



**PROPOSED APARTMENT BUILDING  
3 PATAWALONGA FRONTAGE, GLENELG NORTH**  
TRAFFIC AND PARKING REPORT

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## DOCUMENT CONTROL

Report title: Proposed Apartment Building  
3 Patawalonga Frontage, Glenelg North  
Traffic and Parking report

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Project number: 25200

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Client: Enzo Caroscio Architecture

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Client contact: Henry Kent

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## **1. INTRODUCTION**

CIRQA has been engaged to provide design and assessment advice for a proposed apartment building at 3 Patawalonga Frontage, Glenelg North. 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 Enzo Caroscio Architecture (drawing no. A2.00, dated 12 December 25, refer Appendix A).

## **2. BACKGROUND**

### **2.1 SUBJECT SITE**

The subject site is located on the western side of Patawalonga Frontage. The site is bound by Patawalonga Frontage to the east and residential dwellings at all other surrounding sides.

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

- Aircraft Noise Exposure (ANEF 20);
- Airport Building Heights (Regulated) (All structures over 44 metres);
- Affordable Housing;
- Building Near Airfields;
- Coastal Flooding;
- Design;
- Prescribed Wells Area;
- Regulated and Significant Tree;
- Stormwater Management; and
- Urban Tree Canopy.

The subject site is currently occupied by a residential dwelling. Vehicle access is provided via a 4.0 m wide (approximate) crossover, at which all turning movements are permitted.

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**

Patawalonga Frontage is a collector road under the care and control of the City of Holdfast Bay. Patawalonga Frontage comprises a 9.2 m wide (approximate) carriageway facilitating two-way traffic flow. Parking is generally unrestricted on the western side of the road. However, parking is restricted on the eastern side of the road via yellow line marking. At the southern end of Patawalonga Frontage, the road transitions into a one-way (southbound) roadway. The default urban speed limit of 50 km/h applies on xx.

## **2.3 WALKING AND CYCLING**

Sealed footpaths are provided on the western side of Patawalonga Frontage, servicing both pedestrians and cyclists. Cyclists are also able to ride on-street sharing the road with motorists.

## **2.4 PUBLIC TRANSPORT**

Public bus services operate regularly in the vicinity of the subject site. Bus stops are located within 220 m of the subject site on both sides of Patawalonga Frontage. These stops are serviced by the following bus routes:

- AO26 – Glenelg to Adelaide Oval;
- J1 – Elizabeth Interchange to Adelaide Airport and Glenelg; and
- J1G – Glenelg to Golden Grove Interchange

The Moseley Square Tram Station is also located within relatively close proximity of the site (approximately 800 m to the south). The Moseley Square Tram Station is serviced at a high frequency by trams operating on the Glenelg and Festival Tram Lines.

### **3. PROPOSED DEVELOPMENT**

#### **3.1 LAND USE AND YIELD**

The proposed development comprises the demolition of the existing infrastructure on the subject site and the construction of a multi-storey residential flat building. Specifically, the residential flat building will comprise the following:

- 14x two (2) bedroom dwellings; and
- associated ancillary areas.

#### **3.2 ACCESS AND PARKING DESIGN**

The site will be serviced by a 20-space parking area. 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:

- regular parking spaces will be 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 1:4, with transitions at least 2.0 m at 1:8 located at the top and bottom of the ramp;
- the first 6.0 m of the ramp will have a maximum gradient of 1:20;
- a clear height of at least 2.2 m will be provided throughout the site (including the basement and associated access ramp);
- a 1.0 m end-of-aisle extension will be provided beyond the last parking space in the aisle; and
- 0.3 m clearance will be provided to all objects greater than 0.15 m in height.

Vehicle access to the site will be provided via a 6.0 m wide two-way crossover on Patawalonga Frontage, while all redundant crossovers will be reinstated as

upright kerb. 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.

### **3.3 REFUSE COLLECTION**

Refuse collection will be undertaken by Council's contractor. It is proposed that the bulk bins be wheeled from the waste storage to Patawalonga Frontage by Council's contractor via the southern pathway adjacent the building. As such, no refuse vehicles will be required to access the subject site.

## **4. PARKING ASSESSMENT**

### **4.1 CAR PARKING**

The Planning and Design Code identifies the following parking requirements relevant to the proposed development:

- **residential flat building**
  - two-bedroom dwelling – 1 space per dwelling; and
  - visitor parking – 0.33 spaces per dwelling.

Based upon the above rates, the proposed development will have a theoretical requirement of 19 parking spaces. Given that 20 parking spaces will be provided for the site, the parking requirements of the Planning and Design Code are satisfied.

### **4.2 BICYCLE PARKING**

The Planning and Design Code does not identify bicycle parking rates applicable to sites located within an Urban Renewal Neighbourhood Zone. However, the proposal will provide nine (9) bicycle parking spaces. Such a provision is considered more than sufficient to accommodate likely bicycle parking demands.

## **5. TRAFFIC ASSESSMENT**

### **5.1 TRAFFIC GENERATION AND DISTRIBUTION**

The TfN's *"Guide to Transport Impact Assessment"* (the TfN Guide), is a document commonly used by traffic engineers in order to determine the forecast traffic generation of a variety of land uses. The TfN Guide identifies a peak period trip generation rate for medium density residential dwellings of 0.39 am and 0.37 pm peak hour trips.

On the basis of the proposed development yields, the proposal is forecast to generate in the order of 6 am and 6 pm peak hour trips. As the vehicle movements

generated by the proposed residential flat building are very low, they 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 residential flat building with associated access and parking provisions. Vehicle access to the site will be provided via a two-way access point on Patawalonga Frontage. The site has been designed such that all movements can enter and exit in a forward direction.

A total of 20 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.

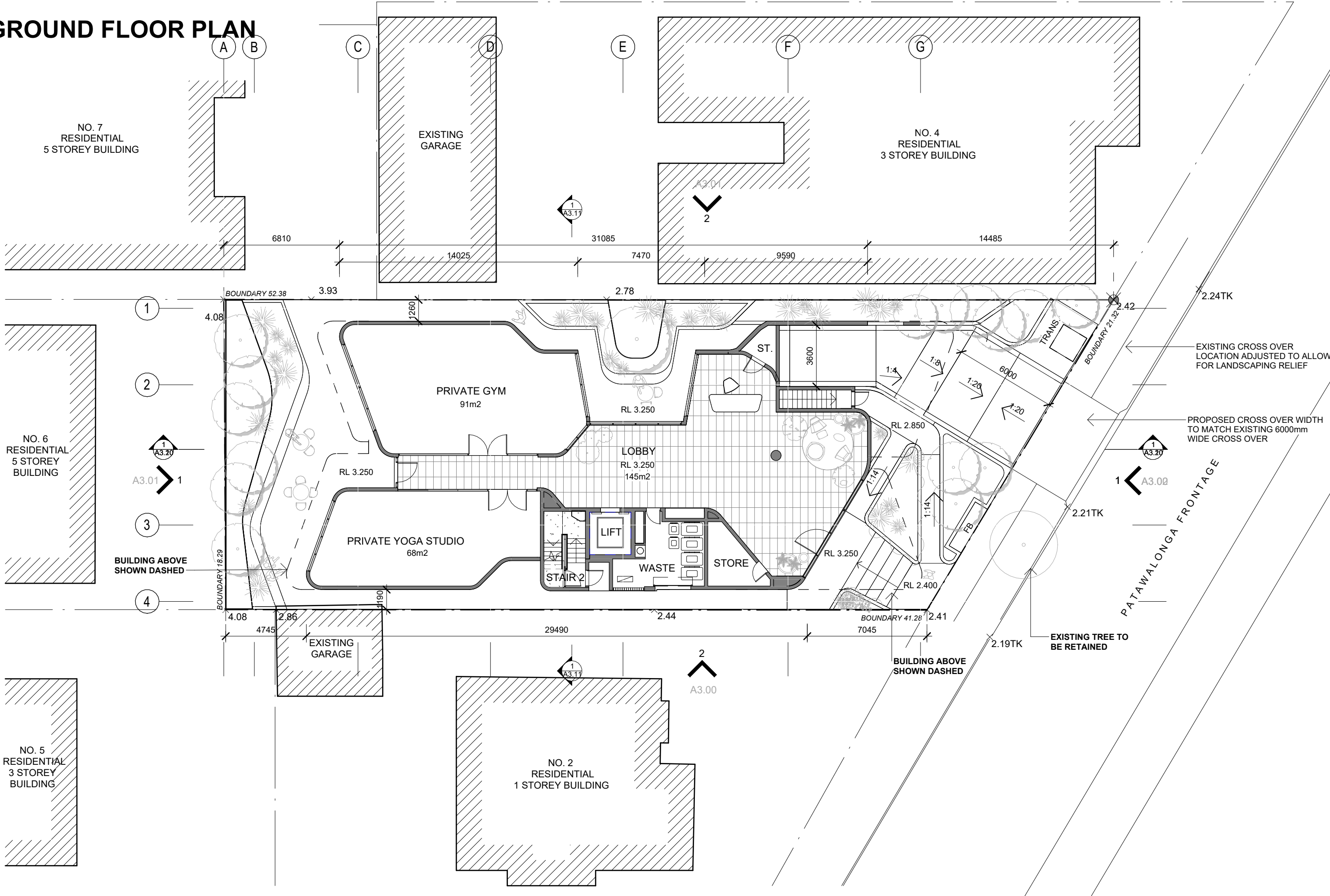
Nine (9) bicycle spaces will also be provided on-site. While the Planning and Design Code does not identify bicycle parking requirements, the proposed provision is considered appropriate to accommodate likely demands.

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

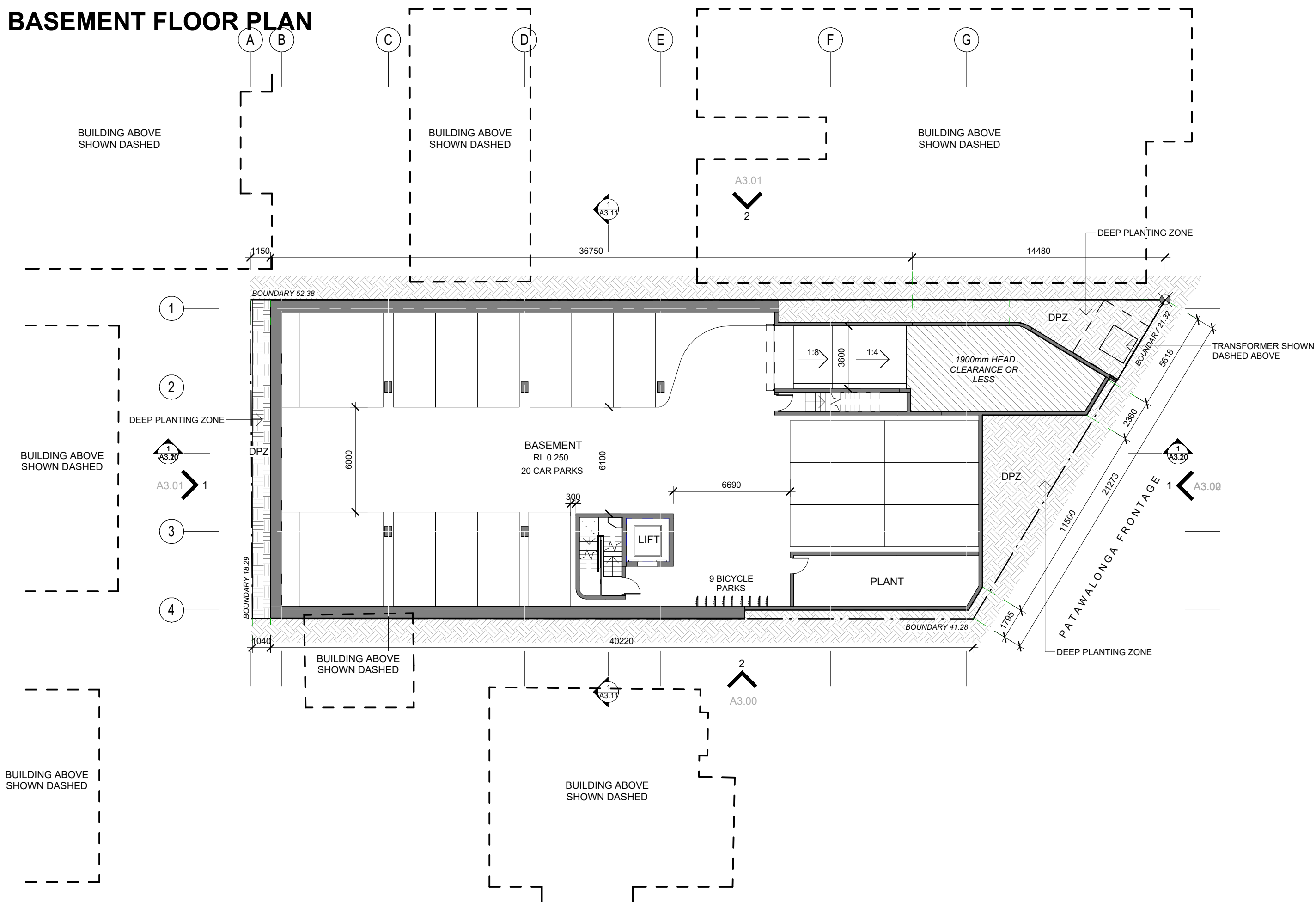
# **APPENDIX A**

## **SITE PLANS PREPARED ENZO CAROSCIO ARCHITECTURE**

GROUND FLOOR PLAN

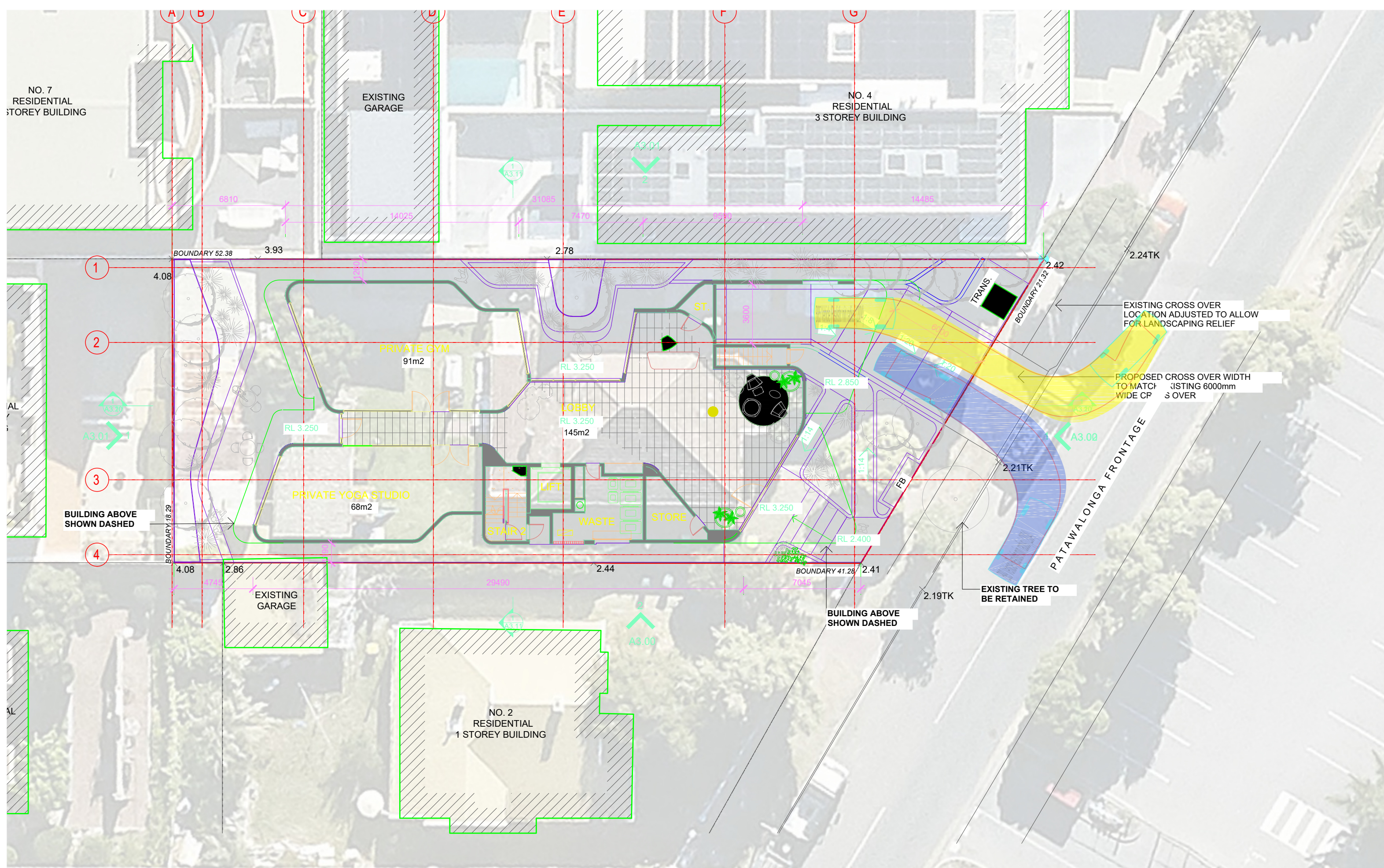


## BASEMENT FLOOR PLAN



# **APPENDIX B**

## **PLANS PREPARED BY CIRQA**



DRAWING AMENDMENTS

| VER | DATE       | DESCRIPTION | DWN | CHK |
|-----|------------|-------------|-----|-----|
| A   | 15/08/2025 | FOR REVIEW  | TJL | BNW |
| C   | 08/12/2025 | FOR REVIEW  | TJL | BNW |
| D   | 10/12/2025 | FOR REVIEW  | TJL | BNW |

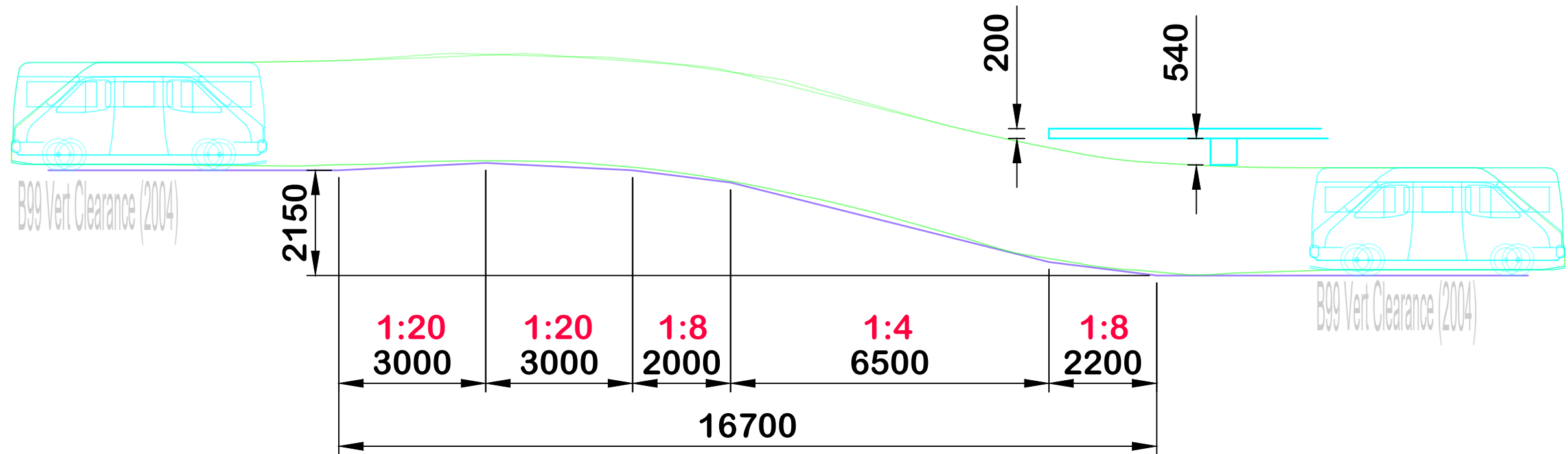


# PROPOSED RESIDENTIAL DEVELOPMENT

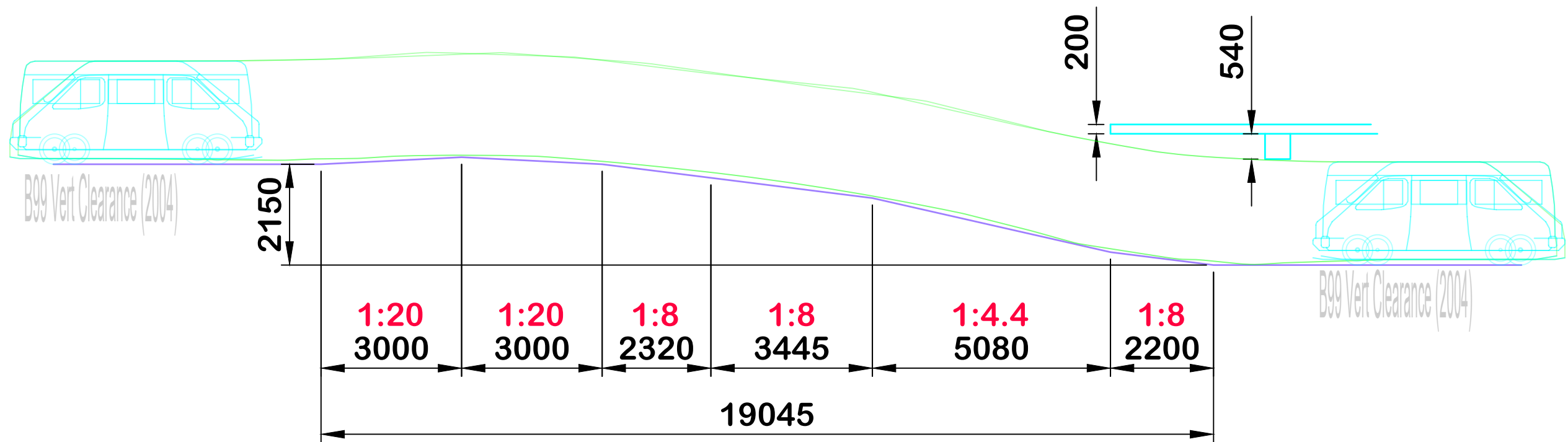
## 3 PATAWALONGA FRONTAGE, GLENELG NORTH

### TURN PATH ASSESSMENT - ACCESS





RAMP CROSS SECTION (SOUTHERN EDGE)



RAMP CROSS SECTION (NORTHERN EDGE)

| DRAWING AMENDMENTS |            |             |     |     |  |
|--------------------|------------|-------------|-----|-----|--|
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