



**PROPOSED RESIDENTIAL APARTMENTS
24-25 SOUTH ESPLANADE, GLENELG**

TRAFFIC AND PARKING REPORT



CIRQA™

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24-25 South Esplanade, Glenelg
Traffic and Parking Report

Project number: 25100

Client: Chasecrown

Client contact: Alex Besz

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1. INTRODUCTION

CIRQA has been engaged to provide design and assessment advice for a proposed residential flat building at 24-25 South Esplanade, Glenelg. 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 Chasecrown (drawing no. A-P0097 to A-P0100, dated 17 July 2026, refer Appendix A).

2. BACKGROUND

2.1 SUBJECT SITE

The subject site is located on the eastern side of South Esplanade, Glenelg. The site is bound by mixed-use developments to the north, residential dwellings and Oldham Street to the east, Pier Street to the south and South Esplanade to the west.

The Planning and Design Code identifies that the site is located within an Urban Neighbourhood Zone, with the following Overlays applicable:

- Airport Building Heights (Regulated) (All structures over 44 metres);
- Affordable Housing;
- Building Near Airfields;
- Coastal Flooding;
- Design;
- Heritage Adjacency;
- Prescribed Wells Area; and
- Regulated and Significant Tree.

The subject site is currently vacant. Vehicle access is provided via a 3.2 m wide (approximate) crossover on Pier Street and via a 3.9 m wide (approximate) crossover on Oldham Street. All turning movements are permitted at both access points.



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

Adjacent the site, South Esplanade is a walkway under the care and control of the City of Holdfast Bay. South Esplanade comprises sealed paths servicing both pedestrians and cyclists.

Pier Street is a collector road under the care and control of the City of Holdfast Bay. Pier Street comprises a 14.0 m wide (approximate) carriageway with a single traffic lane and a bicycle lane in each direction. Parking is generally unrestricted on both sides of the road. The default urban speed limit of 50 km/h applies on Pier Street.

Oldham Street is a local road under the care and control of the City of Holdfast Bay. Oldham Street comprises an 8.3 m wide (approximate) carriageway facilitating two-way traffic flow. Parking is generally unrestricted on both sides of the road, however there is no stopping for a portion of Oldham Street on the western side (immediately north of the subject site). The default urban speed limit of 50 km/h applies on Oldham Street.

Pier Street and Oldham Street form a standard priority controlled (Give Way) T-intersection, at which Pier Street forms the priority approaches.

2.3 WALKING AND CYCLING

Sealed footpaths are provided on both sides of Pier Street, Oldham Street and South Esplanade, servicing both pedestrians and cyclists. Cyclists are able to ride on-street within dedicated cycling lanes on Pier Street, and sharing the carriageway with vehicles on Oldham Street.

South Esplanade and Pier St form part of the BikeDirect Network and are classified as an 'off road sealed path' and 'secondary road – bike lane' respectively.

2.4 PUBLIC TRANSPORT

Public bus services operate regularly in the vicinity of the subject site. Bus stops are located within 275 m of the subject site on both sides of Pier Street. These stops are serviced by the following bus routes:

- 300, 300J, 300M and 300U – Suburban Connector
- 671 – Fulham Gardens to Brighton Secondary School
- 988 – Glenelg to Highgate
- N262 – After Midnight Saturday PM – Sunday AM Marion Centre Interchange to City

Additional bus services are also available on Moseley Street (to the north). The Moseley Square Tram Station is also located within relatively close proximity of the site (approximately 530 m to the north). The Moseley Square Tram Station is serviced at a high frequency by trams operating on the Glenelg Tram Line.

3. PROPOSED DEVELOPMENT

3.1 LAND USE AND YIELD

The proposed development comprises the construction of a five-storey residential flat building. The building will consist of five (5) two-bedroom dwellings, 12 three-bedroom dwellings and one (1) four-bedroom dwelling.

3.2 ACCESS AND PARKING DESIGN

The site will be serviced by a 54-space basement parking area, of which 16 parking spaces will be enclosed. Eight (8) of the enclosed parking spaces will be provided in a tandem configuration (i.e. four tandem spaces, each comprising two spaces in a stacked configuration). A further 12 bicycle parking spaces are also proposed. The parking area will comply with the requirements of Australian/New

Zealand Standard 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) in that:

- parking spaces will be at least 2.4 m wide and 5.4 m long;
- the parking aisle will be at least 5.8 m wide;
- the basement ramp will have a maximum gradient of 1:8;
- a storage space will be provided at the top of the ramp, which will be level;
- a clear height of at least 2.2 m will be provided throughout the site (including the basement and associated access ramp);
- columns and other obstructions greater than 150 mm in height will be located outside of the car clearance envelope;
- a 1.0 m end-of-aisle extension will be provided beyond the last parking space in the aisle;
- 0.3 m clearance will be provided to all objects greater than 0.15 m in height; and
- pedestrian sightlines will be provided at the site's access point.

Vehicle access to the site will be provided via a 5.5 m wide two-way crossover on Pier St, while all redundant crossovers will be removed and reinstated as Council-standard upright kerb and gutter. The access point will accommodate two-way movements with entering vehicles able to be driven past another vehicle stored waiting to exit the site. All vehicles will be able to enter and exit the site in a forward direction.

The eight tandem spaces will be designated for the use of specific residential apartments. The proposed tandem arrangement can be easily managed on-site with little or no impact on traffic conditions within the site. This arrangement works particularly well for residential apartments as residents will generally be parking on-site for long durations. Residents that occupy the stacked spaces can coordinate their vehicle movements internally. Tandem parking also assists in minimising the size of the parking area and hardstand as the extent of the parking aisle is reduced.

Some enclosed 'grouped' spaces will not provide the minimum 5.4 m width required for multi-space garages. However, the enclosed spaces will comply with the car clearance envelope requirements of AS 2890.1:2004. Door openings will also be at least 5.2 m wide which meets (and exceeds) the minimum requirements of 4.8 m.

As outlined above, the top of the basement parking ramp will comprise a storage area for vehicles exiting from the site's basement (in line with the requirements of AS/NZS 2890.1:2004). The purpose of the storage area is to provide adequate area for a vehicle to store in the event that a driver is required to give way to pedestrians or vehicles on Pier Street. Whilst the length of the storage area is 3.76 m (at its minimum) as opposed to the 6.0 m length outlined in the Standard, such a length is adequate to accommodate the wheelbase of a light vehicle (allowing it to store entirely on the 1:41 area). Furthermore, if the storage area was to include a portion of the 1:16 transition proceeding the 1:41 area (to provide 6.0 m of storage area from the property boundary), the effective gradient across 3.76 m of the 1:41 area and 2.24 m of the 1:16 area will be approximately 1:124. Such a gradient exceeds the minimum requirements outlined in the Standard and is therefore considered adequate.

The site's basement parking area will be accessible by residents and visitors associated with residents. Resident visitors will be able to access the basement via intercom and remote (apartment) door control. Residents will be provided with a garage remote or similar for access to the basement parking.

3.3 REFUSE COLLECTION

Refuse collection will be accommodated on-street via a loading bay adjacent the site's frontage (to the west of the proposed crossover) on Pier Street. The loading zone will be time allocated between 9:00 am to 12:00 pm, Monday to Friday. Outside of these times, on-street car parking will be available to the public. Such an arrangement has been previously accepted by Council. Figure 2 illustrates the turn path for a 10 m rigid vehicle adjacent the site on Pier Street.



Figure 2 - 10 m rigid vehicle turning movements on Pier Street

4. PARKING ASSESSMENT

4.1 CAR PARKING

The Planning and Design Code identifies the following Deemed-to-Satisfy/Designated Performance Feature (DTS/DPF) parking requirements applicable to residential multi-storey buildings, noting that the subject site is within a Designated Area:

- two-bedroom dwelling – 1 space per dwelling;
- three or more bedroom dwelling – 1.25 spaces per dwelling; and
- visitor parking – 0.25 spaces per dwelling.

Based upon the above rates, the proposed development will have a theoretical requirement for 26 spaces. Given that 54 parking spaces will be provided for the site, the parking requirements of the Planning and Design Code are satisfied (noting that there is no maximum parking requirement in the Code applicable to the site).

4.2 BICYCLE PARKING

The Planning and Design Code identifies a bicycle parking rate (applicable to sites located within an Urban Neighbourhood Zone) of 1 space for every 4 dwellings for residents plus 1 space for every 10 dwellings for visitors. Based upon these rates, the proposed development will have a theoretical requirement for 7 bicycle spaces. Given that 10 spaces will be provided for the site, the bicycle parking requirements of the Planning and Design Code are satisfied.

5. TRAFFIC ASSESSMENT

5.1 TRAFFIC GENERATION AND DISTRIBUTION

The TfNSW's *"Guide to Transport Impact Assessment"* identifies the following peak hour trip generation rate applicable to the development:

- **high density residential dwellings** – 0.19 to 0.53 am and 0.15 to 0.32 pm peak hour trips per dwelling.

Based upon the above, it is forecast that the proposed development will generate in the order of 4 to 10 am and 3 to 6 pm peak hour trips. Given that the movements are low and that the subject site is located at a cul-de-sac (i.e. minimal through movements adjacent the site), it is considered that the additional movements will be readily accommodated at the site's access point and will have minimal impact on the operation of the surround road network.

6. SUMMARY

The proposal comprises the construction of a five-storey residential flat building comprising five (5) two-bedroom dwellings, twelve (12) three-bedroom dwellings and one (1) four-bedroom dwelling with associated access and parking provisions. Vehicle access to the site will be provided via a 5.5 m two-way access point on Pier Street. The site has been designed such that all vehicles can enter and exit in a forward direction.

A total of 54 parking spaces will be provided on-site. Such a provision will satisfy the parking requirements of the Planning and Design Code. The parking area will be provided in accordance with the relevant Australian Standard.

10 bicycle spaces will also be provided on-site. The proposed provision will satisfy the bicycle parking requirements of the Planning and Design Code.

The proposal is forecast to generate in the order of 4 to 10 am and 3 to 6 pm peak hour trips. Such movements will be readily accommodated at the proposed site access and on the adjacent road network.

APPENDIX A

SITE PLANS PREPARED BY CHASECROWN



BASEMENT 3
1 : 100

LEGEND	
BAL	BALCONY
BN	BEDROOM NUMBER
BA	BATHROOM
D	DINING
DM	DRYING MACHINE
E	ENTRY
EN	ENSUITE
EN#	ENSUITE NUMBER
K	KITCHEN
L	LOUNGE
LDY	LAUNDRY
MP	MULTI-PURPOSE ROOM
PTY	PANTRY
STY	STUDY
WC	WATER CLOSET
WIR	WALK-IN-ROBE
WM	WASHING MACHINE
SK	SKYLIGHT
SL	SLAB LEVEL
	TWO BEDROOM APARTMENT
	THREE BEDROOM APARTMENT
	FOUR BEDROOM APARTMENT
	BALCONY
	COMMON AREA
	CORRIDOR
	STORAGE CAGE /SERVICE ROOM

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FOR APPROVAL		
17/07/26	FOR APPROVAL	B
14/05/26	FOR APPROVAL	A
DATE	REVISION DESCRIPTION	ISSUE

GLENELG
Multi-storey Residential Dwelling
PROJECT TYPE

25 South Esplanade
Glenelg SA 5045
ADDRESS

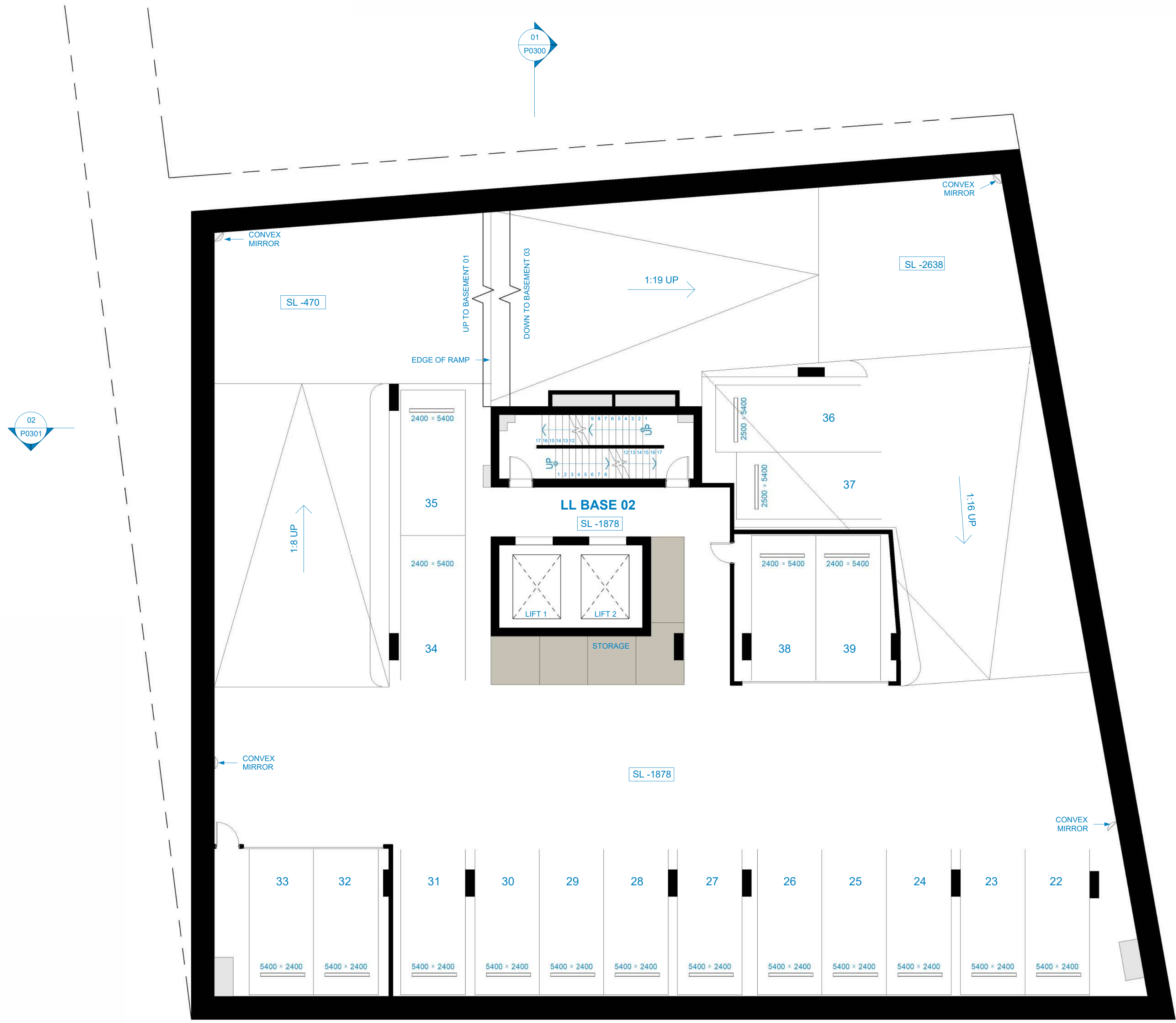
APPROVED BY
SK, TP
DRAWN BY

ORIENTATION
0 2.5 m 5.0 m
1:100 SCALE @ A1

DO NOT SCALE FROM DRAWINGS
CONTRACTOR TO VERIFY ALL DIMENSIONS ON SITE
PRIOR TO COMMENCEMENT OF WORK.

BASEMENT 3
SHEET TITLE

24ESP A - P0097 - B
JOB NUMBER DRAWING NUMBER



BASEMENT 2
1 : 100

LEGEND	
BAL	BALCONY
BR	BEDROOM NUMBER
BA	BATHROOM
D	DINING
DM	DRYING MACHINE
E	ENTRY
EN	ENSUITE
EN#	ENSUITE NUMBER
K	KITCHEN
L	LOUNGE
LDY	LAUNDRY
MP	MULTI-PURPOSE ROOM
PTY	PANTRY
STY	STUDY
WC	WATER CLOSET
WIR	WALK-IN-ROBE
WM	WASHING MACHINE
SK	SKYLIGHT
SL	SLAB LEVEL
	TWO BEDROOM APARTMENT
	THREE BEDROOM APARTMENT
	FOUR BEDROOM APARTMENT
	BALCONY
	COMMON AREA
	CORRIDOR
	STORAGE CAGE /SERVICE ROOM

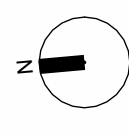
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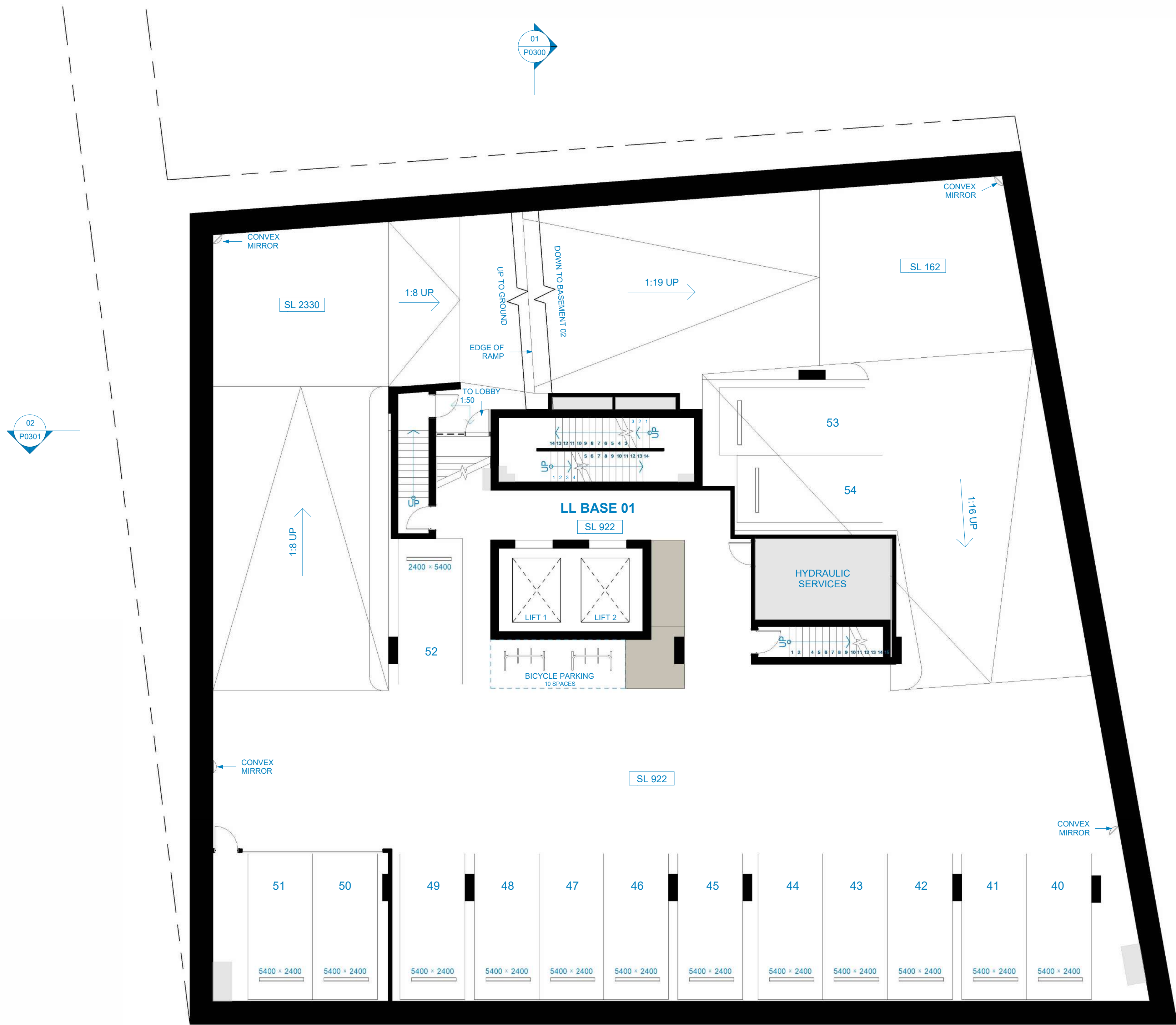
APPROVED BY
SK, TP
DRAWN BY

0 2.5 m 5.0 m
1:100 SCALE @ A1

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BASEMENT 2
SHEET TITLE

24ESP A - P0098 - A
JOB NUMBER DRAWING NUMBER



BASEMENT 1
1 : 100

LEGEND	
BAL	BALCONY
BR	BEDROOM NUMBER
BA	BATHROOM
D	DINING
DM	DRYING MACHINE
E	ENTRY
EN	ENSUITE
EN#	ENSUITE NUMBER
K	KITCHEN
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Multi-storey Residential Dwelling
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Glenelg SA 5045
ADDRESS

APPROVED BY
SK, TP
DRAWN BY

ORIENTATION
0 2.5 m 5.0 m
1:100 SCALE @ A1

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BASEMENT 1
SHEET TITLE

24ESP A - P0099 - A
JOB NUMBER DRAWING NUMBER



LEVEL 1
1:100

LEGEND	
BAL	BALCONY
B#	BEDROOM NUMBER
BA	BATHROOM
D	DINING
DM	DRYING MACHINE
E	ENTRY
EN	ENSUITE
EN#	ENSUITE NUMBER
K	KITCHEN
L	LOUNGE
LDY	LAUNDRY
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LEVEL 1
SHEET TITLE

24ESP A-P0100 - B
JOB NUMBER DRAWING NUMBER

APPENDIX B

PLANS PREPARED BY CIRQA

DRAWING AMENDMENTS				
VER	DATE	DESCRIPTION	DWN	CHK
A	04/09/2025	FOR REVIEW	TJL	BNW
B	20/10/2025	FOR REVIEW	TJL	BNW
C	24/10/2025	FOR SUBMISSION	TJL	BNW
E	21/07/2026	MINOR UPDATE	TJL	BNW

