

6 November 2023

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Dear Agy,

Re: 2-6 GIRAWAH PLACE, MATRAVILLE
Project No: 22031T

I refer to your request to provide further traffic engineering input to the proposed mixed-use development at the above address in response to additional traffic and transport comments received from Randwick City Council on 2 November 2023.

Our commentary on these matters is provided below and further discussed within our updated Traffic Impact Assessment (TIA) Report (v. F03). This letter and the updated TIA should be read in conjunction with the previous response to submissions letter dated 4 May 2023.

- 1. Noting the scale of the development and diverse mix of industrial, commercial and recreational uses, the site shall be designed to accommodate a minimum of one 12.5m heavy vehicle (HRV) in accordance with AS2890.2 requirements. The vehicle must be able to enter and exit the site in a forward direction. Suitable separation must be provided between loading areas and car parking areas.*

AS2890.2 stipulates the loading and servicing areas, including manoeuvring areas, are to be designed "for the largest design vehicle likely to use the facility, and for any specialist vehicles, e.g. waste disposal vehicles".

As detailed in the updated TIA, deliveries for the site are expected to be undertaken by couriers and vans. Furthermore, waste collections are anticipated to be undertaken by a 6.4m low profile vehicle. Therefore, the largest vehicle likely to use the facility is vehicles up to and including a 6.4m Small Rigid Vehicle (SRV). This has been found appropriate by discussion with the project team and review of similar sites. The similar e-commerce facility at 76A Edinburgh Street, Marrickville provides a development of a similar size and nature for which loading and servicing is completed by couriers and vans, and waste is collected by a small waste collection vehicle.

As such, based on the requirements of AS2890.2 the loading and servicing areas should be designed to accommodate 6.4m SRVs. Swept path analysis included in the updated TIA demonstrates appropriate access for 6.4m SRVs, with on-site manoeuvring enabling vehicles to enter and exit the site in a forward direction.

Notwithstanding the above, in the unlikely event that a larger servicing vehicle is required to access the site, they can use the northernmost driveway to access the loading area in the north-east of the site. This would require one reverse movement either onto or off the street which is permissible under AS2890.2 for an access on a minor road. Given Girawah Place is a private road this is considered acceptable. If a larger servicing vehicle is required to access the site, it would be required to reverse into the site to access to loading area under the supervision and assistance of a helper/ spotter. It should be further reiterated that the client has advised that the site does not anticipate servicing by larger vehicles, and this would be an extremely rare occurrence if at all.

Suitable separation between loading areas and car parking areas has been provided. Loading and servicing vehicles are anticipated to largely utilise the dedicated loading dock within Basement 2. A proportion of vehicles will utilise the dedicated loading spaces suitable for couriers and vans located adjacent to the southern lift core. The location of these spaces reduces the walking distances, particularly for the food and beverage premises, and reduces pedestrian conflicts within the basement level to access this part of the site.

A Loading Dock Management Plan is to be prepared for the site to ensure the safe, efficient and appropriate operation of the loading areas across the site.

- 2. The southernmost driveway access is considered to be a Category 3 accessway under AS2890.1, for which a separated entry and exit is required. The current combined access is non-compliant, and not considered suitable for a development of this scale. Furthermore, it must be clearly demonstrated that pedestrian sight splays are maintained as per Figure 3.3, AS2890.1. Noting the scale of the site, consideration should be given towards exceeding the minimum sight line requirements.*

The southernmost driveway access services the industrial zone of the site, the parking provided is largely anticipated to be all-day parking for employees of the hi-tech workspaces. Therefore, the car park is classified as User Class 1, noting that it provides 109 car parking spaces it is classified as a Category 2 accessway under AS2890.1. As such, a combined driveway of between 6–9metres is required and the current design meets this requirement.

Swept paths demonstrate that vehicles are able to pass simultaneously at the site access and along the driveway, refer to attachment 1.

The pedestrian sight splays have been reviewed and amended to ensure they meet the requirements of AS2890.1.

- 3. The northernmost driveway shall be redesigned so as to intersect the roadway at a perpendicular angle. All driveway widths, grades and pedestrian and intersection sight distances shall be achieved as per AS2890 requirements.*

Noted, the northernmost driveway has been redesigned to intersect Girawah Place at a perpendicular angle and continue to meet the requirements of AS2890. Swept paths demonstrate that concurrent inbound and outbound traffic movements are possible at the site access and along the driveway.

Refer to attachment 1 for swept path analysis of the revised driveway.

- 4. The site exceeds the parking provision requirements of the DCP. This is not supported by ITD, as encouraging excess private vehicles usage does not align with Randwick's Integrated Transport Strategy. Furthermore, this additional space could be better utilised to accommodate more appropriate loading arrangements.*

The project team have proactively sought to address Council's previous concerns regarding the parking provision shortfall and need to provide sufficient parking within the respective site land use boundaries. As discussed in the updated TIA, the overall site has a parking surplus of 17 spaces against the requirements of the DCP. This surplus is not considered to be excessive and furthermore if the hi-tech workspaces are considered as entire floors then there is no surplus (refer discussion below).

The hi-tech workspaces are anticipated to be occupied by e-commerce operators, which are generally small-scale businesses and workshops. The hi-tech workspaces floorplates have been designed to include corridors and common spaces, including meeting rooms and lounge areas. The parking calculations for the hi-tech workspaces considered the leasable suites only, with shared areas excluded.

If an entire floor of the industrial zone buildings were to be leased by one tenant, the hi-tech workspaces GFA would be increased as a result. The total additional GFA across the two buildings is approximately 1,325 m². Applying the 1 car space per 80 m² would require an additional 17 car spaces to accommodate use of the full areas.

As such, if both buildings were leased out as whole levels, as opposed to the intended individual suites, an additional 17 car spaces would be required, reducing the total site surplus of parking to zero.

Furthermore, it should be noted that the site is isolated with no side streets nearby or on-street parking opportunities on Botany Road or Girawah Place. The nearest street where on-street parking is permitted is Moorina Avenue some 300 metres from 2-6 Girawah Place. Therefore, a minor surplus of 17 parking spaces is considered appropriate for the proposed development.

As discussed above, the proposed loading arrangements are considered appropriate for the intended operation of the site.

Should you have any questions or require any further information, please reach out to myself or Carla Bradley on 04 5954 5354.

Yours sincerely,



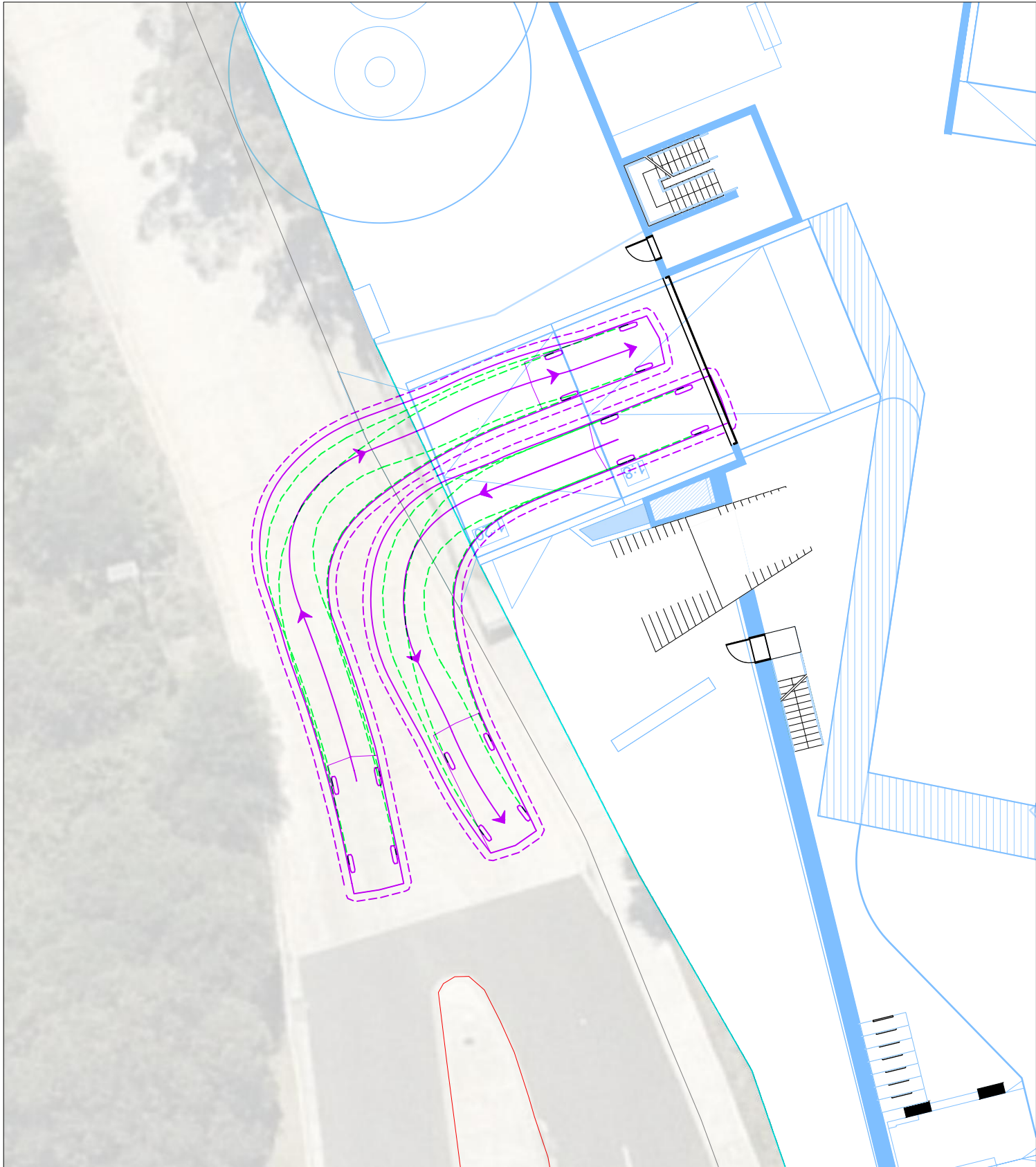
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Attachment 1: Swept Path Analysis

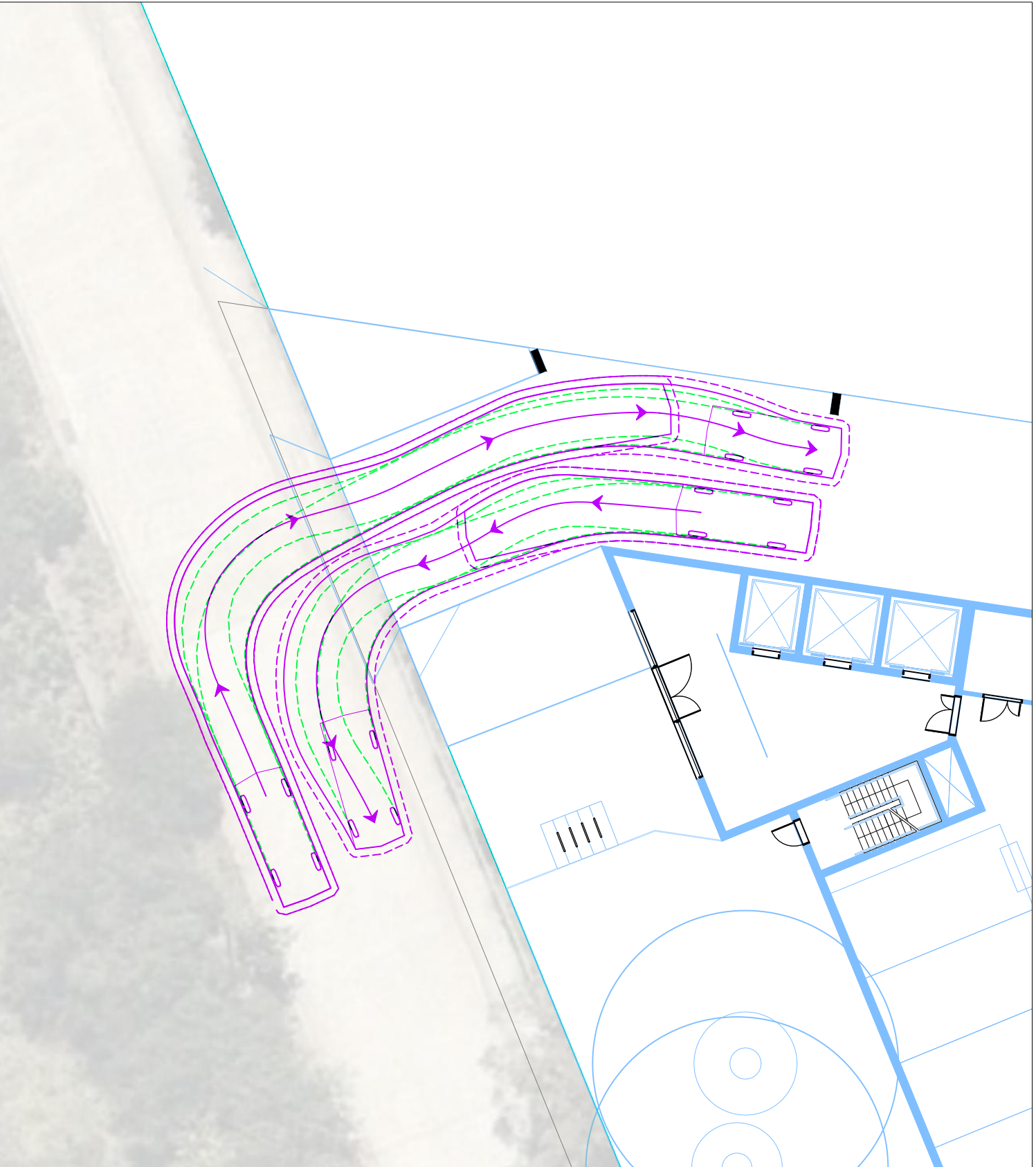
ATTACHMENT 1

SWEPT PATH ANALYSIS

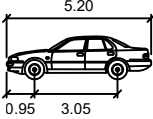
INDUSTRIAL ZONE CAR PARK ENTRANCE



RECREATIONAL ZONE CAR PARK ENTRANCE



VEHICLE USED IN SIMULATION



Width : 1.94
Track : 1.84
TURNING CIRCLE (K-K) : 12.5m

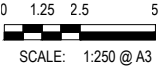
300MM BODY CLEARANCE ADOPTED.

HORNE GROUP PTY LTD
PROPOSED MIXED USE DEVELOPMENT
2-6 GIRAWAH PLACE
MATRAVILLE
B99 DESIGN VEHICLE SWEEP PATHS



Service. Approachability. Loyalty. Transparency.

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DRAWN / CHECKED	DATE	SIZE
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