MELBOURNE
Level 6, 350 Collins St Melbourne VIC 3000
T: +61 3 9020 4225
SYDNEY
Level 6, 201 Kent St Sydney NSW 2000
T: +61 2 9068 7995
HOBART
Level 4, 116 Bathurst St Hobart TAS 7000
T: +61 400 535 634
CANBERRA
Level 2, 28 Ainslie Pl Canberra ACT 2601
T: +61 2 9068 7995
ADELAIDE
Level 21, 25 Grenfell St Adelaide SA 5000
T: +61 8 8484 2331
DARWIN
Level 1 Suite 2A, 82 Smith St Darwin City NT 0800
T: +61 8 8484 2331

Sustainable Transport Surveys Pty Ltd
ABN: 18 439 813 274
www.salt3.com.au

6 November 2024

Corey Polyak
Consultant
URPS
27 Halifax Street
Adelaide SA 5000

Dear Corey,

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

I refer to your request for a transport impact assessment for the proposed mixed-use development at 290 Unley Road in Hyde Park. In the course of preparing this report, the following has been undertaken:

- The development plans have been reviewed;
- A site inspection and spot parking survey has been undertaken;
- Swept path analysis has been undertaken;
- Design advice has been provided to the project team; and
- The traffic and parking implications of the proposal have been assessed.

The following sets out of SALT's findings with respect to the traffic matters of the proposal.

1 EXISTING CONDITIONS

1.1 LOCATION AND LAND USE

The subject site is located on the south-western corner of the intersection of Unley Road and Esmond Street in Hyde Park. The site is currently occupied by a commercial / retail tenancy with on-site parking at the rear, accessed via a crossover on Esmond Street and via the shared laneway that runs south from Esmond Street.

The site is situated within an Urban Corridor (Main Street) Zone, with various other commercial, retail, medical and food and beverage tenancies on neighbouring land. Walford Anglican School for Girls and Unley Primary School are also situated in proximity to the site. Other surrounding land is largely residential in nature.

Figure 1 depicts the location of the subject site with respect to the surrounding road network and land uses. An aerial view of the site is provided in Figure 2.

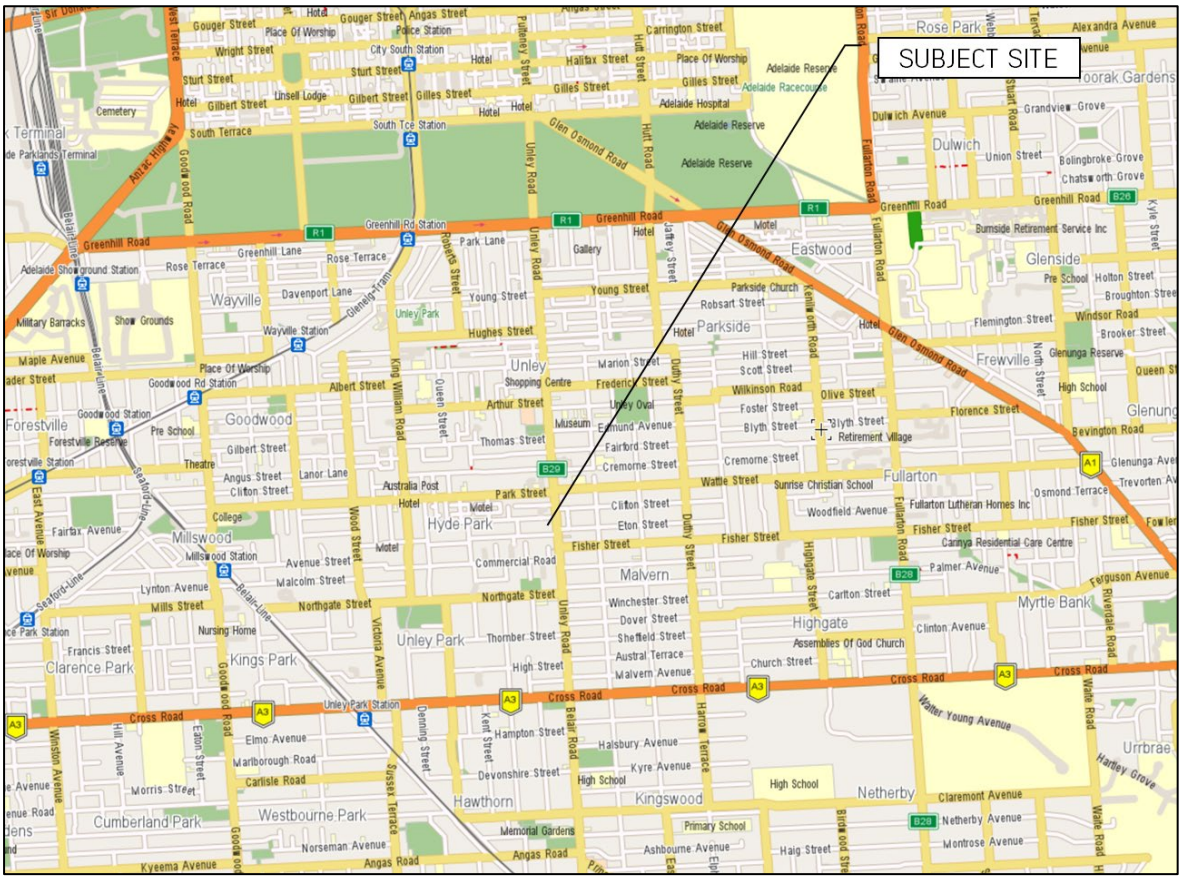


Figure 1 Subject site locality

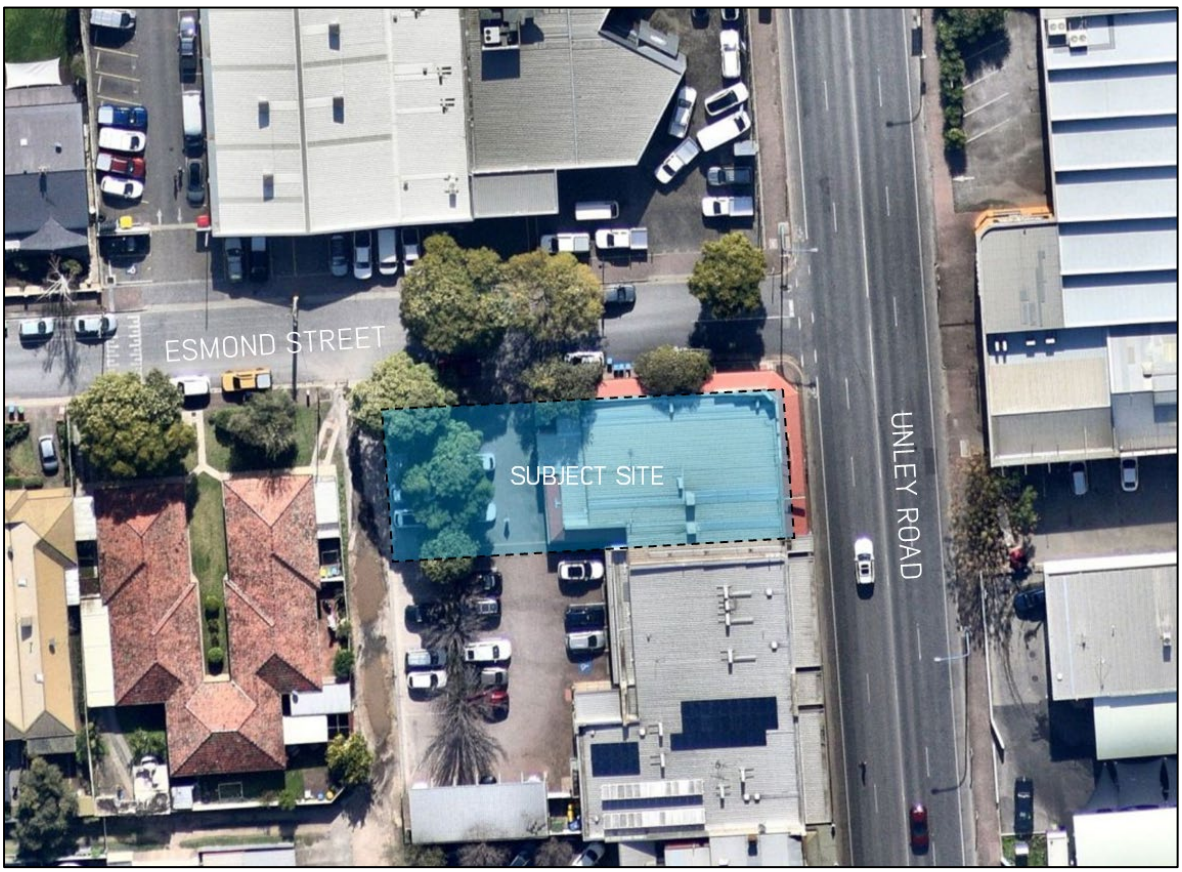


Figure 2 Aerial view of site

1.2 ROAD NETWORK

Unley Road

Unley Road is managed by the Department for Infrastructure and Transport (DIT) and extends in a generally north–south alignment along the eastern boundary of the site.

It provides two traffic lanes in each direction, as well as an on-road bike lane on each side of the road.

Kerbside parking is permitted on both sides of the road. Along the western side of Unley Street at the site frontage, kerbside parking is restricted to 1-hour parking between 9:00am–5:00pm Monday to Friday and 9:00am–12:00pm Saturday and is a clearway between 7:30am–9:00am Monday to Friday. Along the eastern side of the road in the vicinity of the site, parking is restricted to 1-hour parking 9:00am–4:30pm Monday to Friday and 9:00am–12:00pm Saturday and is a clearway 4:30pm–6:00pm Monday to Friday.

A posted speed limit of 60km/hr applies.

Esmond Street

Esmond Street is a local street extending in a generally east–west alignment along the northern boundary of the site.

It has a carriageway width of approximately 9m and allows two-way traffic movements. Kerbside parking is permitted on both sides of the street. Along the southern side of the road at the site frontage, parking is restricted to 1/2 hour parking 9:00am–5:00pm Monday to Saturday. Parking is unrestricted along the northern side of the road.

A posted speed limit of 40km/hr applies.

Laneway

There is a no-through laneway to the rear of the site, providing local access to the rear car parking of the subject site and neighbouring commercial properties as well as some of the rear residential properties. It has a width of approximately 4.6m and facilitates two-way movements for traffic, providing access to the rear of properties fronting Unley Road.

1.3 SUSTAINABLE TRANSPORT

Public Transport

The subject site is accessible by public transport and is located on a bus route operating along Unley Road within Adelaide Metro's "Go Zone".

The Go Zone provides high-frequency public transport services as follows:

- every 15 minutes between 7:30 am and 6:30 pm, Monday to Friday.
- every 30 minutes between 6:30 pm and 10:00 pm, Monday to Friday.
- every 30 minutes on Saturday, Sunday and South Australian public holidays.

The nearest bus stop is Stop 6 located on Unley Road between Esmond Street and Beaconsfield Street, accessible via a 75m (1-minute) walk from the subject site. This is services by the following bus routes:

- 190 between Glenelg Interchange and City;
- 195 and 196 between Blackwood Interchange and City; and
- AO24 between Mitcham Square and Adelaide Oval.

The nearest train station is Millswood station to the west of the subject site, accessible via a 1.8km (24-minute) walk from the subject site.

Walking

The subject site has good walking facilities in place, with pedestrian footpaths provided on all surrounding roads. There are safe pedestrian crossing opportunities on Unley Road nearby including at the signalised intersection with Park Street / Wattle Street, and at the signalised pedestrian crossing to the south.

The site achieves a 'Walk Score' of 92 out of a possible 100 at www.walkscore.com, indicating that it is a 'walkers paradise' and that 'daily errands do not require a car'. The site is surrounding by various commercial, retail, medical, sporting and food and beverage tenancies, as well as schools and parks within a convenient walking distance.

Cycling

The site is accessible by bicycle with on-road bike lanes provided on both sides of Unley Road. In addition to this, Esmond Street and other surrounding local streets provide a low-traffic, low-speed environment suitable for sharing between vehicles and cyclists.

2 PROPOSAL

It is proposed to demolish the existing building and redevelop the site to provide a mixed-use development of residential apartments and ground level café. Specifically, the site is to comprise:

- 10 x apartments including:
  - One (1) x one-bedroom apartment
  - Three (3) x two-bedroom apartments;
  - Six (6) x three-bedroom apartments;
- Café of 43m^2.

Vehicular access is proposed via the rear laneway. Under croft at-grade parking for 15 vehicles is proposed on-site, which meets the Deemed To Satisfy (DTS) criteria of Performance Outcome (PO) 5.1 of the SAPDC, as discussed further below.

As part of the works, the existing 6m wide crossover for the site from Esmond Street will be closed, which will result in the provision of up to two additional on-street parking spaces.

The development plans assessed in this report are provided in APPENDIX 1.

3 CAR PARKING ASSESSMENT

The SA Planning and Design Code specifies the statutory rate of car parking for various developments. The site is within a Designated Area (Urban Corridor (Mainstreet) Zone); Table 2 of the SAPDC applies.

The car parking requirements applicable to the proposed are summarised in Table 1.

Table 1 Statutory car parking requirements

Land Use		Number / Area	Statutory Car Parking Rate	Car Parking Required
Residential	One-bedroom	1	0.75 spaces per dwelling	0.75 spaces
	Two-bedroom	3	1 space per dwelling	3 spaces
	Three- or more-bedroom	6	1.25 spaces per dwelling	7.5 spaces
	Total	10	0.25 spaces per dwelling for visitors	2.5 spaces
Café		43m^2	Minimum: 3 spaces per 100m^2 of gross leasable floor area	1.29spaces
			ROUNDED TOTAL	**15 spaces**

The relevant provisions in the Traffic, Access and Parking section of the General Development Policies state:

PO 5.1 Sufficient on-site vehicle parking and specifically marked accessible car parking places are provided to meet the needs of the development or land use having regard to factors that may support a reduced on-site rate such as:

(a) availability of on-street car parking

(b) shared use of other parking areas

(c) in relation to a mixed-use development, where the hours of operation of commercial activities complement the residential use of the site, the provision of vehicle parking may be shared

(d) the adaptive reuse of a State or Local Heritage Place.

The DTS criteria of PO 5.1 states:

Development provides a number of car parking spaces on-site at a rate no less than the amount calculated using one of the following, whichever is relevant:

- *a) Transport, Access and Parking Table 2 – Off-Street Vehicle Parking Requirements in Designated Areas if the development is a class of development listed in Table 2 and the site is in a Designated Area*
- *b) Transport, Access and Parking Table 1 – General Off-Street Car Parking Requirements where (a) does not apply*
- *c) if located in an area where a lawfully established carparking fund operates, the number of spaces calculated under (a) or (b) less the number of spaces offset by contribution to the fund.*

The development proposal includes the provision of 15 parking spaces, which meets the requirements of (a) Transport, Access and Parking Table 2. In addition it is anticipated that during trading hours of the café, utilisation of the residential visitor spaces will be low so the spaces allocated between residential visitor and café parking can be shared for café employee use during the day and residential parking when the café is closed Therefore, the proposed parking provision is considered appropriate.

In addition to the on-site parking provided by the development, the closure of the existing driveway crossover to the site will result in the addition of up to 2 on-street parking spaces. The site inspection also confirmed that there is ample on-street parking also available west of the site on Esmond Street during the day.

4 BICYCLE PARKING ASSESSMENT

The SA Planning and Design Code specifies the statutory rate of bicycle parking for various developments. The bicycle parking requirements applicable to the proposed are summarised in Table 2.

Table 2 Statutory bicycle parking requirements

Land Use	Number / Area	Statutory Bicycle Parking Rate	Bicycle Parking Required
Residential	10 dwellings	Residents: 1 space for every 4; plus Visitors: 1 for every 10 dwellings	Residents: 3 spaces Visitors: 1 spaces
Café (shop)	43m^2	Staff: 1 space for every 300m^2 of gross leasable floor area; plus Customers: 1 space for every 600m^2 of gross leasable floor area	1 space
		TOTAL	**5 spaces**

It is recommended that 5 spaces are provided to meet the statutory requirement and if possible, at least 2 additional visitor bicycle space. Residential bicycle parking should be secured however bicycle parking associated with visitors and the cafe can be provided unsecured and may be provided on-street, subject to consultation with Council.

5 SITE LAYOUT REVIEW

5.1 ACCESS ARRANGEMENTS

Vehicular access is proposed at the rear of the site via the laneway. This is proposed to be approximately 6.2m wide and allow two-way vehicular movements. Given the width of the access laneway, entering and exiting movements would occur non-concurrently as per existing conditions.

The proposal includes removal of the existing vehicular access to the site directly from Esmond Street. Neighbouring commercial properties can continue to access the rear parking via the laneway.

Pedestrian access is proposed from both Unley Road and the rear laneway.

5.2 CAR PARKING

The majority of the parking spaces are proposed to be provided at 90-degrees to the accessway, measured to be 2.5m wide and 5.4m long, accessed from a 6.2m wide aisle. These dimensions exceed the requirement of Australian Standard AS2890.1 for residential parking.

A double garage is also proposed to be provided, measured to be 6.8m wide ad 5.6m long. Further, one (1) parallel parking space is proposed to be 2.5m wide and 6.4m long.

Columns are proposed to be situated such that vehicle access to spaces and door opening is not inhibited. The column locations will be confirmed at detailed design and will be located outside of the clear zone areas around the vehicle, as specified in AS/NZS2890.1.

Access to key parking spaces is demonstrated by the swept path analysis illustrated in Figure 3 to Figure 6, and included within the diagrams provided in APPENDIX 2.

In all instances, the swept paths demonstrate that vehicles can enter the site in a forward direction, park and then exit the site in a forward direction.

For the eastern space, the vehicle can enter the space however is required to perform a correction on entry, as shown in Figure 3.

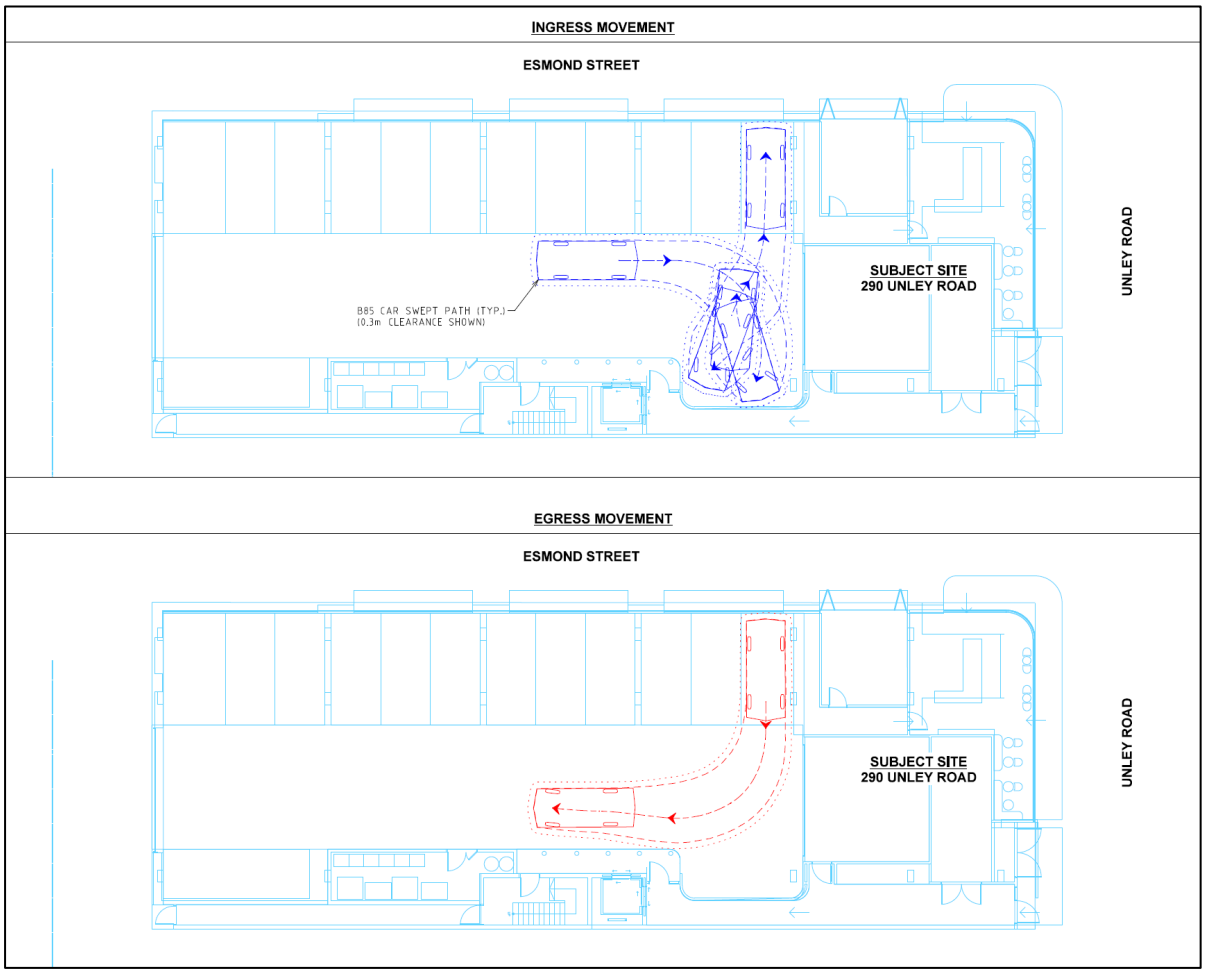


Figure 3 Swept Path – Eastern Space Access / Egress

The vehicle can enter the garage in a forward direction, reverse out into the turning area and then exit the car park in a forward direction (Figure 4 and Figure 5)

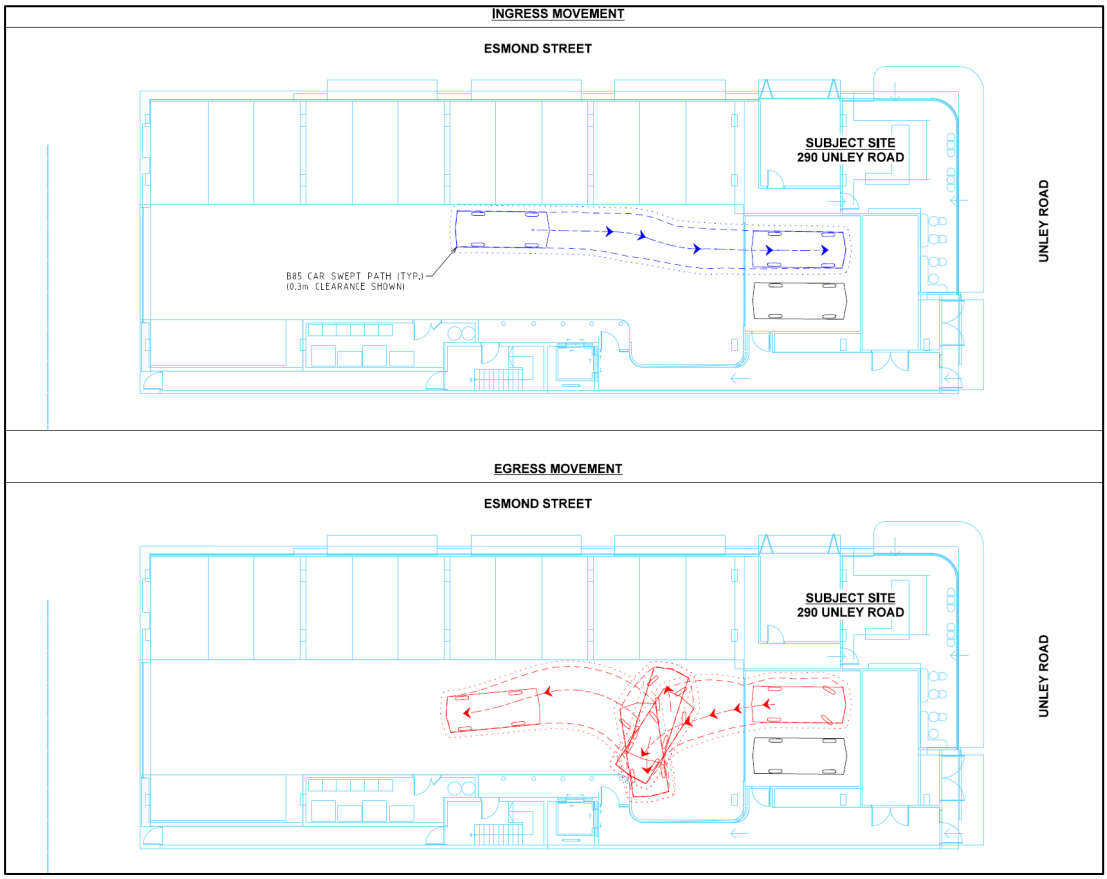


Figure 4 Swept Path – Northern Garage Space Access / Egress

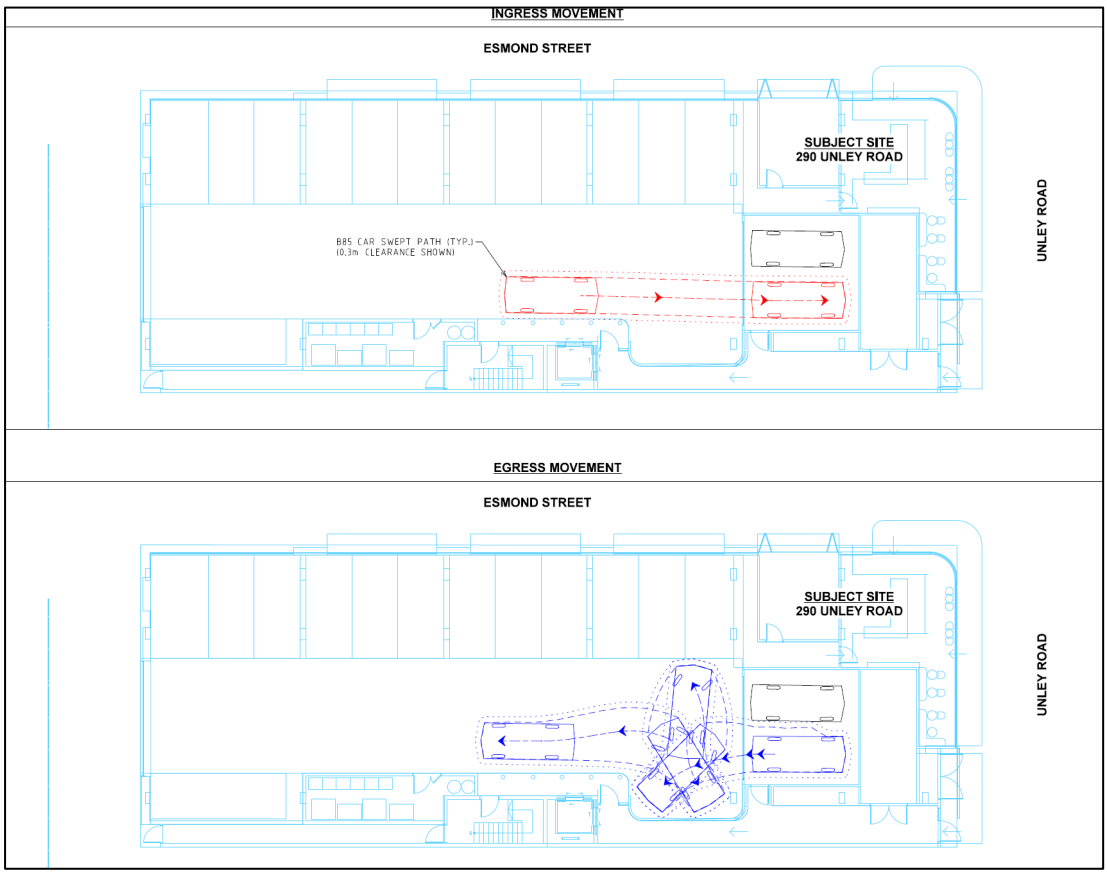


Figure 5 Swept Path – Southern Garage Space Access / Egress

For the parallel space, the vehicle can enter the car park, reverse park and then use the turning area at the eastern end of the car park to turn around and exit the site in a forward direction (Figure 6).

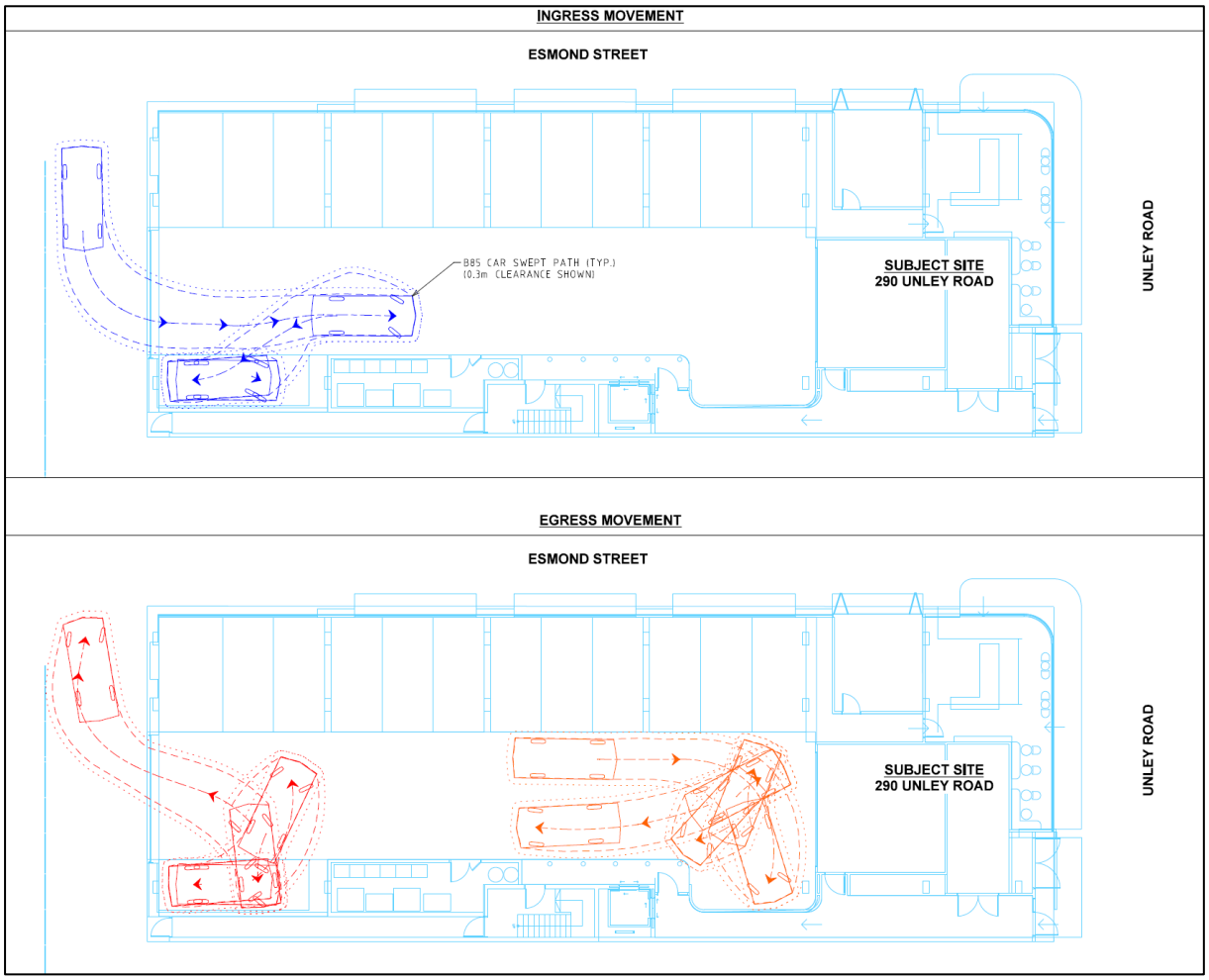


Figure 6 Swept Path – Parallel Space Access / Egress with Eastern Turnaround

5.3 BICYCLE PARKING

It is recommended that bicycle parking is provided in accordance with the requirements of the SAPDC and design requirements outlined in AS/NZS2890.3. This would include up to 3 bicycle parking spaces that must be secured for residents and 3 bicycle parking space which can be unsecured for use by visitors and patrons to the café, complying with the bicycle parking requirements outlined in AS/NZS 2890.3.

6 TRAFFIC IMPACTS

The NSW RMS released Technical Direction TDT 2013/04a which includes updated traffic generation rates for high density residential flat dwellings. Surveys were conducted in Sydney, Hunter and Illawarra. For the purpose of this assessment, the "regional average" rates are considered appropriate and are adopted, which are as follows:

- AM peak hour: 0.53 vehicle trips per unit; and
- PM peak hour: 0.32 vehicle trips per unit.

Applying this to the proposed 10 apartments results in the following peak hour traffic generation associated with the residential component:

- AM peak hour: 5 vehicle trips; and
- PM peak hour: 3 vehicle trips.

Assuming that the entire café parking demand of 1 space turns over once each peak hour, this equates to a total site traffic generation of:

- AM/PM peak hour: 4 vehicle trips

Based on the above, it is anticipated the site will generate approximately 9 trips in the AM period and 7 trips in the PM period. This is very low in traffic engineering terms and equates to on average less than one vehicle every 7 minutes in both peak hours. As such, the proposal will have minimal impact on the operation of the surrounding road network. There would be a minor increase in activity along the rear laneway however based on our site inspection these movements are expected to be accommodated.

7 CONCLUSIONS

Based on the considerations outlined in this report, the following is concluded.

- A mixed-use development is proposed at 290 Unley Road, Hyde Park. The development comprises 10 apartments and a café with a gross floor area of 43m^2.
- The SAPDC sets out a requirement for 15 parking spaces associated with the development proposal.
- The proposed development will supply 15 parking spaces, meeting the DTS criteria of PO 5.1 of the SAPDC.
- In addition to the on-site parking supply, the closure of the existing crossover to the site on Esmond Street will result in up to two additional on-street parking spaces and the site inspection notes the availability of further on-street parking to the west of the site.
- The SAPDC sets out a requirement for 5 bicycle parking spaces. This comprises three secured parking spaces for residents and can included three unsecured parking spaces for visitors and café use. It is recommended that at least one additional visitor space beyond these requirements is provided and these could be provided on street, subject to consultation with Council.
- The proposed car parking and access layout has been designed and meets the general requirements of the relevant Australian Standards;
- It is anticipated that the proposed development will result in around 9 trips in the AM Peak and 7 trips in the PM peak. The traffic generation is low when considered against existing traffic volumes within the network and is not expected to impact the safety or efficiency of the laneway or surrounding road network.

Accordingly, the proposal is supported from a traffic engineering perspective.

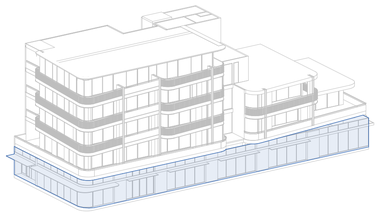
Should you have any queries regarding the Traffic Impact Assessment, please feel free to contact me.

Yours sincerely,

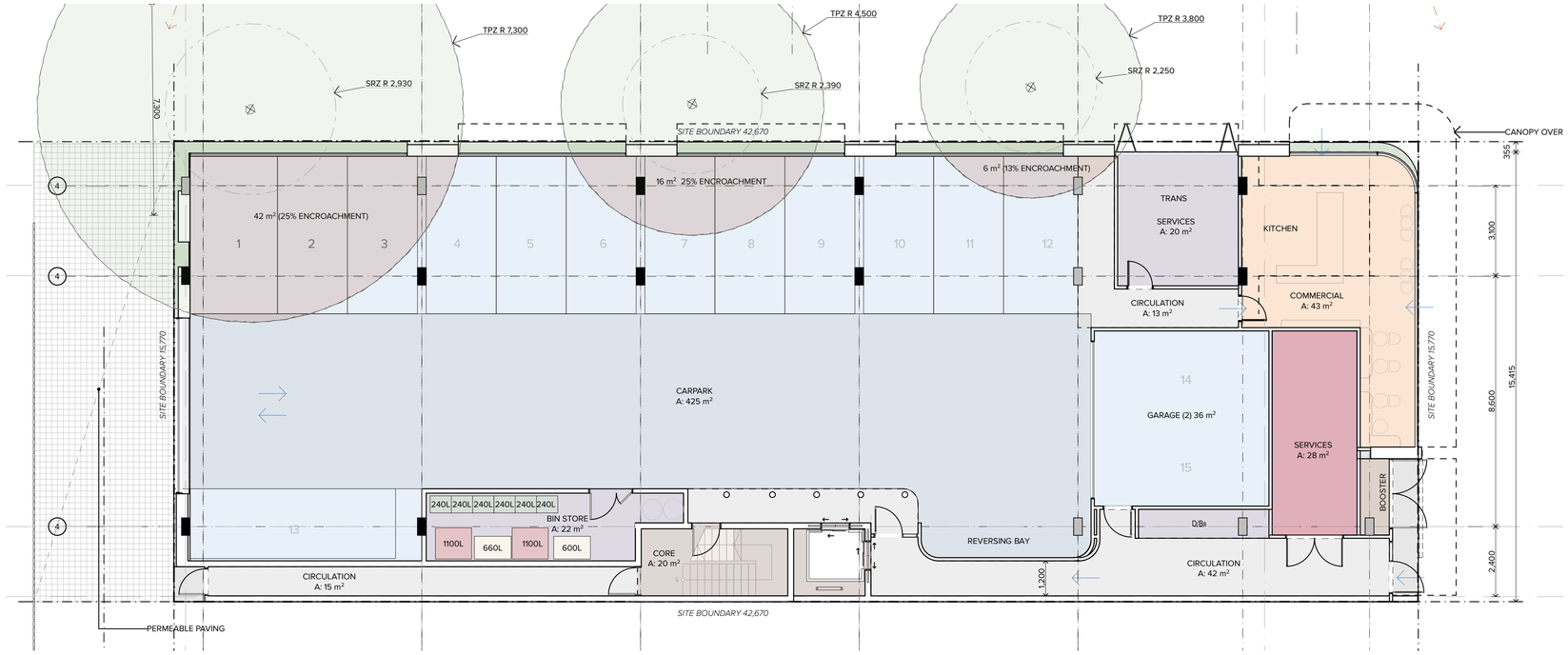
Ian Bishop
Associate NT & SA
SALT
M: 0481 300 250
Ian.Bishop@salt3.com.au

APPENDIX 1 DEVELOPMENT PLANS

PLANNING | GROUND FLOOR & LEVEL 1

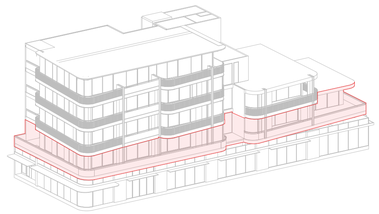


GROUND FLOOR
Scale 1:400

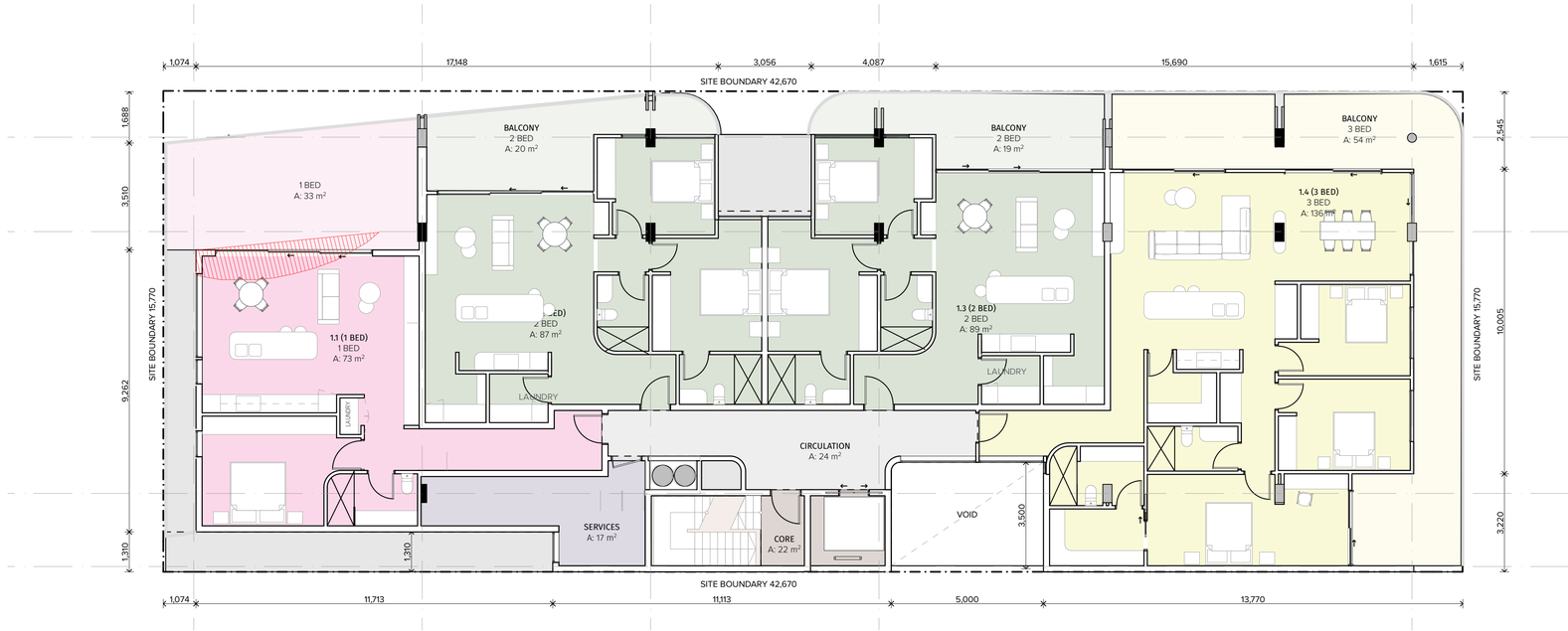


AREA SCHEDULE - GF

	NAME	AREA
CARPARK		
	CARPARK	425
CIRCULATION		
	CIRCULATION	28
	CORRIDOR	42
COMMERCIAL / RETAIL		
	CAFE	43
CORE		
	LIFT/ STAIR	20
SERVICES		
	BIN STORE	22
	SERVICES	48
		628 m²



FIRST FLOOR PLAN
Scale 1:400



AREA SCHEDULE - L1

	NAME	AREA
APARTMENTS		
	LIVING	385
BALCONY		
	BALCONY	126
CIRCULATION		
	CIRCULATION	24
CORE		
	LIFT/ STAIR	22
SERVICES		
	LIFT/ STAIR	17
		574 m²

FIRST FLOOR

1.1 (1 BED)	1	
1.2 (2 BED)	1	
1.3 (2 BED)	1	
1.4 (3 BED)	1	

SMFA

Project North True North

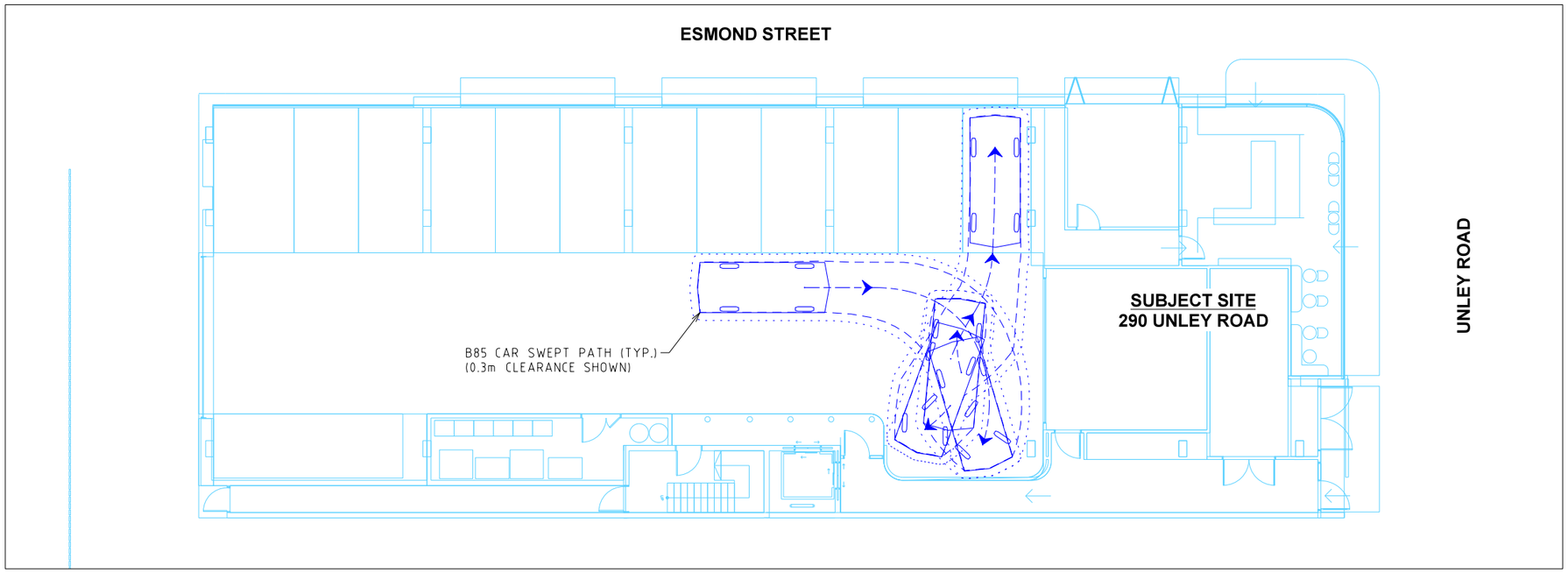
Job No.: 24113
Site Address: 290 Unley Road Hyde Park SA 5061
Project Name: UNLEY ROAD DEVELOPMENT

GROUND FLOOR & LEVEL 1

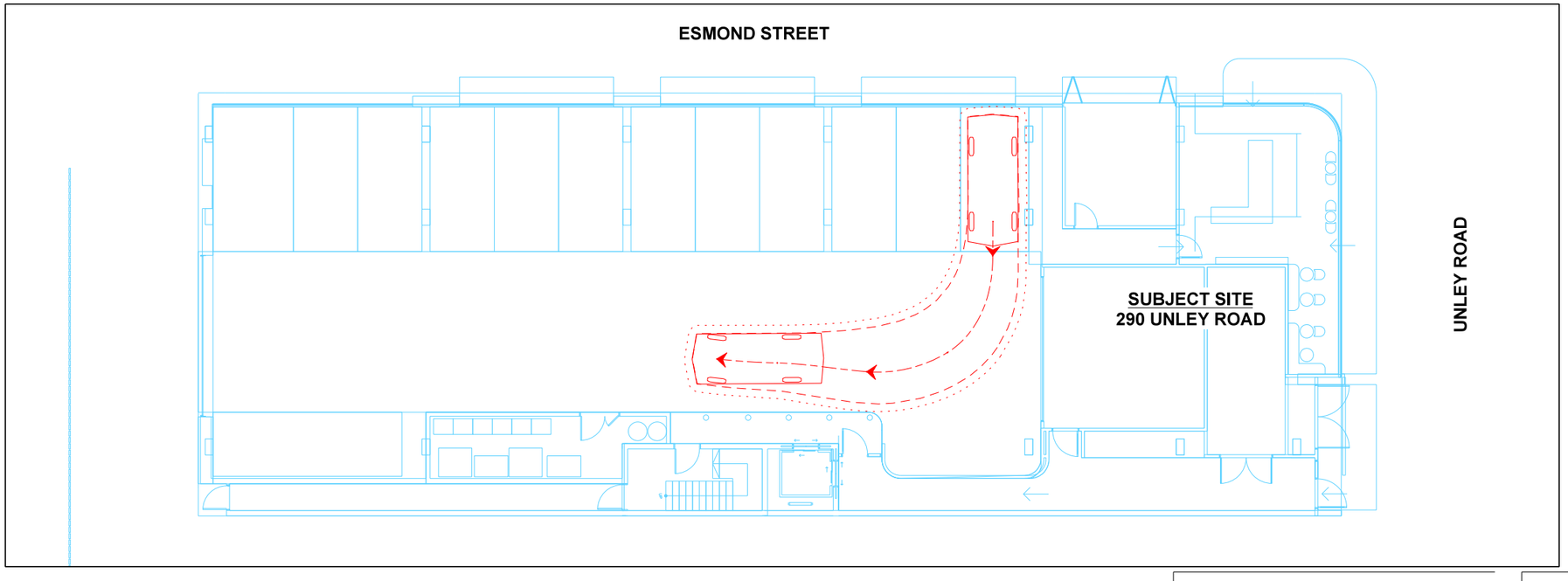
Date: 29/10/2024 | Drawn: SSw | Apvd.: SM | Scale: 1:1, 1:100 @ A1 | Drg No.: 2.20 | Drg Issue: | Rev:

APPENDIX 2 SWEPT PATH DIAGRAMS

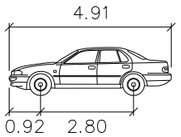
INGRESS MOVEMENT



EGRESS MOVEMENT



DESIGN VEHICLE



B85

	meters
Width	: 1.87
Track	: 1.77
Lock to Lock Time	: 6.0
Steering Angle	: 34.1

URPS
290 UNLEY ROAD DEVELOPMENT
290 UNLEY ROAD, HYDE PARK
SWEPT PATH ANALYSIS
B85 CAR SWEPT PATH

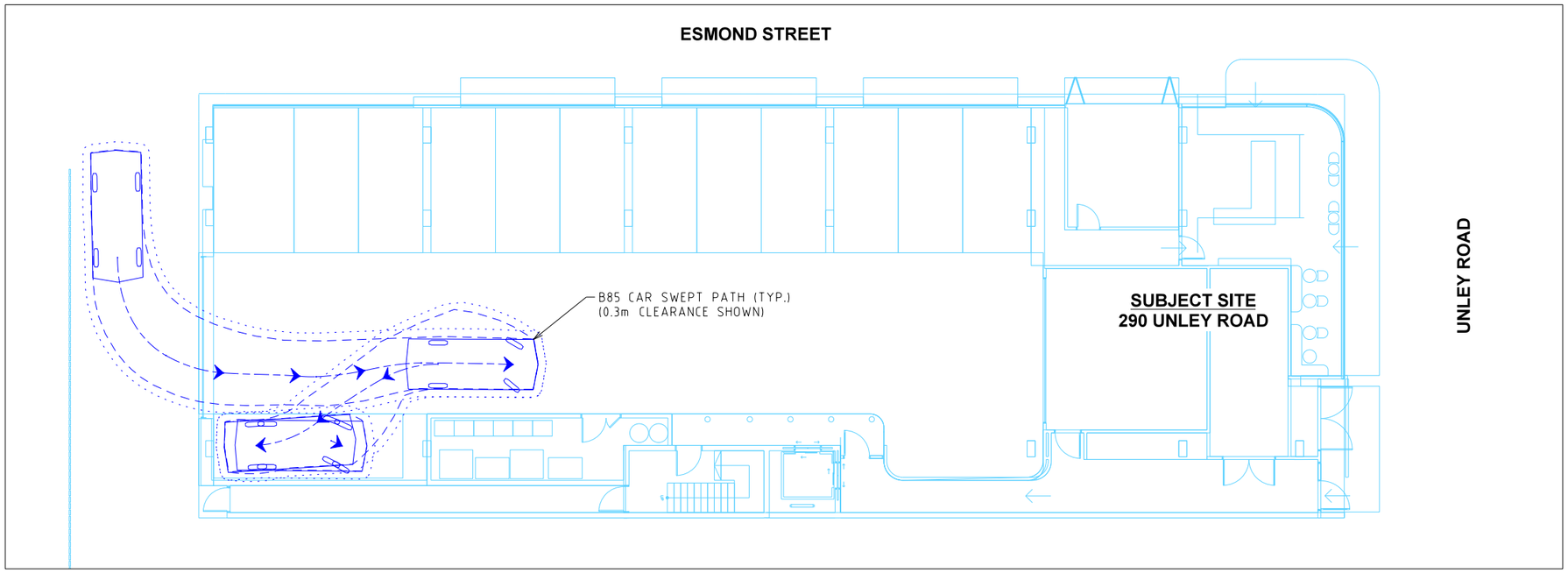
SALT³
Service.
Approachability.
Loyalty.
Transparency.

Level 21, 25 Grenfell St Adelaide SA 5000
• MELBOURNE • CANBERRA • SYDNEY • HOBART • DARWIN
ABN: 18 439 813 274 Email: salt@salt3.com.au Ph: 03 9020 4225

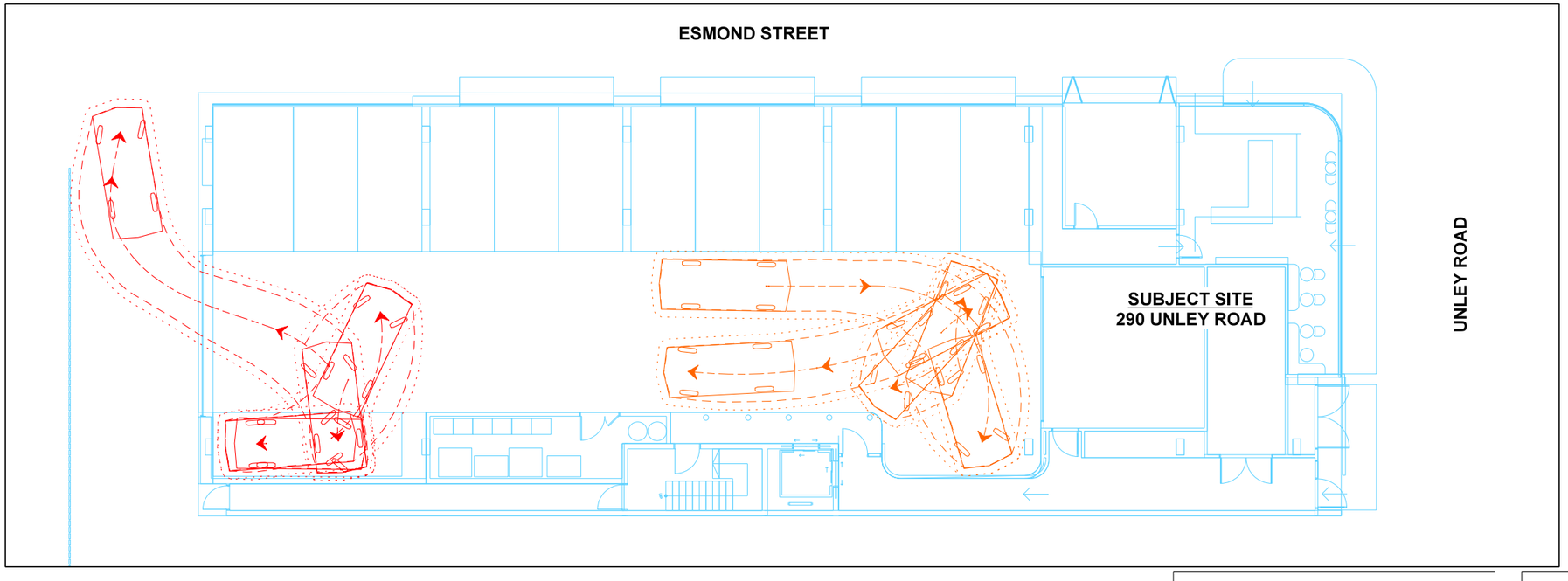
0 1 2 4
SCALE: 1:200 @ A3

DRAWN / CHECKED	DATE	SIZE
EC / IB	29.10.2024	A3
DRAWING NUMBER		REVISION
SALT-24517-SK-001		1

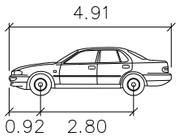
INGRESS MOVEMENT



EGRESS MOVEMENT



DESIGN VEHICLE



B85

	meters
Width	: 1.87
Track	: 1.77
Lock to Lock Time	: 6.0
Steering Angle	: 34.1

URPS

290 UNLEY ROAD DEVELOPMENT

290 UNLEY ROAD, HYDE PARK

SWEPT PATH ANALYSIS

B85 CAR SWEPT PATH

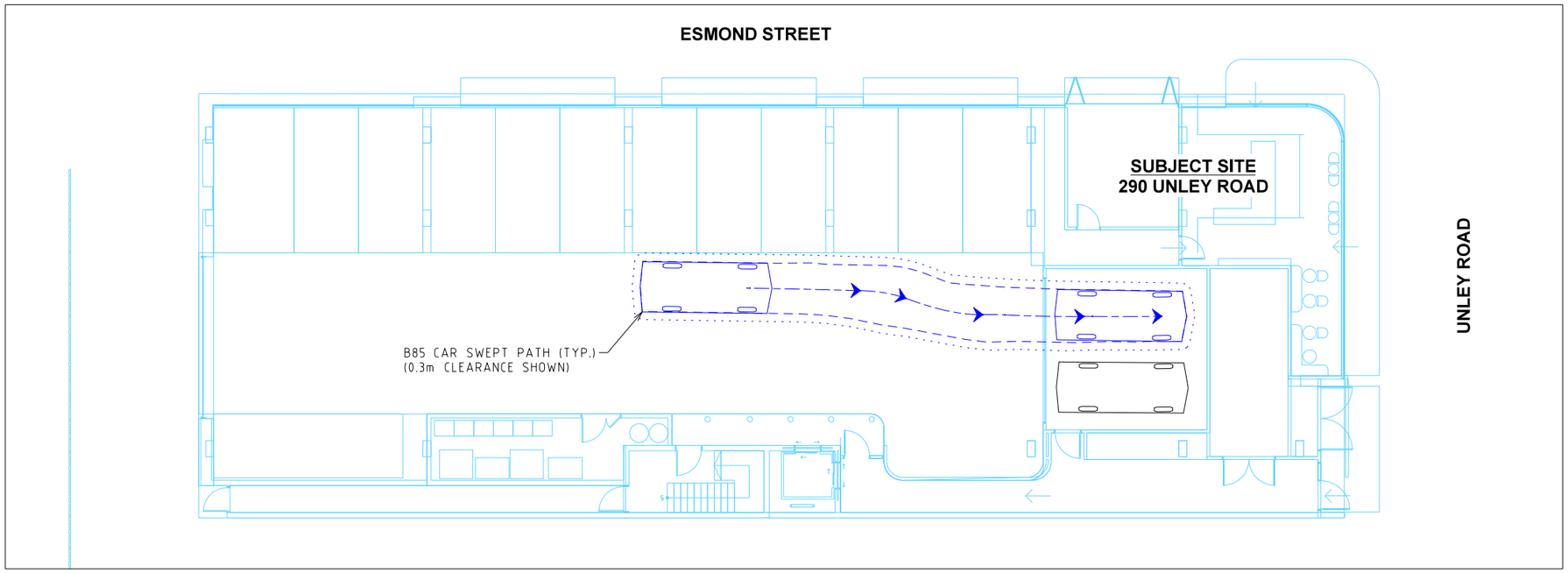
SALT³ Service. Approachability. Loyalty. Transparency.

Level 21, 25 Grenfell St Adelaide SA 5000
• MELBOURNE • CANBERRA • SYDNEY • HOBART • DARWIN
ABN: 18 439 813 274 Email: salt@salt3.com.au Ph: 03 9020 4225

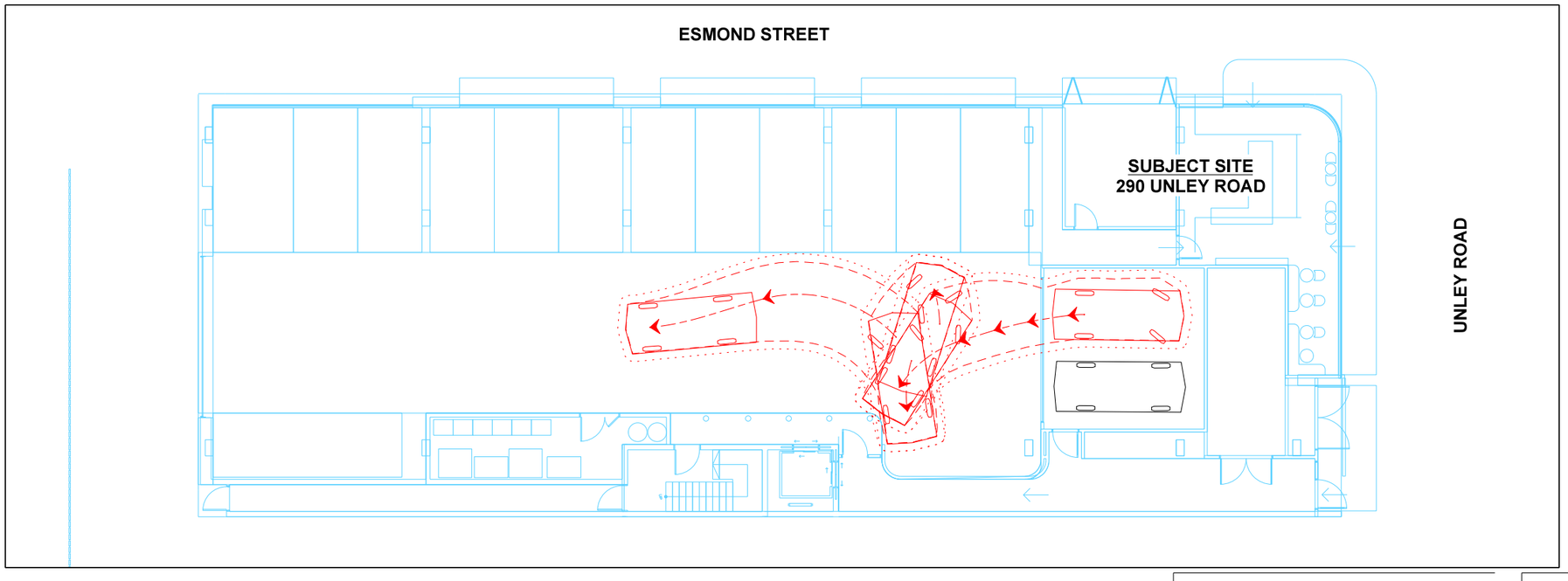
SCALE: 1:200 @ A3 (0 1 2 4)

DRAWN / CHECKED	DATE	SIZE
EC / IB	29.10.2024	A3
DRAWING NUMBER		REVISION
SALT-24517-SK-002		1

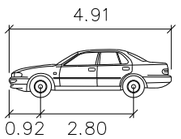
INGRESS MOVEMENT



EGRESS MOVEMENT



DESIGN VEHICLE



B85

	meters
Width	: 1.87
Track	: 1.77
Lock to Lock Time	: 6.0
Steering Angle	: 34.1

URPS

290 UNLEY ROAD DEVELOPMENT

290 UNLEY ROAD, HYDE PARK

SWEPT PATH ANALYSIS

B85 CAR SWEPT PATH

SALT³ Service. Approachability. Loyalty. Transparency.

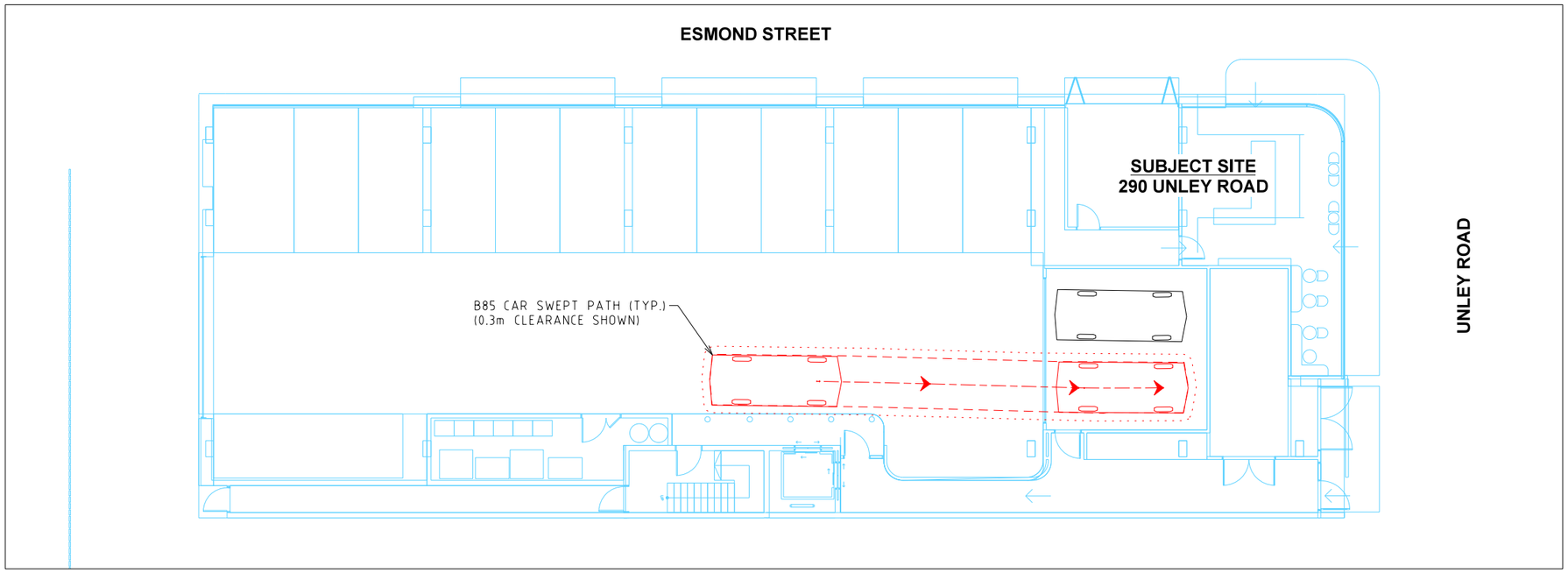
Level 21, 25 Grenfell St Adelaide SA 5000
• MELBOURNE • CANBERRA • SYDNEY • HOBART • DARWIN
ABN: 18 439 813 274 Email: salt@salt3.com.au Ph: 03 9020 4225

0 1 2 4
SCALE: 1:200 @ A3

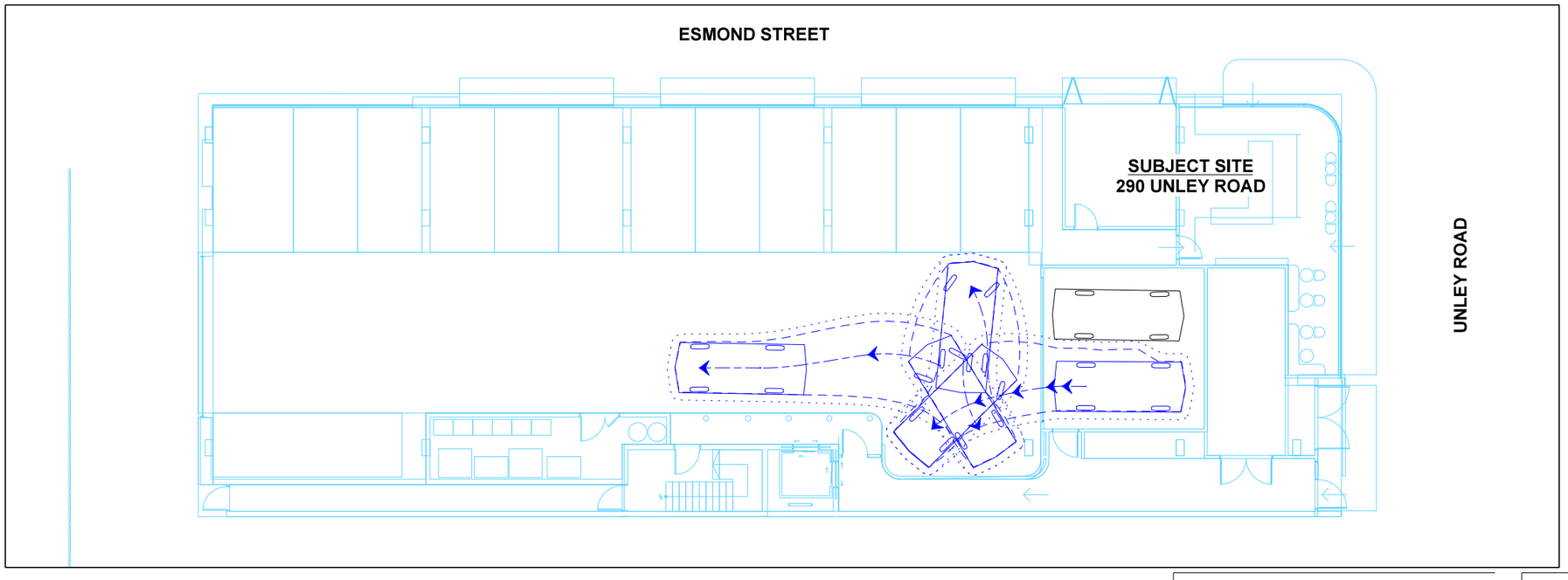
DRAWN / CHECKED	DATE	SIZE
EC / IB	29.10.2024	A3
DRAWING NUMBER		REVISION
SALT-24517-SK-003		1

BY: egan.cook
DATE: 10/29/24 13:36:47

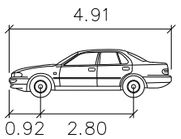
INGRESS MOVEMENT



EGRESS MOVEMENT



DESIGN VEHICLE



B85

	meters
Width	: 1.87
Track	: 1.77
Lock to Lock Time	: 6.0
Steering Angle	: 34.1

URPS
290 UNLEY ROAD DEVELOPMENT
290 UNLEY ROAD, HYDE PARK
SWEPT PATH ANALYSIS
B85 CAR SWEPT PATH

0 1 2 4
SCALE: 1:200 @ A3

SALT³
Service.
Approachability.
Loyalty.
Transparency.

Level 21, 25 Grenfell St Adelaide SA 5000
• MELBOURNE • CANBERRA • SYDNEY • HOBART • DARWIN
ABN: 18 439 813 274 Email: salt@salt3.com.au Ph: 03 9020 4225

DRAWN / CHECKED	DATE	SIZE
EC / IB	29.10.2024	A3
DRAWING NUMBER		REVISION
SALT-24517-SK-004		1

FILE: Y:\2024\24517 - 290 Unley Road, Unley\04 Design\DGN\02 Sketches\SALT-24517-SK-004.dgn