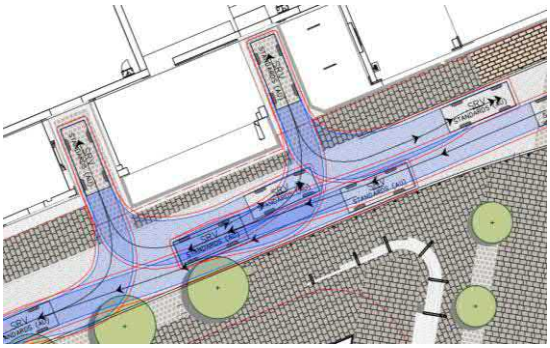
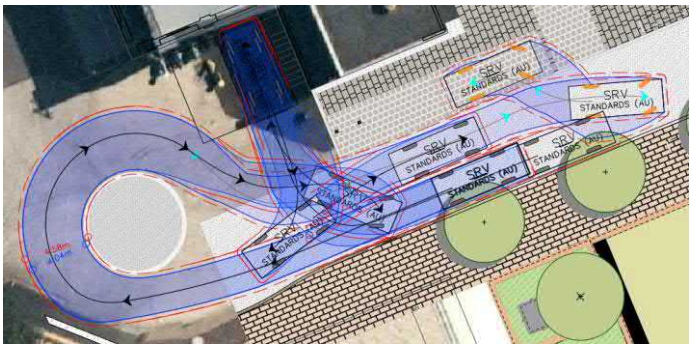


Figure 9 Locomotive Street

3.2.1 Swept Path Analysis

The swept path analysis for the use of the loading bays on Locomotive Street demonstrate that vehicles can easily negotiate the entry and exit into the bays by entering in a low gear in forward motion and reversing out. Further details are in Appendix A.





3.2.2 Pedestrian Conflict Management

All loading bays will be marked clearly with signage on Locomotive Street and vehicular grade porphyry will be used as well as ground inlay buttons to demarcate the parking bays from the pedestrian pathways. The location and operation of the loading bays is very similar to the existing conditions on Locomotive Street and it is expected that drivers and pedestrian exercise a degree of awareness when using Locomotive Street.

3.3 Security Management

24/7 security is located onsite and is contactable on the following details:

Contact number: TBC

Email: TBC

Locomotive Street: The boom gate at the entrance of Locomotive Street off Garden Street is equipped with an existing intercom which is connected directly to the 24/7 security team in the precinct who will release the gate and direct drivers.

Loading Dock: The boom gate at the entrance to the north of the precinct off Cornwallis street is equipped with an existing intercom which is connected directly to the 24/7 security team in the precinct who will release the gate and direct drivers to the loading dock. Upon entry, security will release the loading dock roller door. The security team will be onsite 24/7 and if there are a number of deliveries booked one after another security may man the loading dock office. Security will be able to assist drivers with manoeuvring into the loading dock if required.

3.4 Booking Management

The protocol for deliveries to the building is as follows:

- The use of the loading dock area is prioritized for base building, commercial and retail tenants' bulky deliveries and waste collection vehicles (details outlined in section 4.2).
- All deliveries (proposed that vans are excluded) requiring access to the Loading Dock will be pre-approved by Mirvac and will be staged to ensure no deliveries occur outside of 6pm to 8am 7 days a week to minimize the interaction between pedestrians and any other delivery / waste vehicles
- All couriers/deliveries will have a maximum of a 20-minute stay which will be monitored by the security team. In the event there are no courier parking spaces available drivers will be directed to a service vehicle or truck parking space within the loading dock area to ensure queuing does not occur in Innovation Plaza.
- All couriers and mail deliveries to tenants and deliveries that can be hand lifted or require a small trolley will be required to enter the building via Locomotive St (unless bulky items) and park in one of the dedicated loading spaces.
- Couriers will contact any tenants directly.
- Quantity of spaces available within the dock area and Locomotive St are as follows:
-

Locomotive Loading Dock	
Type	**Quantity**
Courier Bays	2
Truck Bays	2
Locomotive St	
Delivery Bays	6

The following table outlines based on the tenant's existing operations how frequent deliveries for both the loading dock will be made:

Loading Dock – estimated operation

6pm-8am	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
(Bulky)	IGA Delivery	IGA Delivery	IGA Delivery	IGA Delivery	IGA Delivery	IGA Delivery	IGA Delivery
		Waste Collection	Waste Collection	Waste Collection	Waste Collection	Waste Collection	
		Pub Delivery		Pub Delivery			
		Grounds Delivery		Grounds Delivery			
***Proposed 9am-4pm**	**Monday**	**Tuesday**	**Wednesday**	**Thursday**	**Friday**	**Saturday**	**Sunday**
(Van) for north tenancies	Top Education	Bodyfit	Top Education	Bodyfit	Top Education	Pub Delivery	
		Top Education		Pub Delivery			

Retail Tenancies:

- Supermarket - Romeo's IGA, Bays 3-4a, 1,500sqm **(7 bulky deliveries per week)**
- The Grounds - Café/ Roastery and Events, Bay 3 and bay 4, 1,200sqm **(2 bulky delivery per week & all other deliveries off Loco St)**
- Top Education – Bays 1-4a North, 1,500sqm **(1 bulky delivery per month & 4 courier deliveries per week)**
- Pub Operator – Bays 1 & 2 North, 650sqm **(2 bulky deliveries per week & 2 van deliveries per week)**
- Bodyfit Gym – Bays 3-4a North, 920sqm **(1 bulky delivery per month & 2 van deliveries per week)**

Commercial Tenancies:

- Quantium – Bays 5-13, 12,000sqm **(1 bulky delivery per fortnight & all other deliveries off Loco St)**
- Commercial tenant A - Bays 5-7 North, 4,000sqm **(1 bulky delivery per month & all other deliveries off Loco St)**
- Commercial tenant B - bays 5-7, 4,000sqm **(1 bulky delivery per month & all other deliveries off Loco St)**
- Post Op - Bay 14, 2,000sqm

- Commercial tenant C - bay 15, 1,000sqm **(1 bulky delivery per month & all other deliveries off Loco St)**

Figure 10 Tenant locations and hierarchy, ground level and level 1

4 GOODS LIFT

There is one goods lift within the retail area located in bay 3 to service the gym and education facility. All commercial tenancies have their own passenger lifts for accessible access to level 1. In Bay 15 there is a passenger lift to all three (3) commercial levels.

All Goods Lift bookings will be made via the security team email (TBA) on a first come, first served basis.

Goods lifts are **NOT** to be locked off at any time unless arranged prior with Building Management. Lift bookings will be managed by Security and overseen by Building Management.

4.1 Use of the Goods Lift

The following protocols when using the goods lift will be observed:

- All goods will be on trolleys, dollies or the like, under no circumstances should goods be hand loaded into and out of the goods lift as this practice takes too long. Trolleys must have Resinous Polymer Wheels. Metal (Steel) wheels will not be allowed. Per wheel load to be a maximum of 100 kg (i.e. trolley with two wheels can have a load of 200 kg) with wheel sizes to be a minimum of 200mm dia. x 75mm wide.
- All rubbish, waste and debris must be suitably contained in wheeled bins / trolleys, loose waste materials must not be loaded into the goods lift.
- The goods lift doors must not be held open for extended periods, goods should be waiting in the goods lift lobby for the lift arrival.
- Goods Lift doors must not be jammed open or in any way stopped from automatically closing, as this will result in the lift shutting down.
- The door tracks must always be kept clean and clear, failure to do so will result in lift breakdown.

4.2 Goods Lift Priority Use

Freight Service keys will be issued to the contractor who has booked the Goods Lift, and it will be that person's responsibility to ensure that the lift is used properly and sensibly as detailed in 2.1 above

- Damages to the goods lift caused during Priority use will be chargeable to the company using the lift at the time of damage.
- The goods lift must not be "parked" unattended on a floor for more than 5 minutes at a time, otherwise access will be cancelled. Failure to comply will mean that the contractor will be required to hire a Building Management appointed driver at their own expense.

5 LOADING DOCK PROTOCOL

The correct use of the loading dock is also paramount to the successful operations of the property. The following protocols must be observed by all contractors:

- The Loading Dock is for deliveries and collection ONLY.
- The maximum vehicle size permitted to use the loading dock is 10.2m in length. All rigid vehicles must obey the swept paths noting that all trucks must reverse into to the loading dock area and exit in a forward motion. This will be monitored via CCTV and signage will be included in the dock to ensure compliance.
- In general, a maximum of 20 minutes is allowed for deliveries and collections, larger deliveries will be managed on a case by case basis.
- Security manager must be informed of expected deliveries in writing via email.
- To book a preferred time for access to the dock, prior booking must be made at least 24 hours in advance, via email (TBA)
- Parking in designated spaces only will be permitted.

5.1 Loading Dock Hours

All regular deliveries requiring access to the Loading Dock will be pre-approved by Mirvac. Acceptable times for bulky deliveries are between 6pm to 8am 7 days per week.

Mirvac propose to the authorities within this Loading Dock Management Plan that van deliveries be permitted between the hours of 9am and 4.00pm 7 days a week (outside of peak pedestrian hours). Deliveries during these hours will be prioritized for the northern tenants (Top Education, Bodyfit gym and the pub operator) who make only a few deliveries per week and do not have direct access to Locomotive Street. These van deliveries do not pose a high risk to pedestrian safety, all vans are able to access and exit the loading dock in a forward gear and at low speed. Mirvac believe that by enabling deliveries during the day to the loading dock it will help improve the overall operation of both loading capacities in Locomotive Street and the loading dock to service the tenants appropriately.

Priority of deliveries and loading dock allocation is as follows:

- Tenant Deliveries / Couriers:
  - Supermarket deliveries take priority
- Building Services deliveries / collections
- Pre-booked Contractor deliveries / collections
- Unannounced deliveries / collections

The security team has absolute discretion over delivery sequences. Non-compliance with security's directions may result in future bookings being declined.

5.2 Waste Management

General waste, paper/cardboard and comingled bins and a waste compactor will be located in the loading dock. The number of waste storage bins will be suitably determined by the private waste contractor engaged by Mirvac. All commercial waste and recycling receptacles and any bulky waste will also be stored within the bin rooms. A waste collection point in the loading dock will be allocated to Waste / Skip bins / Pallets whereby the waste and truck can stand safely. The collection point will be appropriately marked with appropriate WHS signage. The collection point can be booked for such activities subject to approval of Building Management.

Bins will be brought in when they are required and removed as soon as they are full, Building Management & Security will not take any responsibility regarding the use of these bins by others. A maximum of 24 hours will be allowed for any skip bin on site and any new bins must be booked separately. Delivery between the hours of 6pm to 8am 7 days per week ONLY with prior booking.

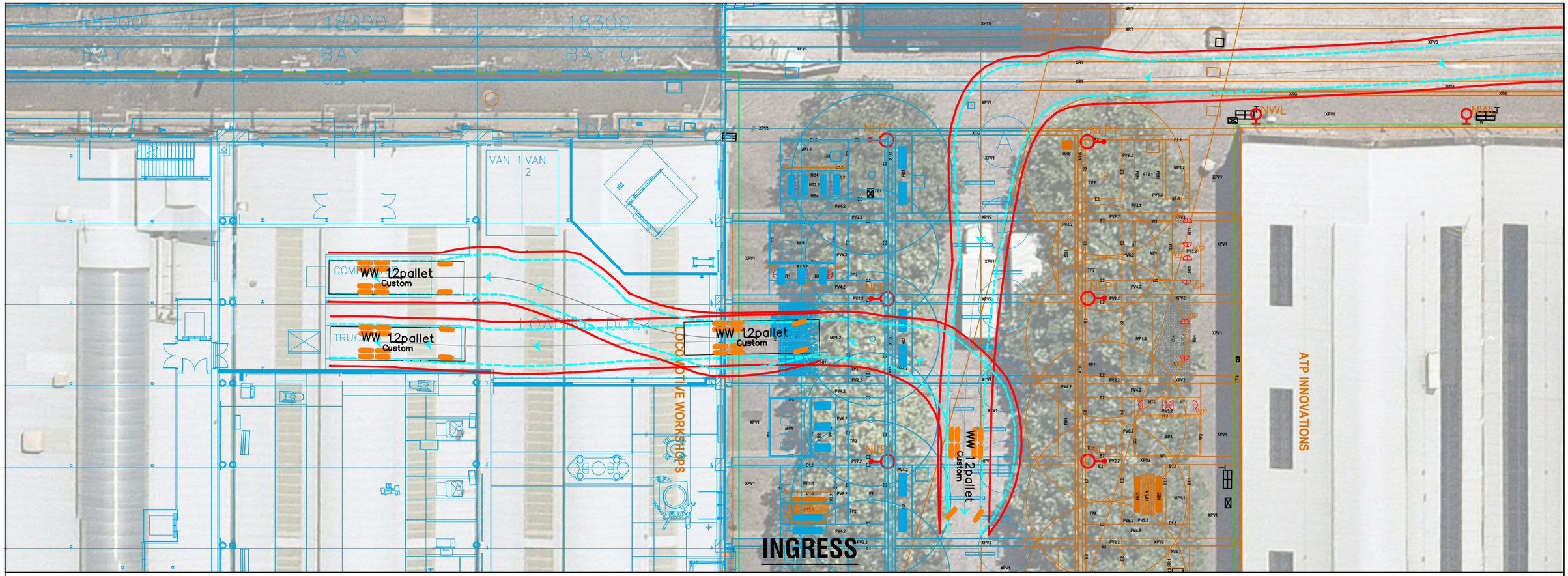
During the removal of waste, contractors will ensure that the loading dock is kept clean and free from trip hazards and it is expected that the dock will be swept after the removal is completed.

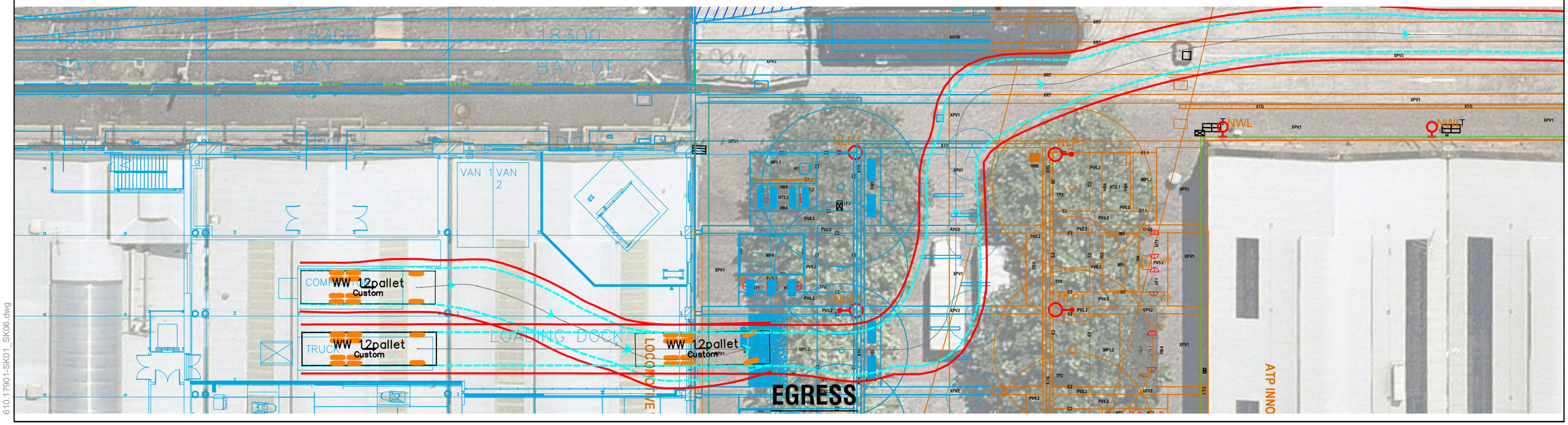
As a general rule, tenants in the Locomotive Workshop will be responsible for the following procedures:

- Establishing waste and recycling targets;
- Aligning separation of waste according to the Site Management waste management strategies;
- Adapting better practice bin systems – zero under-desk bins and centralised conveniently located bin recycling stations;
- Aligning signage and awareness campaigns with Site Management;

- Investigating green purchasing options for consumables, equipment and furniture, including take-back programs, second- hand dealers or alternative community -based programs;
- Liaising with the Site Management to determine what level of recycling and waste management can be achieved and how this can be supported by management strategies;
- Providing Site Management with details of the volume of any secure document bins or tenant managed waste/ recycled collected monthly so that the Site's total waste data can be captured.

6 APPENDIX A – SWEPT PATH ANALYSIS





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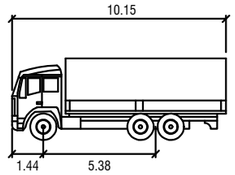
SWEPT PATH LEGEND

- VEHICLE BODY
- VEHICLE PATH
- VEHICLE CLEARANCE (300mm)
- VEHICLE



12 PALLET TRUCK

	meters
Width	: 2.50
Track	: 2.44
Lock to Lock Time	: 6.0
Steering Angle	: 44.9

0.0 3 6 9 12 METRES

SCALE1:300

EVELEIGH LOCOMOTIVE WORKSHOP REDEVELOPMENT

MIRVAC

12 PALLET TRUCK - INNOVATION PLAZA SWEPT PATH ASSESSMENT

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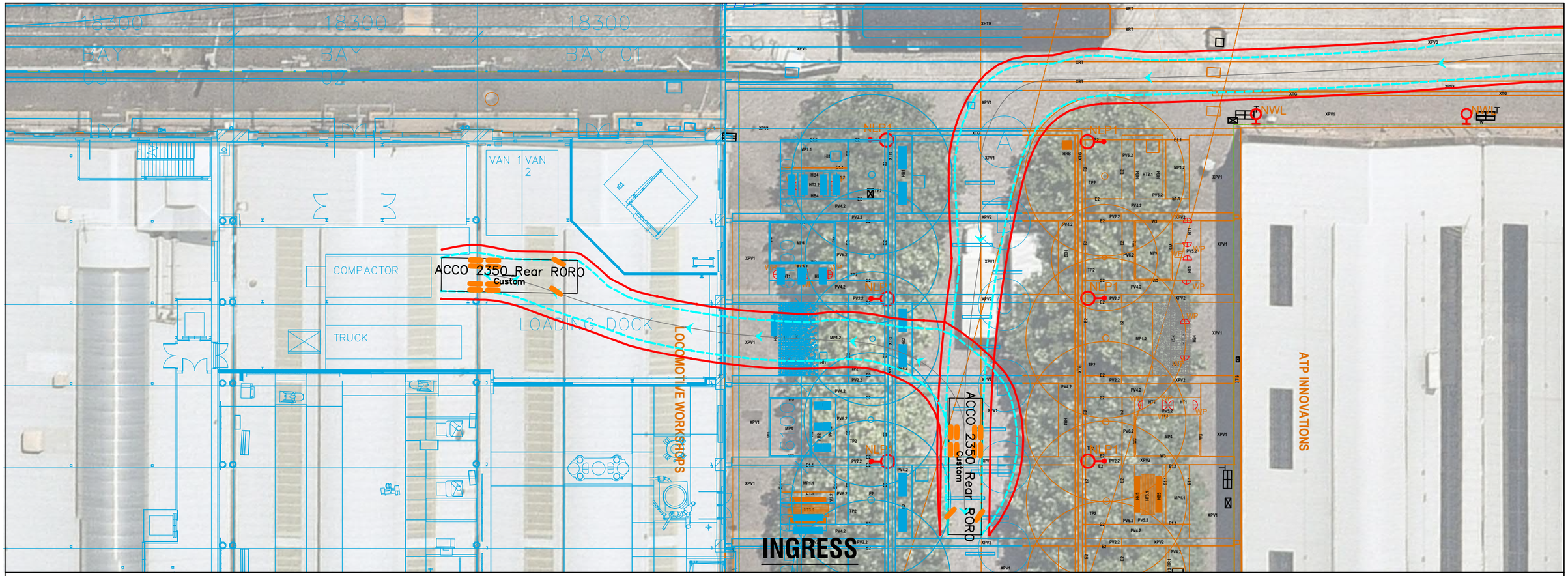

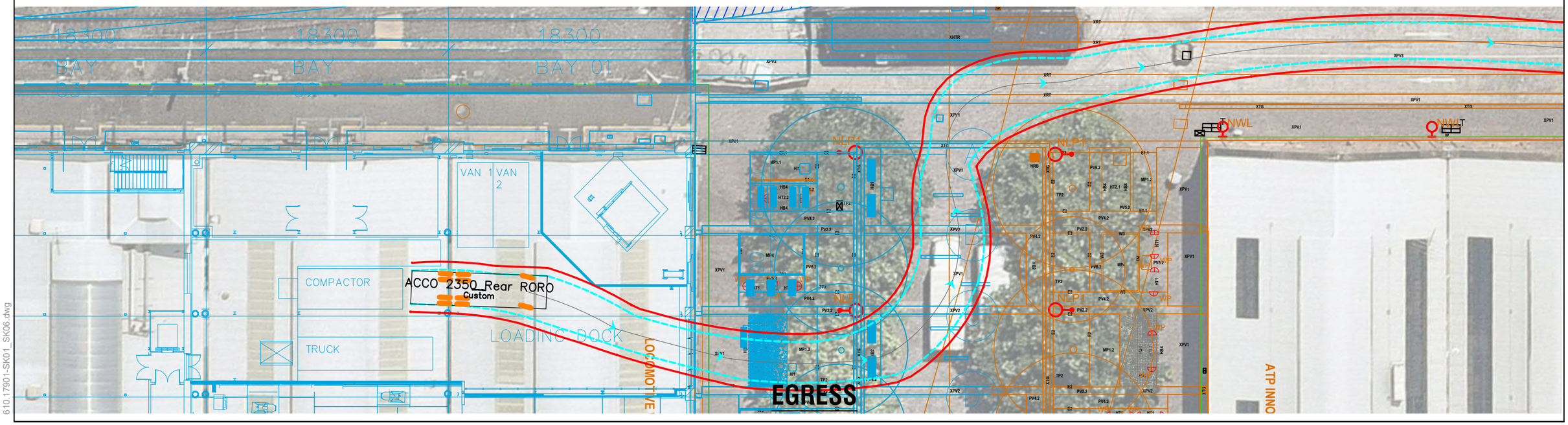

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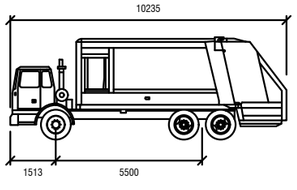
Sheet Size:	A3
Projection:	(GDA94) MGA Zone

SWEPT PATH LEGEND

- VEHICLE BODY
- VEHICLE PATH
- VEHICLE CLEARANCE (300mm)
- VEHICLE



ACCO 2350 REAR LOADING RORO REFUSE TRUCK

		mm
Width	:	2500
Track	:	2500
Lock to Lock Time	:	6.0
Steering Angle	:	38.9

SCALE1:300

EVELEIGH LOCOMOTIVE WORKSHOP REDEVELOPMENT

MIRVAC

COMPACTOR COLLECTOR - INNOVATION PLAZA SWEPT PATH ASSESSMENT

610.17901-SK09 Rev C

18300

BAY 02

18300

BAY 01

3
6401

STAIR E2

1
6410

BIN ROOM 1

B190

FALL

FW

ALLOW 150H CONCRETE HOB
TO PERIMETRE OF BIN ROOM

FHR

SSL +
21500

D-001
DT-02

B140

1:10

BIN ROOM 2

FW

ALLOW 150H CONCRETE HOB
TO PERIMETRE OF BIN ROOM

HDE

D-003
DT-02

D-002
DT-02

SSL +
21650

EXT.COL

NSC

STRUCTURAL BRACING REFER TO
STRUCTURAL ENGINEER'S DETAILS

BLUE DASH LINES DENOTES
BOILER PLANT ROOM&STORAGE ABOVE

BOL

B99 VEHICLE
Custom

VAN PARKING BAYS

2600

100 WIDE
WHITE LINE MARKING

2
6410

DAVY FURNACE

6413

3
6410

4
6410

5
6410

2
6411

3
6411

EXISTING COLUMN
TO BE RETAINED

1:48

SSL +
21530

B99

PROPRIETARY DOCK LEVELLER
TO MANUFACTURER'S DETAILS T.B.U.

2
6406

STRUCTURAL BRACING REFER TO
STRUCTURAL ENGINEER'S DETAILS

FW

TRUCK BAY

4
6406

5
6406

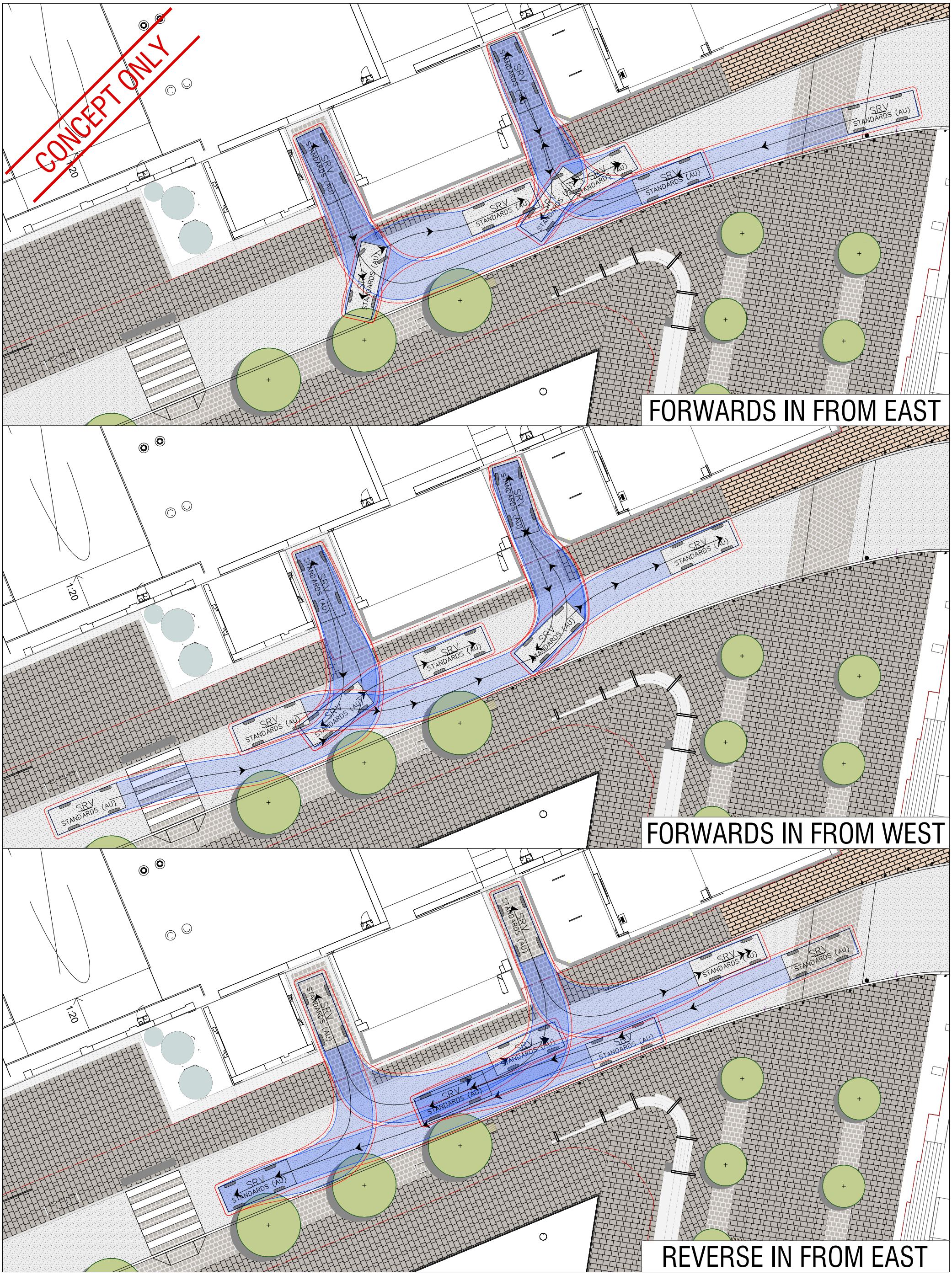
Sim

1
6404

2
6403

2
6404

LWS001



15 ASTOR TERRACE
SPRING HILL 4000
AUSTRALIA
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Project No:	610.17901
Date:	04.02.2020
Drawn by:	KS
Scale:	1:300
Sheet Size:	A3
Projection:	(GDA94) MGA Zone

SWEPT PATH LEGEND
- Vehicle Path
- Vehicle Body
- Body Clearance

N

0.0 3 6 9 12
METERS
SCALE 1:300

MIRVAC

EVELEIGH LOCOMOTIVE WORKSHOP

LOCOMOTIVE STREET LOADING MANOEUVRES

FIGURE 2

CONCEPT ONLY

SRV STANDARDS (AU)

SRV STANDARDS (AU)

FENCE

GATE

FOWARDS IN FROM WEST

SRV STANDARDS (AU)

SRV STANDARDS (AU)

SRV STANDARDS (AU)

FENCE

GATE

REVERSE IN FROM WEST

SLR

15 ASTOR TERRACE
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Project No:	610.17901
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Scale:	1:200
Sheet Size:	A3
Projection:	(GDA94) MGA Zone

SWEPT PATH LEGEND

- Vehicle Path
- Vehicle Body
- Body Clearance

N

0.0 2.0 4 6 8
METRES

SCALE 1:200

MIRVAC

EVELEIGH LOCOMOTIVE WORKSHOP

LOCOMOTIVE STREET LOADING MANOEUVRES

FIGURE 3


mirvac