

26 June 2025

#eta1000455

Masterplan
33 Carrington Street
Adelaide SA 5000
Attention: Ms. Kirsten Falt

ADELAIDE CENTRAL PLAZA - PROPOSED REDEVELOPMENT RESPONSE TO REQUEST FOR FURTHER INFORMATION - TRAFFIC AND PARKING

Dear Kirsten,

I refer to the proposed redevelopment of the Adelaide Central Plaza located at 100 Rundle Mall in Adelaide. Following the lodgement of the planning application, we are in receipt of a Request for Further Information (RFI) from SCAP (via Plan SA) dated 13 May 2025 and Council comments (as part of referrals), dated 13 May 2025. As requested, we have reviewed the documents and this letter provides responses to the traffic and parking related matters of the proposed development.

SCAP RFI

The following from the SCAP RFI are the traffic and parking related matters raised, followed by ETA's response:

- Estimate of the number of vehicle movements (including waste collection, deliveries and other service vehicle trips) per day into and out of the basement loading dock existing on the subject land, to inform an accurate view of predicted traffic generation associated with the development. This estimate should include:
 - a comparison of estimated daily future vehicle movements against daily vehicle movements servicing the existing development; and
 - predicted movements during peak morning and evening periods per day.

ETA undertook a review of the existing lane operations via reviewing existing CCTV footage of the site for a 24 hour period on the 20th May 2025 to establish the typical existing traffic movements for the subject site. The review indicates that the laneway currently experiences in the order of 200 vehicles per day, with 12 vehicle movements in the AM (7 in, 5 out at 8:00-9:00am) and PM (5 in, 7 out at 3:00-4:00pm) road network peak hours.

As part of the proposed redevelopment, portions of the existing retail and food and beverage uses are going to be removed to accommodate the increased lobby sizes, and other areas are going to be

reinstated in the Lower Ground and Levels 2 and 3. As a result, it is envisaged that the number of deliveries associated with the retail and food and beverage uses would be similar to the existing volumes currently present at the site.

With regards to the proposed commercial uses, deliveries to these uses are generally quite low, and would generally be in the form of smaller deliveries such as parcels/courier deliveries. For this assessment, it is assumed that an additional 5% of the total daily trips (10 trips) would be additional to the site as a result of the proposed office development. For waste collection, based on the Waste Management Plan prepared by Colby Philips Advisory, dated 3 April 2025, the site could generate an additional 16 waste collection vehicles (32 trips) per week to/from the site, which could be up to 4 additional waste collection vehicles per day (8 trips).

Based on the above, the proposal could generate an additional 18 daily trips to/from the site, considering the additional movements associated with the commercial uses. If 10% of the additional trips were to occur during the AM and PM peak hours, this would equate to an increase of 2 trips to/from the site. This is considered to be low and because these turns are restricted to left in and left out turn movements, there would not materially impact on the safety or function of the existing laneway.

Therefore, the additional traffic will be minor in terms of peak hour and daily traffic generation of the existing site, being relatively comparable to the existing use on the site.

COUNCIL COMMENTS

The following Council comments are the traffic and parking related matters raised, followed by ETA's response:

TRAFFIC & ACCESS

- The existing laneway appears to be gated and controlled by a traffic light system. Further information is required on the function of the laneway, both from a safety aspect as well as addressing any potential impact for road users on North Terrace (e.g. queuing etc.) and compliance with relevant standards and guidelines including AS/NZS2890.1:2004 and AS2890.2:2018.

As part of the proposed redevelopment, the existing gates on North Terrace are proposed to be removed and the existing traffic light system is not proposed to change per the current configuration for the site. Currently, the light system stops a vehicle at either the top or the bottom when a vehicle is present on the ramp.

During the survey observations, there were no periods where more than a single vehicle was queued at the top of the ramp, with in excess of 20m of queuing distance remaining to North Terrace.

As outlined above, the additional traffic will be minor in terms of peak hour and daily traffic generation of the existing site, being similar in quantum to the existing use on the site.

The existing laneway is proposed to be resurfaced, with the existing width between the existing adjacent building and the proposed building remaining as per the existing situation. The proposed plans indicate that the laneway has a minimum overall width of 7.3m, which satisfies the minimum requirement of AS2890.2:2018 of 7.1m (6.5m roadway plus 300mm clearance to vertical obstructions).

Therefore, the proposal is not anticipated to materially impact on the safety or function of the existing North Terrace access point or laneway function.

- Information is required detailing existing loading dock arrangements, including number and types of vehicles and access paths, proposed changes/increase in loading within the site and how changes will be accommodated.

As outlined above, the additional traffic will be minor in terms of peak hour and daily traffic generation of the existing site, being similar in quantum to the existing use on the site. The existing loading docks are anticipated to be able to accommodate the minor increase in delivery vehicle volumes to/from the site. Notwithstanding, a loading management plan could be implemented, if/when required at the site to provide delivery windows for the respective tenants within the building to minimise the number of loading vehicles present on the site at any one time.

There are no proposed changes to the existing North Terrace access point. The loading dock arrangements are not proposed to change in this development application (i.e. status quo of existing arrangements), with the building changes occurring at the northern end of the site and to the lane surface. As a result, the maximum size vehicles that currently access the site is not expected to change. Therefore, it is not considered a requirement to undertake turn path assessments of vehicle access as there are no changes to the existing situation.

- Existing vehicular access to the western laneway should be detailed on the plans to demonstrate access arrangements are suitable.

It is noted that no changes are proposed to the North Terrace access point, the largest anticipated vehicle size or the overall width of the laneway, so there will be no discernible difference to the existing situation.

- Information is required demonstrating bicycle parking complies with AS2890.3 - Dimensions of bike parking, the proposed parking system and pathways to the facilities should be detailed.

The site proposes two types of bicycle parking systems, bicycle rails and a multi-tier racking system.

The 5 bicycle rails (10 parking spaces) are located with access to Charles Street and are provided in accordance with Figure B5 of AS2890.3:2015.

The multi-tier bicycle parking is proposed for both the EOT facilities on Level 4 and within the EOT lobby. It is understood that the proposed system is to be Cora Bike Rack Double Tier system. The proposed system provides a minimum 2.0m access aisle between parking areas/walls, which meets the aisle requirements of Figure B9 of AS2890.3:2015. The parking spaces are understood to be a 'Dynamic' parking system, which have separation of between 0.4m and 0.5m, which meets the requirements Clause 3.3(a) of AS2890.3:2015.

As such the proposed bicycle parking systems proposed meet the relevant Australian Standards.

Should further information be required, please contact the undersigned at your convenience.

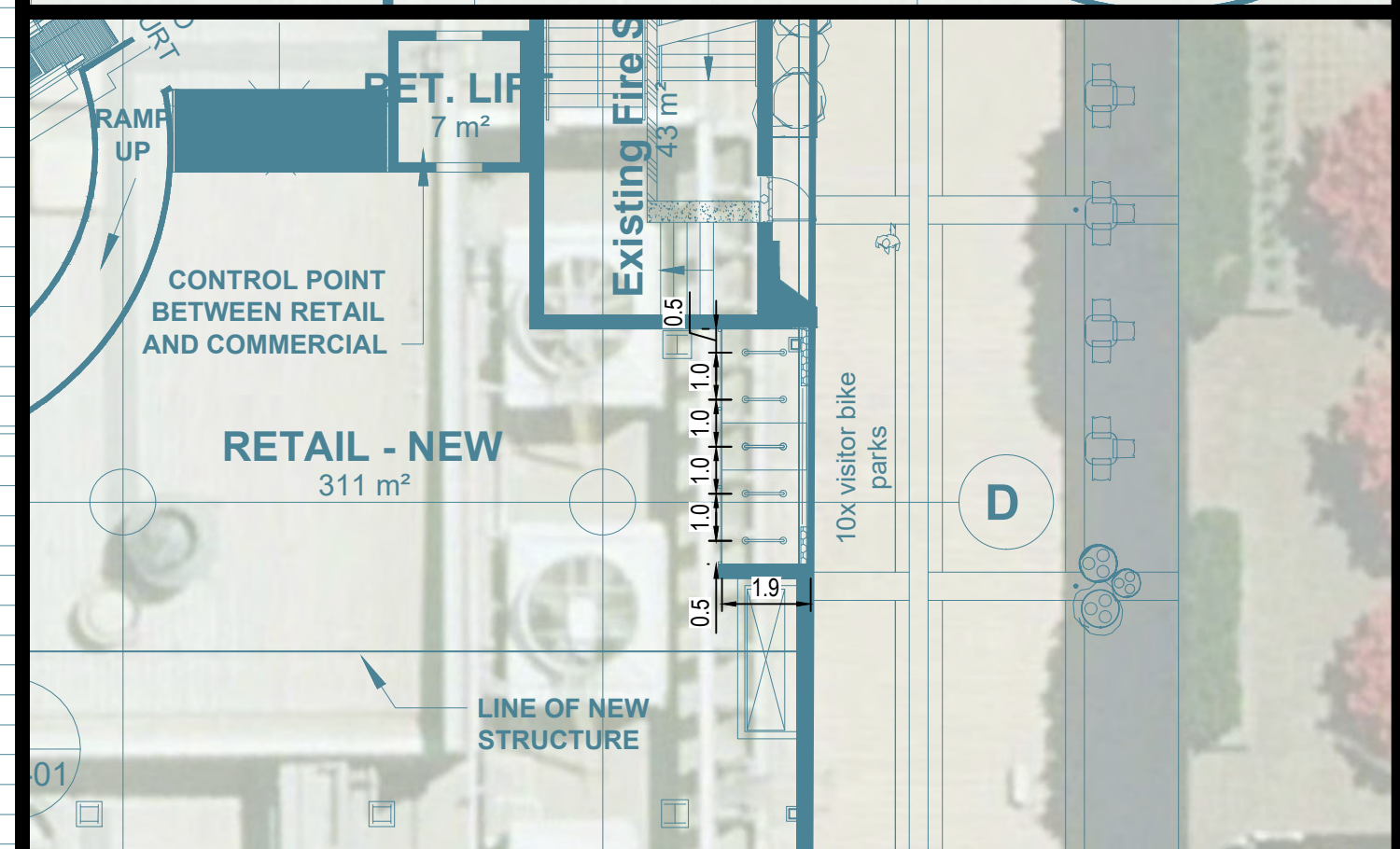
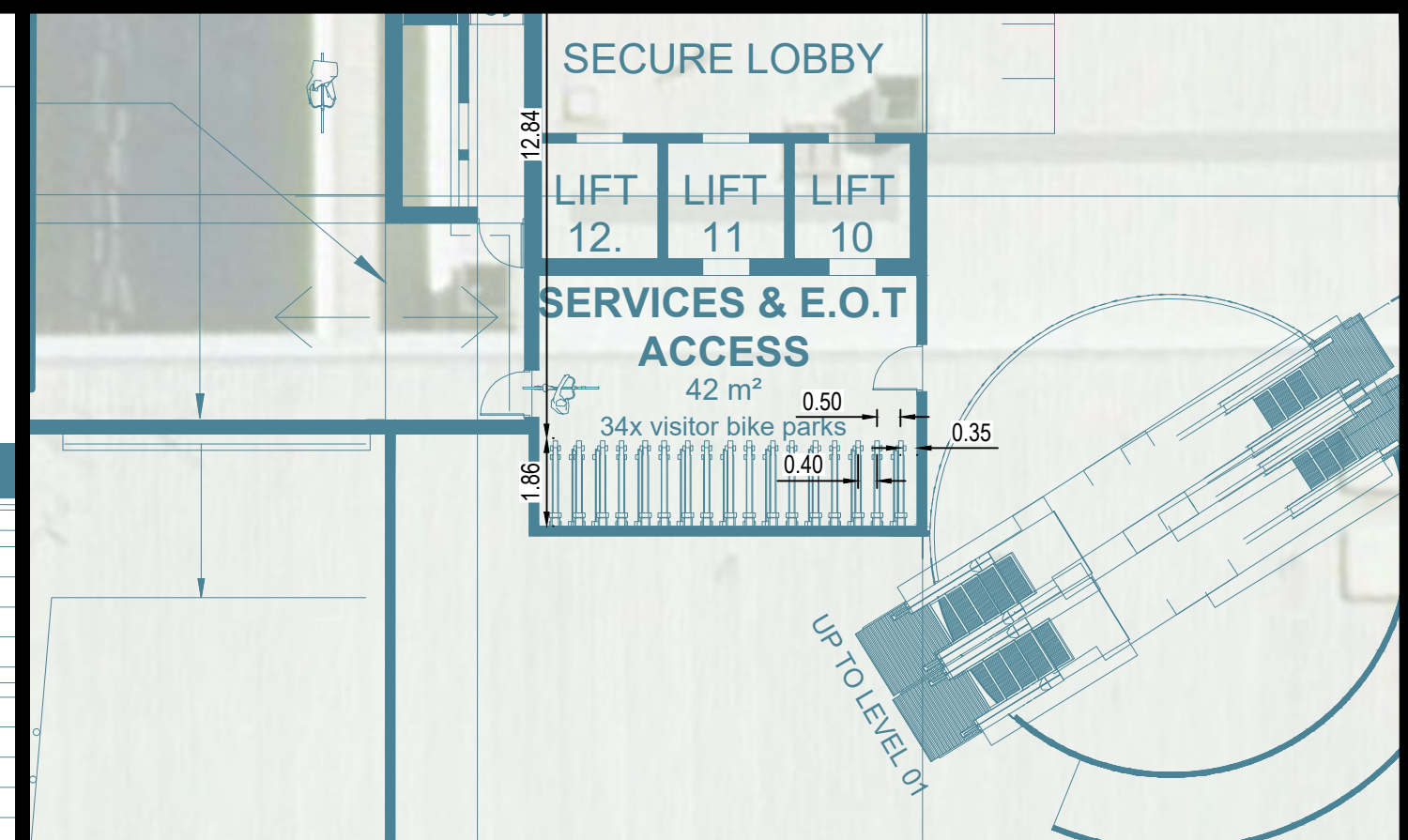
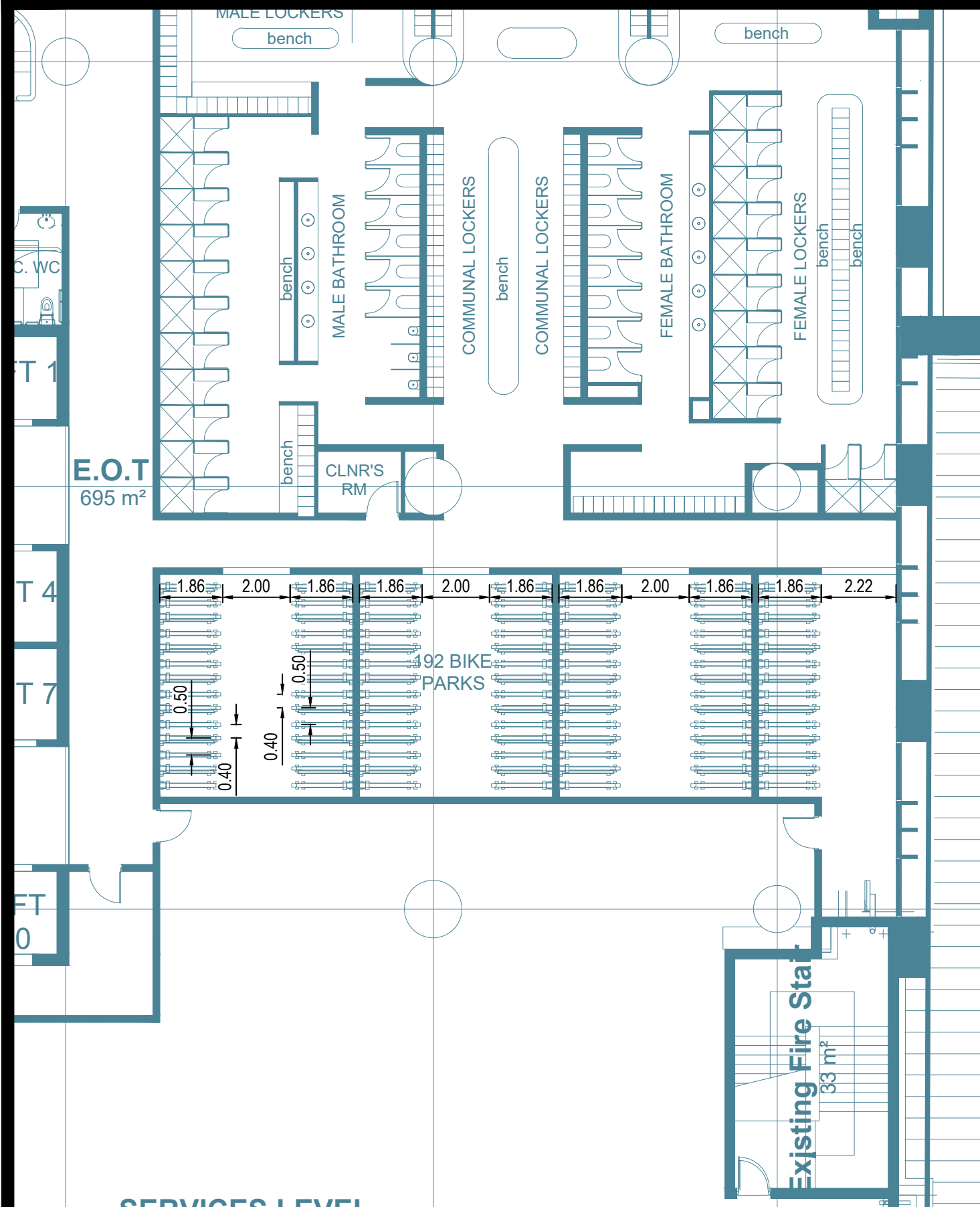
Yours sincerely

EMPIRICAL TRAFFIC ADVISORY



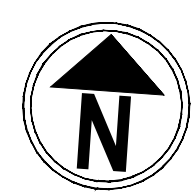
David Kwong
Director

encl. Bicycle Parking Dimensions SK01



**CONCEPT PLAN ONLY
NOT FOR CONSTRUCTION**

DISCLAIMER
The information presented in this drawing remains the property of Empirical Traffic Advisory Pty Ltd and is not to be copied, reproduced or provided to any third party without the written consent of ETA. ETA shall not be responsible for any modifications beyond the original information provided by ETA.



**Empirical
Traffic
Advisory**

SCALE 1:150
0 1.5 3.0
metres

APPROVED: DK
DATE: 25 June 2025
FILENAME: 250625-1000455-100-B.DWG

**ADELAIDE CENTRAL PLAZA
REDEVELOPMENT
PROPOSED BICYCLE PARKING DIMENSIONS
CONCEPT PLAN**

DRAWING: 250625-1000455-100-B-SK01