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Advisory

Adelaide Central Plaza Tower

100 Rundle Mall, Adelaide

Transport Impact Assessment
#eta1000455

DATE
04 April 2025

Document Information

Project Name	Adelaide Central Plaza Tower
Project Location	100 Rundle Mall, Adelaide
Type	Transport Impact Assessment
Version	1
Issue Date	04 April 2025
Client	Adelaide Central Plaza Pty Ltd
Project Number	1000455
Filename	250404_1000455_tia_1.docx

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Quality Record

Issue	Date	Description	Author	Checked	Approved	Signed
0	26 March 2025	Rev 0	TJ	DK	DK	DK
1	04 April 2025	Rev 1	TJ	DK	DK	DK

Table of Contents

1	Introduction	1
1.1	Background	1
2	Existing Conditions	2
2.1	Subject Site	2
2.2	Road Network	3
2.3	Pedestrian Access	3
2.4	Cycling Access	3
3	Development Proposal	4
4	Traffic Assessment	6
5	Parking	7
5.1	Bicycle Parking	7
5.2	Car Parking	7
6	Access	8
6.1	Loading and Waste Collection	8
6.2	Pedestrian	8
6.3	Bicycles	8
7	Conclusions	9

Figures

Figure 2.1:	Site and Surrounding Environs	2
Figure 2.2:	North Terrace adjacent the site (on right)	3
Figure 3.1:	Proposed Development – Ground Floor	4
Figure 3.2:	Proposed Development – Basement	5

Tables

Table 5.1:	Bicycle Parking Requirements	7
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1 INTRODUCTION

1.1 Background

A development consent is being sought for a proposed redevelopment of a portion of the existing Adelaide Central Plaza for a new commercial tower development on land at 100 Rundle Mall in Adelaide.

Empirical Traffic Advisory was commissioned by Adelaide Central Plaza Pty Ltd 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

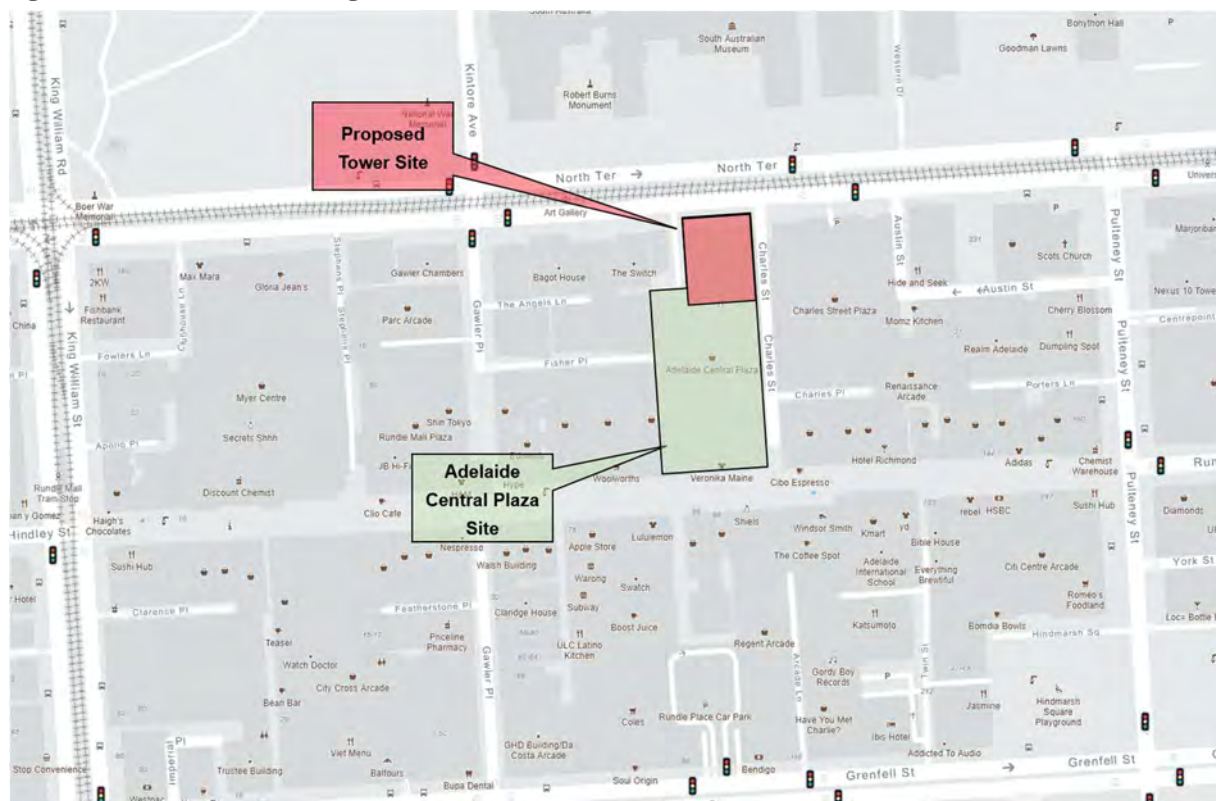
2.1 Subject Site

The subject site is located at 100 Rundle Mall in Adelaide, located between Rundle Mall, Charles Street and North Terrace. The proposed tower site is located on the North Terrace frontage of the site. The location of the site is shown in Figure 2.1.

The site is located within a Capital City Zone and is currently used for a shopping centre building including various retail and food and beverage uses within the existing building. Loading, including waste collection, and deliveries for the existing site occur within the basement, with access provided via a crossover to North Terrace.

The surrounding properties include a mix of commercial, residential and retail land uses.

Figure 2.1: Site and Surrounding Environs



(Source: NHVR March 2025)

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 through the northern part of the central business district between East Terrace and West Terrace. It provides a key connection into the CBD, with connections to Port Road in the west and Dequetteville Terrace/Hackney Road/North Terrace in the east. It comprises dual 2 lane carriageways separated by the tram line in front of the subject site. No-stopping yellow line marking is also provided on North Terrace in the vicinity of the subject site.

North Terrace is estimated to carry 22,500 vehicles per day (DIT, 2024).

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



(Source: Google Street View)

Charles Street is a local road under the care and control of the City of Adelaide. It has recently been upgraded by the City of Adelaide, including replacing aged assets, improved pedestrian safety, enhanced the public realm and improved the retail experience for customers and retailers. Bollards have been installed at both North Terrace and Rundle Mall ends of the street to limit vehicle access. Charles Street provides for access to various tenancies, as well as providing a pedestrian connection between Rundle Mall and North Terrace.

2.3 Pedestrian Access

Footpaths are provided along all site frontages, with primary entry locations on Rundle Mall and North Terrace.

2.4 Cycling Access

Limited to no bicycle facilities are provided in the vicinity of the site, with no bicycle lanes are provided on North Terrace. Cyclists are able to ride on the existing footpath

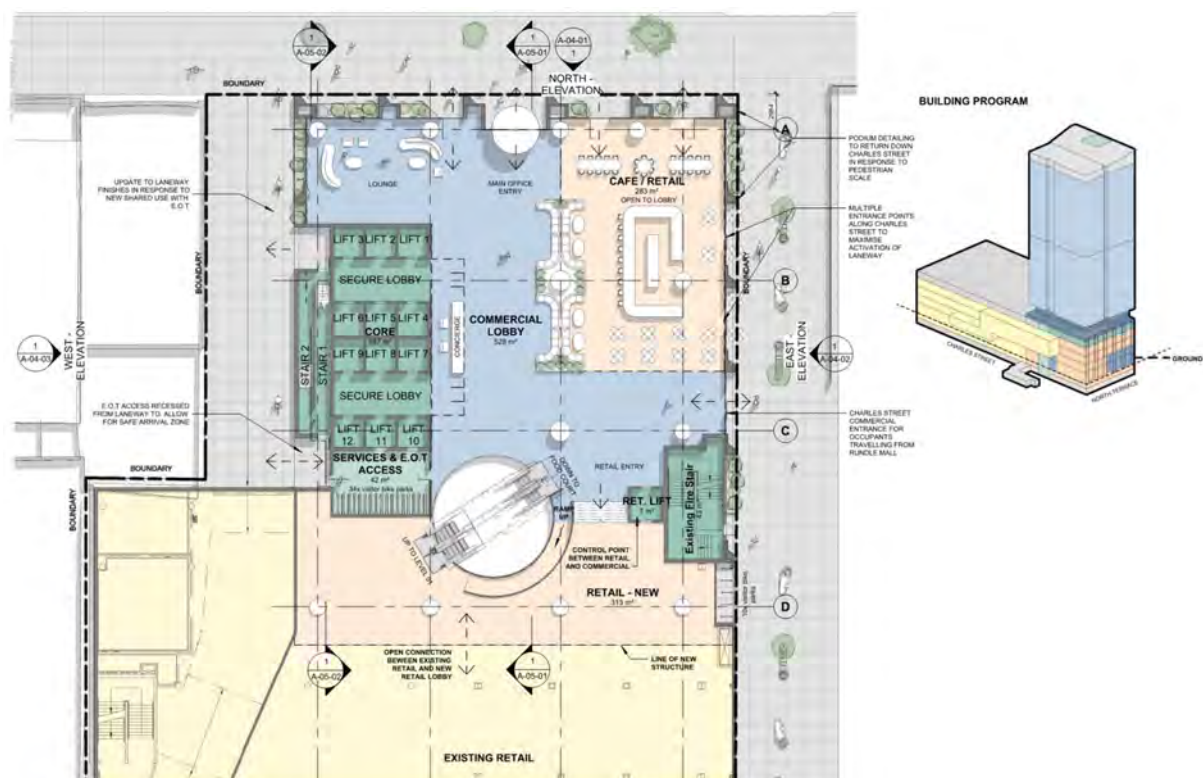
3 DEVELOPMENT PROPOSAL

The proposed development includes the construction of a multi-storey commercial tower building, comprising of

- 33,900 sq.m of Commercial/Office
- 1,147sq.m of Food and Beverage
- 2,736 sq.m of Retail
- 866 sq.m of Food Court

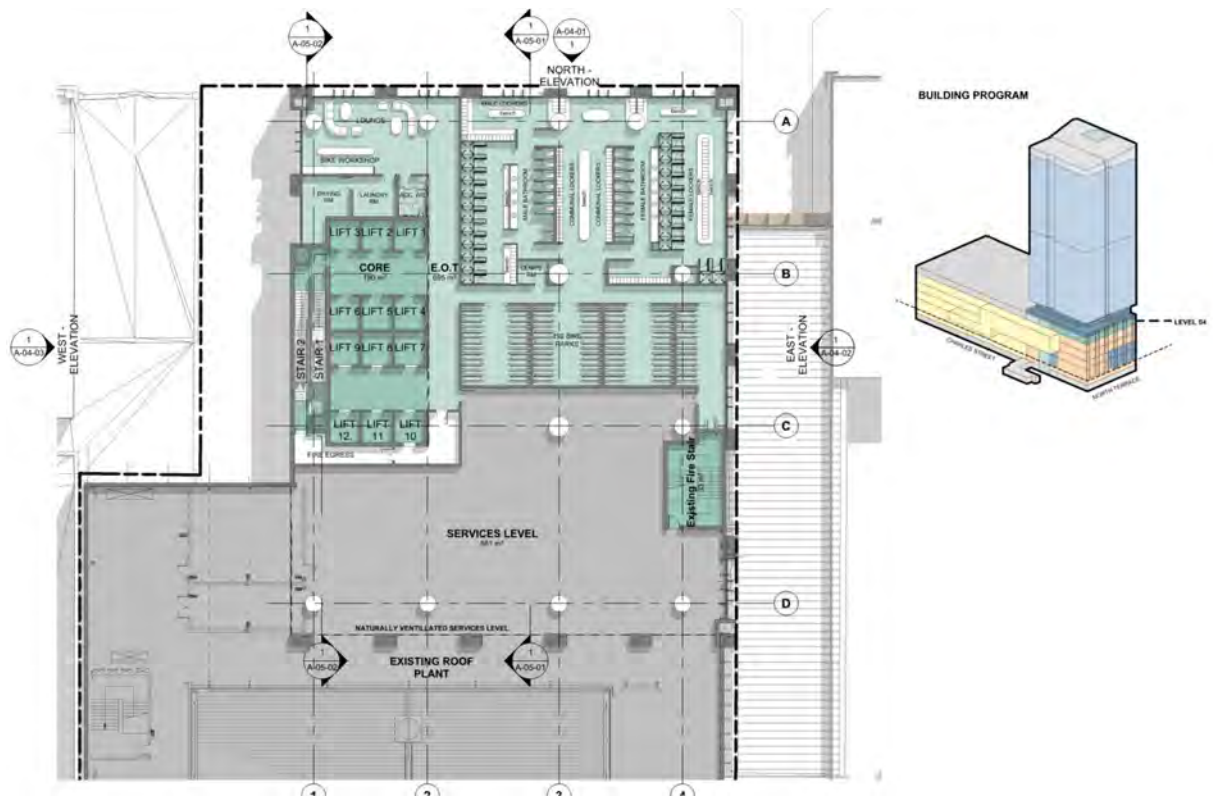
The proposed development does not include any car parking on the site. Bicycle parking provision of 236 spaces is proposed across the site, with 192 spaces within the Level 4 EOT facilities, 34 in the EOT access foyer on the ground floor and 10 spaces accessed via Charles Street. The proposed basement and ground level layout is shown in Figure 3.1 and Figure 3.2.

Figure 3.1: Proposed Development – Ground Floor



Source: PACT Architects

Figure 3.2: Proposed Development – Basement



Source: PACT Architects

4 TRAFFIC ASSESSMENT

Given the proposal does not include any additional car parking provided on the site, the proposed development will not inherently generate traffic aside from additional trips associated with the increase in waste collection and delivery/loading arrangements to and from the proposed development. This will be minor in terms of daily traffic generation of the existing site, and likely to be similar in quantum to the existing use on the site (which has deliveries and waste collection)

Staff working at the proposed development will travel to and from work with a choice of private car/ride share/taxi (and parking in a nearby parking station/drop off location), 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 indicates parking requirements in *Part 4 – General Development Policies, Transport Access and Parking, Table 3 : Off-Street Bicycle Parking Requirements* for developments within the City of Adelaide. The applicable rates are as follows:

Shop 1 space for every 300m² of gross leasable floor area plus 1 space for every 600m² of gross leasable floor area for customers.

Office 1 space for every 200m² of gross leasable floor area plus 2 spaces plus 1 space per 1000m² of gross leasable floor area for visitors.

A review of parking for the proposed development against the Planning and Design Code as referenced above is shown in Table 5.1.

Table 5.1: Bicycle Parking Requirements

Use	Size	P&D Code Requirement	Bicycle Parking Requirements	
			Staff	Visitors
Food Court (Shop)	866 sq.m	1 space for every 300m ² of gross leasable floor area plus 1 space for every 600m ² of gross leasable floor area for customers.	3	2
Retail (Shop)	2,736 sq.m		10	5
Food and Beverage (Shop)	1,147 sq.m		4	2
Commercial (Office)	33,900 sq.m	1 space for every 200m ² of gross leasable floor area plus 2 spaces plus 1 space per 1000m ² of gross leasable floor area for visitors.	172	34
TOTAL			189	43

Based on the above, the development generates a bicycle parking requirement of 232 spaces, comprising of 189 staff spaces and 43 visitor parking spaces.

The proposed development will provide parking for 236 bicycle spaces, incorporating 192 spaces within the EOT facilities, and 44 visitor spaces on the ground level. As result, the proposed bicycle parking provision meets the Planning and Design Code requirement.

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 Loading and Waste Collection

Loading and waste collection is proposed to be undertaken within the existing loading area within the basement area via North Terrace. Access will be retained as per the existing situation with vehicle turning movements to/from the site being restricted to left in and left out. While the proposal seeks to upgrade the existing roadway to the basement ramp, the geometry of the ramp and access is proposed to remain as per the existing situation.

Once operational, there will be a small increase in the number of deliveries and waste collection trips to the site due to the proposed commercial uses. The increase is considered to be minor in terms of daily traffic generation of the existing site, and likely to be similar in quantum to the existing use on the site.

Therefore, the existing loading arrangement is considered appropriate for the proposed development.

6.2 Pedestrian

The proposed building will have access points for pedestrians directly to North Terrace, Charles Street and the adjacent access lane to the End of Trip facilities.

6.3 Bicycles

The proposed building will have direct access for bicycle to and from the shared access lane to the basement. The door is provided with an alcove to provide a position for people with a bike to store and observe if a vehicle is on the ramp/laneway before exiting the building.

7 CONCLUSIONS

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

1. The proposed development includes the construction of a multi-storey commercial tower building, comprising of Office, Food and Beverage, Retail and Food Court uses.
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 and meet the Planning and Design Code requirement.
4. Loading and waste collection is proposed to continue to be undertaken from the existing basement loading area.

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



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