

DA-452/2021  
Proposed Mixed-Use Development

**280-292 Lakemba Street & 62-70 King Georges Road,  
Wiley Park**

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**REVISED LOADING DOCK MANAGEMENT PLAN**

14 October 2021

Ref 21188

**VARGA TRAFFIC PLANNING** Pty Ltd  
**Transport, Traffic and Parking Consultants** 



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## **1. INTRODUCTION**

This revised Loading Dock Management Plan (LDMP) has been prepared to accompany an amended development application to Council for a mixed-use development proposal to be located at 280-292 Lakemba Street and 62-70 King Georges Road, Wiley Park (Figures 1 and 2).

The LDMP is intended to inform the capabilities of the loading dock as well as provide the fundamental principles to be adopted by the Owners Corporation for its safe and efficient management and operation.

The LDMP shall be issued by the Owners' Corporation, through its building manager, to all new residents and commercial tenants so they understand the procedures and limitations of the use of the loading dock.

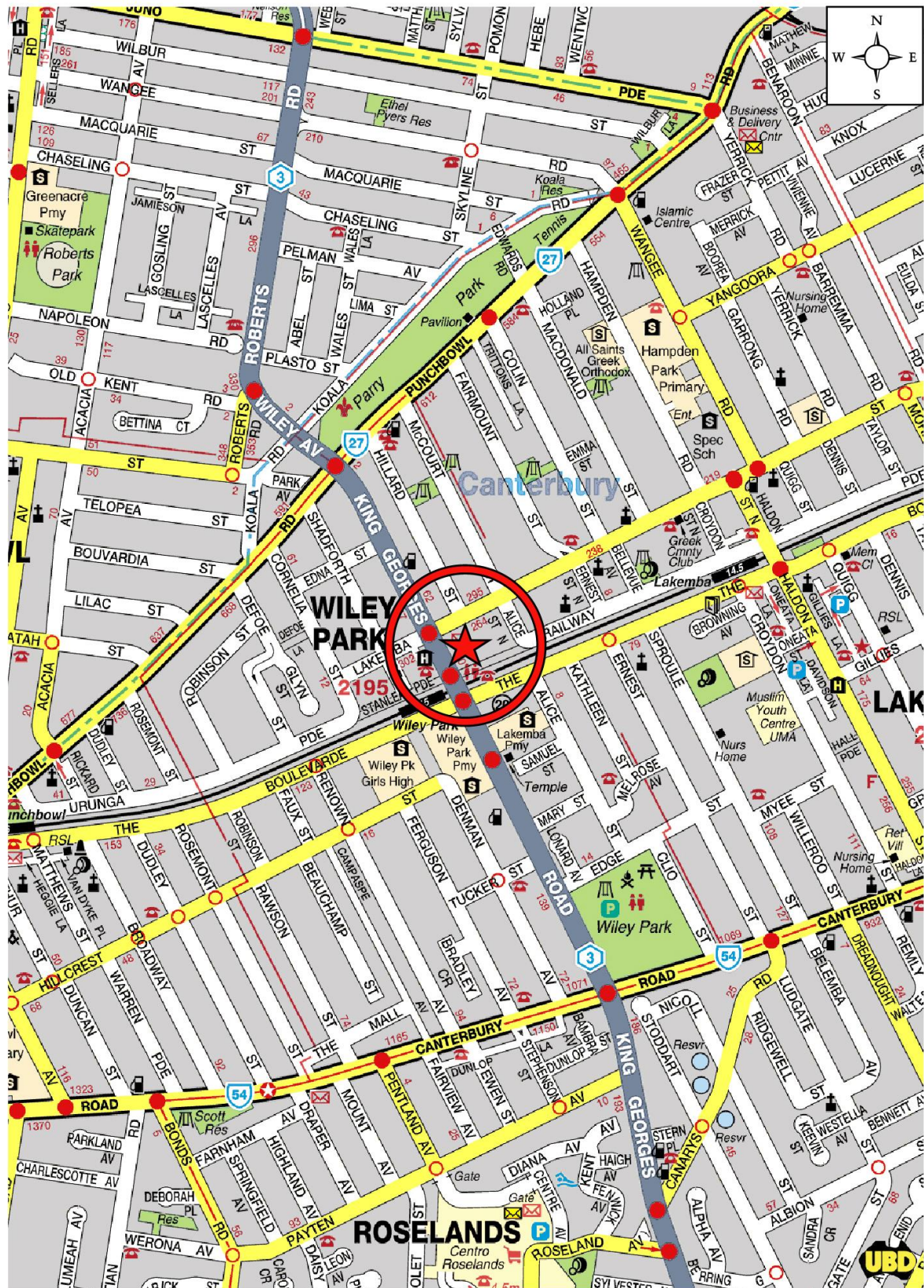
The LDMP should be reviewed by the Owners' Corporation, as necessary, to adapt to any changes in circumstances. Contact details of the building manager or delegated person should be displayed within the loading dock.

Accordingly, the purpose of this LDMP is to guide and manage the efficient and safe operation of the loading dock at the proposed mixed-use residential / supermarket / retail development.

The overall objectives of the LDMP are as follows:

- reduce conflicting occupancy within the loading dock
- increase safety for loading dock activities
- maintain access to the loading dock facilities
- minimise disruption and traffic movements to Lakemba Street and the new laneway
- outlines the rules and procedures associated with the use of the loading dock





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LOCATION  
FIGURE 1







## 2. PROPOSED DEVELOPMENT

### Site

The subject site is located on the south-eastern corner of the King Georges Road and Lakemba Street intersection. The site has street frontages of approximately 88m in length to King Georges Road, approximately 67m in length to Lakemba Street and occupies an area of approximately 5,851m<sup>2</sup>.

The site lies within the Wiley Park Local Centre, is zoned *B2 Local Centre* and is situated approximately 100m walking distance north of Wiley Park Railway Station. A recent aerial image of the site and its surroundings is reproduced below.



### Proposed Development

The proposed development comprises a number of specialty retail shop and retail food tenancies located on the ground floor level, as well a supermarket located on the upper basement level. A total of up to 142 dwellings are also located on the levels above. Key development data is as follows:



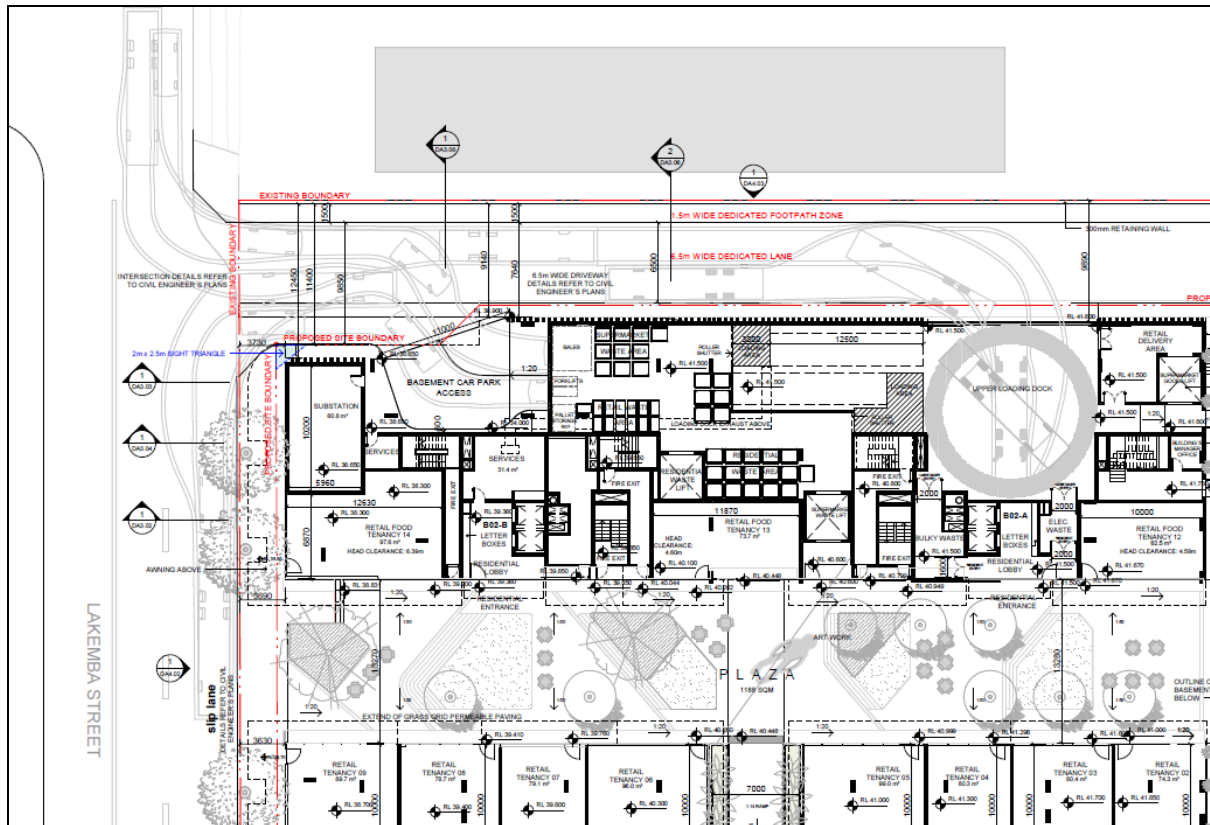
- retail shops and retail food premises within the ground floor level of the development (Level 00) with a cumulative floor area of 1,069m<sup>2</sup>, providing retail activation of the Wiley Park precinct
- supermarket component located within B1 with a trading floor area of approximately 1,019m<sup>2</sup>
- a total of 142 residential apartments over 7 upper levels
- a total of 241 car parking spaces over three basement levels, including residential and visitor parking securely separated from the retail parking area
- loading/servicing for the development will be undertaken by a variety of commercial vehicles ranging from courier vans and utilities up to and including 12.5m HRV trucks
- dedicated undercover loading dock on Level 00 with two loading bays, capable of servicing commercial vehicles up to and including 12.5m HRVs
- vehicular access to the car parking and loading areas provided via a new laneway extending south from Lakemba Street along the site's eastern boundary, with the laneway to be dedicated to Council.

A truck turntable is also provided within the loading dock to allow these trucks to enter and exit the dock whilst travelling in forward gear at all times. It is expected that given the size of the retail tenancies, the majority of the deliveries associated with the specialty shops will typically comprise of courier vans and utes up to and including 6.4m long SRV trucks. The supermarket however will likely receive their deliveries via medium and large trucks up to and including 12.5m in length.

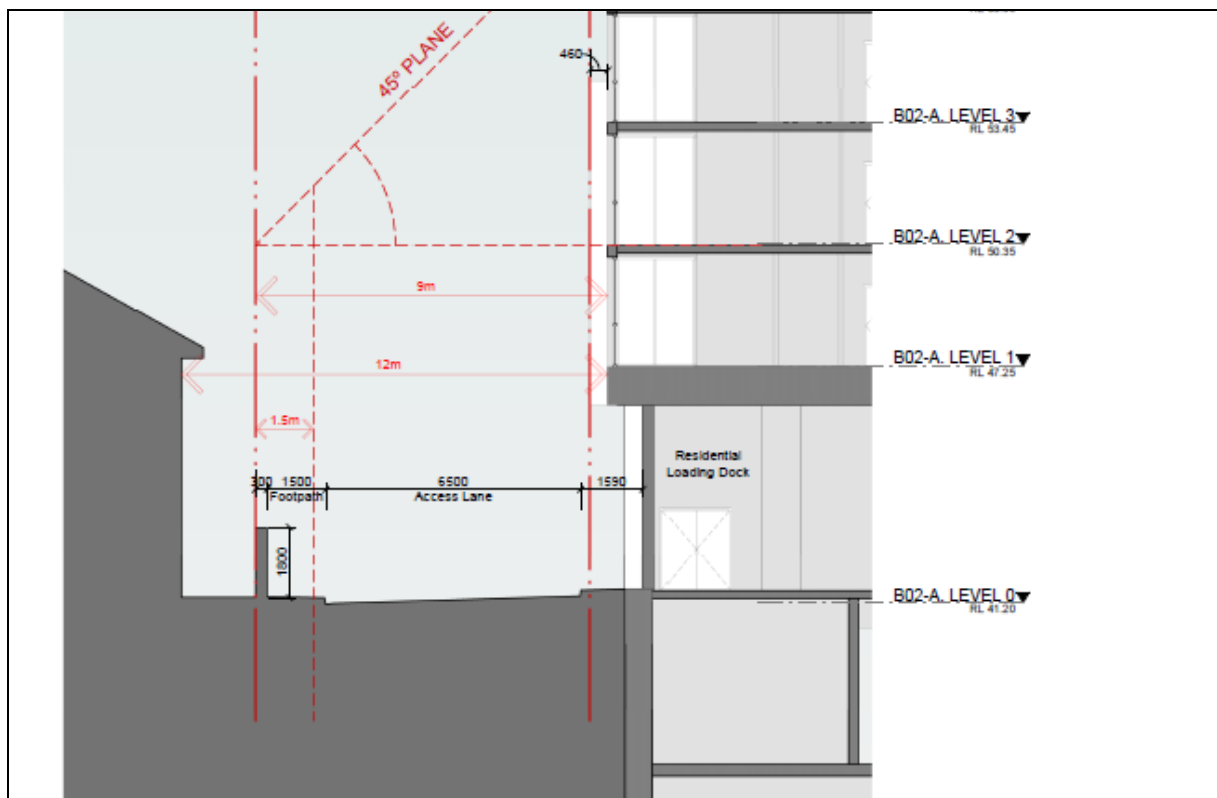
Garbage collection for both residential and retail components will be undertaken by rear-loading garbage trucks ranging in size from 8m to 11m in length.

Plans of the development have been prepared by *Marchese Partners International Pty Ltd* and are reproduced in Appendix A, whilst extracts of the laneway and loading dock are provided on the following page.





Plan view of site access arrangement into/out of Dedicated Loading Dock via future public laneway



Section view along future public laneway to Dedicated Loading Dock



### **3. PROPOSED SERVICING ARRANGEMENT**

#### **Loading Dock Manager**

To facilitate the safe and efficient operation of the loading dock, the Owners Corporation shall appoint the building manager or a delegated person as *Loading Dock Manager*.

One key task of the *Loading Dock Manager* is to ensure that service and delivery vehicles do not coincide and do not result in any queueing in the future public laneway.

Access to the loading dock must be managed by the *Loading Dock Manager* using an appointment register which includes a schedule allocating access times for regular service and delivery vehicles.

Access to the loading dock by other users (e.g. furniture removalists) shall be managed by the *Loading Dock Manager* with specific times to be pre-booked in the appointment register.

The *Loading Dock Manager* shall ensure that servicing and deliveries are evenly distributed throughout the day, as far as practicable, to ensure that no vehicles will queue onto the public road at any time.

#### **Hours of Operation and Scheduling**

The loading dock is proposed to operate 24 hours a day, 7 days a week. Where reasonably practicable, incoming service vehicles will be scheduled outside commuter peak periods. Deliveries will also be co-ordinated to ensure residential amenity is maintained.

As noted above, to ensure that service activities do not coincide and result in queueing on the future public laneway, all access to the loading dock must be managed by the *Loading Dock Manager* using an appointment register which allocates the access times permitted for each service or delivery vehicle.



**Restricted Access**

Access to the loading dock should be restricted to approved staff and contractors. Non-authorised personnel within the loading area should be supervised at all times.

Access points to the loading dock from the future public laneway and from within the building should always be secured when not in use, to prevent unauthorised access.

**Safety**

Personnel within the loading area will be subject to all safety procedures adopted by the Owners Corporation. It is recommended that any safety inductions include information and guidance similar to the following:

- wearing personal protective equipment (PPE) including high-vis vests and enclosed shoes;
- avoid use of electronic devices (i.e. mobile phones, tablets) whilst moving within the loading area; and
- avoid running within the loading dock.

**Site Servicing**

The site will generate a range of servicing needs typical of a mixed-use building, including but not limited to:

- deliveries (food and beverages, laundry, furniture, etc);
- garbage collections;
- maintenance services.



## **Waste Collection**

All waste generated by the site shall be stored in the designated waste room near the loading dock, and collected wholly within the loading dock. Residential waste will be collected by Council with their 12.5m HRV trucks.

Whilst, retail/supermarket waste is to be collected by a private contractor on nominated days using rear-loading trucks ranging from 8m up to 11m in length, in accordance with the Operational Waste Management Plan prepared by *Elephants Foot*.

## **Vehicle Size**

The loading dock and turntable have been designed to accommodate a variety of commercial vehicles ranging from courier vans and utilities up to and including 12.5m HRV trucks, as defined by AS2890.2:2018. Swept turning path diagrams have been prepared using the *Autodesk Vehicle Tracking 2019* program in accordance with the requirements of AS2890.2:2018, demonstrating that the HRV trucks will be able to enter and exit the site in a forward direction without difficulty. The swept turning path diagrams are reproduced in the following pages.

## **Mechanical Turntable**

A mechanical turntable is provided within the loading dock to allow all service vehicles to turn around on-site, and leave the site in a forward direction. The limited area and shape of the site makes traditional turning within the site impractical, unsafe, and inefficient. In addition to simplifying the manoeuvring required of vehicles, it will also reduce conflicts associated with vehicle movements. Benefits of the turntable include:

- reduce space required for truck manoeuvring
- simplify traffic path design
- load and unload more efficiently and effectively
- reducing manoeuvring area allows for other use of the space
- low profile design suitable for suspended slabs



Whilst the precise model of turntable is yet to be decided, an indicative specification is reproduced in Appendix B, along with a sample image below.



**Sample image of commercial turntable**

## **Safety Measures**

To ensure the safe operation of the turntable, the following measures are recommended, in addition to any recommendations of the manufacturer/supplier:

- only trained personnel shall be permitted to operate the turntable. Training shall comprise any recommendations or regulations of the manufacturer, this LDMP, Council requirements, and a supervised practical component;
- if a regular service provider undertakes an appropriate induction lesson, they may be permitted to operate the turntable at the *Loading Dock Manager's* discretion;
- a warning system to indicate when the turntable is in use (noise and/or visual cue), to be confirmed by the supplier;



- CCTV to be installed within the loading dock to ensure correct and safe usage
- the turntable must not be operated if:
  - the vehicle is not within the correct alignment,
  - any people or objects are within the area of influence (radius or largest vehicle, plus safety clearance),
  - advance warning has not been given to any personnel present within the loading area,
  - there is conflict with any additional measures stipulated by the manufacturer requirements and recommendations.

### **Height Limits**

The minimum ceiling height within the loading area is 4.5 metres. This limit shall be imposed on signage placed prior to the loading area entry.

This height limit can accommodate trucks up to and including 12.5m HRV trucks in accordance with the requirements of *AS2890.2:2018*.

It is the responsibility of the *Loading Dock Manager* to ensure that all engaged service providers are capable of rendering their respective services using vehicles that will not conflict with this height or length limit.

### **Capacity**

At any one time, the loading area is capable of accommodating two vehicles up to and including 12.5m HRV trucks, although the likelihood of having two HRVs on site at the same time is minimal.



Both loading bays are *clear* of the turntable circulation zone. In the very unlikely event that a third truck arrives whilst both loading bays are occupied, the *Loading Dock Manager* will direct the driver to exit the site and return at an agreed time.

In order to maximise the efficient use of the loading dock and ensure that service activities do not coincide with one another, access to the loading dock will be managed via an appointment register kept by the *Loading Dock Manager*.

### **Truck Routes**

All service vehicles will access and egress to / from the site using classified RMS roads unless otherwise specified below:

Routes to the site:                      Service vehicles will arrive at the site in a forward direction at *all times* via Lakemba Street then left into the future public laneway

Routes from the site:                    Service vehicles will depart the site again in a forward direction via the future public laneway then left back onto Lakemba Street and onto King Georges Road.

### **Maintenance**

The Owners Corporation will maintain a contractual agreement with a suitably qualified turntable maintenance company to appropriately maintain the turntable. Inspections, scheduled maintenance and system failure responses shall form part of this commitment, to ensure that the likelihood of a breakdown is minimal, and in the event of one, repairs can be expedited.

Scheduled maintenance visits should be undertaken outside peak periods and should provide sole occupancy of the loading area for the duration of the maintenance period.



## System Failure Response

In the event of a system failure of the turntable, the following measures, in addition to any imposed by the maintenance contractor, will take effect:

- the appointed maintenance company shall be contacted by the *Loading Dock Manager*, with repairs being scheduled at the first reasonable opportunity,
- where reasonably possible, deliveries and collections will be rescheduled to a later date, limiting the loading area to be occupied by no more than one vehicle
- a trained staff member nominated by the *Loading Dock Manager* shall be placed in the loading area to oversee all vehicle movements
- turntable can be operated manually if required
- service vehicles entering the loading area shall be monitored by the nominated staff member. When the bay is available, the service vehicle shall reverse into it under supervision, then allowing it to enter the site in a forward direction.

## Operational Procedures

The following procedures are to be adopted for the use of the loading/delivery facilities:

- all delivery vehicles must enter and exit the site in a forward direction at all times. Signage is to be installed at suitable locations prior to building occupation
- all delivery vehicles must reverse into the respective loading bays from the turntable, thereby allowing them to exit the loading bay back onto the turntable and then the site whilst travelling in a forward direction
- service vehicle engines are to be switched off when not in use



- the largest service vehicle to access the laneway and the site must not exceed 12.5m in length - i.e. a standard large rigid truck
- service vehicles exceeding 12.5m in length are not permitted to access the laneway or the site. Signage is to be installed at suitable locations prior to building occupation
- both loading bays and vehicular/pedestrian circulation areas must be kept clear of goods and must not be used for storage purposes at any time. Loading/unloading of trucks within the vehicular/pedestrian circulation areas is not permitted
- the Owner's Corporation shall implement a complaint system utilising an on-site diary to ensure the efficient, coordinated and equitable use of the loading bays by all authorised users
- the arrival of service vehicles and the operation of the loading bays shall be managed by the *Loading Dock Manager* as best as possible to ensure that no loading bay users are required to wait on the street or look for alternative off-site loading spaces if the loading bays are occupied
- hours of operation of the loading dock will be determined as required for the building uses and with consideration to maintaining residential amenity
- the loading bays, service areas and pedestrian circulation areas are to be kept clean at all times
- garbage is to be collected by Council waste contractor or a nominated contractor (to be engaged post-DA) using standard-sized rear-loading trucks which range in overall length between 8m and 11m
- the loading area and waste collection areas have been separated and provided at opposite ends of the loading dock to eliminate any conflict as well as allowing separation of clean/dirty goods



- retail and waste areas have also been separated to allow for easier management during collections/deliveries, with the area configured with double doors allowing direct access to the goods lift for exclusive use of retail tenancies.

The online booking system will incorporate the following details:

- appointment type/reason
- day/date, timeslot (large deliveries may require two or more timeslots)
- carrier/vehicle type/size/length
- vehicle number plate
- company (name, address, phone/mobile, email etc)
- receiver (commercial/retail tenant, resident etc)
- loading dock reference number
- additional comments

The loading dock manager is required to contact the relevant receiver should a loading vehicle exceed their booking timeslot by more than 5-10 minutes. Any repeat offenders may affect their ability for future bookings. When a loading vehicle has exceeded their allocated booking timeslot, it will be the *Loading Dock Manager's* responsibility to ensure another service vehicle does not enter the building. To ensure the *Loading Dock Manager* is aware of the impending vehicle, drivers will be required to call on approach to the site.

## **Summary**

The recommendations made within this Loading Dock Management Plan are intended to form a best-practice foundation to be adopted by the development as part of a comprehensive Plan of Management for the entire site.

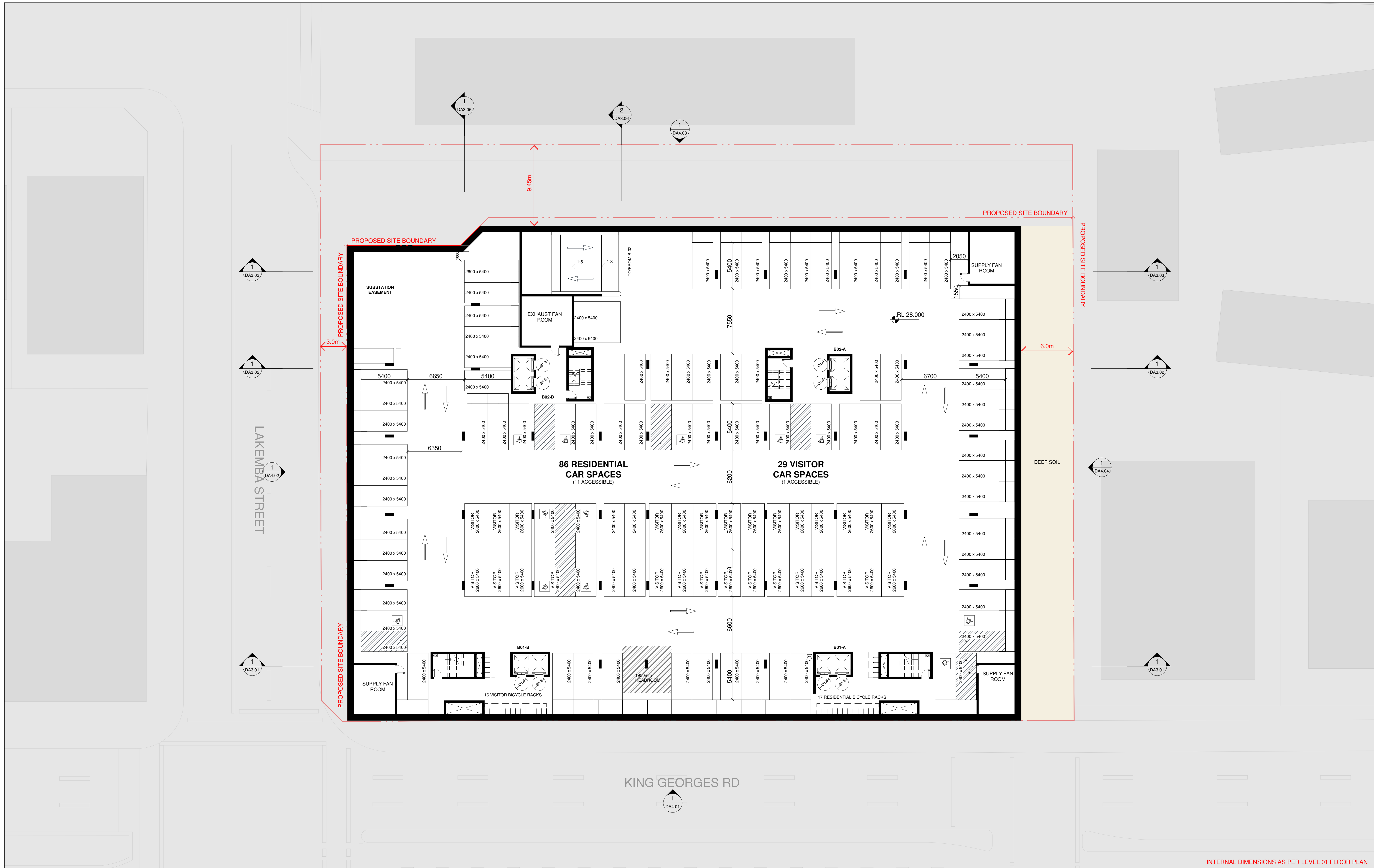
The LDMP is to be provided to all owners/tenants and contractors/suppliers. Information issued by on-site management will ensure that all owners/tenants are aware of the plan and associated loading areas day-to-day use requirements.



## **APPENDIX A**

### **ARCHITECTURAL PLANS**

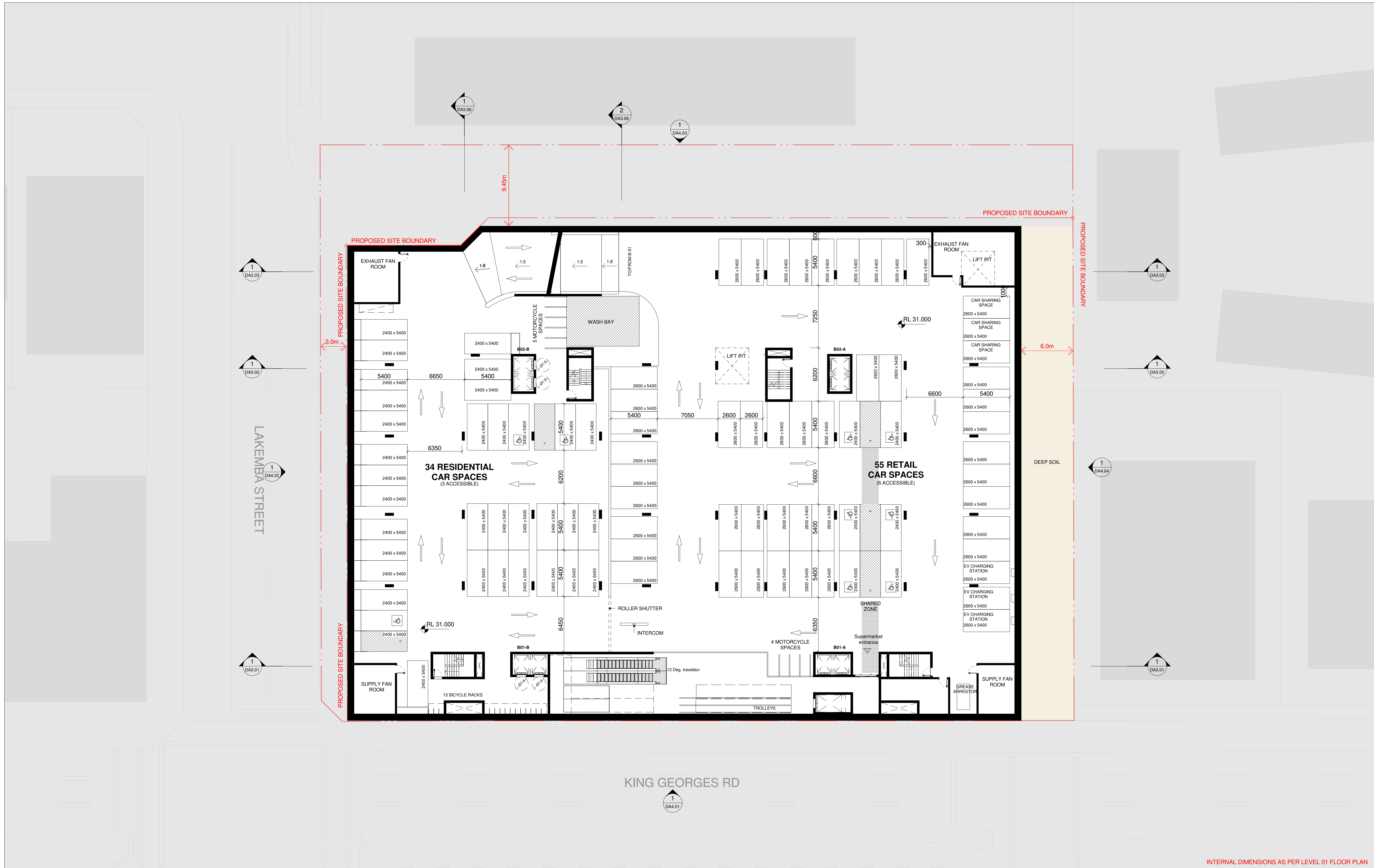




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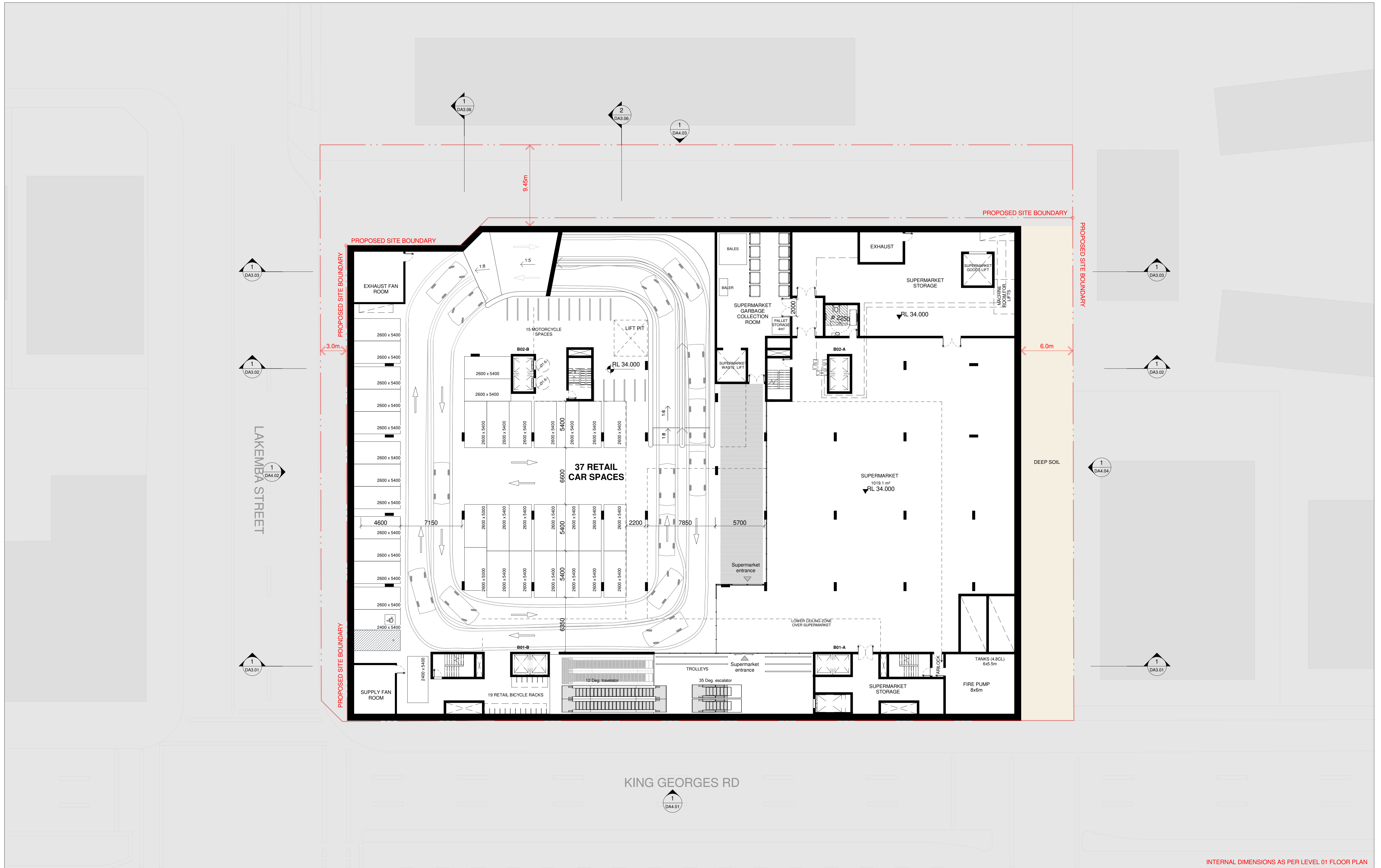




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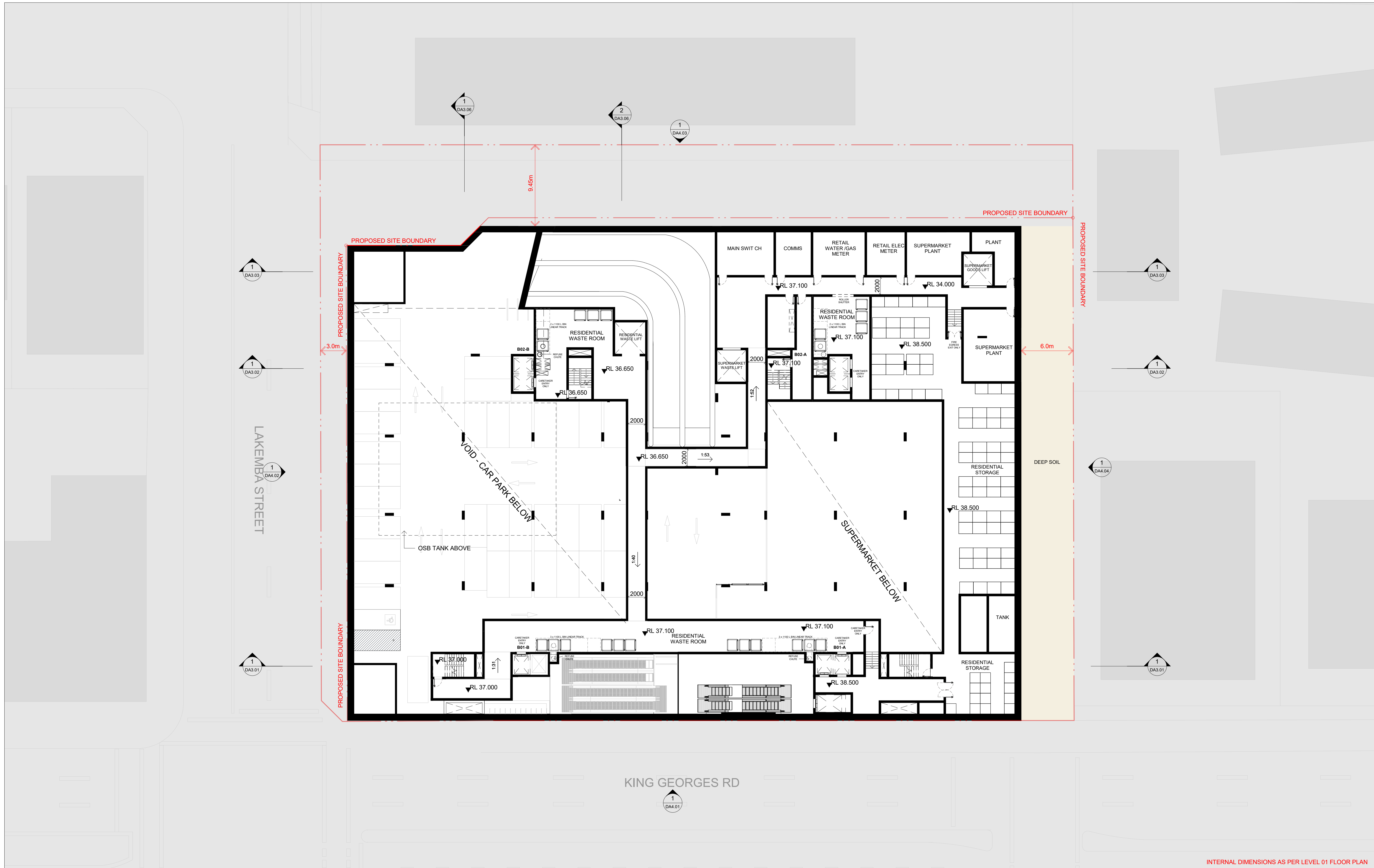




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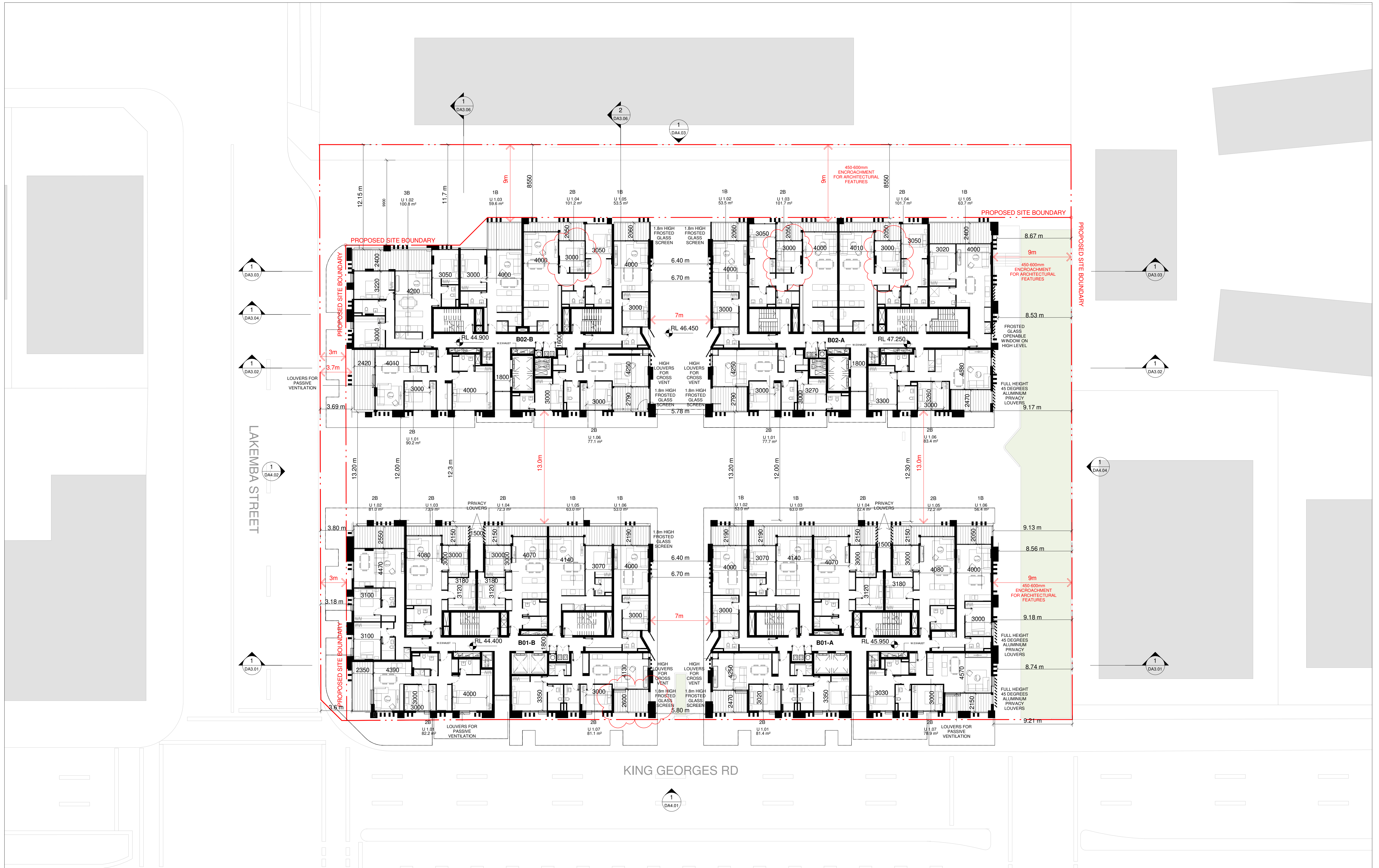


NOTE: FOR THE LANDSCAPE DETAILED DESIGN, PLEASE REFER TO LANDSCAPE ARCHITECT DOCUMENTATION

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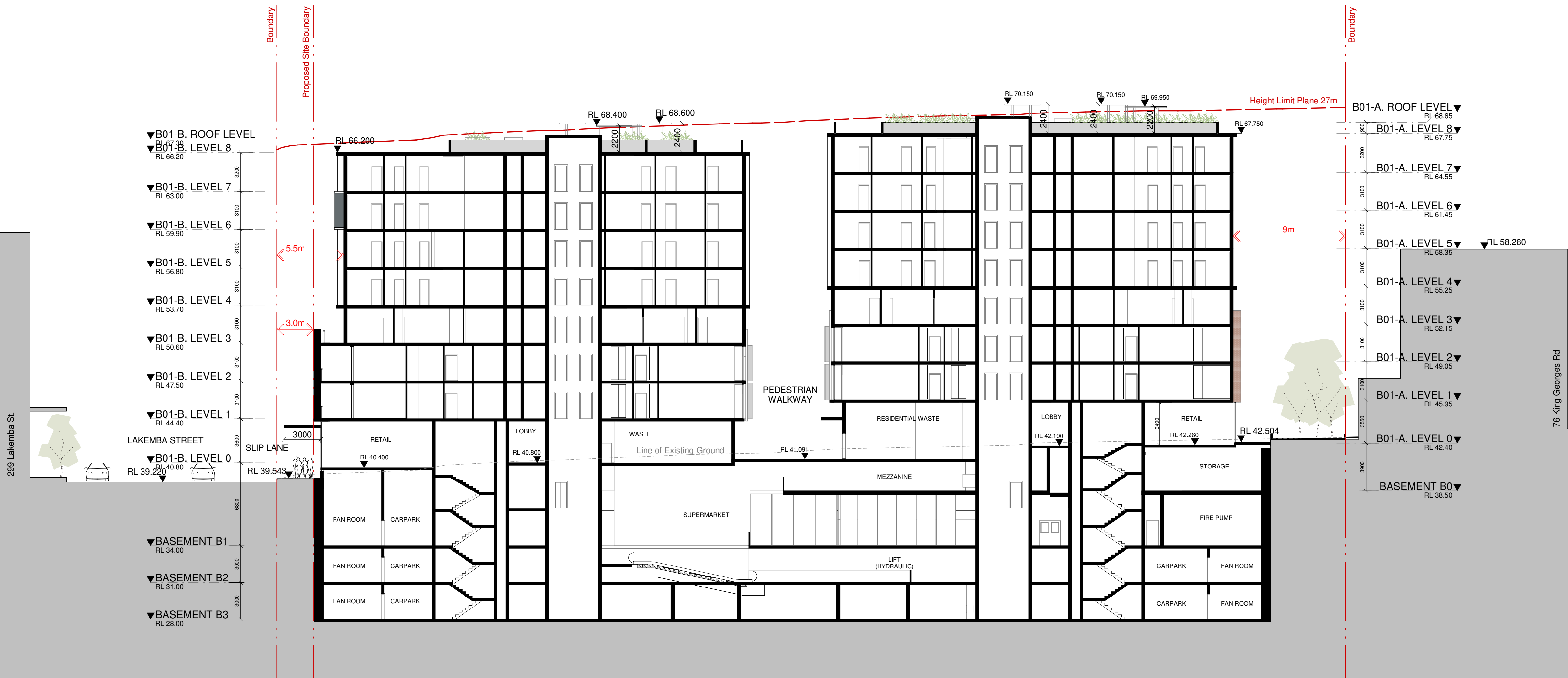
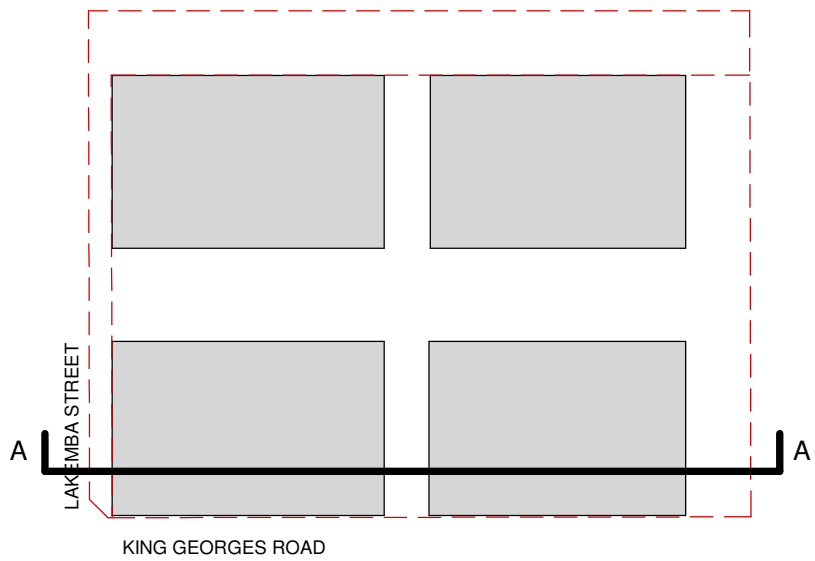
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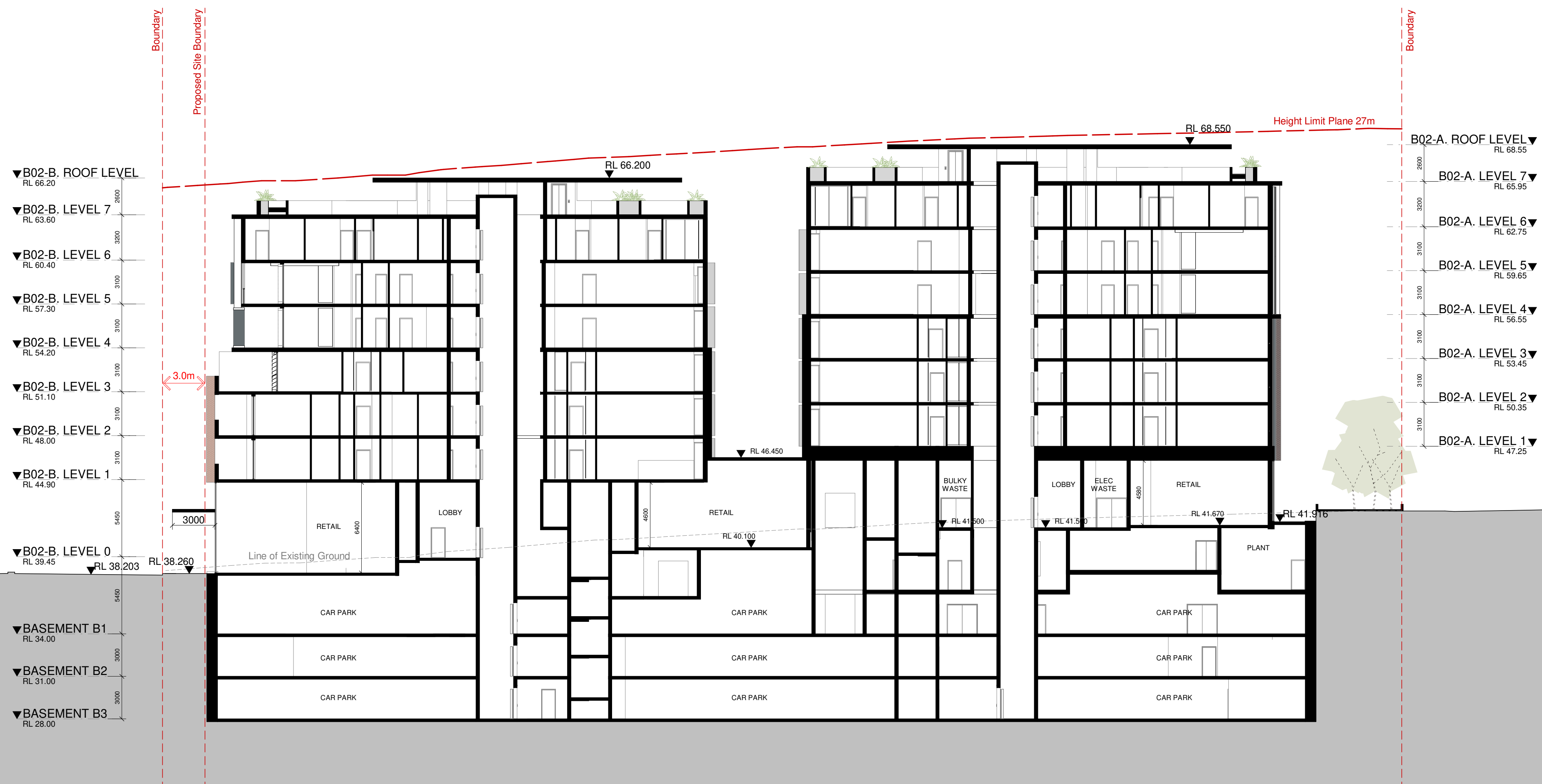
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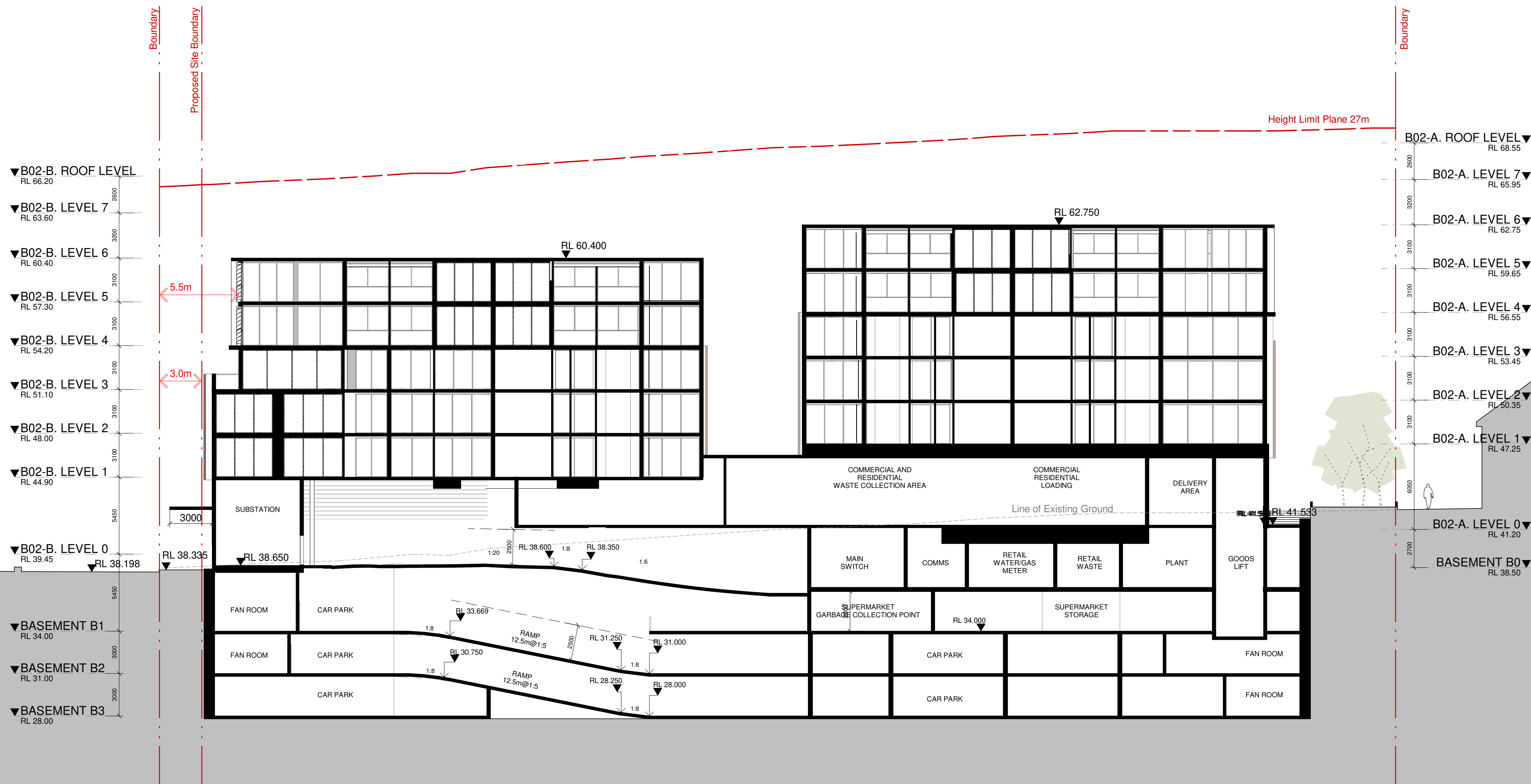
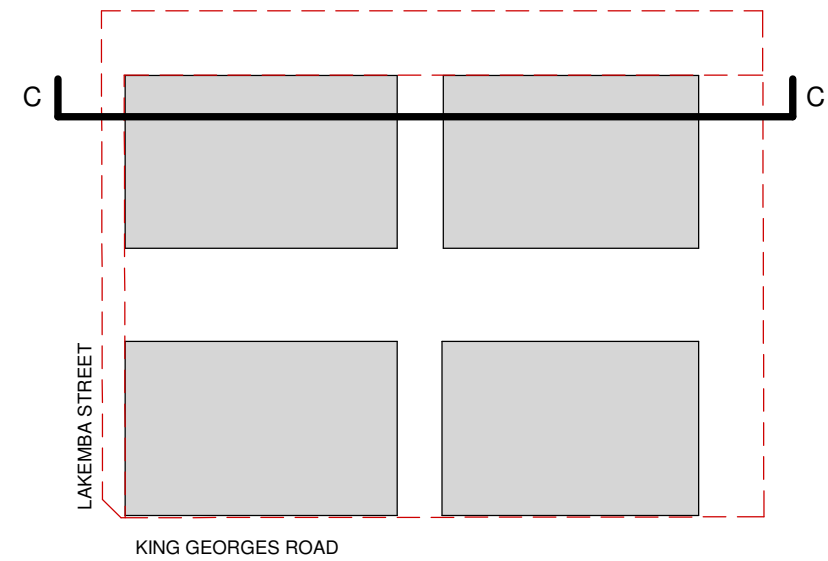
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<div><div>05</div><div>0</div><div>5</div><div>10</div></div>				
<div><div>CLIENT</div><div>LAKEMBA STREET DEVELOPMENTS P/L</div></div>				
<div><div>PROJECT</div><div>280-300 LAKEMBA ST &amp; 64-70 KING GEORGES RD WILEY PARK, NSW WILEY PARK, NSW 2195</div></div>				
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<div><div>SCALE</div><div>1:200 @A1 1:400 @A3</div></div>		<div><div>DATE</div><div>12/05/2021</div></div>	<div><div>DRAWN</div><div>MH</div></div>	<div><div>CHECKED</div><div>PS</div></div>
<div><div>JOB</div><div>15063</div></div>		<div><div>DRAWING</div><div>DA3.01</div></div>		<div><div>REVISION</div><div>D</div></div>





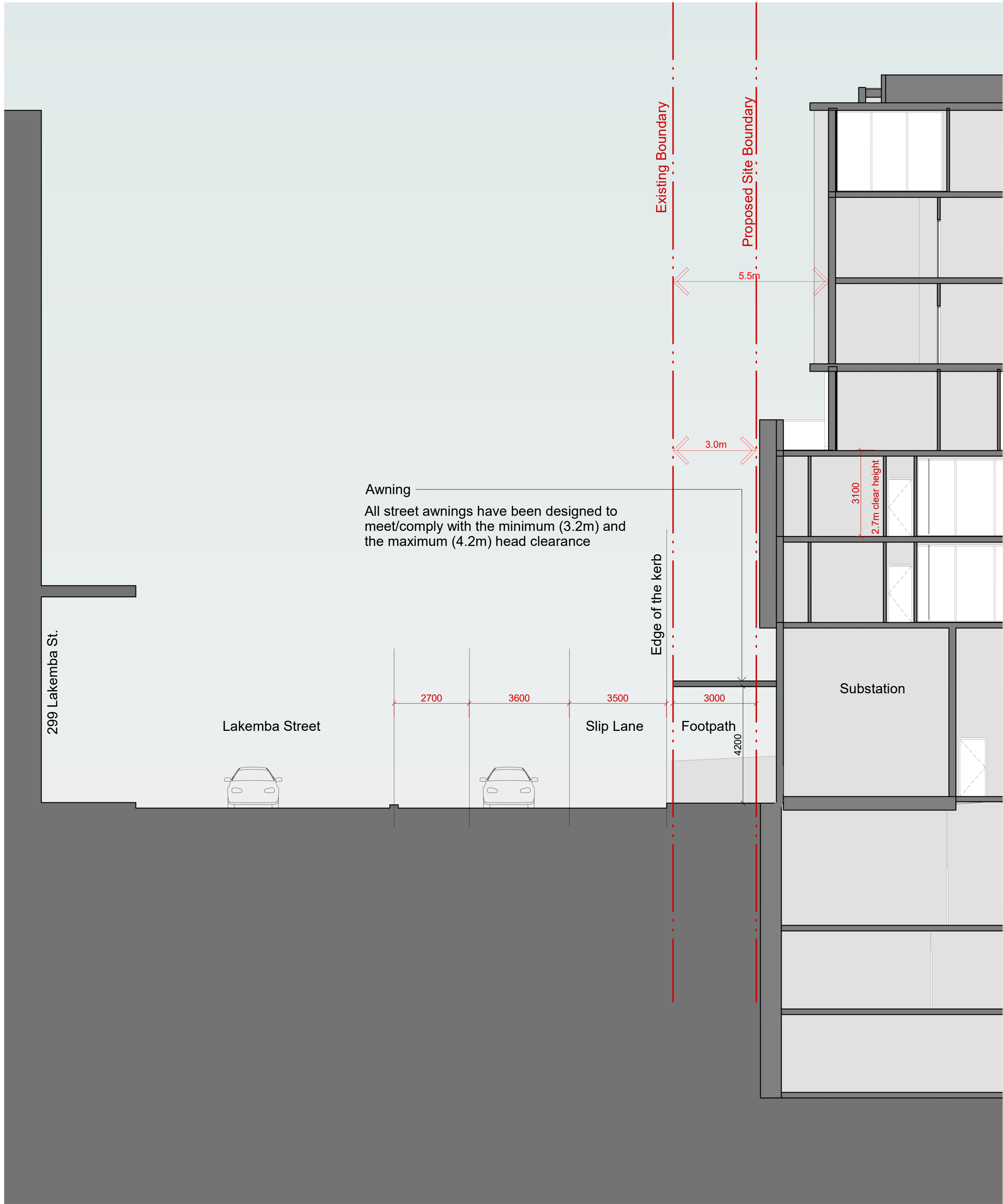
<div>IMPORTANT NOTES:</div> <div>Do not scale from drawings. All dimensions to be checked on site before commencement of work. All discrepancies to be brought to the attention of the Architect. Larger scale drawings and written dimensions take preference.</div> <div>This drawing is copyright and the property of the author, and must not be retained, copied or used without the express authority of MARCHESE + PARTNERS INTERNATIONAL PTY. LTD.</div>	REVISION	DATE	DESCRIPTION	BY	<div>marchesepartners</div> <div>Marchese Partners International Pty Ltd Level 1, 53 Walker Street, North Sydney, NSW 2060 Australia P +61 2 9922 4375 F +61 2 9929 5786 E info@marchesepartners.com www.marchesepartners.com  Sydney · Brisbane · Melbourne · Adelaide Kuala Lumpur · Christchurch · London · Madrid ABN 20 098 552 151</div> <div>0<div>5</div>10</div>	CLIENT		LAKEMBA STREET DEVELOPMENTS P/L		DRAWING TITLE			
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	B	2021.04.30	FOR COORDINATION	MH			1:200 @A1		12/05/2021	MH	PS		
	C	2021.05.12	DA SUBMISSION	MH			1:400 @A3						
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					15063	DA3.02		D					





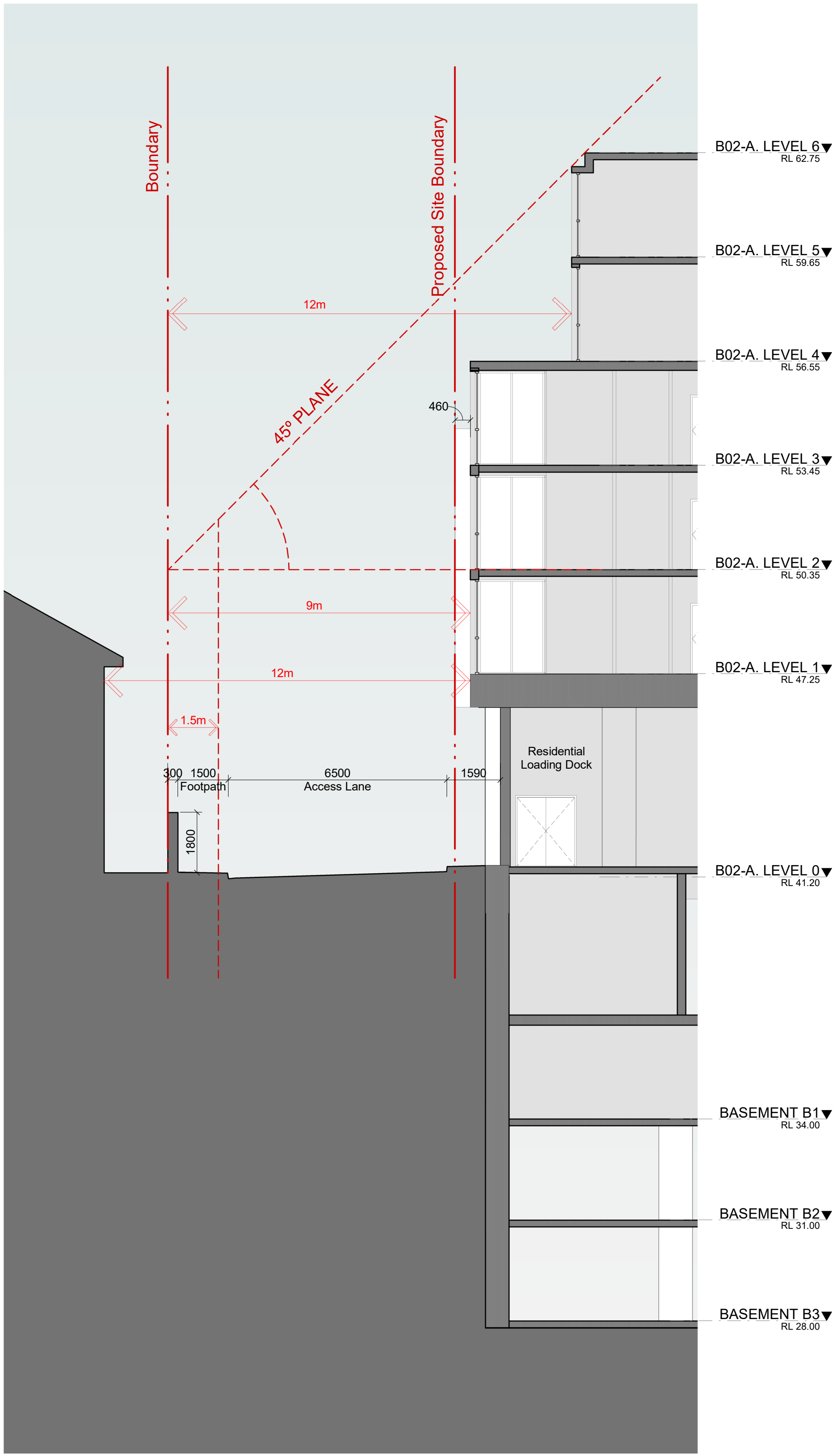
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	C	2021.05.12	DA SUBMISSION	MH
	D	2021.10.14	DA SUBMISSION	LP
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DRAWING TITLE SECTION C-C				
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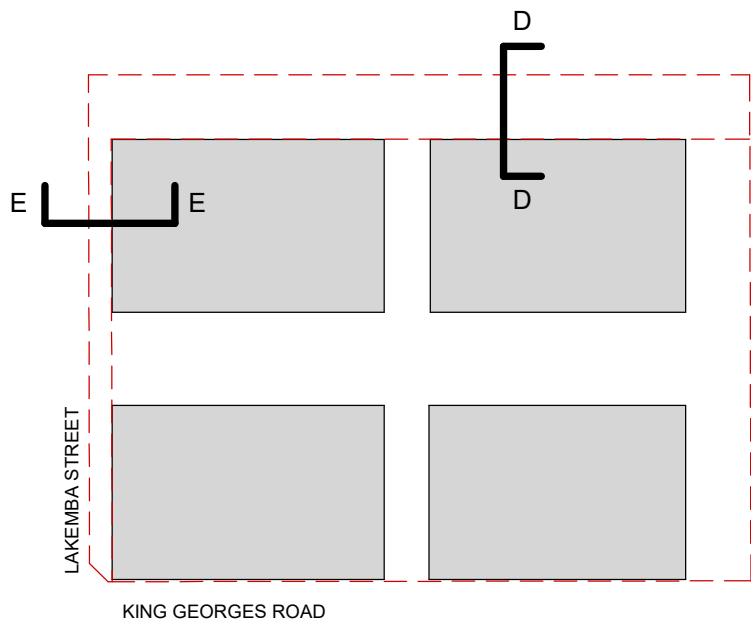


1 SECTION EE  
DA2.05

NOTE:  
FOR ROAD AND STREETS DETAILS REFER TO CIVIL ENGINEER'S DOCUMENTATION

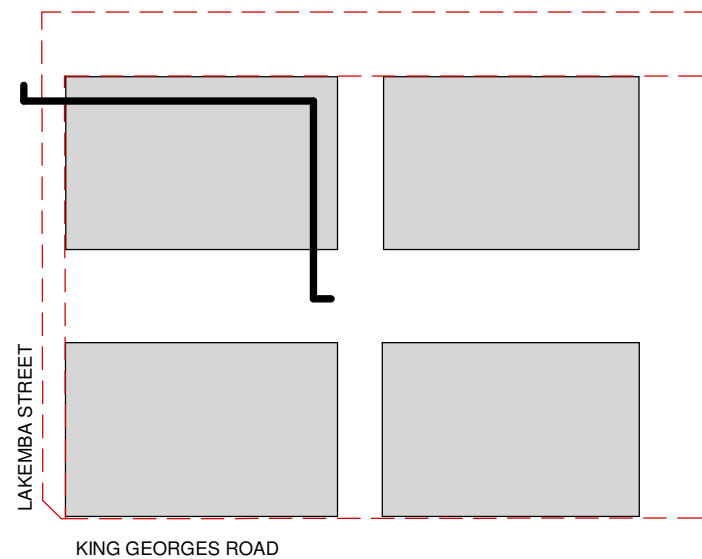
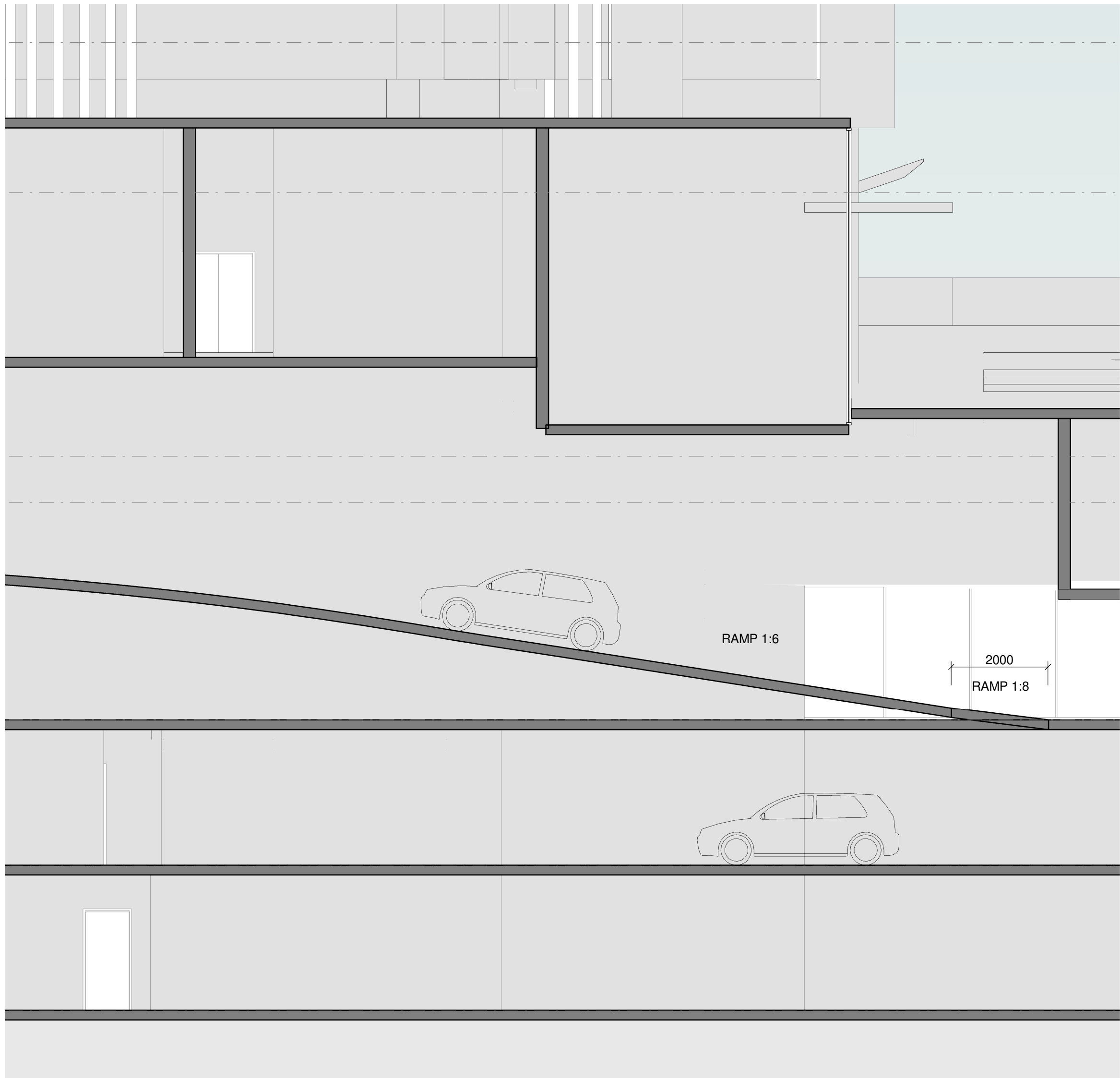
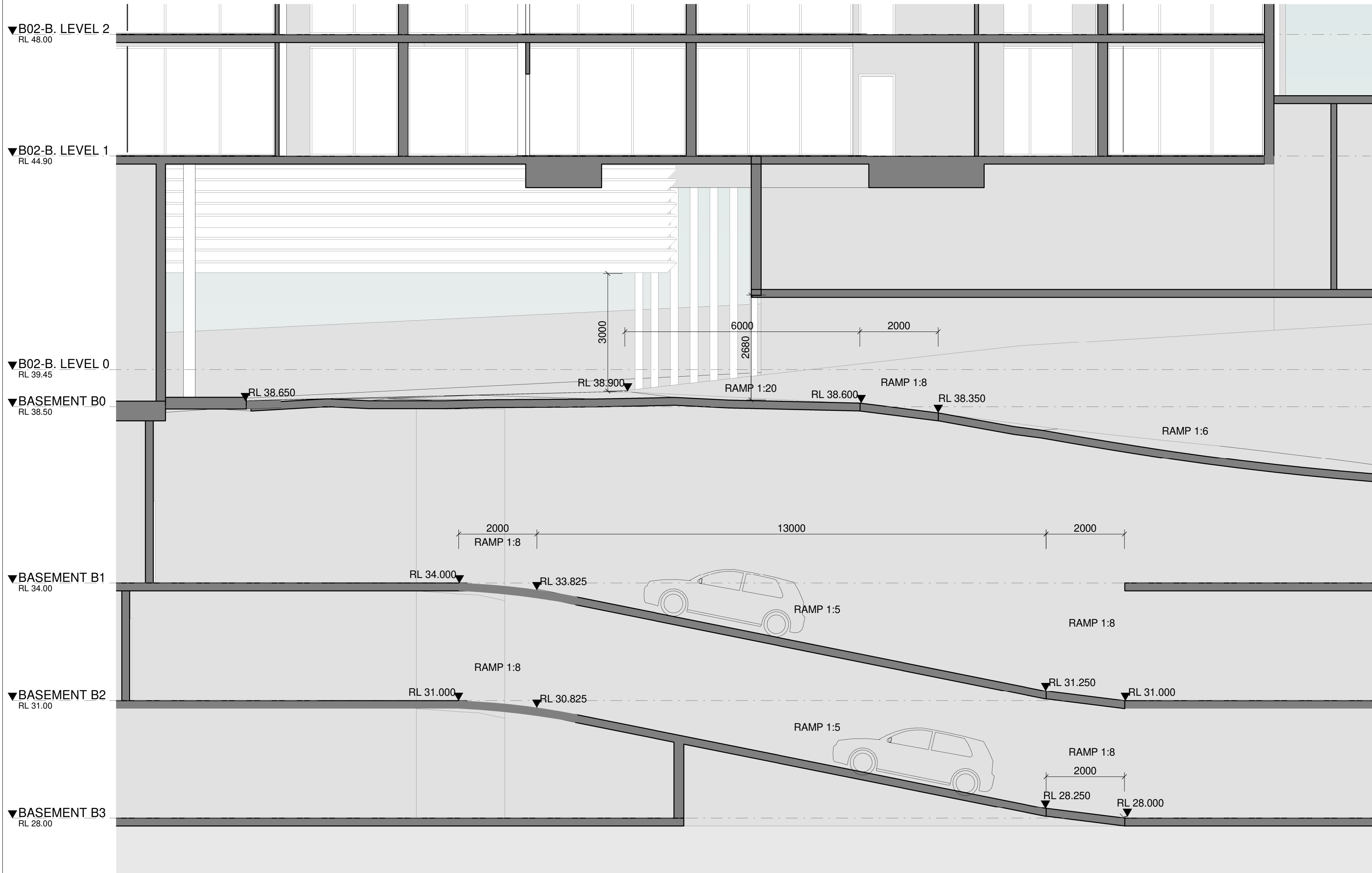


2 SECTION DD



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	C	2021.05.12	DA SUBMISSION	MH								
D	2021.10.14	DA SUBMISSION	LP									
								JOB 15063		DRAWING DA3.04		REVISION D





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B	2021.10.14	DA SUBMISSION	LP									
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									JOB 15063	DRAWING DA10.03		REVISION B





- 2000mm wide pathway to cart bins to main supermarket waste collection
- 2000mm wide pathway to cart bins to main residential waste collection
- 1200mm wide pathway to cart bins to main retail waste collection

INTERNAL DIMENSIONS AS PER LEVEL 01 FLOOR PLAN

NOTE: FOR THE LANDSCAPE DETAILED DESIGN, PLEASE REFER TO LANDSCAPE ARCHITECT DOCUMENTATION

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	REVISION	DATE	DESCRIPTION	BY											
A	2021.10.14	DA SUBMISSION	LP												
<p>PROJECT  <b>280-300 LAKEMBA ST &amp; 64-70 KING          GEORGES RD WILEY PARK, NSW          WILEY PARK, NSW 2195</b></p>		<p>SCALE</p>	<p>DATE  <b>12/05/2021</b></p>	<p>DRAWN  <b>MH</b></p>	<p>CHECKED  <b>PS</b></p>										
<p>JOB  <b>15063</b></p>		<p>DRAWING  <b>DA10.06</b></p>		<p>REVISION  <b>A</b></p>											



## **APPENDIX B**

### **MECHANICAL TURNTABLE SAMPLE SPECIFICATION**



# LOADING DOCK TRUCK TURNTABLES



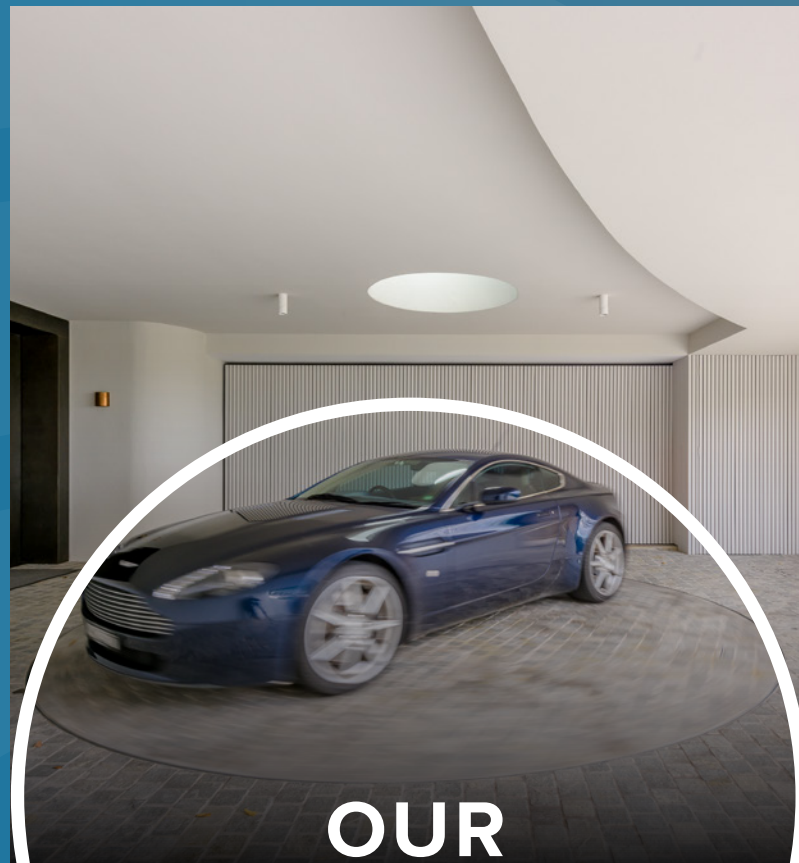


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Optimise Space .....	05
Flexibility In design .....	06
Increase Efficiency .....	07
Increase Profits .....	08
Why Australian Turntables? .....	09
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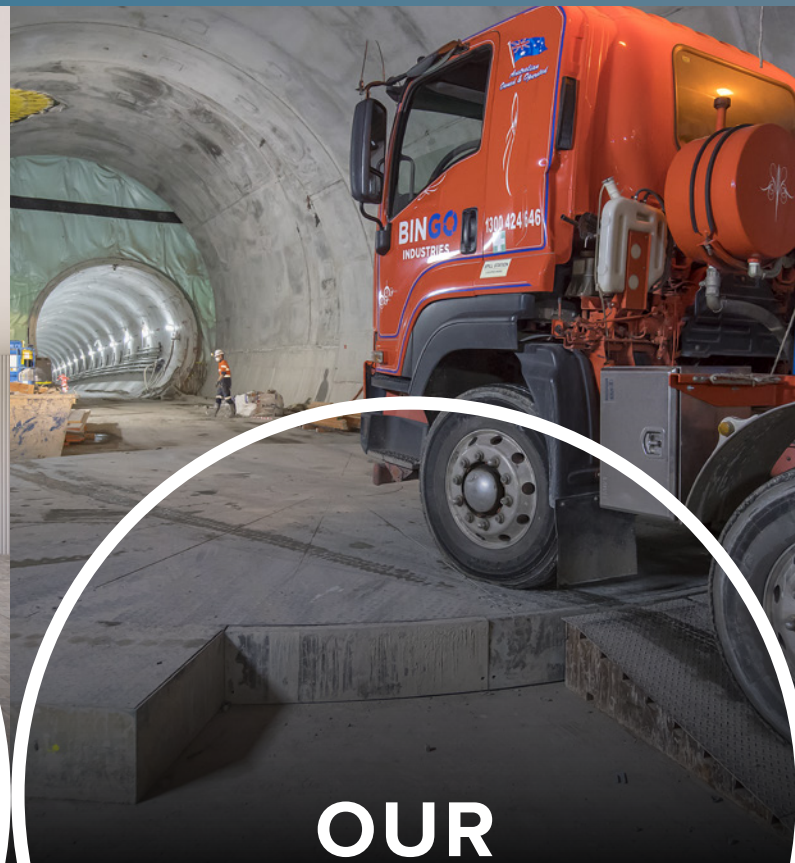




## OUR COMPANY

Australian Turntables is a world recognised company specialising in rotational movement systems.

We provide turntables to a wide range of industries, supporting our clients from the initial concept of a project through to completion and beyond.



## OUR HISTORY

Established in 1987, our products are all proudly designed and manufactured in our Australian based factory.

We can supply any project, for any industry, anywhere.



## OUR VALUES

We understand that the quality of your supply chain impacts the success of your project.

By choosing Australian Turntables, you have the support of a company driven by the following values: Embrace a challenge, fully commit, think smarter, keep it clean and own it.



## OUR LOCATIONS

Through our global distribution network we have delivered projects into 22 countries, for the worlds best companies.

We have the experience & knowledge to work across a range of industries in all parts of the world.





## OUR FOCUS

### Is Our Customers' Needs

- Improve safety
- Increase productivity
- Save space

With smart design and planning you can achieve a great return on investment for your project. Our team work with you to design the space for the best results.



## OUR INDUSTRIES

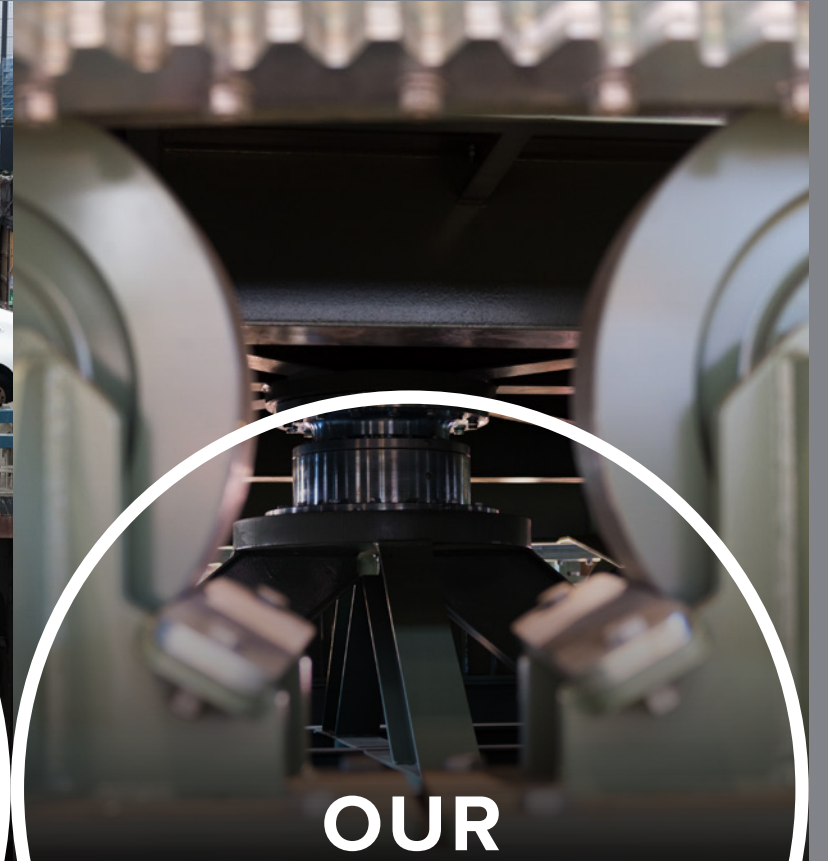
- Residential
- Showrooms
- Construction
- Revolving Restaurant / Rooms
- Mining
- Tunnelling
- Cement Plants
- Warehouse / Loading Docks
- Materials Handling
- Photo Booth
- Emergency Services
- Custom Projects



## OUR CLIENTS SAY

### Michael Cartisano - Senior Site Manager - Lendlease

"I have now worked with Australian Turntables for over 3 years and I can say with confidence that the products that I have been supplied, installed and maintained have been of a superior standard."



## OUR QUALITY

Our products are built with the highest quality and design principles, that gives you a solution that is built to last.

We are accredited with the Australian and international standards:  
AS 4024  
ISO 9001: 2015  
ISO 14001:2015  
ISO 45001:2018



**OPTIMISE  
SPACE**

**REDUCE SPACE REQUIRED FOR TRUCK MOVEMENTS**

**MORE ROOM FOR YOU TO WORK**

**SIMPLIFY TRAFFIC PATH DESIGN**

[turntables.com.au](http://turntables.com.au)





**FLEXIBILITY  
IN DESIGN**

**CREATE MORE DESIGN OPTIONS**

**INSTALL INTO SUSPENDED SLABS WITH 250MM SETDOWN**

**POSITION TRUCKS ANYWHERE**

[turntables.com.au](http://turntables.com.au)



**INCREASE  
EFFICIENCY**

**SIMPLIFY MOVEMENTS FOR END USER  
LOAD AND UNLOAD MORE EFFECTIVELY  
ELIMINATE DIFFICULT MANEUVERS**



A white StarTrack Express delivery truck is shown in motion, blurred to indicate speed, as it rotates on a large circular turntable. The truck has "STARTRACK EXPRESS" and "Call 13 2245" printed on its side. The setting is an industrial or warehouse environment with concrete walls and overhead pipes. A yellow safety barrier is visible in the foreground.

**INCREASE PROFIT  
FOR YOUR CLIENT**

**CREATE ROOM FOR MORE VALUABLE USES**

**ACCEPT LARGER TRUCKS OR LORRIES**

**DESIGN FOR EXTRA REVENUE**

[turntables.com.au](http://turntables.com.au)



## WHY AUSTRALIAN TURNTABLES

**Australian Turntables can help you design the available space to maximise benefit:**

Australian Turntables have helped hundreds of architects across the globe design loading docks and waste collection areas that work efficiently and safely while generating extra revenue opportunities for the development.

We do this by looking for every opportunity to reduce the space required for truck movements. This provides extra room for services, parking spaces, retail or back of house, or to help meet local government requirements.

With over 30+ years of specialising in helping architects, Australian Turntables have built a reputation of great support and service backed up with the worlds best quality product. Contact us with your design and see how our team helps you.

**DESIGN MORE SPACE**

**CREATE FLEXIBILITY**

**GENERATE REVENUE**

**SMART INVESTMENT**

**OPTIMISE YOUR DESIGN**





## A COMPANY & PRODUCT YOU CAN TRUST

Australian Turntables deliver products that are robust, reliable and built for many different industries and environments. We also supply turntables at any diameter that can accommodate hundreds of tonnes or multiple vehicles. This means you can be creative and gain maximum benefit for your project.

Reliability is key and Australian Turntables have the experience, with hundreds of thousands of operation hours and a reliability rate of 99.89%, to do the job day after day so your clients don't have to worry.

We work with you from the concept design stage, all the way through, supporting your team in design, engineering, safety, standards, specifications and construction. What is delivered, is the world's best turntable system.

## LOADING DOCK TURNABLES

Suitable applications and industries;

Loading docks - Waste collection - Traffic management - Warehouse and logistic centres - Retail & commercial - Health - Government Defence - Education - Emergency services

**RELIABLE PERFORMANCE**

**QUALITY**

**SMART DESIGN**

**RETURN ON INVESTMENT**







## CASE STUDY

# ALDI WENTWORTHVILLE NSW

**Architect:** Conrad Gargett

**Project Completion:** 2016

**Australian Turntables contribution:** 12.5 metre truck turntable

Conrad Gargett are a 130 year old architectural firm who work with Aldi Supermarkets on their development requirements. For this project, Aldi had an operating store that had an opportunity to increase revenue if more retail space could be made available.

The existing loading dock and back of house was recognised as the best area to optimise and due to Australian Turntables being a nominated supplier of Aldi, we were engaged to support the design team.

Aldi Wentworthville deliveries are serviced by up to 12.5 metre rigid trucks so we used a turntable of the same diameter and designed the loading dock around the turntable with the minimum clearance possible. To ensure safety was not compromised we also designed and supplied a vehicle positioning and anti collision system that made sure the vehicle was positioned correctly, and stopped the turntable in case a person entered the rotation zone.

This project, built around the turntable gained an extra 470m<sup>2</sup> of retail space for the Client which provided a return of investment within months and has generated increased revenue ongoing.

## LOADING DOCK TURNTABLES







# COLES TESTIMONIAL



03/12/2020

**Ben Chapman**  
Australian Turntables

61 Collins Street, Kangaroo Flat VIC 3555  
t +61 3 5447 0525 | m 0413 160 057  
e [ben@turntables.com.au](mailto:ben@turntables.com.au)  
w [turntables.com.au](http://turntables.com.au)

Testimonial,

*"Australian Turntables has been on coles approved supplier list for many years, and with their help we have developed a detailed specification that has become a reference for developers and builders on complex mixed-use projects. Dealing with Australian Turntables, taught me that the product is more than just a turntable, but rather it is a whole package of durability, craftsmanship, and details. Recent projects with Australian Turntables was St Leonards, where Australian Turntables was involved in safety and risk management workshop meetings, between Coles and the developer (JQZ). The proposed solutions by Australian Turntables, from sensors, monitors, cameras, and traffic lights, have been integrated in the plan of management of a complex loading dock usage, that will cater for Big Coles Supermarket and Liquorland, Speciality retail shops, Public Library, and 3 Residential towers. I am very confident to nominate Australian Turntable to any project, as I know they will deliver with high integrity, and professionalism."*

Yours sincerely

**Alan Mhanna**  
Design Development Manager – NSW / ACT  
**Group Property**

**Coles Supermarkets Australia Pty Ltd** ABN 45 004 189 708  
6 Giffnock Avenue, Macquarie Park New South Wales 2113 Australia  
☎ +61 2 9919 1400 🌐 [coles.com.au](http://coles.com.au)

**coles** | Good things. Great value.

[turntables.com.au](http://turntables.com.au)



## DESIGN A BETTER LOADING DOCK

- Design a loading dock in less space
- Optimise the space for other more valuable uses
- Low profile design suitable for suspended slabs
- A design improvement that pays for itself within months
- A smarter way to position trucks safely

## TECHNICAL SUPPORT TO BENEFIT YOUR PROJECT

Autocad files, revit families and technical specifications available for download at

[www.turntables.com.au/downloads/](http://www.turntables.com.au/downloads/)





# LOADING DOCK SPECIFICATIONS

Model	HTT8-250	HTT9-250	HTT10-250	HTT11-250
Turntable Diameter (mm)	8000	9000	10000	11000
Vehicle accommodated (1)	MRV	MRV	HRV	HRV
Clearance Diameter (mm) (2)	11000	11000	14000	14000
Slab Depth (mm)(3)	250 min./260 max.			
Slab Radius (mm)	4400	4900	5400	5900
Drain Radius(mm)(4)	2500	2500	2500	2500
Drive Pit Setback (mm)	4950	5450	5950	6450
Drive Pit Width (mm)	1300			
Drive Pit Length (mm)	1100			
Drive Pit Depth (mm)	400			
Running Track Radius (mm)	3625	4125	4625	4625
Operating Capacity (kg)	30000			
Operating Speed (Nominal RPM)	0.5	0.5	0.4	0.4
Distributed Load Capacity (kPa) (5)	15			
Imposed Load - Centre (kN) (6))	279	346	429	512
Imposed Load - Running Track (kN/m)(6)	25	27	30	35
Lateral Force on Centre Bearing (7)	116	116	116	116
Minimum Concrete strength (MPa) (8)	25			
Slab Thickness (8)	Subject to client engineering			

**NOTES**

1. Suggested vehicle. Vehicle classification to Austroads Design Vehicles (2013).
2. Suggested clearance diameter based on the nominated vehicle positioned correctly on the turntable. This clearance zone can be reduced when an optional scanner safety system is implemented
3. Slab surface to be steel trowel finished.
4. Recommended drainage location/s shown. Actual drainage requirements specified by the client engineer which may include grease traps or sump pits.
5. Structural load capacity generally in accordance with AS/NZS 1170. Allows for full use of turntable area as a general trafficable area.
6. Imposed loads stated are, un-factored load based on the Distributed Load Capacity plus the turntable dead load.
7. Lateral Force applied based on a vehicle of maximum turntable operating capacity coming to a complete stop on the turntable from a speed of 10km/h over a distance of 1m.
8. Slab thickness and strength is to be specified by the client engineer.





Warranty  
on moving parts



Structural  
Warranty

## QUALITY & WARRANTY

Australian Turntables quality is backed by our 2 year warranty on all moving parts and a 15 year warranty on our structures. Our products are engineered to last.

We offer an extended warranty on moving parts to 5 years, for all customers who engage in an Annual service (conducted by Australian Turntables Service Agent) for this period.

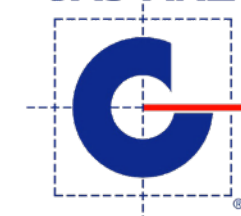
The annual services can be included in your initial purchase to lock in current service rates.

Subject to warranty terms and conditions.



Certification Partner Global  
ISO 9001  
ISO 14001  
ISO 45001  
Lic No. OHS/R61/0378

JAS-ANZ



[www.jas-anz.org/register](http://www.jas-anz.org/register)



[turntables.com.au](http://turntables.com.au)







# OUR CUSTOMERS

A Truck Turntable provides a solution for our customers, allowing them to maximise their space, allowing larger trucks to be loaded and unloaded efficiently. It will also reduce the required space for these zones, adding additional space to the buildings purpose, more retail space or warehouse space.

The traffic flow is much better with a turntable as it will eliminate the need to reverse off the street (impeding traffic) or having a space to turn the trucks around outside the loading docks.

## LOADING DOCK TURNTABLES

 coles RICHARD CROOKES  
CONSTRUCTIONS mace Vattanac  
PROPERTIES Built. ANACONDA



## DISTRIBUTORS & PROJECTS



-  Distributors & projects
-  Distributors
-  Projects





LOADING DOCK TURNTABLES

turntables.com.au



61 Collins Street, Kangaroo Flat 3555  
Victoria, Australia.



+61 3 5447 0525



sales@turntables.com.au