

Ref: 22486|TAW

11 December 2025

Joel Wilkinson
Citify
440 King William Street
ADELAIDE SA 5000

Dear Joel,

**THE BUCKINGHAM
1-9 WALKERVILLE TERRACE, GILBERTON
PLANNING AMENDMENT TO DA NO. 24029287**

I refer to the approved mixed-use development at 1-9 Walkerville Terrace, Gilberton (development application number 24029287), referred to as 'The Buckingham'. As requested, I have reviewed the revised yields illustrated in updated plans prepared by SMFA (attached this letter) and have updated the previous parking and traffic assessments. This letter summarises the review and assessments undertaken.

CIRQA previously prepared a Traffic and Parking Report for the approved development (version 2.4, dated 24 September 2024). This letter should be read in conjunction with the previous report.

1. BACKGROUND

The Buckingham is a multi-storey mixed-use development which was approved by the State Commission Assessment Panel (SCAP) in February of 2025. The changes to the approved development seek to alter the development yields within the proposal.

A comparison against the approved February 2025 development yield has been undertaken with the sought December 2025 planning amendment yield. Table 1 illustrates the various changes to the key component within The Buckingham development.

Table 1 – Approved February 2025 development yield VS proposed December 2025 planning amendment

Building Component	February 2025	December 2025	Change in Yield
Dwellings	117	172	+55
- One-bedroom terrace	1	0	-1
- Two-bedroom terrace	12	0	-12
- Three-bedroom terrace	1	13	+12
- Studio apartment	0	23	+23
- One-bedroom apartment	34	36	+2
- Two-bedroom apartment	18	67	+49
- Three-bedroom apartment	42	26	-16
- Four or more bedroom apartment	9	6	-3
NDIS Apartments	13	14	+1
- One-bedroom apartment	0	2	+2
- Two-bedroom apartment	13	12	-1
Serviced Apartments	57	0	-57
Commercial Floor Area	1,460 m²	1,475 m²	+ 15 m²
Vehicle Parking Spaces	246	254	+8 spaces
- Ground	3	3	No change
- Basement Level 1	116	120	+4
- Basement Level 2	127	131	+4
Motorcycle Parking Spaces	0	20	+20 spaces
- Basement Level 1	0	10	+10
- Basement Level 2	0	10	+10
Bicycle Parking Spaces	190	192	+2 spaces
- Ground	58	56	-2
- Basement Level 2	132	136	+4

As illustrated in Table 1, the planning amendment also proposed to increase the site's on-site vehicle parking provisions by eight (8) spaces. These spaces will be provided in Basement Level 1 and 2. In addition, ten (10) motorcycle parking spaces have been incorporated within Basement Level 1 and 2.

The reconfigured parking area will comply with the requirements of the Australian/New Zealand Standards for "Parking Facilities – Part 1: Off-street car parking" (AS/NZS 2890.1:2004) and "Parking Facilities – Part 6: Off-street parking for people with disabilities" (AS/NZS 2890.6:2022).

No changes to the site’s basement ramps, at-grade circulation roadway, or access arrangements are proposed as part of the planning amendment. Pedestrian and driver/vehicle sightlines shall be retained at the site’s access points.

2. PARKING ASSESSMENT

2.1 VEHICLE PARKING

Based upon the revised development yields above and the parking rates outlined in CIRQA’s previous report, an updated parking assessment has been undertaken. The revised parking requirements associated with the planning amendment are illustrated in Table 2.

Table 2 – Breakdown of the theoretical parking requirement associated with each use based upon regular parking rates.

Use	Planning and Design Code Parking Requirement
Terraces	16.25
Apartments	139.75
NDIS Apartments	7.8
Residential Visitor	42.75
Retail/F&B	44.25
Total	244.45

As illustrated in Table 2, the amended proposed will have a requirement for 244.5 (rounded up to 245) parking spaces to be provided on-site. This represents an increased requirement of 28 parking space in comparison to that of the approved development (which had a requirement for 217 spaces).

The approved development comprises a total of 246 parking spaces, representing a surplus of 29 parking spaces throughout the site.

The amended proposal (i.e. the subject variation) proposes 254 parking spaces throughout the site, representing a surplus of nine (9) parking spaces. Therefore, whilst the site’s parking requirement has increased, the provision of on-site parking has also increased, retaining an on-site parking surplus and notably, no reliance upon on-street parking.

Importantly, the parking requirements identified by the Planning and Design Code will continue to be satisfied.

2.2 BICYCLE PARKING

Similarly to the above, an updated bicycle parking assessment has been prepared based upon the planning amendment development yields and the bicycle parking rates outlined in CIRQA's previous report.

Based upon the previous parking rates and the above assumption, the planning amendment would have a requirement for 73 bicycle parking spaces (47 resident, 21 visitor and 5 employee). Given that 192 bicycle parking spaces will be retained within the development (two (2) additional to that of the approved development), the bicycle parking requirements of the Planning and Design Code will continue to be satisfied.

3. TRAFFIC ASSESSMENT

As outlined in CIRQA's previous report, the approved development was forecast to generate in the order of 158 am and 196 pm peak hour vehicle movements. Adopting the same traffic generation rates, the planning amendment is forecast to generate in the order of 165 am and 192 pm peak hour vehicle movements (an increase of 7 am and a decrease of 4 pm peak hour movements).

Taking into consideration the distribution of vehicle movements via the various access points (and associated permissible turning movements), the additional number of peak hour movements realised at any one turning movement during the am peak hour will be less than two (2) vehicles.

Whilst the planning amendment will result in a marginal increase in traffic to/from the site during the am peak hour, such a difference is negligible and will not notably impact upon the operation of the site's access points, the surrounding road network or nearby intersections.

Conversely, the traffic generated by the amended development during the pm peak hour is forecast to decrease from that of the approved development. Accordingly, traffic volumes generated by the proposed development will continue to be readily accommodated.

4. SUMMARY

The proposed planning amendment seeks to vary the approved development application at 1-9 Walkerville Terrace, Gilberton, to provide additional NDIS, studio, one and two-bedroom dwellings and, whilst decreasing the number of three and four-bedroom products and removing the service apartment component.

Additional parking (8 vehicle, 20 motorcycle and 2 bicycle spaces) will also be incorporated into the site's basement and at grade areas. No changes to the site's at-grade vehicle parking provisions or access arrangements are proposed.

The changes to the development yield will result in a requirement for an additional 29 vehicle parking spaces in comparison to that of the previous development. Combined with the additional eight (8) parking spaces proposed within the basement parking areas, surplus on-site parking will remain available over and above that of the development's requirement. Notably, the site will not have a reliance upon on-street parking (as per the previous approval).

With regard to traffic, the planning amendment yield is forecast to generate an additional 7 am peak hour vehicle movements, whilst reducing the pm peak hour forecast by 3 movements. The additional movements during the am peak hour will be distributed via the site's various access points and via the permissible turning movements. The additional number of vehicles realised at any one turning movement will therefore be negligible and will not notably impact upon the operation of the site's access points, the surrounding road network or nearby interactions. Turning movements during the pm peak hour will marginally reduce from that previously forecast, thereby ensuring that traffic volumes will continue to be readily accommodated.

I trust the above provides further clarification with regard to the various parking and traffic aspects of the proposed planning amendment. Please feel free to contact me on (08) 7078 1801 should you require any additional information.

Yours sincerely,

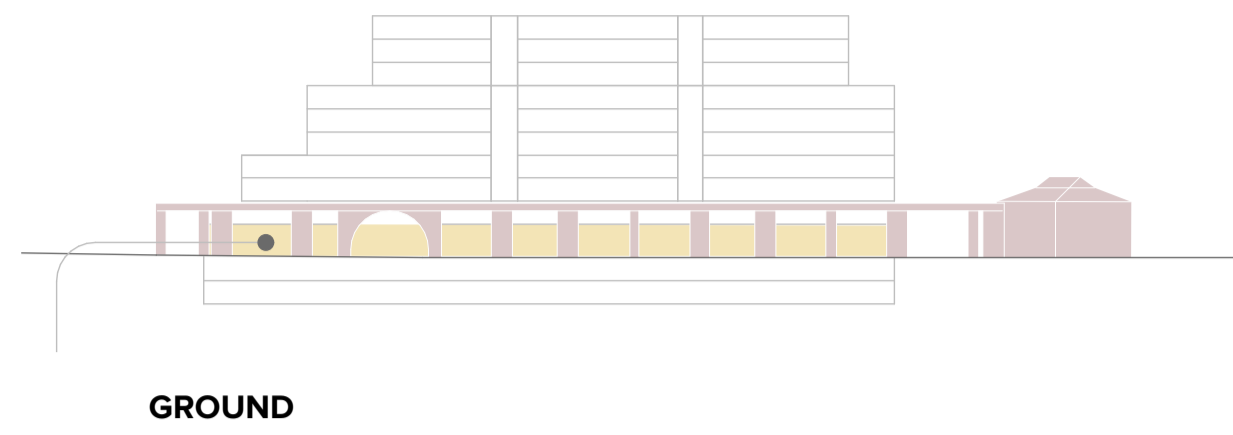
A handwritten signature in blue ink, appearing to read "Thomas Wilson".

THOMAS WILSON

Associate Director | CIRQA Pty Ltd

Encl.

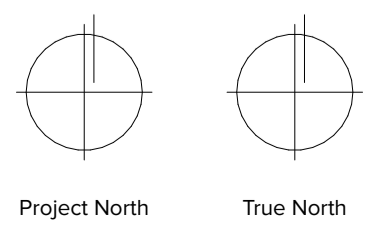
- Updated plans prepared by SMFA



GROUND



S M F A



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 KEY

FLOOR PLAN NOTES:
 REFER TO DRAWING DOOR SCHEDULE A801 FOR DOOR DETAILS
 GLAZING TYPES
 REFER TO DRAWING SERIES A8100 FOR GLAZING DETAILS
 WALL TYPES
 REFER TO DRAWING SERIES A8200 FOR WALL TYPE DETAILS

LEGEND:
 C/A CARRAMARK AIR INTAKE
 D/P DOWNPIPE
 F/E FIRE EXTINGUISHER
 F/H FIRE HYDRANT
 F/H/R FIRE HOSE REEL
 F/P FIRE INDICATOR PANEL
 F/W FLOOR WASTE
 G/C GARBAGE CHUTE
 S/E SMOKE EXHAUST
 S/P STAIR PRESSURISATION
 V VOID
 DXX DOOR NUMBER
 WXX WINDOW NUMBER
 GXX GLAZING NUMBER
 LXX LOUVER NUMBER
 XXX WALL TYPE CODE (REFER TO WALL TYPES SCHEDULE)
 REFER TO FINISHES SCHEDULE FOR INFORMATION
 SLAB LEVEL
 REFER TO FINISHES SCHEDULE FOR INFORMATION

FIRE SEPARATION LEGEND:
 60 MINUTE FIRE SEPARATION
 90 MINUTE FIRE SEPARATION
 120 MINUTE FIRE SEPARATION
 180 MINUTE FIRE SEPARATION
 240 MINUTE FIRE SEPARATION

ZONES LEGEND:
 ZONE TAG
 FLOOR LEVEL ROOM NUMBER
 ROOM CODE

ROOM CODE:
 BMA BUILDING MANAGERS GENERAL AREA
 BPA BIKE PARKING
 CAA COMMON AREA - AMENITIES
 CAC COMMON AREA - CIRCULATION
 CAL COMMON AREA - LOBBY
 CAR COMMON AREA - RETIREE
 CAS COMMON AREA - RETAIL/COMMERCIAL STORES
 CAW COMMON AREA - VERTICAL TRANSPORT
 CAV COMMON AREA - VERTICAL CHUTE
 CPC CARRAMARK CIRCULATION
 CPE CARRAMARK PUMP
 EGS EGRESS STAIR
 LDB LANDSCAPE DECK
 LSC LANDSCAPE - GENERAL
 LSP LANDSCAPE - SOIL PLANTING
 SRC SERVICES - COMMONS
 SER SERVICES - ELECTRICAL
 SFP SERVICES - FIRE
 SHW SERVICES - HYDRAULICS
 SPP SERVICES - POOL
 SPR SERVICES - GENERAL

ISSUE TITLE
 ISSUED FOR TENDER

REV	DATE	DESCRIPTION
T1	12/9/2025	TENDER ISSUE (T1)
P1	18/8/2025	PRELIMINARY ISSUE
D	16/6/2025	MAIN CODE CHANGE
C	5/6/2025	EARLY WORKS UPDATES
B	14/2/2025	GENERAL UPDATES (AMENDED STRUCTURAL)
A	6/3/2025	GRIDS 01 TO 18 AMENDED
A	6/3/2025	EARLY WORKS PACKAGE
REV	DATE	DESCRIPTION

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PROJECT
THE BUCKINGHAM
 1 WALKERVILLE TERRACE
 GILBERTON, SA, 5081

TITLE
FLOOR PLAN - BASEMENT 1

ISSUED STATUS

SCALE @ A1	AUTHORED	APPROVED
1:100	AP	DR
PROJECT #	FIRST ISSUE	SHEET NO.
24500	6/3/2025	A-1003
		REVISION
		T1

DR: Peter O'Rourke



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 CPC COMMON AREA - VERTICAL CHUTE
 CFC CARRIAGE CIRCULATION
 CFS CARRIAGE STAIR
 EGS EGRESS STAIR
 LDB LANDSCAPE BAY
 LGS LANDSCAPE - GENERAL
 LSP LANDSCAPE - SPECIAL PLANTING
 SRC SERVICES - COMMONS
 SEC SERVICES - ELECTRICAL
 SFP SERVICES - FIRE
 SHW SERVICES - HYDRAULICS
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B	14/2/2025	GENERAL UPDATES (AMENDED STRUCTURAL)
G	10/1/2025	GRID 01 TO 18 AMENDED
A	6/3/2025	EARLY WORKS PACKAGE

SMFA

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PROJECT
THE BUCKINGHAM
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TITLE
FLOOR PLAN - BASEMENT 2

ISSUED STATUS

TENDER ISSUE

SCALE @ A0	AUTHORED	APPROVED
1:100	AP	DR
PROJECT #	FIRST ISSUE	SHEET NO.
24500	6/3/2025	A-1001
DATE	REVISION	
	T1	

Doc Power: 019025

