

31 January 2025

Corey Polyak
Consultant
URPS
27 Halifax Street
Adelaide SA 5000

Dear Corey,

Re: 290 UNLEY ROAD, HYDE PARK
Project No: 24517

I refer to the recent request for information (RFI) received from the City of Unley and the Department for Transport and Infrastructure (DIT) in relation to the proposed development at 290 Unley Road, Hyde Park. SALT has reviewed the request for information with regards to traffic and waste matters and our response to the RFI is outlined below.

Coner Cut-off

DIT: *“Corner cut-off at the intersection of Esmond Street and Unley Road as shown in the figure below”*

SALT Response

SALT has reviewed sight distance from the intersection of Esmond Street and Unley Road. Based on a design speed of 70km/h a Safe Intersection Sight Distance (SISD) of 151 metres is required from the intersection based on a 2 second reaction time. The sight distance envelope is shown in Figure 1 and demonstrates that the sight distance is clear of the existing building / property boundary line. While other street furniture located within the footpath may obstruct sight distance further to the south, the proposed development will not impact sight distance from the intersection and the building line will be similar to the existing condition.

Furthermore, given the location and nature of Esmond Street, from our experience, it is not anticipated that there would be a need to widen the intersection in future.

Based on our assessment, a corner cut-off of 4.5 metres would not be required.

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Figure 1 Sight Distance Envelope (South) – 2 Sec Reaction Time, 70km/h Design Speed – SISD: 151 Metres

Vehicle Access

DIT: “Demonstrate that the right of way at the rear of the building is designed to provide simultaneous movements of the largest vehicle and a B99 vehicle.”

SALT Response

The existing laneway measures 4.57 metres wide and provides two-way vehicle movements, serving as an access to several parking spaces to the rear of properties fronting Unley Road, and access to the rear of some residential properties fronting Esmond Street and Fashoda Street.

Bollards are installed south of the mid-point in the laneway to restrict through movements between Esmond Street and Fashoda Street. Under existing conditions, two cars can pass each other within the laneway but at the intersection with Esmond Street, vehicles entering and exiting the laneway are required to give way to one another.

The largest vehicle anticipated to use the laneway would be a 6.4m Garwood Miner refuse collection vehicle (or similar) with most of the vehicles using the laneway comprising B85 and B99 light vehicles.

The predominant movements to and from the development are anticipated to occur from Esmond Street and no impact to Unley Road is anticipated from single vehicle movements turning into and out from the laneway, (located approximately 47 metres west of Unley Road).

Car Park

City of Unley: “Council has major concerns with the multi point vehicular turn-paths required to access the car parks, as outlined in the SALT Traffic Impact Assessment report. The multi-point vehicular turn paths are impractical and unsafe, with the likely outcome of drivers reversing out of the site into the right of way and Esmond Street.”



SALT Response

SALT disagrees that drivers would reverse out from the site onto Esmond Street. This presents a more challenging manoeuvre with restricted sight distance, that would make undertaking multipoint manoeuvres within the car park the preferred option. Multipoint manoeuvres occur frequently within small car parks, even if designed to certain aspects of AS2890.1. Residents may also opt to reverse park which can reduce the manoeuvres required.

The development is not anticipated to have a high level of traffic, having provided 15 parking spaces on site. The multipoint manoeuvres have been identified with 4 out of the 15 parking spaces, including the garage spaces.

It is noted in Table 1.1 of AS2890.1 that for facilities with residential domestic and employee parking, more than one manoeuvre can be made to enter and exit the space. Section B4.4 of the standard states that drivers can manoeuvre vehicles within smaller spaces than swept path turning paths would suggest. It is likely that the vehicles to these four parking spaces would make less corrections than shown in SALT's swept paths.

The remaining spaces meet the requirements of AS2890.1, therefore the multipoint manoeuvres are not considered to present a safety issue, particularly given the low volume of traffic within the car park.

Waste Collection

DIT: "Swept path to demonstrate that the waste collection can occur onsite."

City of Unley: "The following comments relate to the on-site and off-site management of waste collection proposed by the development:

The Waste Management Plan, prepared by SALT, dated Nov 7, 2024, indicated that Council Service (East Waste) will be collecting both the residential and commercial waste. Council will not support kerbside collection for the proposed development. It should be noted that Council's waste service does not make collections for 1,100L bins. The development will require to be designed to support private waste collection, with all waste collection to occur wholly within the site and waste collection vehicles to enter and exit the site in a forward direction."

"Any loading and/or waste collection activities are to be scheduled outside of typical peak periods, noting that there is no dedicated loading/waste collection area provided that is separate from the shared car parking area."

SALT Response

SALT has discussed the subject of waste collection with Council's Senior Planning Officer Amelia DeRuvo. Amelia DeRuvo advised that the collection of both residential and commercial waste would need to be undertaken by a private waste contractor (not Council) and occur from within the property. A reversing movement from the laneway was stated to be acceptable by Council's traffic engineers. SALT has completed swept paths for an 8.8m Medium Rigid refuse Vehicle (MRV) reversing into the site from the laneway, as well as accessing the site via forward entry, forward exit movements. The MRV swept paths showing both access options are included in Attachments 1 and 2.

The swept paths demonstrate that reverse entry, forward exit cannot be achieved due to constraints in the laneway geometry. Forward entry, forward exit, in addition to the laneway geometric constraints would also require removal of a significant portion of the parking provided on site.

Notwithstanding, as an alternative to the standard waste vehicle, a smaller waste collection vehicle was also suggested by Council, as this was known to have been approved for previous development applications with similar access constraints.

SALT has received advice from Veolia (Attachment 3) that they are able to service the site with a small rigid waste collection vehicle (Garwood Miner or similar). Swept path analysis (Attachment 4) has been conducted for the 6.4m long SRV waste truck, demonstrating access to the building via a reversing movement from the adjacent laneway. The truck would stop within the building to collect bins and then exit the site in a forward direction, via the laneway onto Esmond Street. No bins would be collected from the kerbside.

The approval to permit a waste vehicle to reverse into a development has also been agreed as part of a recent development approval for 46 Unley Road, whereby Council noted that reverse entry to the site by refuse vehicles is acceptable given the site constraints.

290 Unley Road is subject to similar site constraints and forward entry, forward exit will not be practical without removal of parking which is not a viable solution.

The swept paths in Attachment 1 demonstrate that the waste vehicle can reverse into the site from the laneway, collect waste and then exit the site onto the laneway in a forward direction. SALT considers this arrangement appropriate, and it is considered safer to reverse the vehicle into the site than reverse out from the site.

It is proposed that refuse collection will occur outside of peak periods to minimise impact to the development and surrounding properties. It is noted in Council's comments for the development application for 46 Unley Road that Council nominated:

- Monday – Friday 07:00 – 08:30 or 17:30 to 19:00
- Saturday – 07:00 – 19:00
- Sunday – 09:00 – 19:00

A similar waste collection window can be arranged with the appointed private waste collection contract for the proposed development.

General loading and deliveries will be undertaken using vans up to a B99, which can park within the car park for loading and unloading within the development.

Bin Store

City of Unley: *"The Waste Management Report, prepared by SALT, indicated that residential and commercial waste will be managed separately. The Bin Store for residents has not been shown in accordance with the Waste Management Report requirements. The Residents should have access to 1 x 1100L garbage bin, 1 x 1100L co-mingled recycling bin, 1 x 660L organics bin and a 2m² hard waste area.*

The Residential Bin Store does not provide the organics bin or the temporary hard waste area. For reference the bin colours are identified in the SALT Waste Management Report."

SALT Response

The development plans will be updated to address the above comment and show the following:

- Separate residential and commercial bin stores
- Residential bin room to contain 1 x 1,100L garbage bin, 1 x 1,100L comingled recycling bin and 2 x 240L organics bins (240L bins are more convenient for organics than 660L bins which can be heavy to move and lift)
- 2m² hard waste area

SALT's Waste Management Plan will also be updated to reflect the above changes.

Waste Chutes

City of Unley: *"Notwithstanding the above, the residential dwellings are provided with a dual chute for garbage and commingled recycling, with residents required to manually dispose of the food organics within the Bin Store.*

This is inconvenient and will likely result in the organics being disposed of within the general waste garage bin."

SALT Response

Chutes for organics are not recommended due to the nature of the material, which can result in dirty chutes, odours and vermin issues. For similar reasons, providing organic waste bins on each floor is not recommended as bins become messy, cause odours and are problematic for residents. Whilst arguably less convenient in terms of distance, we recommend that organic waste bins are stored in the residential bin store for the reasons stated.

I trust this addresses the RFI queries raised, however should you have any further queries, please feel free to contact me on 0481 300 250 in relation to traffic matters or Tom Bloomfield on 0466 665 829 in relation to waste matters.

Yours sincerely,



Ian Bishop
Associate NT & SA
SALT
M: 0481 300 250
ian.Bishop@salt3.com.au

Enc.

Attachment 1 – MRV Swept Path – Reverse into Site, Forward Exit

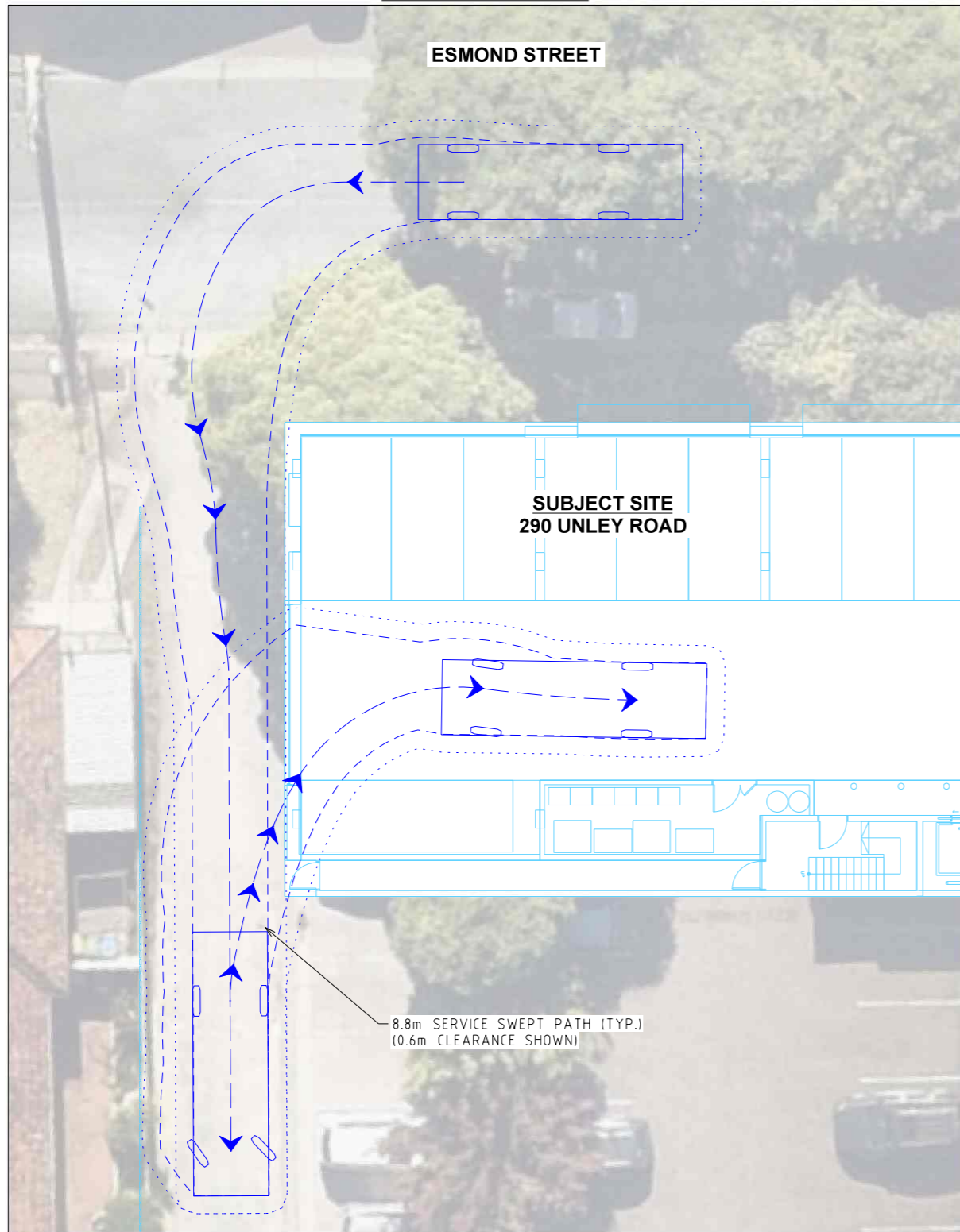
Attachment 2 – MRV Swept Path – Forward Entry, Forward Exit

Attachment 3 – Correspondence from Veolia Confirming Ability to Supply Required Vehicle

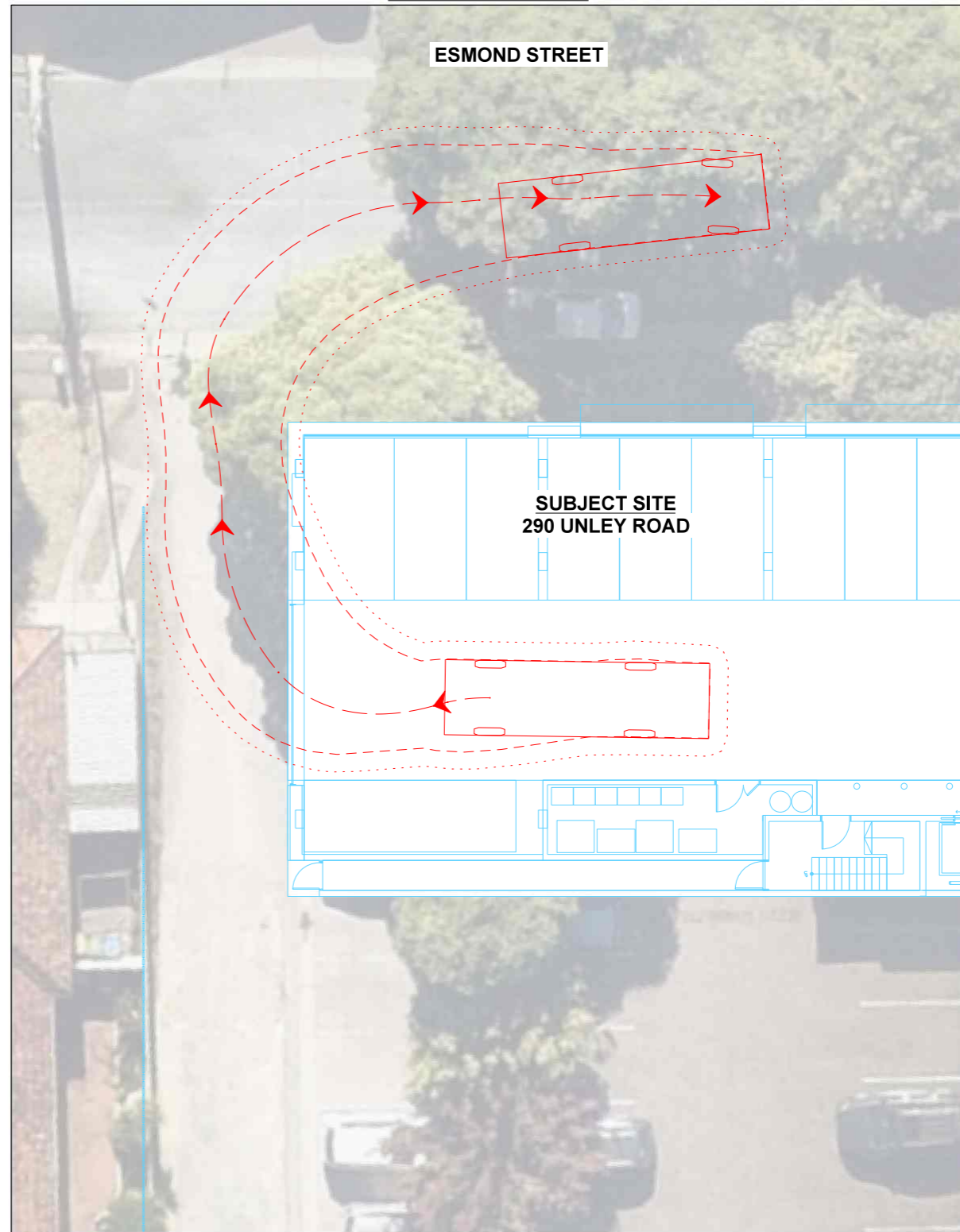
Attachment 4 – 6.4m Garwood Miner (or Similar) Swept Paths

BY: egan.cook
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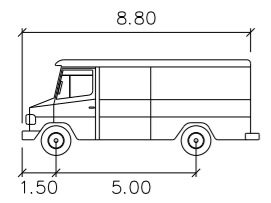
INGRESS MOVEMENT



EGRESS MOVEMENT



DESIGN VEHICLE



SERVICE VEHICLE

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Steering Angle	: 38.7

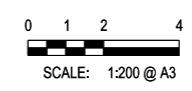
URPS

290 UNLEY ROAD DEVELOPMENT
 290 UNLEY ROAD, HYDE PARK
 SWEEP PATH ANALYSIS
 WASTE COLLECTION SWEEP PATH



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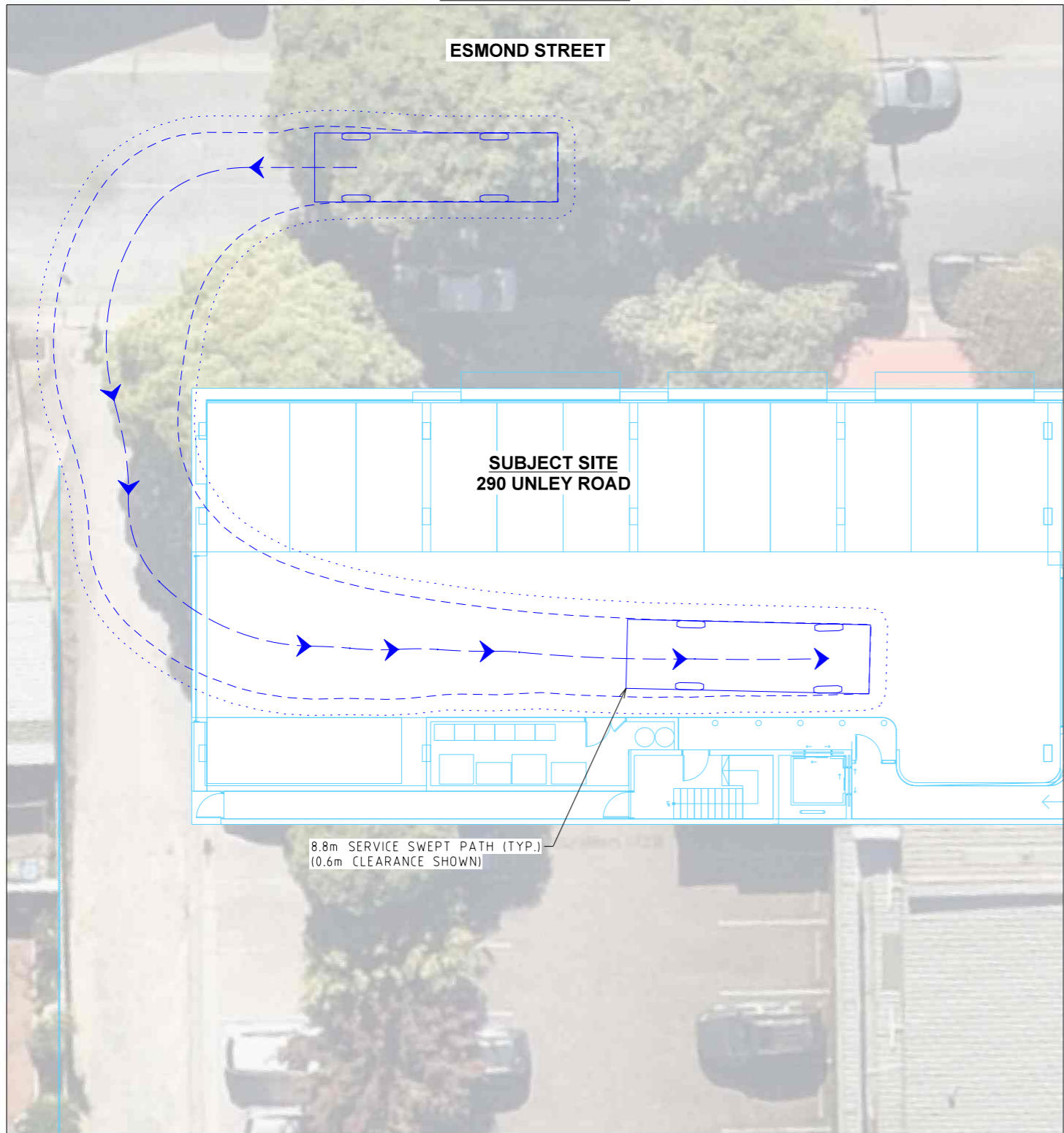
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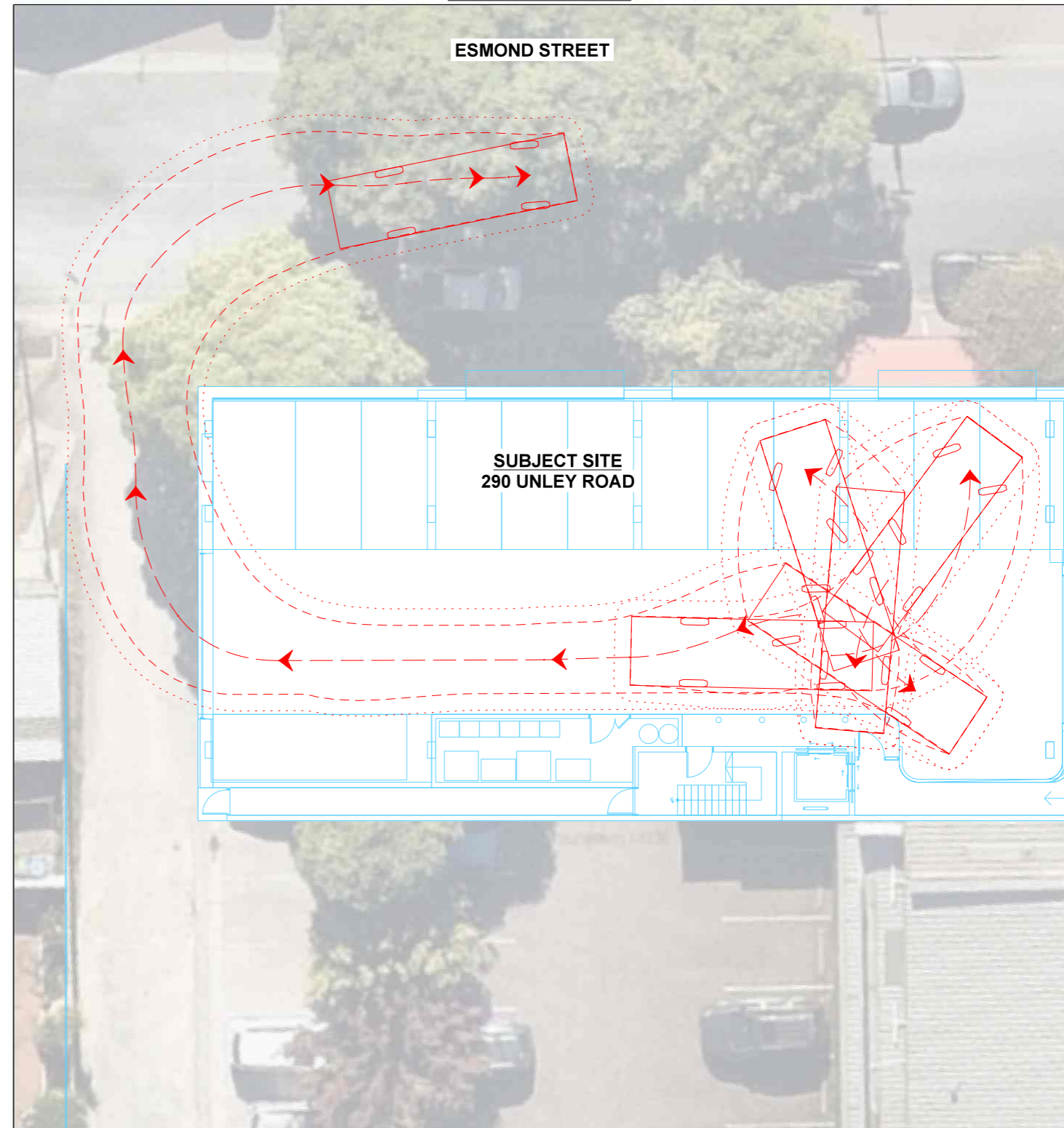
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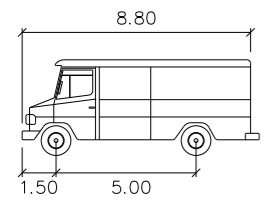
INGRESS MOVEMENT



EGRESS MOVEMENT



DESIGN VEHICLE



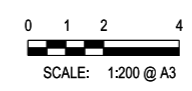
SERVICE VEHICLE

	Width	: 2.50
	Track	: 2.50
	Lock to Lock Time	: 6.0
	Steering Angle	: 38.7

URPS
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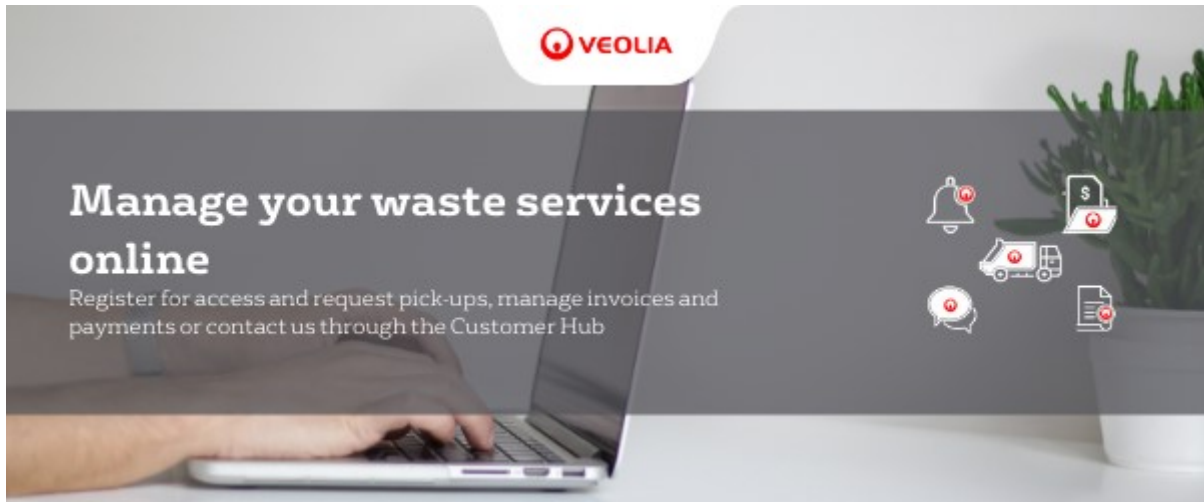
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DRAWING NUMBER SALT-24517-SK-008		REVISION 1

From: CX Service <cx.service@veolia.com.au>
Sent: Friday, 10 January 2025 1:53 PM
To: Harry Goodman
Subject: More info?



Hi Harry.

Thank you for reaching out to Veolia regarding our waste collection services in South Australia. We appreciate your interest in our offerings.

I'm pleased to inform you that Veolia does indeed offer a range of waste collection vehicles, including low-profile, small rigid trucks designed specifically for properties with limited clearances. We understand that many locations in South Australia have unique access requirements, and we strive to provide solutions that cater to these needs.

Our fleet includes vehicles that can navigate tight spaces, low clearances, and challenging access points while still providing efficient waste collection services. These specialised trucks are ideal for servicing properties such as:

- Inner-city locations with narrow streets
- Commercial properties with parking or low clearance loading docks
- Historical sites with limited access

To ensure we can best meet your specific requirements, could you please provide some additional information about the property or properties you need serviced?

This would include:

- The exact location(s)
- Any specific clearance limitations
- The type and volume of waste to be collected
- Preferred collection frequency

With these details, we can tailor a waste management solution that perfectly suits your needs.

If you have any further questions or would like to discuss this in more detail, please don't hesitate to contact me. We'd be happy to arrange a site visit to assess your requirements and propose the most appropriate solution.

Thank you once again for considering Veolia for your waste management needs. We look forward to the opportunity to serve you.

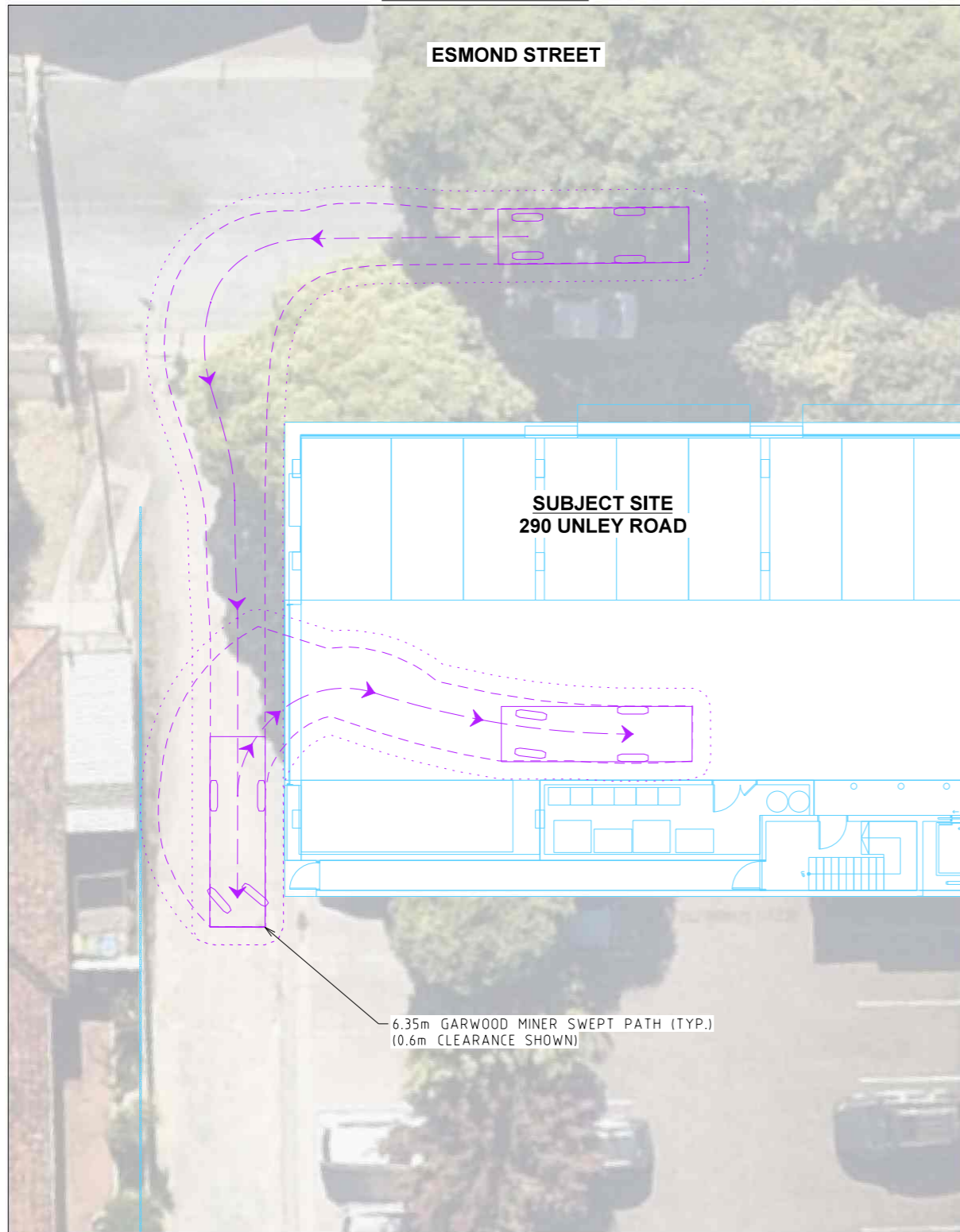


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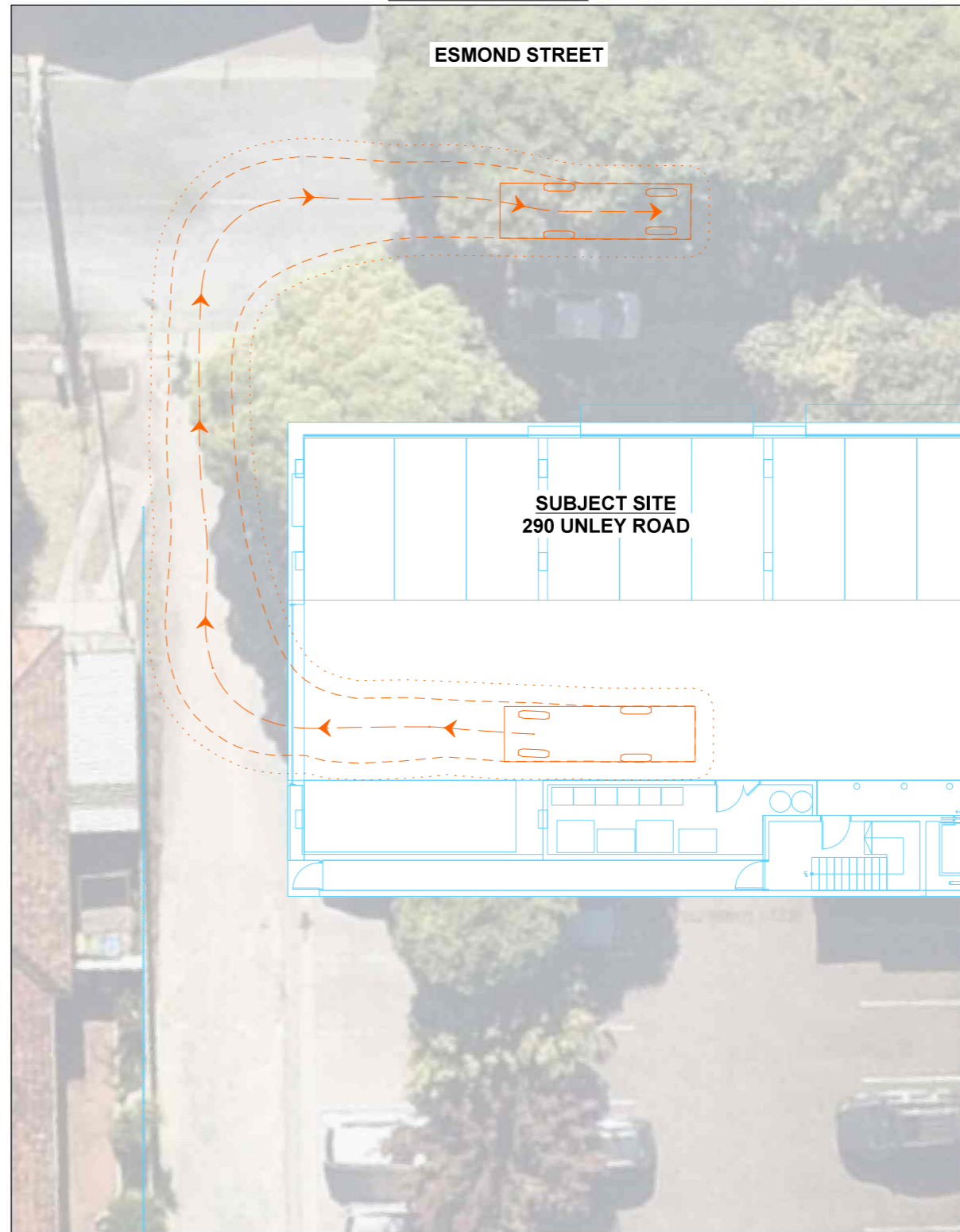
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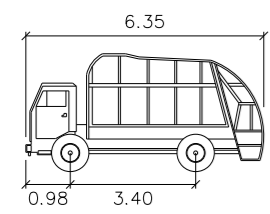
INGRESS MOVEMENT



EGRESS MOVEMENT



DESIGN VEHICLE



6.35m GARWOOD MINER

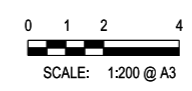
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Steering Angle	: 45.4

URPS
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