

Ref: 25100|BNW

25 June 2026

Tim Podobny
Chasecrown
5/26 The Parade West
KENT TOWN SA 5067

Dear Tim,

**PROPOSED RESIDENTIAL DEVELOPMENT
24-25 SOUTH ESPLANADE, GLENELG (APP ID: 25039981)**

I refer to the proposed residential apartment development at 24-25 South Esplanade, Glenelg. As requested, I have reviewed the Request for Information (RFI) received from the City of Holdfast Bay (Council) and provide the following comments in respect to the traffic and waste related queries.

The key queries provided by the Council are quoted in italics below, followed by my response.

TRAFFIC AND PARKING

"The applicant continues to assert that the 3.79 m storage length is adequate based on assumed vehicle wheelbases; however:

- This is inconsistent with the intent of the Australian Standards with respect to safe queue storage.*
- Reliance on the 1:16 transition to achieve an assumed effective storage length introduces operational uncertainty, including driver behaviour variability and reduced vehicle control on gradients."*

The top of the basement parking ramp (at the site's access) comprises a section 3,794 mm long at grade followed by a subsequent section at 1 in 16. In respect to AS/NZS 2890.1:2004, the 1 in 16 section is within the first 6 m of the ramp at which a maximum 1 in 20 grade is required. However, taking the cross section of the proposed ramp, the ramp is effectively at a lesser gradient than a ramp at 1 in 20 for the first 6 metres. Figure 1 illustrates the cross sections of the proposed ramp and a ramp at 1 in 20.

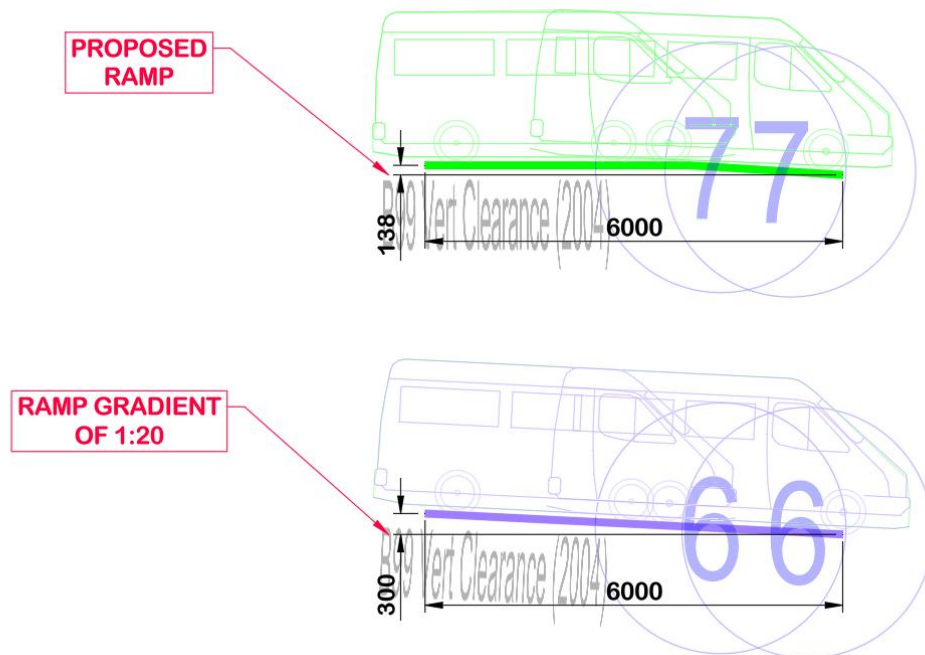


Figure 1 - Proposed ramp and 1:20 gradient ramp cross sections

A vehicle stored at the site's access will be positioned at a lesser gradient when compared to a ramp that is strictly conformant with AS/NZS 2890.1:2004. As such, the ramp is considered safe and appropriate, and will not result in increased operational uncertainty or reduced vehicle control (as suggested by Council).

"The current arrangement presents ongoing risks, including:

- *Vehicle overhang onto the Pier Street footpath; and*
- *Potential conflict with pedestrians and cyclists, noting Pier Street accommodates multiple modes of transport."*

Vehicles are not anticipated to overhang onto the Pier Street footpath. Adequate pedestrian sight lines are provided at the site's access in accordance with AS/NZS 2890.1:2004. There are no aspects of the site that are expected to result in notable conflict with pedestrians and cyclists on Pier Street.

"Tandem Parking

- *Although described as manageable, this arrangement relies on resident coordination and is generally not well suited to multi-storey developments.*
- *There is a high likelihood that this will result in increased demand for on-street parking."*

It is unclear why Council has suggested tandem parking arrangements are *"not well suited"* to multi-storey developments (the number of levels within a development has little

bearing on parking accessibility considerations other than ramping arrangements, nor has Council provided any qualifications of the suggested concerns). The tandem spaces (a space with another space directly behind) on-site will be allocated to specific residential apartments (i.e. each pair of tandem spaces will be independent of each other). As such, the management of the spaces will be between residents of the same apartment and communication between residents of different apartments should not be required. Such arrangements are common-place within residential developments (as well as other forms of land use) and can be adequately accommodated without notable impact nor issue. The suggestion that tandem arrangements will result in “*high likelihood*” of increased demand for on-street parking is unfounded. To the contrary, residents typically prefer secure and covered parking as will be provided within the site.

The site currently has a required for 26 spaces, of which 54 parking spaces are provided on-site. Considering the surplus of parking on-site, it is anticipated that parking demands will be wholly accommodated on-site and not impact on-street parking.

“Garage Dimensions

- *Reduced widths for enclosed parking spaces may:*
- *Limit usability for larger modern vehicles (e.g. SUVs); and*
- *Increase the likelihood of manoeuvring difficulties and vehicle damage.”*

Some enclosed parking 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/NZS 2890.1:2004. The door openings of the enclosed spaces will be at least 5.2 m in width which satisfies (and exceeds) the requirements of AS/NSZ 2890.1:2004. Manoeuvring is not anticipated to be significantly restricted, and larger vehicles will have the ability to undertake multi-point movements to access enclosed garages which is in accordance with AS/NZS 2890.1:2004. In addition, users of the parking area will be residents (and associated visitors) of the apartment building who will be familiar with the conditions and arrangements of the site.

“Headroom

- *A clear height of 2.2 m is indicated throughout the basement; however:*
 - *No confirmation has been provided that accessible parking spaces achieve the 2.5 m minimum clearance required under AS2890.6.*

No accessible parking spaces will be provided on-site. As such, a clear height of 2.2 m is adequate and conformant with AS/NZS 2890.1:2004.

WASTE ARRANGEMENTS

“...could you please confirm the exact location and extent of the proposed loading bay on Pier Street? The current description in the report is somewhat unclear. Based on the drawings provided, it appears that the vehicular access to the car park would displace the

existing marked on-street parking space, and that the loading area may extend further west into the section currently subject to No Stopping restrictions to maintain the turning head.

To assist with our assessment, please provide swept path diagrams demonstrating that the turning head of Pier Street remains functional for service vehicles with the proposed loading zone in place and occupied.

It is also important to note that this development proposal differs materially from the earlier scheme previously considered by Council, and therefore prior comments should not be assumed to apply to the current design."

I do not concur with the above assessment that prior comments should not be assumed to apply to the current design. The current proposed development represents a reduction in the overall dwellings and a notable improvement to the functionality of the waste arrangement compared to the previous arrangement accepted by Council (i.e. refuse collection vehicle will need to be stored for a shorter duration in the loading bay).

The previous refuse access arrangements as approved by Council have been adopted for the site. The following excerpt from the 2023 State Commission Assessment Panel (SCAP) Agenda report (for the previous application) is provided in support of this arrangement.

Waste is proposed to be collected by a private contractor, approximately three times per week. On collection days the contractor will empty the bins from the dedicated loading bay and return once unloading is complete. The loading bay is sited adjacent the basement entry/exit and will enable the contractor to park within this zone after making a 5-point turn.

Council reviewed the proposed waste strategy and raised no objection to the proposed collection bay or storage location.

Figure 2 - Excerpt from Development Application 22043211 State Planning Commission Report (Lodgement Date: 27 Jan 2023)

The refuse vehicle turn path is illustrated in Figure 3 below (10 m refuse turn path previous provided in the Traffic and Parking Report by CIRQA).

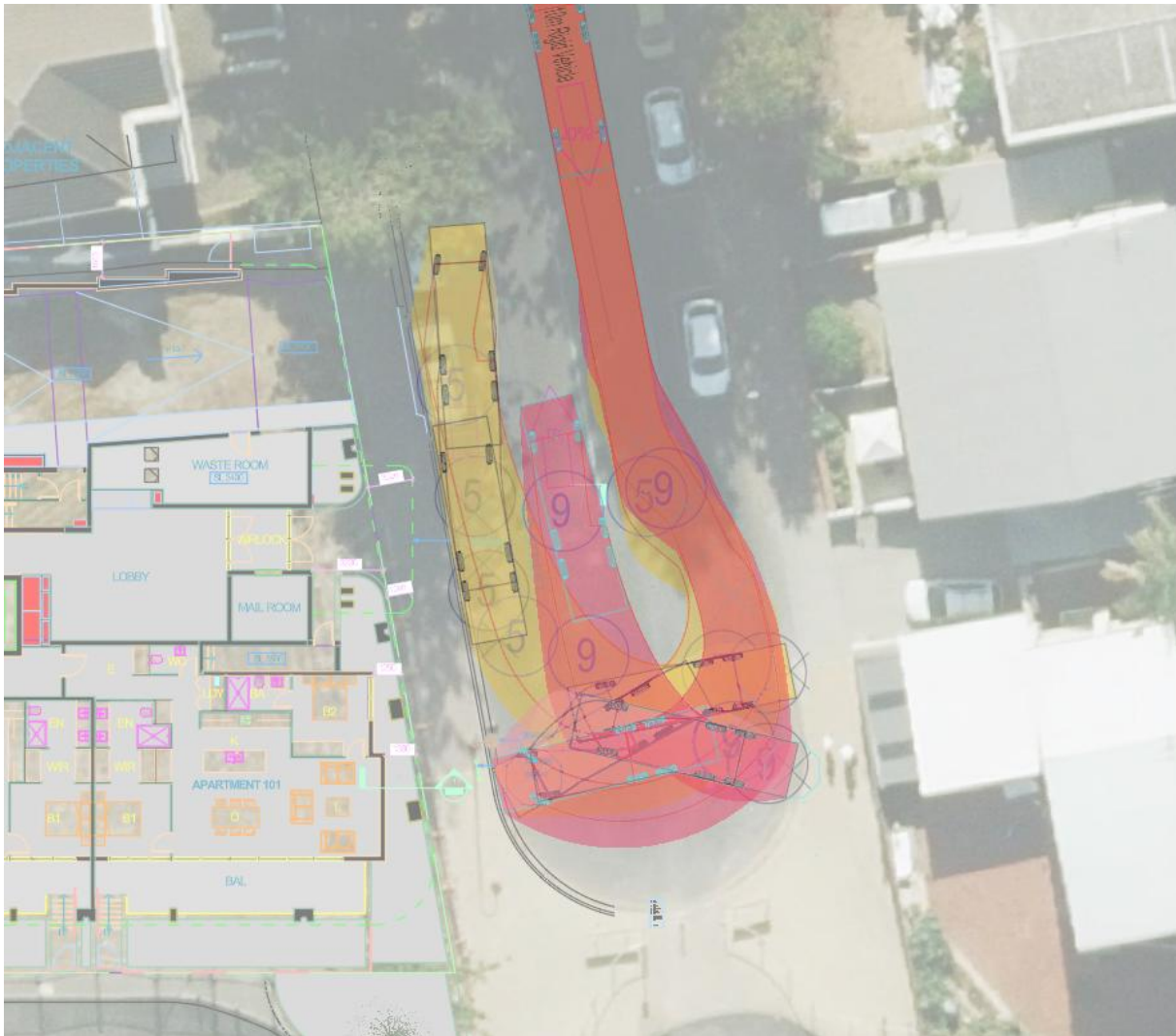


Figure 3 - 10 m refuse vehicle turn paths adjacent the site

Figure 3 demonstrates the 10 m refuse vehicle (orange path) is able to access the proposed loading bay adjacent the site's frontage in a 5-point movement (as per the previous approved arrangement). Access to the loading bay has been shown for a larger 10 m vehicle, noting that the previous arrangement adopted an 8.8 m Medium Rigid Vehicle (MRV). Furthermore, Figure 3 demonstrates that the turning head of Pier Street remains functional for service vehicles (up to 10 m) while the loading zone is occupied.

SUMMARY

As detailed above, I remain of the opinion that the access and parking arrangements and waste arrangement associated with the proposal are appropriate.

I trust the above sufficiently responds to Council's queries regarding waste and traffic matters. However, please feel free to contact me on (08) 7078 1801 should you require any additional information.

Yours sincerely,



BEN WILSON

Managing Director | CIRQA Pty Ltd

Reid, Joanne (DHUD)

From: Jason Cattonar <jason@futureurban.com.au>
Sent: Monday, 10 August 2026 11:54 AM
To: Reid, Joanne (DHUD)
Subject: Re: 24-25 South Esplanade, Glenelg (ID 26016966)

Hi Jo

Thanks for forwarding Council's further comments.

Regarding stormwater, our position remains that the matters identified by Council can reasonably be addressed by way of condition or reserved matter. This could include a requirement for further consultation with the City of Holdfast Bay, noting that Council is the relevant authority for local stormwater infrastructure and the applicant cannot connect to that infrastructure without separately obtaining the necessary approvals / authorisations under the *Local Government Act 1999*.

In relation to traffic, parking and waste collection, Council's response does not appear to identify any further substantive technical information required at this stage. Rather, Council appears to be seeking to maintain its previous comments on the assessment record. Our position remains that the updated Cirqa material adequately addresses the relevant traffic, parking and waste collection matters.

Regarding waste collection specifically, there is no existing loading zone or timed parking control in the relevant location. The proposal would require a timed loading zone / parking control to operate between 9am and 12pm, Monday to Friday, to facilitate waste collection. Outside those times, the space would remain available for normal on-street parking. Importantly, only one on-street parking space is affected and we note that the proposal includes a surplus of resident and visitor parking.

On that basis, we consider the remaining waste collection and stormwater matters are capable of being appropriately managed through conditions / reserved matters and any separate Council approvals required prior to implementation.

Please let me know whether you are comfortable progressing on that basis, and if you can confirm your position regarding the planning merits of the proposal and the SCAP meeting date at which the application is likely to be considered.

Kind regards

JASON CATTONAR
Associate Director



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From: Reid, Joanne (DHUD) <joanne.reid@sa.gov.au>
Sent: Monday, 10 August 2026 11:05
To: Jason Cattonar <jason@futureurban.com.au>
Subject: RE: 24-25 South Esplanade, Glenelg (ID 26016966)