

APPENDIX 4. TRANSPORT IMPACT ASSESSMENT



Empirical
Traffic
Advisory

Student Accommodation

193-195 North Terrace, Adelaide

Transport Impact Assessment

#eta1000493

DATE

5 June 2026

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1 INTRODUCTION

1.1 Background

A development consent is being sought for a proposed Student Accommodation development located at 193-195 North Terrace in Adelaide.

Empirical Traffic Advisory was commissioned to undertake a transport impact assessment of the proposed development.

This report sets out an assessment of the anticipated transport implications of the proposed development, including consideration of the following:

- existing traffic and parking conditions surrounding the site
- parking demand of the proposed development and its adequacy
- traffic demands of the proposed development
- access arrangements for the proposed development
- overall transport impact of the proposed development.

2 EXISTING CONDITIONS

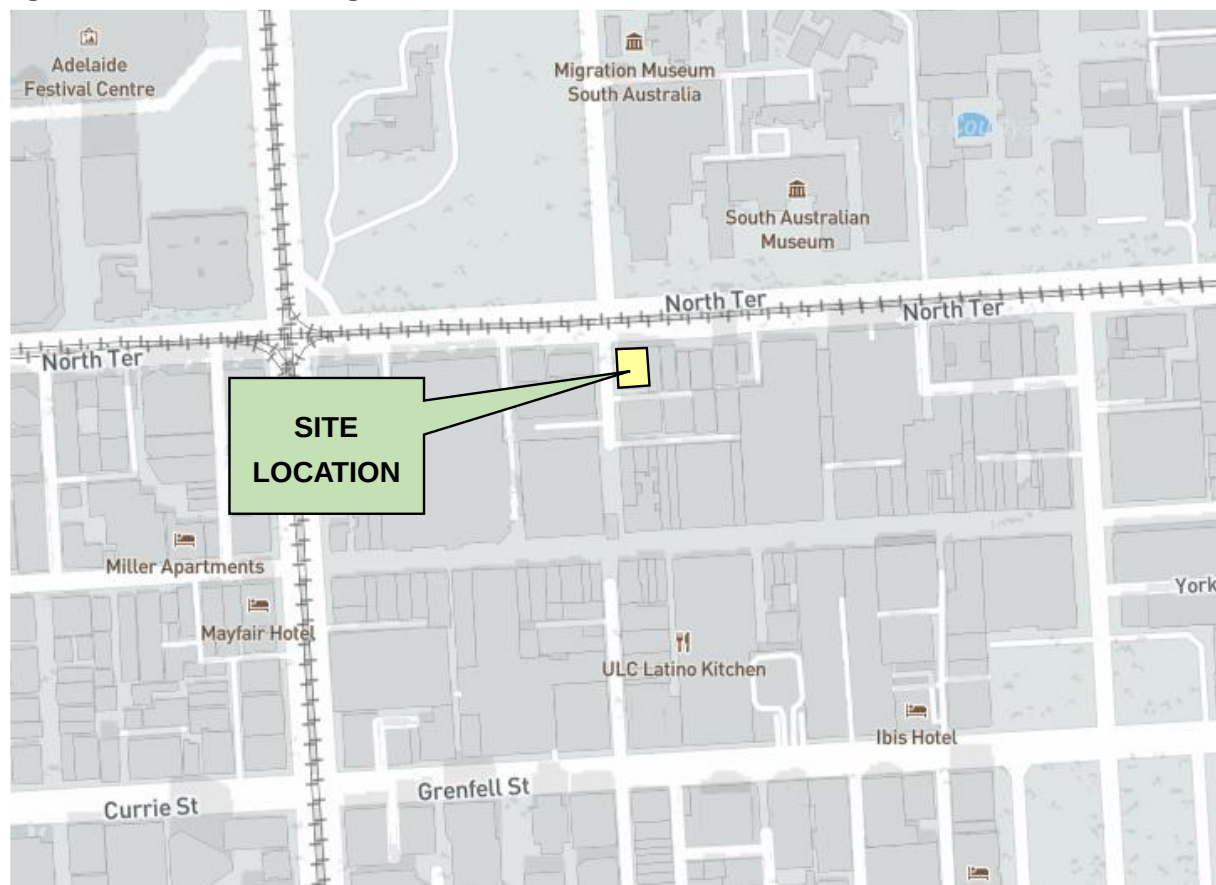
2.1 Subject Site

The subject site is located at 193-195 North Terrace in Adelaide, on the south-eastern corner of the North Terrace and Gawler Place intersection. The location of the site is shown in Figure 2.1.

The site of approximately 540 sq.m has road frontages to North Terrace (approx. 18 metres), Gawler Place (approx. 30 metres) and the adjacent Lane (approx. 18 metres).

The site is located within a Capital City Zone and is currently comprises a multi-level building for commercial tenancies. Loading, including waste collection, and deliveries for the existing site occur in the unnamed lane on the southern frontage of the site. The surrounding properties include a mix of commercial and retail land uses.

Figure 2.1: Site and Surrounding Environs



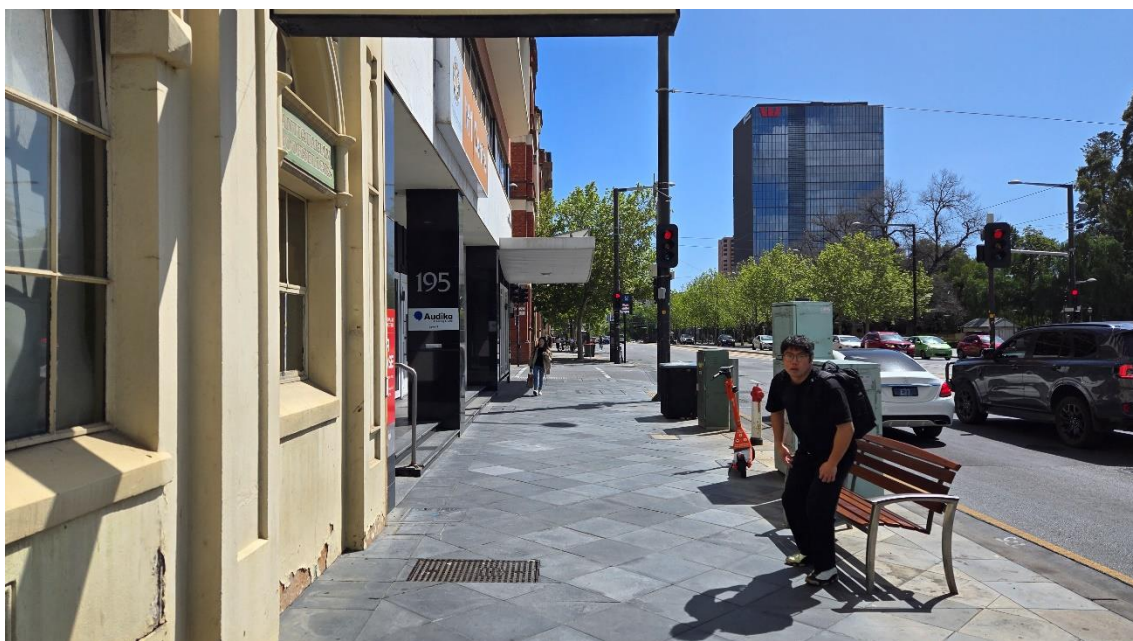
(Basemap - NHVR)

2.2 Road Network

North Terrace is a distributor road under the care and control of the City of Adelaide. It provides for direct travel adjacent the central business district between East Terrace and West Terrace. It provides access for bus and tram services past the site. It comprises dual 2 lane carriageways separated by a wide median (with dual tracks for trams and associated stop).

Parking on North Terrace along the site frontage is prohibited at all times. The street is estimated to carry 22,500 vehicles per day (DIT, 2024) with 5% commercial vehicles (including buses).

Figure 2.2: North Terrace adjacent the site (on left)



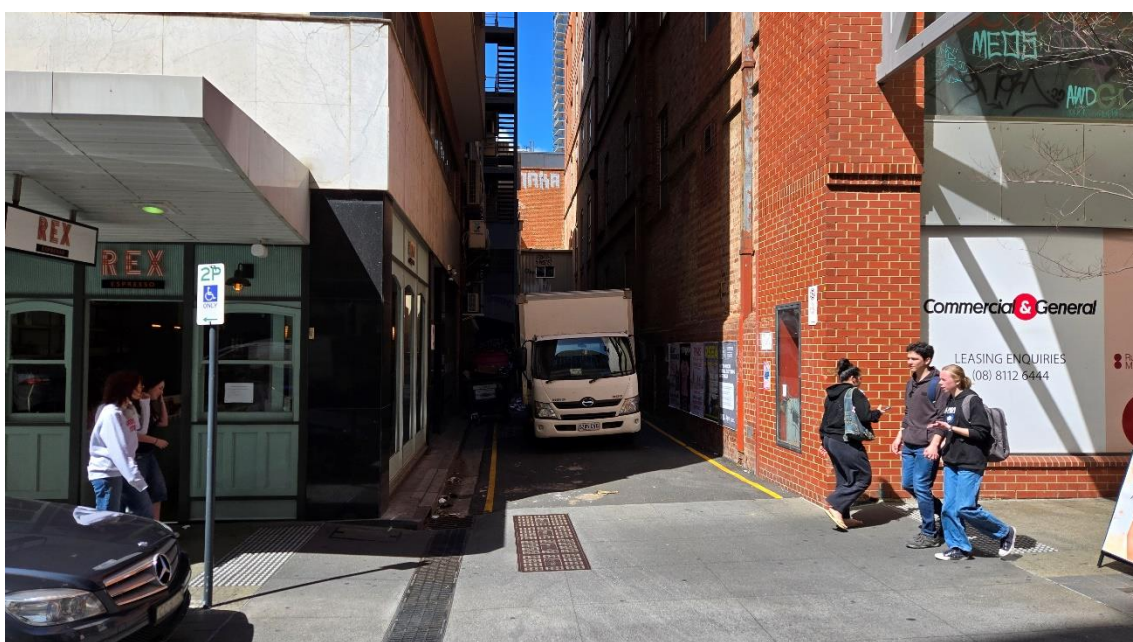
Gawler Place is a local road under the care and control of the City of Adelaide, is a dead end at Rundle Mall and provides access to commercial properties including a public car park on the western side. It is a single carriageway two lane road with a raised central median adjacent the site. Gawler Place has been constructed as a single surface between footpaths and carriageway. Gawler Place is a No Stopping Area except as shown, with a Disability Permit parking spaces adjacent the site and Loading Zones to the south indented into the verge area. The street is estimated to less than 5,000 vehicles per day.

Figure 2.3: Gawler Place adjacent the site (on left)



Unnamed Lane is a public lane under the care and control of the City of Adelaide. It provides access to a number of properties on each side for service and waste collection purposes. The lane is approximately 5 metres wide and 27 metres long. Service vehicles use the site and typically reverse into the lane and then exit in a forward direction, due to the existing central median on Gawler Place restricting turning movements.

Figure 2.4: Unnamed Lane adjacent the site (on left)



2.3 Pedestrian Access

Footpaths are provided along the North Terrace and Gawler Place frontages. Gawler Place has been constructed as a single surface between footpaths and carriageway.

The intersection of North Terrace and Gawler Place is controlled by traffic signals which provides safe crossing routes for pedestrians in all directions.

2.4 Cycling Access

There are no formal bicycle facilities on North Terrace or Gawler Place. Gawler Place has been constructed as a single surface between footpaths and carriageway. Bicycle lanes are provided on North Terrace.

The intersection of North Terrace and Gawler Place is controlled by traffic signals which provides safe crossing routes for cyclists in all directions.

3 DEVELOPMENT PROPOSAL

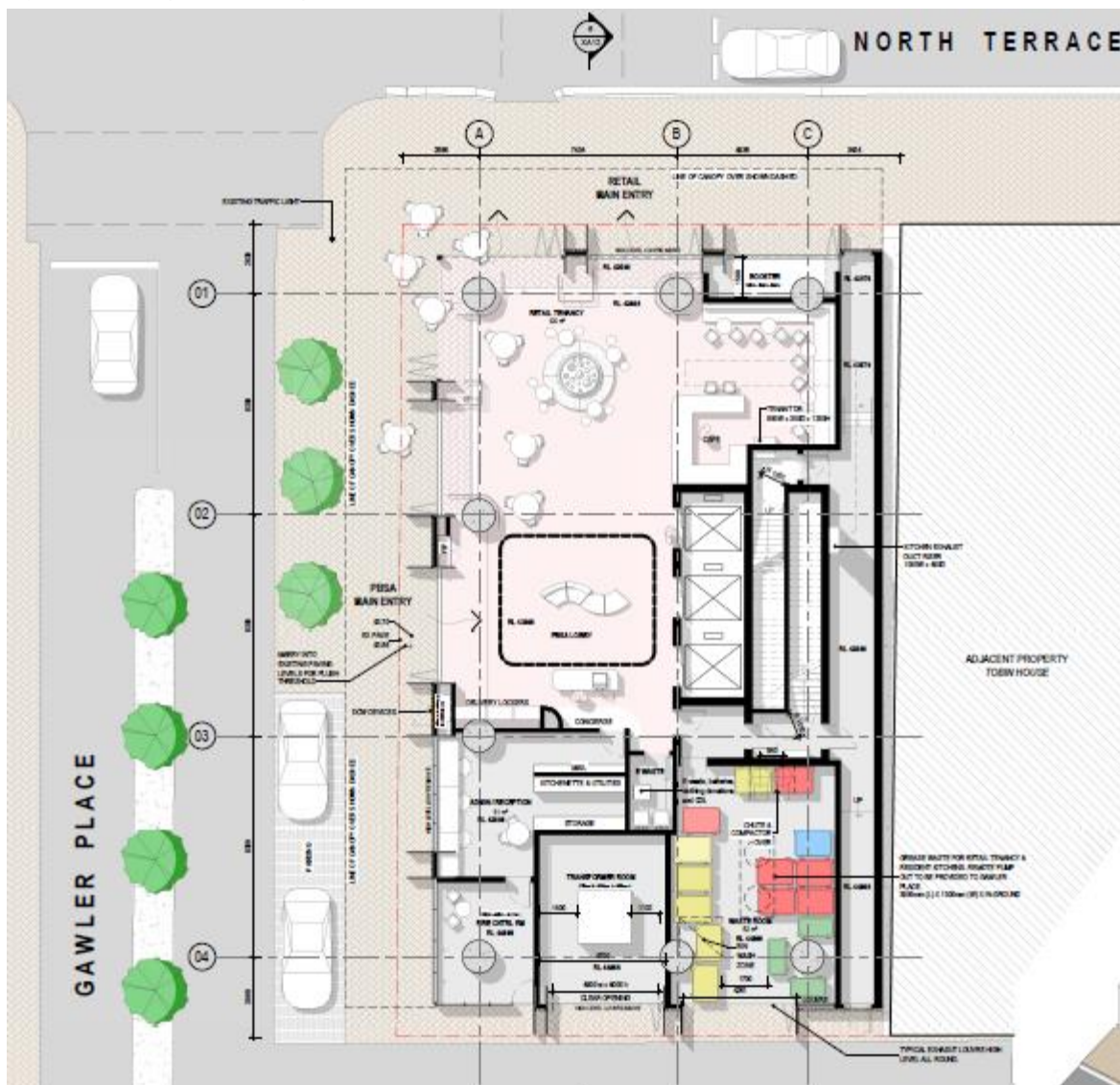
The proposed development comprises the demolition of the existing building and the construction of a multi-storey student accommodation building with a total of 635 beds across 40 levels, and a retail tenancy on the ground floor.

The proposed development does not include any car parking on the site. Bicycle parking provision of 86 spaces is proposed on the first floor.

On-street loading for waste collection is proposed in the Unnamed Lane on the southern side of the site, as occurs presently for the existing building.

The proposed site layout is shown in Figure 3.1

Figure 3.1: Proposed Development – Ground Floor



Source: Brown Falconer Architects

4 TRAFFIC ASSESSMENT

Given no car parking will be provided on the site, the proposed development will not inherently generate traffic aside from waste collection, and trips by car share/taxi to and from the proposed development. This will be minor in terms of daily traffic generation the existing site, and likely to be similar in quantum to the existing use on the site (which has deliveries, waste collection and ride share/taxi trips). The proposed development will require additional waste collection trips each week, estimated for approximately 12 collections per week.

Staff working at the proposed development will travel to and from work with a choice of private car (and parking in a nearby parking station), public transport (including bus, tram and/or or train), walking or cycling.

Hence, the traffic impact of the proposed development will be minimal and not noticeable on the road network.

5 PARKING

5.1 Bicycle Parking

The SA Planning and Design Code in Part 4 - General Development Policies - Design in Urban Areas Performance Outcome 41.1 Student Accommodation states in DTS/DPF 41.1 Student accommodation provides:

(b) (v) bicycle parking at the rate of one space for every 2 students.

Based on 635 beds (or students), the total bicycle parking required would be 318 spaces.

It is noted that university campuses are located in North Terrace/Frome Road to the east of the site which are typically less than 5 minutes walking distance. The city-west campuses on North Terrace and Hindley Street are less than 10 minutes by walking and tram. It is likely most students will prefer to walk to their destinations rather than using bicycles in the CBD locality.

This will impact the amount of bicycle parking required as walking trips will be easier and more convenient than using a bicycle (when considering unlocking, riding on selected routes, and locking at the destination), and the typically short distances involved.

In order to understand the amount of parking for the proposed development, ETA has undertaken an empirical assessment of bicycle parking requirements at other student accommodation developments in Australia (including one on Bank Street in Adelaide). The analysis is shown in Table 5.1.

Table 5.1: Bicycle parking provision and demand – student accommodation developments

Location	Total Beds	Total Spaces Provided	Total Spaces Occupied	No. Beds Per Bicycle	Comments
Quays Street, Haymarket, Sydney	334	44	10	33.4	City centre location, close proximity to UTS and Sydney University.
Bank Street, Adelaide	503	24	22	22.9	City centre location, Close proximity to Uni SA and University of Adelaide
South Bank, Brisbane	755	75	29	26	City centre location
City Road, Sydney	440	98	5	88	Sydney University on campus location (opened July 2015)
Cleveland Street, Sydney	461	135	15	30.7	Chippendale, close proximity to UTS and Sydney University
Sydney Central	665	86	13	51.2	Ultimo, close proximity to UTS
Melbourne Central	461	81	11	41.9	Carlton, close proximity to University of Melbourne
Carlton	272	41	18	15.1	Carlton, close proximity to University of Melbourne
Average			15.4	38.6	

The empirical assessment has found an average demand of approximately 1 space per 39 beds and average occupancy of 15 bicycles (approximately).

The proposed development will provide parking for 86 bicycles on Level 1 which equates to approximately 1 bicycle space per 7.4 beds which exceeds the observed parking provision and demands of other similar sites. Bicycle parking at the proposed development will adequately cater for bicycle parking demands based on similar sites in Adelaide and nationally.

5.2 Car Parking

The subject site is located in the Capital City Zone which in the SA Planning and Design Code Part 4 - General Development Policies - Transport, Access and Parking: *Table 2 - Off-Street Car Parking Requirements in Designated Areas* does not require any parking with no minimum or maximum requirement shown in this zone. No car parking is proposed within the site by the proposed development.

6 ACCESS

6.1 Heavy Vehicles

Waste collection and deliveries is proposed to be undertaken on the Lane via Gawler Place as occurs presently. The proposed development will include direct connectivity to lane from the proposed internal waste room with a roller door to the lane.

It is understood that the frequency of waste collection could be up to 12 times per week on average based on other similar developments. Deliveries could be on a daily basis for the proposed tenancy, which is similar to the operation of the existing building.

Turn path diagrams have been prepared as shown in Appendix A to demonstrate the ability for waste collection vehicles to enter and exit the Lane for a 10.2 metre waste collection vehicle with a reverse entry movement, and forward exit movement.

These vehicles would need to use Gawler Place to turn and then travel back to North Terrace. This would occur currently with deliveries and waste collection in the lane.

6.2 Pedestrian

The proposed building will have access points for pedestrians directly to Gawler Place and North Terrace.

6.3 Bicycles

The proposed building will have direct access for bicycle to and from North Terrace with access via the lifts to the bicycle parking room on Level 1.

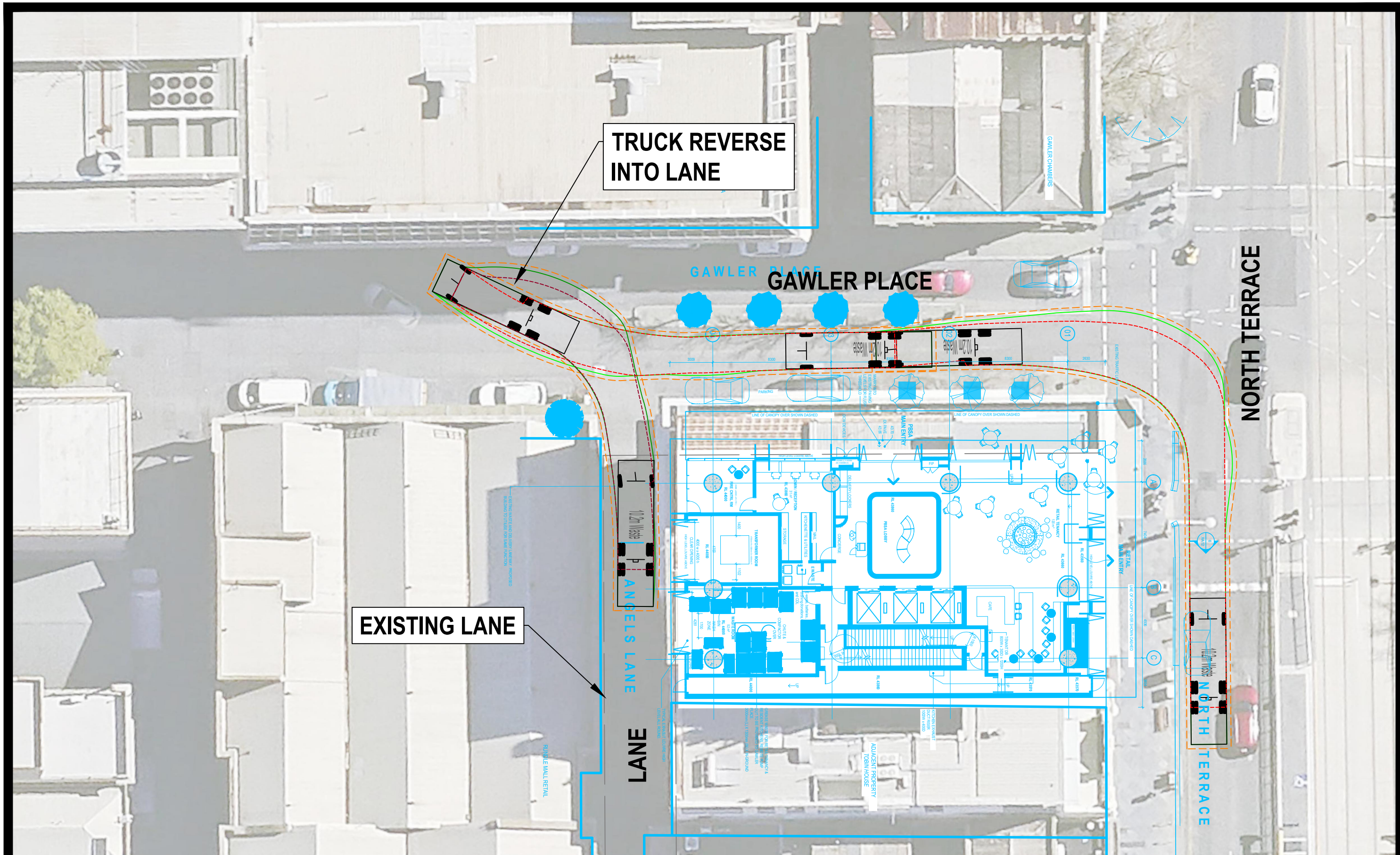
7 CONCLUSIONS

Based on the analysis and discussions presented within this report, the following conclusions are made:

1. The proposed student accommodation will provide a total of 635 beds and a bicycle storage room capable of accommodating 86 bicycles.
2. The proposed development does not include any car parking spaces and does not generate a minimum car parking requirement.
3. The proposed bicycle parking will be able to accommodate the anticipated bicycle parking demand based on similar developments in Adelaide and nationally.
4. The adjacent lane will accommodate waste collection and delivery vehicles to the proposed development as presently occurs for the existing commercial and retail uses on the site.

Overall the proposed development will have minimal impact on the adjacent road network.

Appendix A Turn Path Diagram

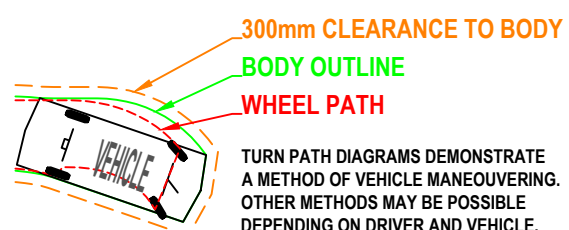


**CONCEPT PLAN ONLY
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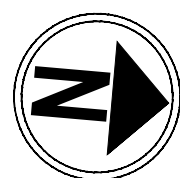
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VEHICLE PATH LEGEND



TURN PATH DIAGRAMS DEMONSTRATE
A METHOD OF VEHICLE MANEUVERING.
OTHER METHODS MAY BE POSSIBLE
DEPENDING ON DRIVER AND VEHICLE.



SCALE 1:250
0 2.5 5.0
metres

APPROVED: PSM
DATE: 3 June 2026
FILENAME: 260603-1000493-100-C.DWG

**195 NORTH TCE, ADELAIDE
PROPOSED STUDENT ACCOMMODATION
WASTE TRUCK (10.2M) ACCESS
TURN PATH DIAGRAM**

DRAWING: 260603-1000493-100-C-AT01



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