



**BUPA MORPHETTVILLE REDEVELOPMENT
29-31 AUSTRAL TERRACE, MORPHETTVILLE**

TRAFFIC AND PARKING REPORT



CIRQA™

DISCLAIMER

The information and data contained within this document are the property of CIRQA Pty Ltd and copyright. This document and the information contained therein is for the use of the authorised Client noted below. The document may not be used, copied, reproduced or modified in whole or in part for any purpose other than for which it was supplied by CIRQA Pty Ltd. CIRQA Pty Ltd accepts no responsibility or liability to any other party who may use or rely upon this document or the information contained therein.

DOCUMENT CONTROL

Report title: Bupa Morphettville Redevelopment
29-31 Austral Terrace, Morphettville
Traffic and Parking report

Project number: 25414

Client: Capital Project Control Pty Ltd

Client contact: Kathryn Wilson

Version	Date	Details/status	Prepared by	Approved by
V1	02 Mar 26	For submission	RNM	BNW
V1.1	09 Jul 26	Minor amendment	RNM	TAW
V1.2	10 Jul 26	Minor amendment	RNM	TAW
V1.3	13 Jul 26	Minor amendment	RNM	TAW
V1.4	21 Jul 26	Minor amendment	RNM	TAW
V1.5	22 Jul 26	Minor amendment	RNM	TAW

CIRQA Pty Ltd

ABN 17 606 952 309

PO Box 144, Glenside SA 5065

Level 1, 27 Halifax Street, Adelaide SA 5000

(08) 7078 1801

www.cirqa.com.au

1. INTRODUCTION

CIRQA has been engaged to provide design and assessment advice for the Bupa Morphettville Redevelopment at 29-31 Austral Terrace, Morphettville. 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 Walter Brooke (drawing no. DA02 REVD, dated 10 July 2026, refer Appendix A).

2. BACKGROUND

2.1 SUBJECT SITE

The subject site is located on the southern side of Austral Terrace. The site is bounded by Austral Terrace to the north, Appleby Road to the south, and established residential development in all other directions.

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

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

- Affordable Housing Overlay;
- Airport Building Heights (Regulated) Overlay;
- Building Near Airfields Overlay;
- Hazards (Flooding - Evidence Required) Overlay;
- Prescribed Wells Area Overlay;
- Regulated and Significant Tree Overlay;
- Significant Retirement Facility and Supported Accommodation Sites Overlay;
- Stormwater Management Overlay;
- Urban Tree Canopy Overlay; and
- Water Resources Overlay.

The subject site is currently occupied by the existing BUPA residential aged care facility. Vehicle access is provided via two access points on Austral Terrace, at which all turning movements are permitted and one access point at the termination of Appleby Road (providing through ingress and egress movements).

2.2 ADJACENT ROAD NETWORK

Austral Terrace is identified by LocationSA as a collector road under the care and control of the City of Marion. Austral Terrace comprises a 7.8 m wide carriageway (approximate) allowing for two-way traffic flow. No Stopping restrictions apply on the southern side of the road, with parking permitted on the northern side of the road in localised locations. The default urban speed limit of 50 km/h applies on Austral Terrace.

Appleby Road is identified by LocationSA as a local road under the care and control of the City of Marion. Austral Terrace comprises a 7.6 m wide carriageway (approximate) allowing for two-way traffic flow. Parking is generally permitted on both sides of the road, albeit No Stopping restrictions apply where the road terminates. The default urban speed limit of 50 km/h applies on Austral Terrace.

2.3 WALKING AND CYCLING

Sealed footpaths are provided on both sides of Austral Terrace and on the north-eastern side of Appleby, servicing both pedestrians and cyclists. Cyclists are also able to ride on-street sharing the road with motorists.

The Sturt River Shared Use Path is located to the south-west of the subject site, servicing both pedestrians and cyclists.

2.4 PUBLIC TRANSPORT

Public bus services operate regularly in the vicinity of the subject site. Bus stops are located within 250 m of the subject site on both sides of Bray Street. These stops are serviced by the following bus routes:

- 190 - Glenelg Interchange to City;
- 245 - Hove to City;
- 988 - Glenelg to Highgate;
- J7 / J8 - West Lakes Centre Interchange to Marion Centre Interchange; and
- J7M - West Lakes Centre Interchange / Marion Centre Interchange to Camden Park.

Additional bus services are also available on Morphett Road (to the west) and Hendrie Street (to the east). The Morphettville Racecourse Tram Stop is also located within relatively close proximity of the site (approximately 1.25 km to the north-west). The Morphettville Tram Stop is serviced by trams operating on the Glenelg and Festival Lines.

3. PROPOSED DEVELOPMENT

3.1 LAND USE AND YIELD

The proposed development comprises the demolition of the existing infrastructure on the subject site (with the exception of the car park located along the northern boundary) and the construction of a multi-storey aged care facility. The proposed development will comprise the following key components:

- 139 supported accommodation beds;
- 9 independent living units comprising one or two bedrooms;
- 8 independent living units comprising three or more bedrooms; and
- associated access and parking arrangements.

Construction of the proposal will be delivered across three stages, with the following cumulative yields provided during each construction stage:

- **Stage One**
 - 79 supported accommodation beds.
- **Stage Two**
 - 85 supported accommodation beds;
 - 5 independent living units comprising one or two bedrooms; and

- 5 independent living units comprising three or more bedrooms.
- **Stage Three (project completion)**
 - 139 supported accommodation beds
 - 9 independent living units comprising one or two bedrooms; and
 - 8 independent living units comprising three or more bedrooms.

3.2 ACCESS AND PARKING DESIGN

Vehicle access to the site will be provided via existing access points on Austral Terrace and Appleby Road. The westernmost access point on Austral Terrace will be widened to 7.5 m at the site boundary to provide simultaneous two-way movements of service vehicles and passenger vehicles (as illustrated in Appendix B). All vehicles will be able to enter and exit the site in a forward direction.

The proposed development will be serviced by a total of 75 parking spaces. A public car park will be provided comprising 47 spaces (of which two spaces will be reserved exclusively for use by people with disabilities).

A secured car park will be provided for residents of the independent living units, comprising 28 spaces, of which twelve will be in a tandem configuration (i.e. six sets of one space stacked in front of another). Tandem spaces will be assigned as a pair to each of the three-bedroom independent living units (i.e. only residents of the same dwelling will utilise the tandem spaces). The secure parking area will be secured via sliding gates. Residents will be provided with remote control access (via remote button, RFID windshield chip, number plate recognition or similar).

The existing car park on the north-eastern boundary of the subject site will be retained, providing a further 14 parking spaces.

The new parking areas 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) in that:

- regular parking spaces will be 2.5 m wide and 5.4 m long (or 4.8 m long with 0.6 m overhang);
- the disabled parking space will be 2.4 m wide and 5.4 m long (with an adjacent shared space of the same dimension);
- the parking aisle will be at least 6.2 m wide;
- a 1.0 m end-of-aisle extension will be provided beyond the last parking space in an aisle;

- 0.3 m clearance will be provided to all objects greater than 0.15 m in height;
- parking aisles greater than 100 m in length will be treated with road humps; and
- pedestrian sightlines will be provided where an egress driveway intersects with the site's property boundary.

3.3 SERVICING AND DELIVERIES

It is proposed to provide a loading area to accommodate service and delivery movements, including refuse collection. The site will be able to accommodate movements by vehicles up to 11 m in length with all manoeuvres accommodated on site (forward-in/forward-out). It is anticipated that site servicing would be scheduled to occur outside of site peak periods.

Appendix B illustrates the turn path of a 10.2 m long refuse collection vehicle entering, manoeuvring within and exiting the site in a forward direction during the various construction phases.

4. PARKING ASSESSMENT

4.1 CAR PARKING

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

- **supported accommodation** – 0.3 spaces per room
- **retirement facility** –
 - **dwelling with 1 or 2 bedrooms** (including rooms capable of being used as a bedroom) – 1 space per dwelling.
 - **dwelling with 3 or more bedrooms** (including rooms capable of being used as a bedroom) – 2 spaces per dwelling.
 - **visitor parking** – 0.2 spaces per dwelling.

Based upon the development yields outlined in Section 3.1 and the above parking rates, the proposed development would have a DTS/DPF criteria of 71 parking spaces. Given that 75 spaces will be provided, the parking requirements of the Planning and Design Code are satisfied.

Table 1 below outlines the DTS/DPF parking criteria and parking provision throughout each stage of the project.

Table 1 – Parking Assessment Summary

Stage	Description	Yield	DTS/DPF Parking Criteria	Spaces Provided	Shortfall/ Surplus
Stage 1	Resident rooms	79	24		
	TOTAL	79	24	31	+7
Stage 2	Resident rooms	85	25.5		
	1-2 bed ILU	5	6		
	3+ bed ILU	5	11		
	TOTAL	97	43	75	+32
Masterplan	Resident rooms	139	41.7		
	1-2 bed ILU	9	10.8		
	3+ bed ILU	8	17.6		
	TOTAL	159	71	75	+4

5. TRAFFIC ASSESSMENT

5.1 TRAFFIC GENERATION

The TfN's "Guide to Transport Impact Assessment" (the Guide) and its source documents, are commonly used by traffic engineers in order to determine the forecast traffic generation of a variety of land uses. The "Housing for Seniors" (HfS) source document (prepared by Hyder Consulting) conducted trip generation and parking surveys across a number of aged care facilities to determine typical traffic and parking generation rates. HfS identifies the following peak hour trip generation rates:

- **Housing for Seniors** – 0.3 site peak hour trips per dwelling (or bed), 0.17 pm peak hour trips per dwelling (or bed), 1.8 daily trips per dwelling (or bed).

HfS identifies that traffic generation for aged care facilities generally does not coincide with the road network peaks, particularly in the am peak hour. The traffic generation surveys identify that movements typically peak between the hours of 10:00 am and midday in the mornings (identified as the site peak above). There is a closer correlation between evening site peaks and network peak and as such, a pm peak hour traffic generation rate is provided.

On the basis of the above rates, the proposal is forecast to generate in the order of 281 trips per day, with 47 trips occurring during the site peak hour and 27 trips during the (network) pm peak hour.

It is noted that traffic generation would be reduced throughout the construction stages of the proposal, due to the reduced number of residents on site during Stage One and Stage Two.

5.2 TRAFFIC DISTRIBUTION AND IMPACT

Traffic surveys undertaken at the site access points identified that approximately 70% of vehicles currently access the site via Austral Terrace and 30% via Appleby Road. Figure 2 illustrates the current distribution of vehicle movements at the site access points during the pm peak hour.

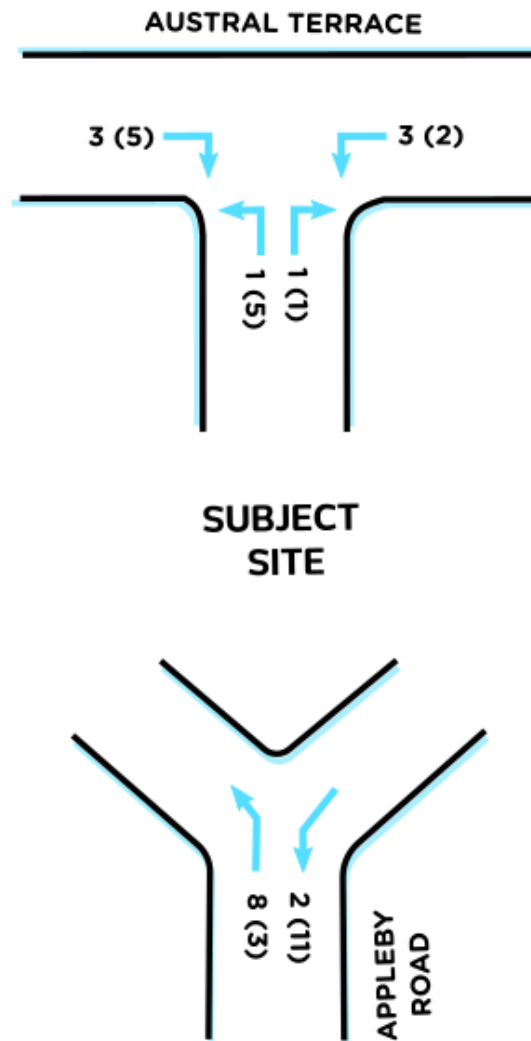


Figure 2 – Existing movements at the access points during the site peak hour and the (pm) peak hour

Based on the distribution of existing movements to the broader road network, the forecast additional site peak and (pm) network peak hour trips (when compared to the existing movements) has been forecast and is illustrated in Figure 3 below.

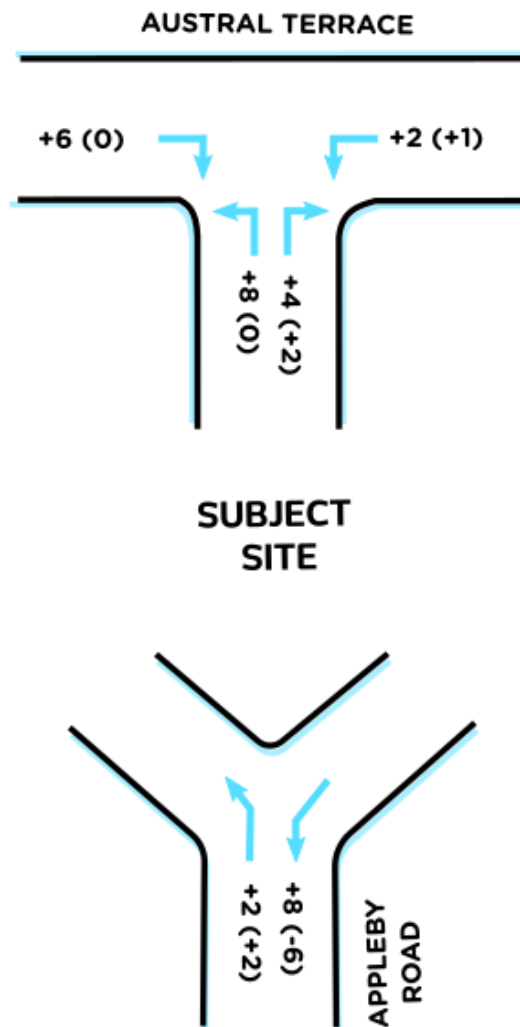


Figure 3 – Forecast additional movements (when compared to existing movements) at the access points during the site peak hour and the (pm) network peak hour.

Given the existing site has capacity for 126 beds, the forecast traffic generation associated with the existing use of the site (if it were operating at full capacity) is in the order of 227 trips per day, with 38 trips occurring during the site peak hour and 21 trips during the (network) pm peak hour. A forecast of the additional site peak and (pm) network peak hour trips (when compared to the movements associated with the existing approval capacity) has been undertaken and is illustrated in Figure 4 below.

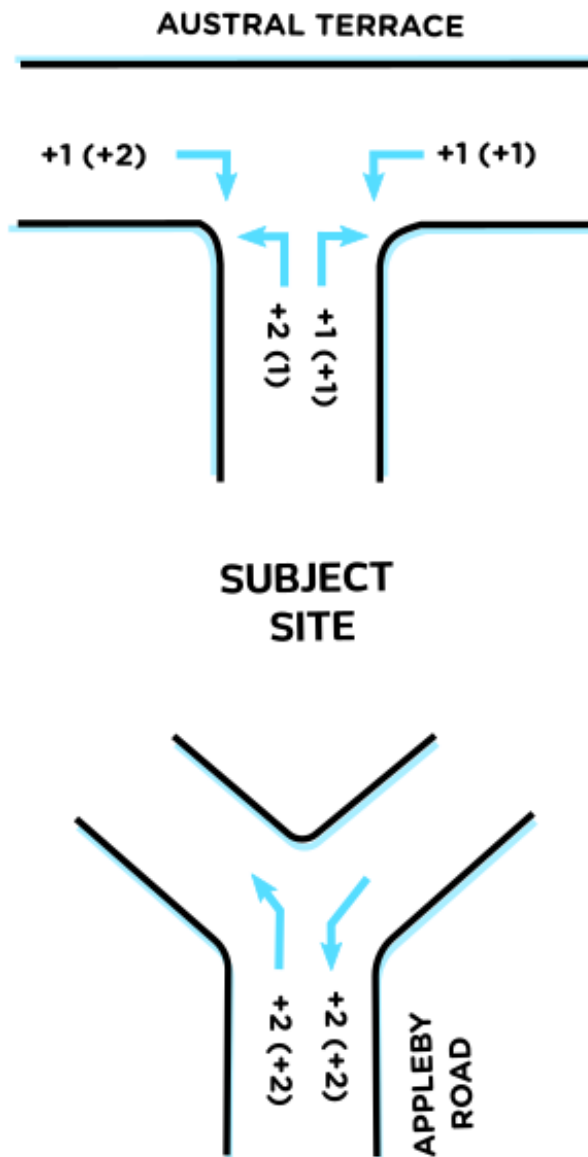


Figure 4 – Forecast additional movements (when compared to the existing site operating at full capacity) at the access points during the site peak hour and the (pm) network peak hour.

The forecast additional movements are well within the capacity of the proposed two-way access points. Based on the above, it is considered that vehicle movements generated by the proposal will be readily accommodated on the adjacent road network with minimal impact upon its operation.

6. SUMMARY

The proposal comprises the construction of a multi-storey aged care facility with associated access and parking provisions. Vehicle access to the site will be provided via two-way access points on Austral Terrace and Appleby Road. The

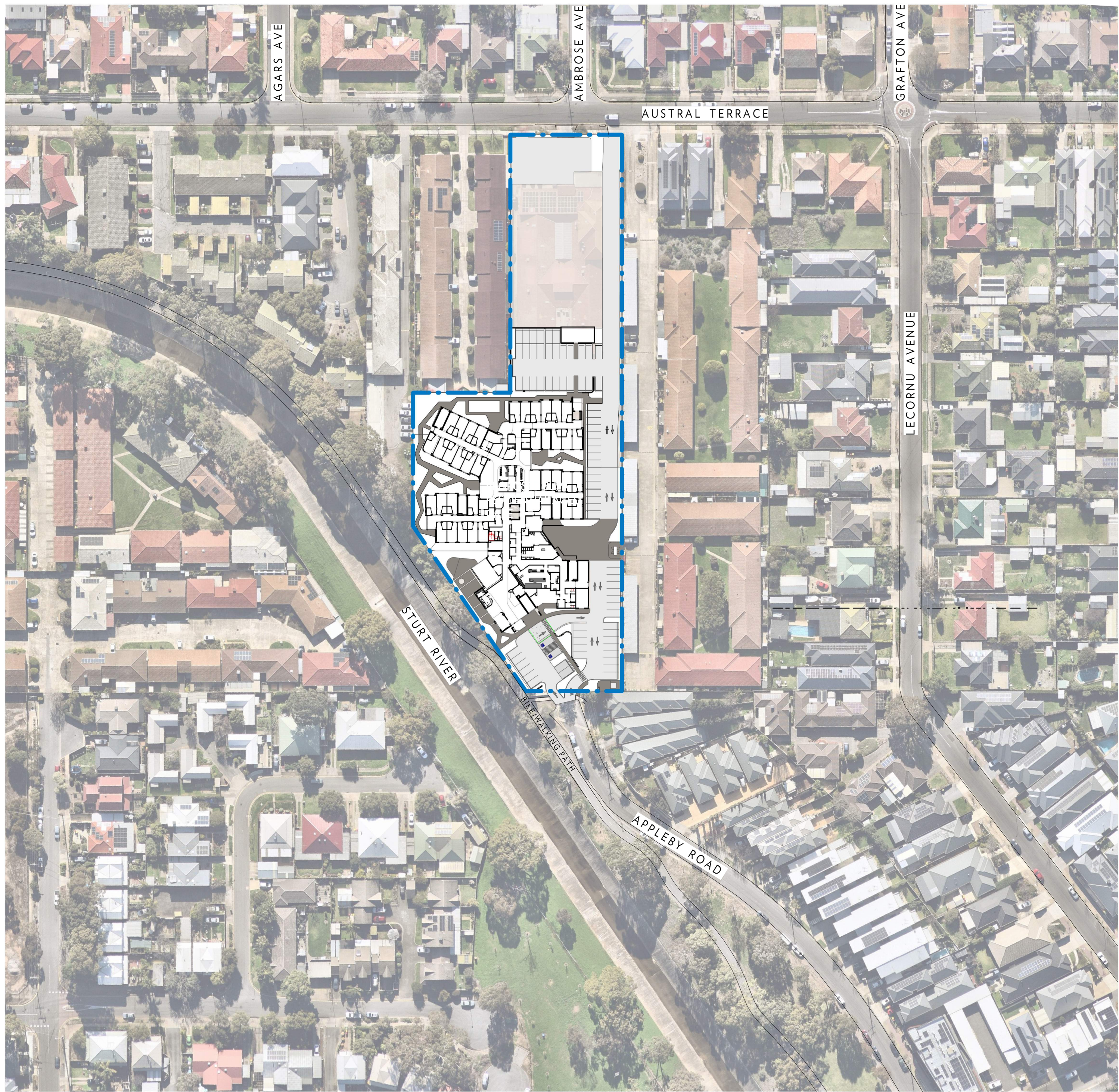
site has been designed such that all vehicles can enter and exit in a forward direction.

A total of 75 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 Standards.

The proposal is forecast to generate in the order of 281 trips per day, with 47 trips occurring during the site peak hour and 27 trips during the (network) pm peak hour. Such volumes will be readily accommodated at the proposed site access points and on the adjacent road network.

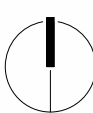
APPENDIX A

PLANS PREPARED BY WALTER BROOKE



LOCATION PLAN
1:1000

REASON FOR ISSUE	REV	DATE
Amended DA Issue	D	10.07.2026

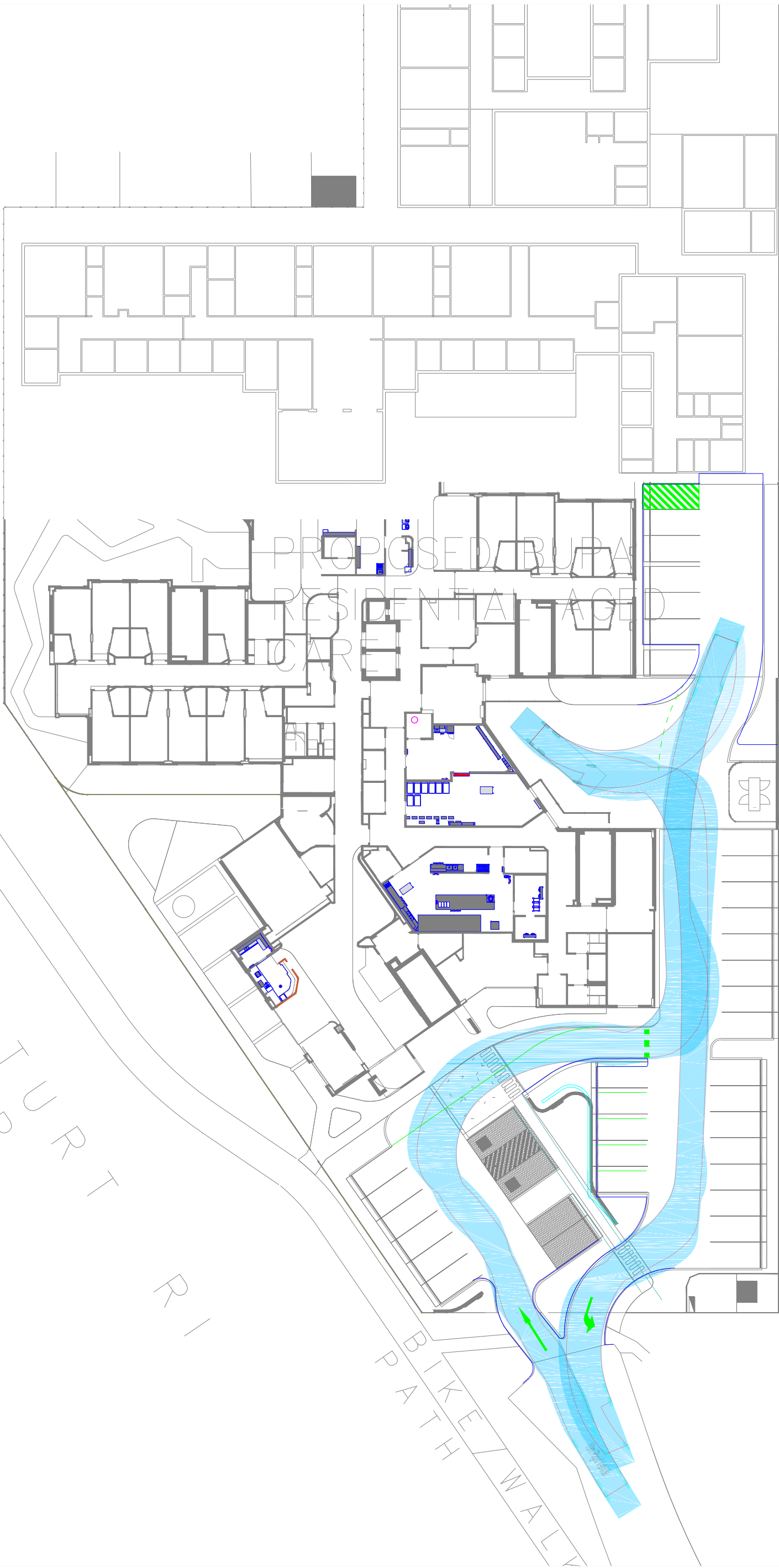


SITE PLAN
1:500

APPENDIX B

TURN PATH PLANS PREPARED BY CIRQA

STURRI
BAKE
WALK



ABN: 17 606 952 309 | PO Box 144, Glenside SA 5065 | E: info@cirqa.com.au

DRAWING AMENDMENTS

VER	DATE	DESCRIPTION	DWN	CHK
A	02/07/2026	TURN PATH ASSESSMENT	RNM	BNW
B	9/07/2026	MINOR AMENDMENT	RNM	BNW
C	10/07/2026	MINOR AMENDMENT	RNM	BNW
D	13/07/2026	MINOR AMENDMENT	RNM	BNW

C25414_03D.DWG

13/7/2026 6:30 PM



N
1:400
@ A3

BUPA AGED CARE FACILITY

29-31 AUSTRAL TERRACE, MORPHETVILLE

REFUSE VEHICLE ACCESS - STAGE ONE

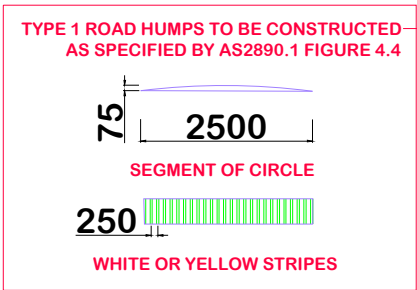
PROJECT # 25414

SHEET # 01_SH01

A G A R S
A V E

A M B R O S E
A V E

A U S T R A L
T E R R A C E



41110

2500

50000

2500

41950

PROPOSED BUPA
RESIDENTIAL-AGED
CARE

V E S T R I
R I

P A I K E
W A L K I N G



CIRQA™

ABN: 17 606 952 309 | PO Box 144, Glenside SA 5065 | E: info@cirqa.com.au

DRAWING AMENDMENTS

VER	DATE	DESCRIPTION	DWN	CHK
A	02/07/2026	TURN PATH ASSESSMENT	RNM	BNW
B	9/07/2026	MINOR AMENDMENT	RNM	BNW
C	10/07/2026	MINOR AMENDMENT	RNM	BNW
D	13/07/2026	MINOR AMENDMENT	RNM	BNW

C25414_03D.DWG

13/7/2026 6:33 PM



N
1:750
@ A3

BUPA AGED CARE FACILITY
29-31 AUSTRAL TERRACE, MORPHETVILLE
REFUSE VEHICLE ACCESS - STAGE TWO

PROJECT # 25414

SHEET # 01_SH02

TYPE 1 ROAD HUMPS TO BE CONSTRUCTED
AS SPECIFIED BY AS2890.1 FIGURE 4.4

75 2500

SEGMENT OF CIRCLE

250

WHITE OR YELLOW STRIPES

2500

41110

50000

41950

PROPOSED BUPA
RESIDENTIAL AGED
CARE



ABN: 17 606 952 309 | PO Box 144, Glenside SA 5065 | E: info@cirqa.com.au

DRAWING AMENDMENTS

VER	DATE	DESCRIPTION	DWN	CHK
A	02/07/2026	TURN PATH ASSESSMENT	RNM	BNW
B	9/07/2026	MINOR AMENDMENT	RNM	BNW
C	10/07/2026	MINOR AMENDMENT	RNM	BNW
D	13/07/2026	MINOR AMENDMENT	RNM	BNW

C25414_03D.DWG

13/7/2026 6:34 PM



N
1:500
@ A3

BUPA AGED CARE FACILITY

29-31 AUSTRAL TERRACE, MORPHETVILLE
REFUSE VEHICLE ACCESS - MASTERPLAN

PROJECT # 25414

SHEET # 01_SH03

A G A R S
A V E

A M B R O S
A V E

A U S T R A L
T E R R A C E

TYPE 1 ROAD HUMPS TO BE CONSTRUCTED
AS SPECIFIED BY AS2890.1 FIGURE 4.4

75

2500

SEGMENT OF CIRCLE

250

WHITE OR YELLOW STRIPES

The diagram is a detailed site plan for the Bupa Aged Care Facility. It shows the layout of buildings, parking areas, and surrounding roads. Key roads include AGARS AVE, AMBROS AVE, AUSTRAL TERRACE, and STURTS R / BIKE PATH / WALKING. The plan highlights proposed road humps on AUSTRAL TERRACE, with dimensions of 2500 and 2500. A legend box in the top left corner provides details on the hump construction: a 75mm high segment of circle with 2500mm width, and 250mm wide white or yellow stripes. The plan also shows various other features like driveways, footpaths, and landscaping. Dimensions of 41110, 50000, and 41950 are marked along the right side of the plan.

PROPOSED BUPA
RESIDENTIAL AGED
CARE

CIRQA™

ABN: 17 606 952 309 | PO Box 144, Glenside SA 5065 | E: info@cirqa.com.au

DRAWING AMENDMENTS

VER	DATE	DESCRIPTION	DWN	CHK
A	02/07/2026	TURN PATH ASSESSMENT	RNM	BNW
B	9/07/2026	MINOR AMENDMENT	RNM	BNW
C	10/07/2026	MINOR AMENDMENT	RNM	BNW
D	13/07/2026	MINOR AMENDMENT	RNM	BNW

C25414_03D.DWG

13/7/2026 6:34 PM

N
1:500
@ A3

BUPA AGED CARE FACILITY
29-31 AUSTRAL TERRACE, MORPHETVILLE
PASSENGER VEHICLE ACCESS

PROJECT # 25414

SHEET # 01_SH04

This drawing is a concept plan only and subject to the provision of detailed survey information (by others) and the preparation of detailed design. The drawing is not suitable for construction purposes. The information and data identified within this drawing are the property of CIRQA Pty Ltd and copyright. This drawing and the information contained therein is for the use of the authorised Client noted below. The drawing may not be used, copied, reproduced or modified in whole or in part for any purpose other than for which it was supplied by CIRQA Pty Ltd. CIRQA Pty Ltd accepts no responsibility or liability to any other party who may use or rely upon this drawing or the information contained therein.