# RESIDENTIAL DEVELOPMENT
# 2-8 HOCKING PLACE, ADELAIDE

## TRAFFIC AND PARKING REPORT

CIRQA™

## DISCLAIMER



## DOCUMENT CONTROL

| | |
|---|---|
| Report title: | Residential Development, 2-8 Hocking Place, Adelaide<br>Traffic and Parking Report |
| Project number: | 24619 |
| Client: | Mr Tony Giannone |
| Client contact: | Tectvs |

| Version | Date | Details/status | Prepared by | Approved by |
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# 1. INTRODUCTION

CIRQA has been engaged to provide design and assessment advice for a proposed residential development at 2-8 Hocking Street, Adelaide. Specifically, CIRQA has been engaged to provide advice in respect to traffic and parking aspects of the proposal.

This report provides a review of the subject site, the proposed development, its access and parking provisions and the associated traffic impact on the adjacent road network. The traffic and parking assessments have been based upon plans prepared by Tectvs (Project no. 35054, dated 5 May 2025, refer Appendix A).

# 2. BACKGROUND

## 2.1 SUBJECT SITE

The subject site is located on the north-east corner of the intersection of Whitmore Square and Hocking Place, Adelaide. The site is bounded by residential development to the north, Hocking Place to the east and south and Whitmore Square to the west.

The Planning and Design Code identifies that the site is located within a Capital City Zone, with the following Overlays applicable:

- Affordable Housing;
- Airport Building Heights (Regulated);
- Building Near Airfields;
- Design;
- Hazards (Flooding – Evidence Required);
- Heritage Adjacency;
- Noise and Air Emissions;
- Prescribed Wells Area; and
- Regulated and Significant Tree.

The subject site is currently occupied by a single-storey dwelling. Vehicle access is provided via a driveway on Hocking Place.

Figure 1 illustrates the location of the subject site with respect to the adjacent road network.

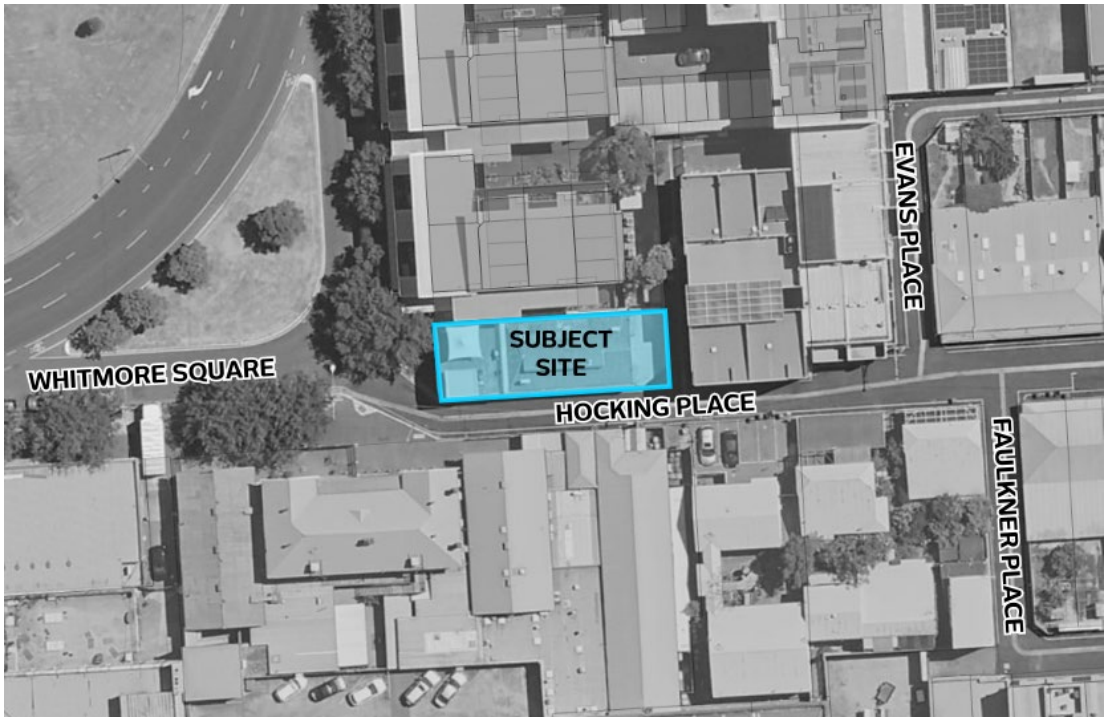



*Figure 1 – Location of the subject site with respect to the adjacent road network*

## 2.2 ADJACENT ROAD NETWORK

Whitmore Square is identified by the LocationSA Map Viewer website as a 'sub-arterial road' under the care and control of the City of Adelaide. Adjacent the subject site, Whitmore Square comprises a main one-way (southbound only) carriageway that includes two traffic lanes, a bicycle lane and a right-turn lane, as well as a separate one-way (southbound and eastbound only) service road that comprises a single traffic lane and a parking lane. On the eastern side of Whitmore Square (adjacent the site) two-hour on-street parking restrictions apply between 8.00 am and 6.00 pm, Monday to Friday, and between 8.00 am and 12 noon on Saturdays. Traffic data recorded by the Department for Infrastructure and Transport (DIT) indicates that daily traffic volumes on the southbound carriageway of Whitmore Square are in the order of 14,300 vehicles per day, of which approximately 3.0% are commercial vehicles. A speed limit of 50 km/h applies on Whitmore Square.

Hocking Place is a local road under the care and control of the City of Adelaide. Adjacent the site, Hocking Place comprises a 4.5 m wide two-way carriageway (approximate). 'No Stopping' restrictions apply on both sides of Hocking Place. The default urban speed limit of 50 km/h applies on Hocking Place.

Whitmore Square and Hocking Place form a priority-controlled (Give Way) T-intersection at which Whitmore Square is assigned priority.

## 2.3 WALKING AND CYCLING

Adjacent the site, sealed footpaths are provided on the eastern and southern sides of the Whitmore Square service road, servicing both pedestrians and cyclists. Cyclists are also able to ride on-street within the bicycle lanes on Whitmore Square's main carriageway, or on-street on the Whitmore Square service road, sharing the carriageway with motorists.

No footpaths are provided on Hocking Place and pedestrians and cyclists are required to share the carriageway with vehicles.

## 2.4 PUBLIC TRANSPORT

Public bus services operate regularly in the vicinity of the subject site, with stops are located within 150 m of the site on Sturt Street and Whitmore Square. These stops are serviced by the following bus routes:

- 98A/99A - City Connector (Anti-Clockwise);
- 98C/99C - City Connector (Clockwise)
- G10 - Marion Centre Interchange to Blair Athol;
- G10C - Marion Centre Interchange/Blair Athol to City;
- G20X - City to Aberfoyle Hub;
- G21X - Aberfoyle Hub to City;
- G40X - Golden Grove Interchange to Flinders University;
- W90 - Marion Centre Interchange to Paradise Interchange;
- W90M - Marion Centre Interchange to Marden
- W91 - St Marys to Marden; and
- W91 - St Marys to City.

# 3. PROPOSED DEVELOPMENT

## 3.1 LAND USE AND YIELD

The proposed development comprises the demolition of the existing dwelling on the subject site and the construction of an apartment building that includes the following dwelling:

- 30 single-bedroom apartments;
- 6 two-bedroom apartments; and
- shared lobby, storage and service areas.

It is understood that all apartments within the development will meet the criteria for Affordable Housing.

## 3.2 ACCESS AND PARKING AREA DESIGN

No off-street parking area is proposed within the development. However, a 6-space on-site (secure) visitor bicycle parking area is proposed. The parking area shall comply with the requirements of Australian/New Zealand Standard, *Parking Facilities Part 3: Bicycle Parking* (AS/NZS 2890.3:2015).

Pedestrian access between the footpath on Whitmore Square and the site's pedestrian entrance on Hocking Place will be facilitated via an on-site path with a typical width of 1.2 metres.

The ground level footprint incorporates the existing physical corner cut-off at the intersection of Hocking Place and the laneway bounding the site to the east. Retention of this corner cut-off and provision of an internal footpath adjacent the site's southern boundary will result in improvements to sightlines between Hocking Place and the laneway bounding the site to the east and sightlines between Whitmore Square and Hocking Place.

## 3.3 SITE SERVICING

Provision of an on-site commercial vehicle loading area (i.e. for typical refuse and delivery vehicles between 8.8 m and 12.5 m in length) was investigated in the development's early planning stages and was deemed unfeasible due to the constrained physical footprint of the site. As such, provision of on-street commercial vehicle loading zone on the section of the Whitmore Square 'service road' adjacent the site is proposed to accommodate commercial vehicle access to the site (subject to Council consent for installation of the required parking control signs).

Such commercial vehicle loading zone restrictions on the Whitmore Square 'service road' could apply between 8:00 am and 6:00 pm, Monday to Friday, and between 8:00 am and 12:00 noon on Saturday (with unrestricted parking permitted at other times, in accordance with existing timed parking restrictions in the site locality). Such loading provisions would also benefit adjoining residential and commercial sites.

# 4. PARKING ASSESSMENT

## 4.1 CAR PARKING

The Planning and Design Code identifies no minimum or maximum parking rate for developments within a Capital City Zone (Designated Area) and located outside of the Primary Pedestrian Area. The proposed development is therefore

not required to provide any parking as part of the proposal and the parking criteria specified in the Planning and Design Code are satisfied.

## 4.2 BICYCLE PARKING

The Planning and Design Code identifies the following Deemed-to-Satisfy/Designated Performance Feature (DTS/DPF) bicycle parking provision rates applicable to sites located within the Capital City Zone:

- residential flat building:
  - 1 space for every dwelling for residents with a total floor area less than 150 square metres;
  - 2 spaces for every dwelling for residents with a total floor area greater than 150 square metres; plus
  - 1 space for every 10 dwellings for visitors.

Based upon the above, the proposal would require 45 bicycle parking spaces (comprising 36 resident space and 9 spaces for visitors) to satisfy the relevant DTS/DPF criteria relating to bicycle parking.

It is understood that a total of six (6) spaces will be provided within a secure bicycle room on the ground level for resident and visitor use (with visitor access to the secure parking area provided by resident hosts). An additional six (6) visitor bicycle parking spaces are also proposed within the public verge adjacent the subject site on Whitmore Square (subject to Council consent to amendments to the verge).

Furthermore, it is not uncommon for residents of high-density developments to store bicycles within their dwellings. Given that space for bicycle storage is available within the various dwellings (for example, on balcony areas), it is considered that adequate bicycle parking opportunities are available within each dwelling (for residents) and within dedicated bicycle parking areas (both within and external to the site for residents and visitors). The bicycle parking demands generated by the development are therefore considered to be adequately accommodated by the proposal.

# 5. TRAFFIC ASSESSMENT

The RTA's *"Guide to Traffic Generating Developments"* (the RTA Guide) identifies the following peak period trip generation rates associated with the proposal:

- high density dwellings:
  - 0.53 am peak hour trips per dwelling;
  - 0.32 pm peak hour trips per dwelling; and

Based on the above traffic generation rates, the development is forecast to generate in the order of 19 am and 13 pm peak hour vehicle movements. However, the aforementioned forecasts do not take into account factors likely to result in a reduction in traffic generation. Such factors include (but are not limited to):

- motor vehicle parking is not provided on-site, which reduces potential motor vehicle mode share for resident and visitor trips (in comparison to a typical apartment building with an off-street parking area). The above theoretical traffic generation is therefore likely to significantly exceed the development's realistic motor vehicle traffic generation;
- the site's Capital City Zone location and proximity to retail, employment and education precincts is likely to result in a high proportion of shared trips (i.e., residents are likely to combine access to retail, employment and education facilities in the same trip to/from the site); and
- the site's high level of connectivity to public transport routes and walking and cycling networks is likely result in a significant portion of residents and visitors associated with the site using alternative transport modes (which will not contribute to additional vehicle trips to/from the site).

Based on the above, it is considered that vehicle movements generated by the development will be readily accommodated on the adjacent road network with minimal impact upon its operation.

## 6. SUMMARY

The proposal comprises the construction of an apartment building with no on-site vehicle parking area (other than a bicycle parking area).

Due to the site's constrained footprint, commercial vehicle access to the development (including deliveries and refuse collection) is proposed to be accommodated via a new timed kerbside loading zone on Whitmore Square (subject to Council consent).

A total of six (6) bicycle parking spaces will be provided on-site, in addition to six (6) bicycle parking spaces proposed within the public realm adjacent the site (i.e. 12 spaces will be constructed in total). Bicycle storage is also available within the proposed dwellings. Such provisions will accommodate the bicycle parking demand generated by the development. The dedicated bicycle parking areas will be provided in accordance with the relevant Australian Standard.

The proposal is conservatively forecast to generate in the order of 19 am and 13 pm peak hour trips. Such movements will be readily accommodated on the adjacent road network with negligible impact.

# APPENDIX A

## PLANS PREPARED BY TECTVS

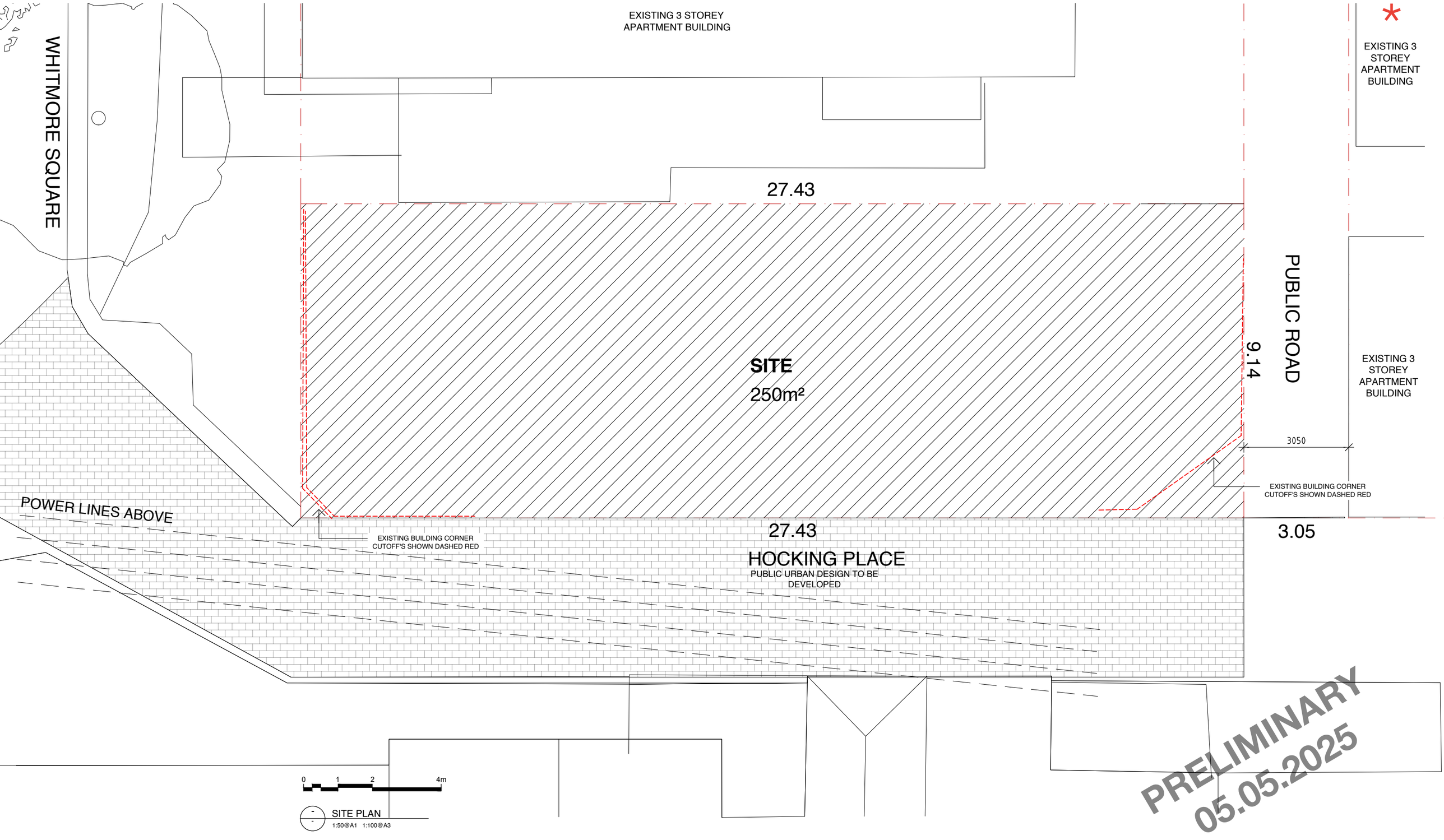
# DESIGN RESPONSE

* DENOTES AMENDMENTS

PRELIMINARY
05.05.2025

Design Report v1-1 tectvs

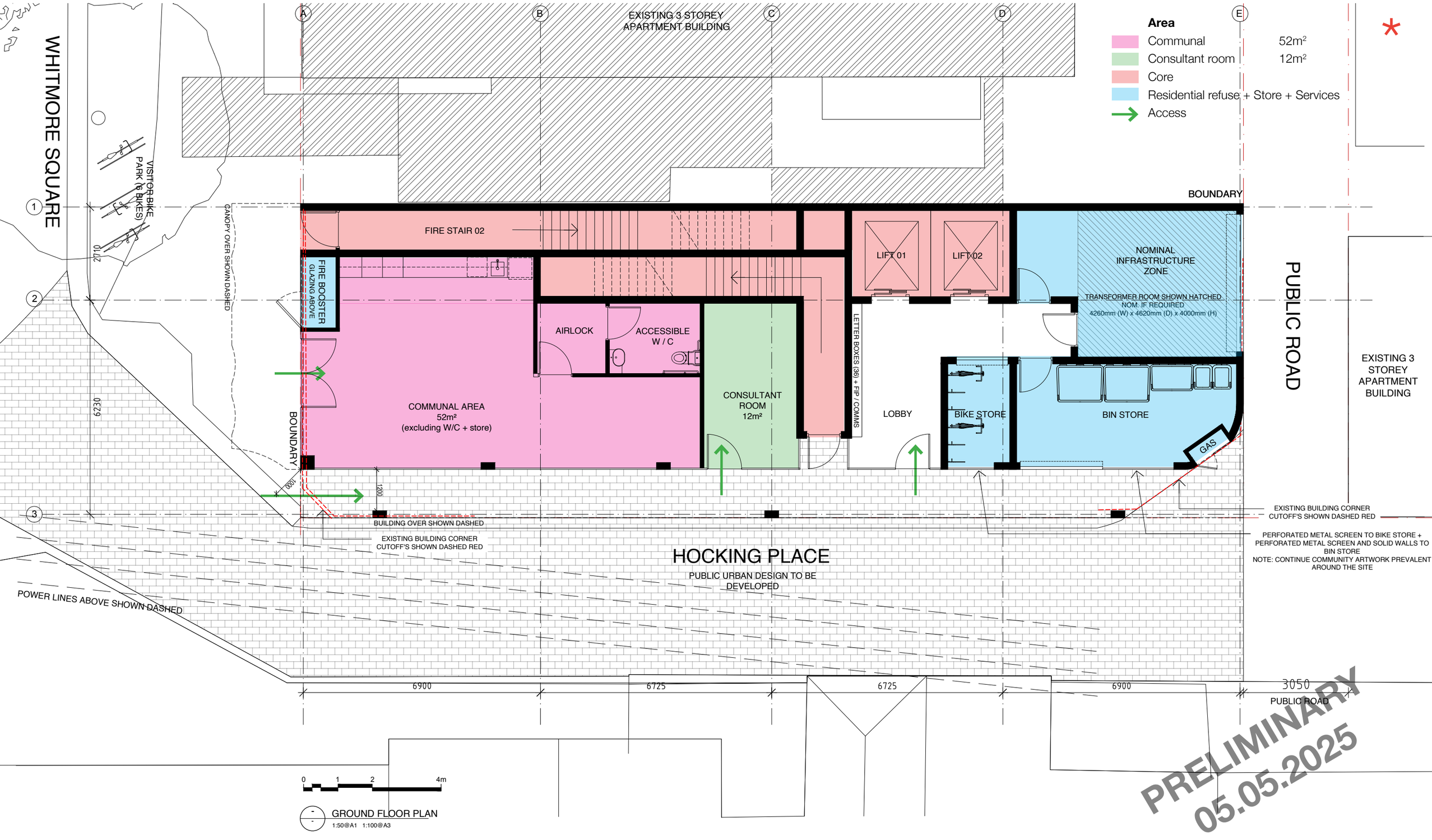
# Design Response




PRELIMINARY
05.05.2025

# Design Response

## Ground Floor Plan




**Area**

| | |
|---|---|
| Communal | 52m² |
| Consultant room | 12m² |
| Core | |
| Residential refuse + Store + Services | |
| Access | |

*

PRELIMINARY
05.05.2025

# Design Response

Typical Floor Plan
Level 01 - 03 + 05 - 10

| Area | Living | Balc.* |
|---|---|---|
| Apartment 01 | 52m² | 12m² |
| Apartment 02 | 54m² | 8m² |
| Apartment 03 | 54m² | 8m² |
| Core | | |


0 1 2 4m

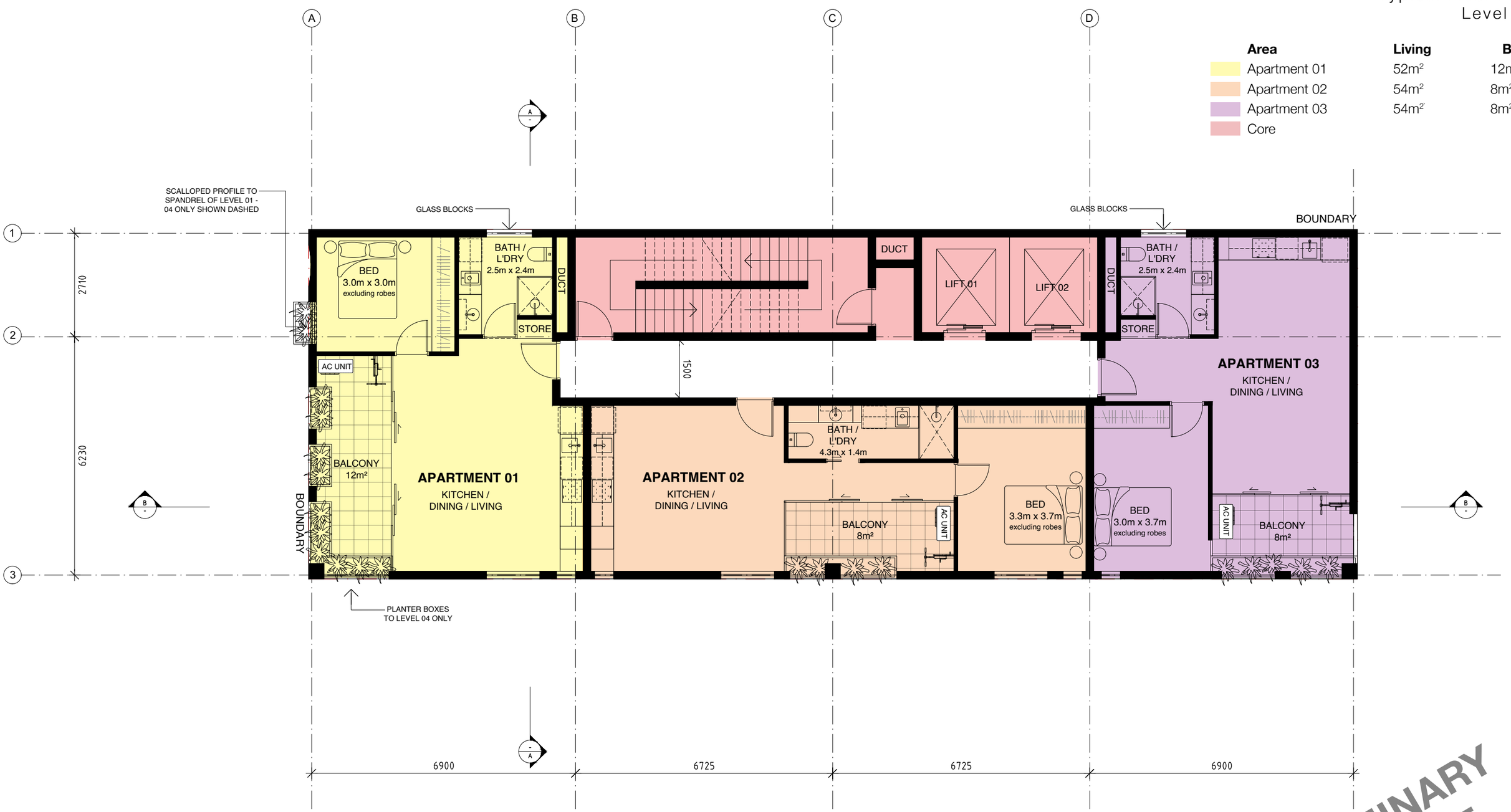
LEVEL 01 - 03 + 05 - 10 FLOOR PLAN
1:50@A1 1:100@A3

PRELIMINARY
05.05.2025

# Design Response

Typical Floor Plan
Level 04

| Area | Living | Balc. |
|---|---|---|
| Apartment 01 | 52m² | 12m² |
| Apartment 02 | 54m² | 8m² |
| Apartment 03 | 54m² | 8m² |
| Core | | |

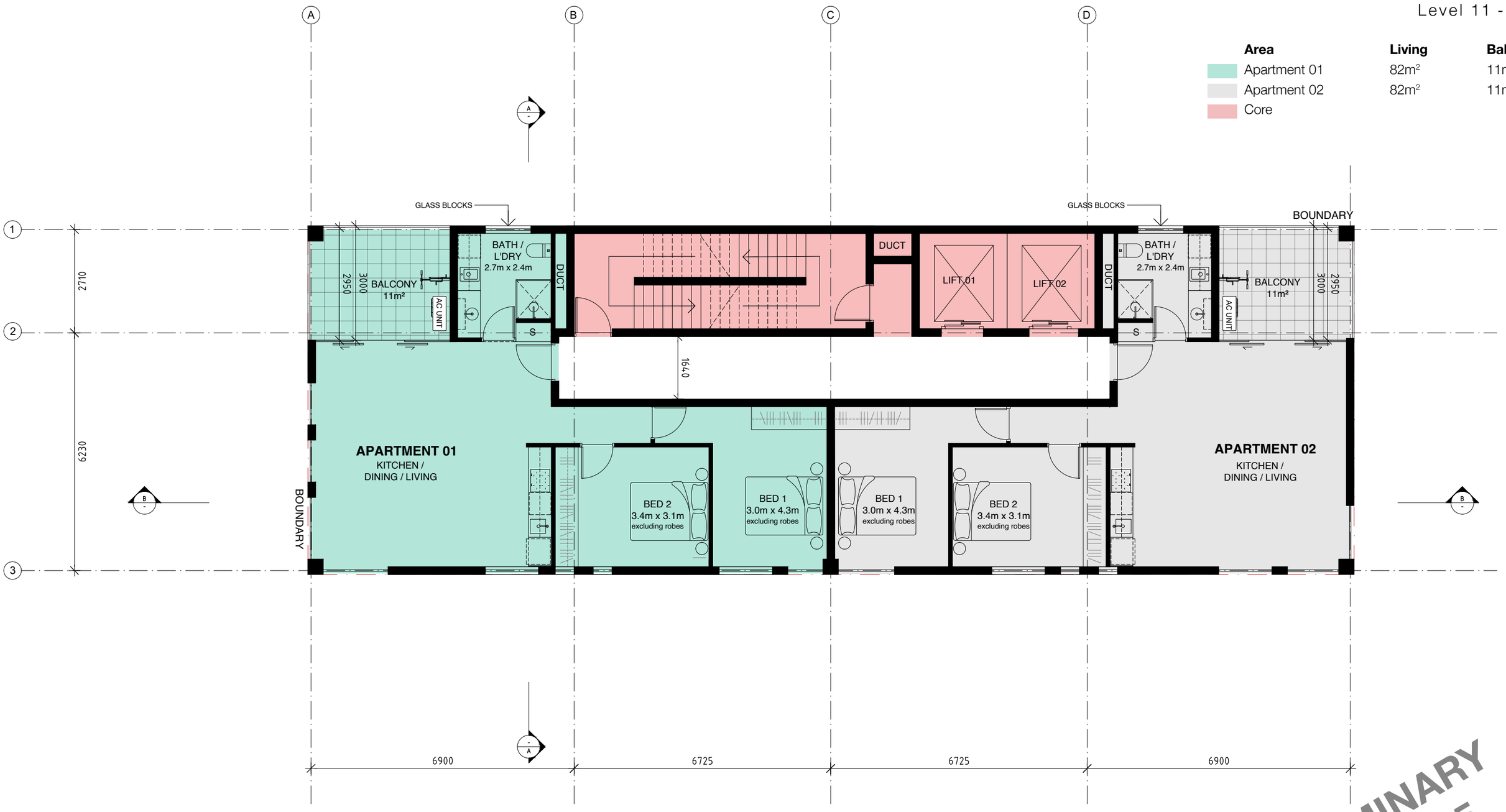



PRELIMINARY
05.05.2025

# Design Response

Typical Floor Plan
Level 11 - 13

| Area | Living | Balc. |
|---|---|---|
| Apartment 01 | 82m² | 11m² |
| Apartment 02 | 82m² | 11m² |
| Core | | |



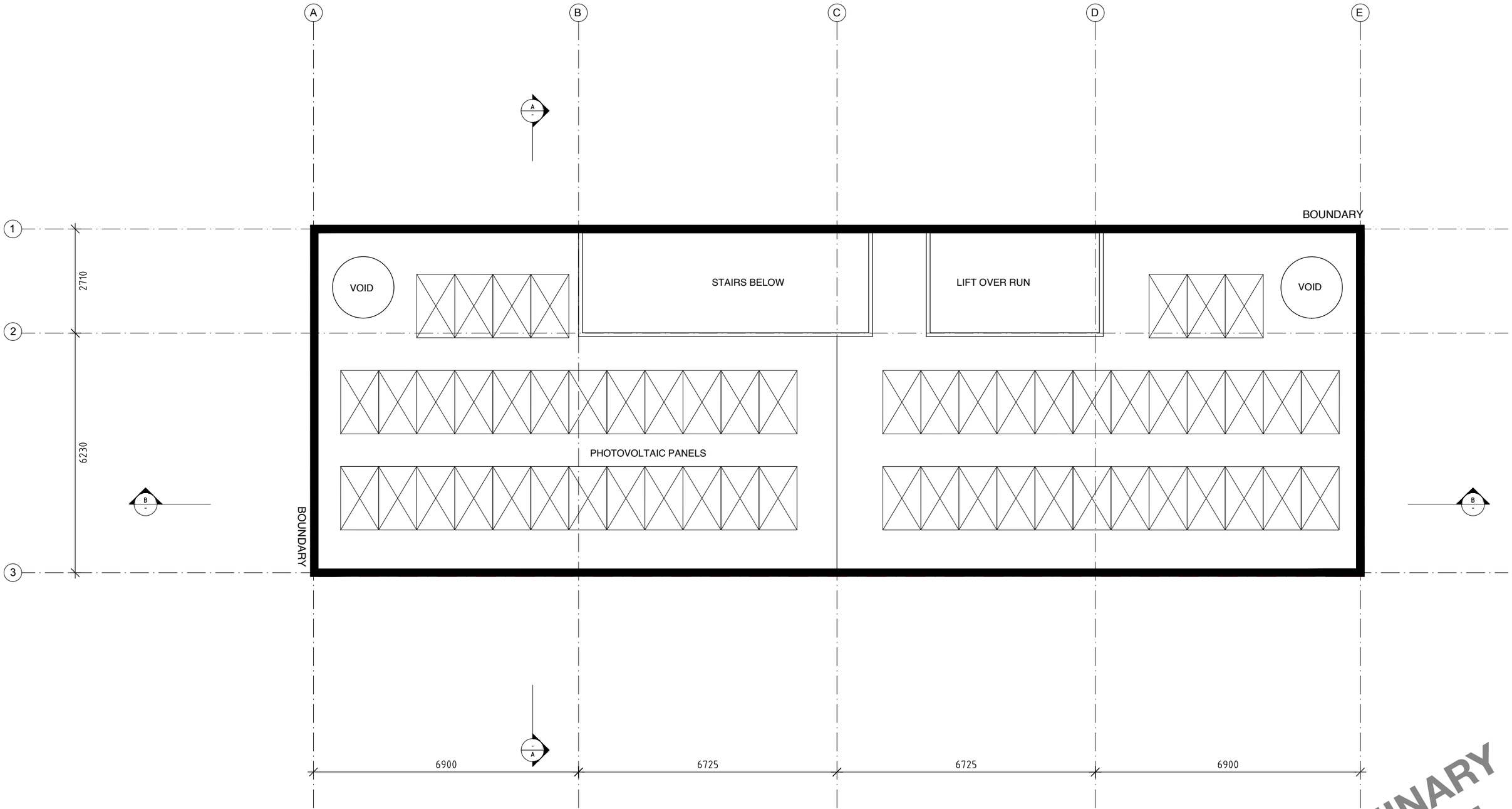

0 1 2 4m

LEVEL 11 - 13 FLOOR PLAN
1:50@A1 1:100@A3

PRELIMINARY
05.05.2025

# Design Response

Roof Plan




0 1 2 4m

ROOF PLAN
1:50@A1 1:100@A3

PRELIMINARY
05.05.2025