HELPING HAND
CHILDERS STREET APARTMENTS

TRAFFIC AND PARKING REPORT

CIRQA™

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DOCUMENT CONTROL

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1. INTRODUCTION

CIRQA has been engaged to provide design and assessment advice for Helping Hand's proposed residential apartments at Childers Street, North 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 Woods Bagot (Drawings 140700 SK-0003 to SK-0005, dated 28 November 2024).

2. BACKGROUND

2.1 SUBJECT SITE

The subject site comprises three existing allotments, namely 157 Childers Street, Allotment 899 in F183361 Buxton Street, and a portion of Allotment 101 in F183373 Buxton Street.

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

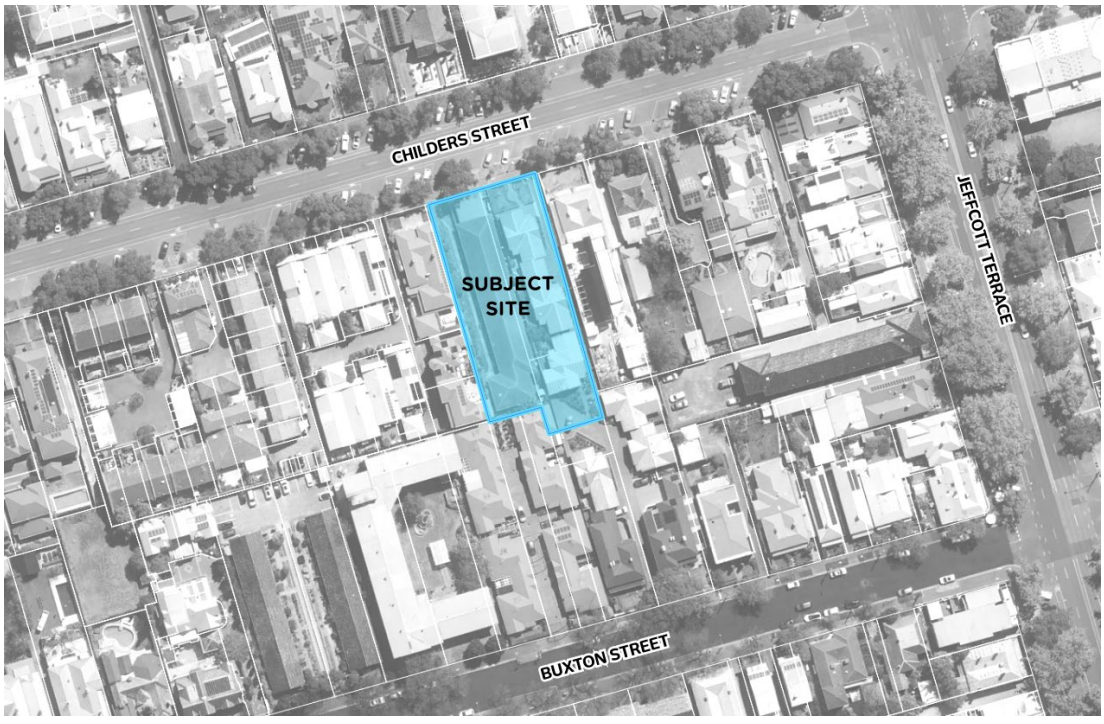

Figure 1 - Location of the subject site

The Planning and Design Code identifies that the site is located within a City Living Zone.

The subject site is currently occupied by group dwellings. Vehicle access for the dwellings is provided via two crossovers on Childers Street with the exception of the dwelling on allotment 101 which is provided via a common driveway connecting to Buxton Street.

The site forms part of a broader, overall precinct with multiple sites owned by Helping Hand which includes an aged care facility and various living units.

2.2 ADJACENT TRANSPORT NETWORK

Childers Street is a local road under the care and control of the City of Adelaide. Adjacent to the subject site, Childers Street comprises a single traffic lane and bicycle lane in each direction of travel. In addition, angled parking is provided on both sides of the street (where not restricted by driveways and intersections). The on-street parking is generally unrestricted. The general urban speed limit of 50 km/h applies on Childers Street.

Paved footpaths are provided on both sides of Childers Street with connections to the broader path network available. As noted above, on-road bicycle lanes are provided on Childers Street and cyclists can also share the footpath with pedestrians.

High frequency bus services operate along Jeffcott Terrace with bus stops approximately 140 m east of the site. These stops are serviced by the following bus routes:

- 230 – Port Adelaide Interchange to City
- 232 – Port Adelaide Interchange to City
- 232R – City to Rosewater
- 235 – Kilburn to City
- 238 – UniSA Mawson Lakes Campus to City
- 239 – Arndale Centre Interchange to City
- 974 – Roma Mitchell Secondary College to City

Additional standard frequency bus services also operate on Hill Street approximately 300 m west of the site as well as Buxton Street approximately 80 m south of the site.

3. PROPOSED DEVELOPMENT

3.1 LAND USE AND YIELD

The proposed development comprises the demolition of the existing buildings within the subject site and the construction of two multi-storey buildings accommodating five two-bedroom and seven three-bedroom dwellings. The dwellings will function as independent living units associated with the broader Helping Hand precinct.

3.2 ACCESS AND PARKING DESIGN

Access to the site is proposed to be accommodated via a single two-way crossover to Childers Street (reducing the number of crossovers on Childers Street associated with the site). The access will provide a two-way 6.0 m wide by 6.0 m long area within the site (taken from the property boundary) as sought by the Planning and Design Code. The access will connect to a common/shared driveway providing connectivity to/from the proposed garaging within each building.

Pedestrian access will be provided via Childers Street with additional connectivity to/from the south (the broader Helping Hand site) via pedestrian link along the western side of the site).

The buildings will accommodate a total of 19 parking spaces provided in a mix of one or two car garages. The dimensional provisions of the parking areas will exceed the requirements of Australian/New Zealand Standard, *Parking Facilities Part 1: Off-street car parking* (AS/NZS 2890.1:2004) in that:

- garages access via the central east-west aisle
  - single car garages will have door opening widths of 3.03 m, an internal width of 3.48 m, internal length of 6.19 m and an apron width of generally 6.71 m (albeit reduced to 6.04 m in select locations due to columns);
  - the dual car garage will have a door opening width of 5.3 m, an internal width of 5.5 m, internal length of 6.19 m and an apron width of generally 6.71 m (albeit reduced to 6.04 m in select locations due to columns);
- garages access via the eastern aisle
  - single car garages will have door opening widths of 3.03 m, internal widths of at least 3.25 m (though generally more), internal lengths of 5.73 m (though generally more) and an apron width of at least 5.87 m plus additional 300 mm clearance over the landscaping strip (6.17 m total); and
  - the dual car garages will have door opening widths of 5.3 m, internal widths of at least 5.56 m, internal length of 5.82 m (though generally

more) and an apron width of generally 6.71 m (albeit reduced to 6.04 m in select locations due to columns).

Indicative turn paths for the single and dual car garages (based on the B85 design vehicle as per AS/NZS 2890.1:2014) are illustrated in Figure 2. Movements can be undertaken in a three-point turn or less as per the provisions of both AS/NZS 2890.1:2014 and the Planning and Design Code (in reality, movements would be easier than suggested given the conservatism in the turn path software).

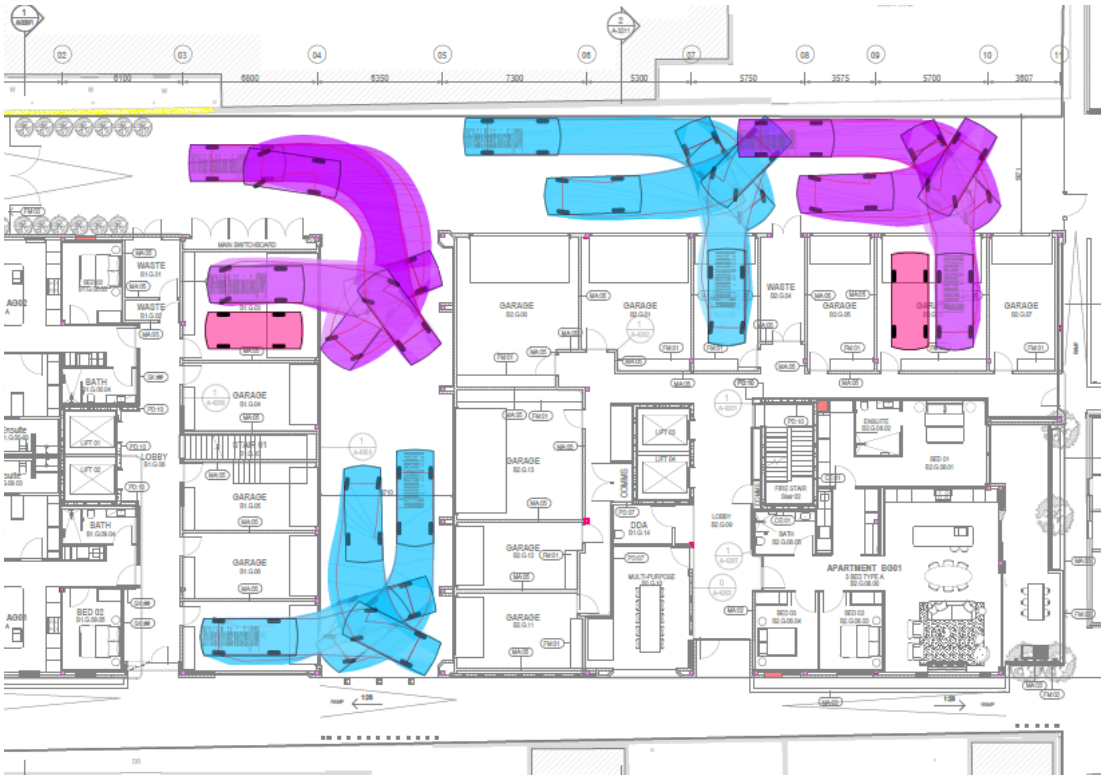

Figure 2 - Indicative turn paths for the B85 design vehicle

4. PARKING ASSESSMENT

4.1 CAR PARKING

The Planning and Design Code identifies the following parking Deemed-to-Satisfy/Designated Performance Feature (DTS/DPF) criteria relevant to the subject proposal:

- two-bedroom dwelling – 1 space per dwelling plus 0.25 spaces for visitor parking
- three-bedroom dwelling – 1.25 spaces per dwelling plus 0.25 spaces for visitor parking

Based on the above rates, there is a requirement for 13.75 resident spaces and 3.0 visitor spaces associated with the proposal (a total of 16.75 spaces). The provision of 19 garaged spaces would meet (and exceed) the above requirement.

A proportion of visitors could be accommodated within the spare capacity identified above (i.e. a resident with a dual car garage but only one vehicle could allow visitor access to the spare space). Nevertheless, it is acknowledged that some visitor demand may be accommodated on-street. The occasional utilisation of on-street parking spaces is considered reasonable noting that:

- the existing dwellings on the subject site have no allowance for visitor parking and would also have a reliance on on-street parking to accommodate such demands (if assessed at the above rate, there would be an existing peak demand for approximately two to three visitor spaces). Such a reliance on on-street parking is of a similar level to that associated with the current proposal; and
- the proposal will remove a long crossover associated with 157 Childers Street which (taking into account the slight widening of the existing eastern crossover) would allow the provision of an additional five on-street parking spaces (more than the theoretical shortfall in visitor parking).

In addition, the site has a high level of accessibility by public transport (including high frequency bus services within close walking distance) and by active transport modes (walking and cycling facilities). Such accessibility options may be utilised by a portion of visitors to the site and reduce visitor car parking demands.

On balance, the proposal will result in no notable impact on parking conditions on the adjacent road network (in reality, it is likely that conditions would be improved by the proposal noting the above comments). It is therefore considered that the proposal adequately addresses Performance Outcome 5.1 of the General Development Policies (Transport, Access and Parking).

4.2 BICYCLE PARKING

The Planning and Design Code identifies the following DTS/DPF criteria in respect to bicycle parking provision for the residential component of a multi-storey building:

- dwelling less than 150 m² – one bicycle parking space;
- dwelling greater than 150 m² – two bicycle parking spaces; and
- visitor parking – one visitor parking space for every 10 dwellings.

The proposal does not include dedicated bicycle parking. However, the garages are of generous dimensions (above the requirements for vehicle parking) and resident bicycles could easily be accommodated within the garages. Visitor parking spaces could be detailed within the pedestrian link and/or public realm during detailed design.

5. TRAFFIC ASSESSMENT

Traffic generation associated with ILUs is very low. In addition, the peak generation associated with such dwellings also typically occurs outside of the commuter peak periods on the adjacent road network. Trip generation rates typically adopted for such uses (from the RTA's *"Guide to Traffic Generating Developments"* and its subsequent updates) are as follows:

- am and pm commuter peak hours – 0.1 to 0.2 trips per ILU; and
- ILU peak hour (middle of day) – 0.36 trips per ILU.

On the basis of the above rates, the proposal would generate in the order of two to three movements during the commuter peak hours and five movements during the development's peak hour. Noting the above doesn't include consideration of the traffic generation associated with the existing dwellings on the site (in the order of three peak hour movements), the actual additional level of traffic associated with the proposal distributed to the adjacent road network will be very low.

There will be negligible impact on Childers Street and the broader road network as a result of the proposal.

6. SUMMARY

The proposal comprises the construction of twelve new ILUs within two multi-storey buildings. Vehicle access to the site will be provided via a single two-way crossover (with an existing crossover on Childers Street closed).

A total of 19 parking spaces will be provided for the ILUs. Such provisions will satisfy (and exceed) the parking requirements of the Planning and Design Code (for 16.75 spaces). It is acknowledged that, on occasion, visitors may choose to parking on-street. However, noting various locality and accessibility factors (including the site's existing reliance on on-street parking and the ability to provide an additional five on-street spaces), it is considered that there would be negligible impact on parking conditions on Childers Street and that the level of parking sufficiently addresses the relevant Performance Outcome. The parking spaces will be provided in accordance with the relevant Australian Standard and the Planning and Design Code.

The proposal is forecast to generate a very low level of additional movements (in the order of two to three additional peak hour movements). Such movements will be readily accommodated at the proposed access points and on the adjacent road network.