PROPOSED MIXED-USE DEVELOPMENT
254-260 FRANKLIN STREET, ADELAIDE

TRAFFIC AND PARKING REPORT

CIRQA™

DISCLAIMER

DOCUMENT CONTROL

Report title:	Proposed Mixed-Use Development 254-260 Franklin Street, Adelaide Traffic and Parking report
Project number:	25211
Client:	PACT Architects
Client contact:	Ben Hewitson

Version	Date	Details/status	Prepared by	Approved by
V1.0	18 Dec 25	For submission	TJL	TAW
V1.1	29 Apr 26	For submission	TJL	TAW
V1.2	08 May 26	For submission	TJL	TAW

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1. INTRODUCTION

CIRQA has been engaged to provide design and assessment advice for a proposed mixed-use building at 254-260 Franklin Street, Adelaide. 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 PACT (drawing no. 24170 – SK-01, dated 06 May 26, refer Appendix A).

2. BACKGROUND

2.1 SUBJECT SITE

The subject site comprises the following allotments at:

- 254-258 Franklin Street, Adelaide;
- 260 Franklin Street, Adelaide; and
- 143-151 Gray Street, Adelaide.

The subject site is located on the north-eastern corner of the intersection of Franklin Street and Gray Street, Adelaide. The site is bounded by residential dwellings to the north, Gray Street to the east, Franklin Street to the south and a church to the west.

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

- Airport Building Heights (Regulated) (All structures over 60 metres AHD);
- Affordable Housing;
- Building Near Airfields;
- Design;
- Hazards (Flooding - Evidence Required);
- Noise and Air Emissions;
- Prescribed Wells Area; and
- Regulated and Significant Tree.

The northern portion of the subject site is currently occupied by a paid parking area. The remainder of the subject site is currently vacant but was previously occupied by commercial developments. Vehicle access is provided via a 7.3 m and a 4.2 m wide crossover on Gray Street, 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

Franklin Street is a collector road under the care and control of the City of Adelaide. Franklin Street comprises a single traffic lane in each direction, with on-street (angled) vehicle parking and full-time bicycle lanes on both sides. Adjacent the site, on-street parking is subject to a two-hour time limit between 8:00 am to 6:00 pm (Monday to Friday) and 8:00 am to 12:00 pm (Saturday). Traffic data obtained from the Department for Infrastructure and Transport (DIT) indicates that this section of Franklin Street has an Annual Average Daily Traffic (AADT) volume in the order of 11,200 vehicles per day (vpd), of which approximately 1.5% are commercial vehicles. The default urban speed limit of 50 km/h applies to Franklin Street.

Gray Street is a local road under the care and control of the City of Adelaide. Gray Street comprises a 9.0 m wide carriageway facilitating two-way movements. Adjacent the site, on-street (parallel) parking is generally unrestricted. The default speed limit of 50 km/h applies to Gray Street.

Franklin Street and Gray Street form a four-way intersection, with priority assigned to Franklin Street via Stop signs on Gray Street.

2.3 WALKING AND CYCLING

Dedicated bicycle lanes are provided on Franklin Street (with additional separation provided to adjacent parking lanes). Franklin Street forms part of the BikeDirect network and is classified as a 'Secondary Road with Bicycle Lane'.

Sealed footpaths are provided on both sides of Franklin Street and Gray Street, 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 200 m of the subject site on both sides of Grote Street. These stops are serviced at high-frequency by the following bus routes:

- 202 and 202F - Ingle Farm to City;
- 203 - Tea Tree Plaza Interchange to City;
- 203B - City to Ingle Farm;
- 203F - Tea Tree Plaza Interchange to City;
- 241 - Marion Centre Interchange to City;
- 241A - City to Oaklands Park;
- 245 - Hove to City;
- 248 - Marion Centre Interchange to City;
- 248A - City to Oaklands Park;
- 251 - Mansfield Park to City;
- 252 - Port Adelaide Interchange to City;
- 253 - Mansfield Park to City;
- 254 - Port Adelaide Interchange to City;
- 262 - Marion Centre Interchange to City;
- 263 - Marion Centre Interchange to City;
- 263A - City to Warradale;
- 265 - Marion Centre Interchange to City;
- 265G - Marion / City to Glenelg;
- 265W - City to Somerton Park;

- 719 - Flinders Medical Centre to City;
- 720 - Old Reynella Interchange to City;
- 720A - City to Marion Centre Interchange;
- 721, 721x and 722x - Noarlunga Centre Interchange to City;
- 721A - City to Old Reynella Interchange;
- 723X - Woodcroft Community Centre to City;
- 724X - Seaford Centre to City;
- N254 - After Midnight Saturday PM - Sunday AM Semaphore to City;
- N721 - After Midnight Saturday PM - Sunday AM Seaford Centre to City;
- T721 and T722 - Noarlunga Centre Interchange to City; and
- T723 - Colonnades Centre Interchange to City;

Additional bus services are also available on Currie Street (to the north) and Morphett Street (to the east).

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 apartment building with associated retail on the ground floor. Specifically, the building comprises the following:

- 3x studio dwellings;
- 33x one-bedroom dwellings;
- 55x two-bedroom dwellings;
- 3x three-bedroom dwellings;
- 1x four-bedroom dwellings; and
- 270 m^2 of retail floor area.

3.2 ACCESS AND PARKING DESIGN

The site will be serviced by 66 parking spaces (of which two (2) are reserved exclusively for use by people with disabilities), located within at-grade and podium parking areas. A further 43 bicycle parking spaces are also proposed.

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 disabled parking spaces 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 5.8 m wide;
- a 1.0 m end-of-aisle extension will be provided beyond the last parking space in the aisle;
- 0.3 m clearance will be provided to all objects greater than 0.15 m in height;
- ramps will have a maximum gradient of 1:4 with 2 m transitions at 1:8, except where commercial vehicles will have access, where the maximum ramp gradient will be 1:8; and
- a clear height of at least 2.2 m will be provided throughout the site (or at least 3.8 m above commercial vehicle manoeuvring areas).

Vehicle access to the site will be provided via a two-way crossover on Gray Street. All redundant crossovers will be closed, removed and reinstated with Council-standard 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 via private contractor with the associated manoeuvres accommodated on-site (forward-in/forward-out). The site will be able to accommodate movements by a 10 m long rigid vehicle. It is anticipated that such movements would be undertaken outside of peak periods (or opening hours). Appendix B illustrates the turn path for a 10 m rigid vehicle to enter and exit the site in a forward direction.

4. PARKING ASSESSMENT

4.1 CAR PARKING

The Planning and Design Code identifies no minimum parking requirements for all development types for sites within a Capital City Zone. Given that the subject site is within this designated area, the parking requirements of the Planning and Design Code are satisfied. Although there is no parking requirement for the subject site, a total of 66 parking spaces will be provided. Such provisions will assist in minimising parking impacts on-street within the vicinity of the site, as

well as will provide designated and secure parking for residents, their guests and staff of the commercial tenancy.

4.2 BICYCLE PARKING

The Planning and Design Code identifies the following bicycle parking rates applicable to sites located within the City of Adelaide:

- residential component of a multi-storey building (within the City of Adelaide)
  - 1 space for every dwelling for residents with a total floor area less than 150 m^2;
  - 2 spaces for every dwelling for residents with a total floor area greater than 150 m^2;
  - plus 1 space for every 10 dwellings for visitors;
- shop (retail)
  - 1 space for every 300 m^2 of gross leasable floor area; and
  - plus 1 space for every 600 m^2 of gross leasable floor area for customers;

Based on the above rates, the proposed development will have a theoretical requirement of 110 bicycle parking spaces. However, in CIRQA's experience, these bicycle parking provisions are overestimated and are unlikely to be used entirely.

In comparison, Austroads' "*Cycling Aspects of Austroads Guides*" identifies the following rates applicable to the proposal:

- residents
  - 1 bicycle space per 4 lodging rooms; and
- visitors
  - 1 bicycle space per 16 lodging rooms.

Based on these Austroads' rates for the apartment dwellings and retaining the Planning and Design Code rate for retail, the proposed development has a requirement for 39 resident, 1 staff/employee and 11 visitor bicycle parking spaces (totalling 51 spaces). As there are 43 spaces provided, there is a theoretical shortfall of 8 bicycle spaces when adopting the Austroads' rates.

However, it is common for residents to store bicycles within their apartment (particularly for high-end bicycles), as is experienced within similar style developments. Such an arrangement would further increase bicycle parking availability within the site's common bicycle parking area and would enable

adequate on-site storage opportunities to satisfy both the Planning and Design Code as well as Austroads' requirements.

Furthermore, due to the site's location within the CBD of Adelaide, there is a very high walkability with employment, retail, recreational and other facilities available to residents/tenants within short walking distances. A large number of these trips would likely be undertaken on foot and hence, not require the use of a bicycle or other motorised form of transport.

The subject site is also within proximity to many bus services. These bus services cater for a very large catchment area which ensures that public transport is a viable mode of access to/from the site for a high number of residents/tenants and associated visitors.

Based on the above, it is anticipated that the proposal will appropriately accommodate likely bicycle parking demands.

5. TRAFFIC ASSESSMENT

The RTA's "*Guide to Traffic Generating Developments*" (the RTA Guide), and its subsequent updates, is a document commonly used by traffic engineers in order to determine the forecast traffic generation of a variety of land uses. The following peak hour trip generation rates have been applied to the proposal:

- high density residential dwellings
  - 0.19 am and 0.15 pm peak hour trips per dwelling; and
- retail
  - 1.78 am and 3.71 pm peak hour trips per 100 m^2 gross leasable floor area.

On the basis of the proposed development yields, the proposal is forecast to generate in the order of 23 am and 25 pm peak hour trips. For the purposes of this assessment, the following assumptions have been adopted:

- 30% of movements associated with the residential dwellings will be to the site and 70% from the site in the am (and vice versa for the pm);
- 50% of movements associated with retail will be to the site and 50% from the site in the am and pm;
- 45% of movements to/from the site will be to the north via Gray St in the am and pm; and
- 55% of movements to/from the site will be to the south via Gray St in the am and pm.

Figure 2 illustrates the forecast am and (pm) peak hour movements at the access point.

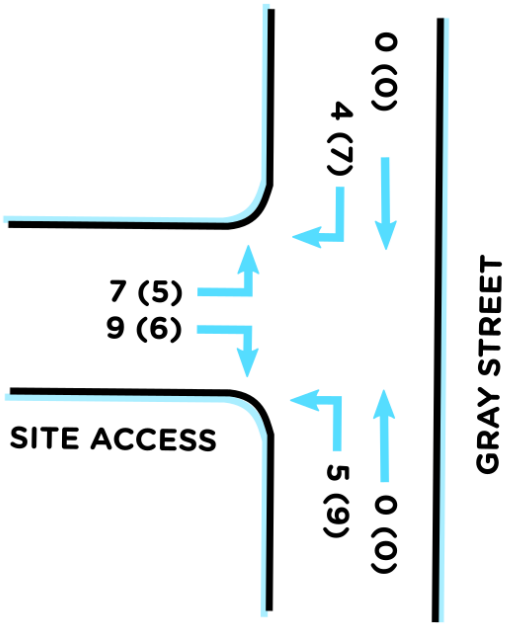


Figure 2 - Forecast am and (pm) peak hour movements at the access point

As illustrated in Figure 2, the forecast peak hour movements are low. As such, it is considered that vehicle movements generated by the proposal will be readily accommodated at the site's access points, on the adjacent road network and surrounding intersections with minimal impact upon their operation.

6. SUMMARY

The proposal comprises the construction of a mixed-use residential apartment building with associated retail on the ground floor. Vehicle access to the site will be provided via a two-way access point on Gray Street. The site has been designed such that all movements can enter and exit in a forward direction.

A total of 66 parking spaces will be provided on-site. As there is no minimum requirement for the 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.

A total of 43 dedicated bicycle spaces will also be provided on-site, with additional storage opportunities available within the building and within residential apartments. The proposed provision is considered appropriate to accommodate likely demands.

The proposal is forecast to generate in the order of 23 am and 25 pm peak hour trips. Such movements will be readily accommodated at the proposed site access and on the adjacent road network.

APPENDIX A

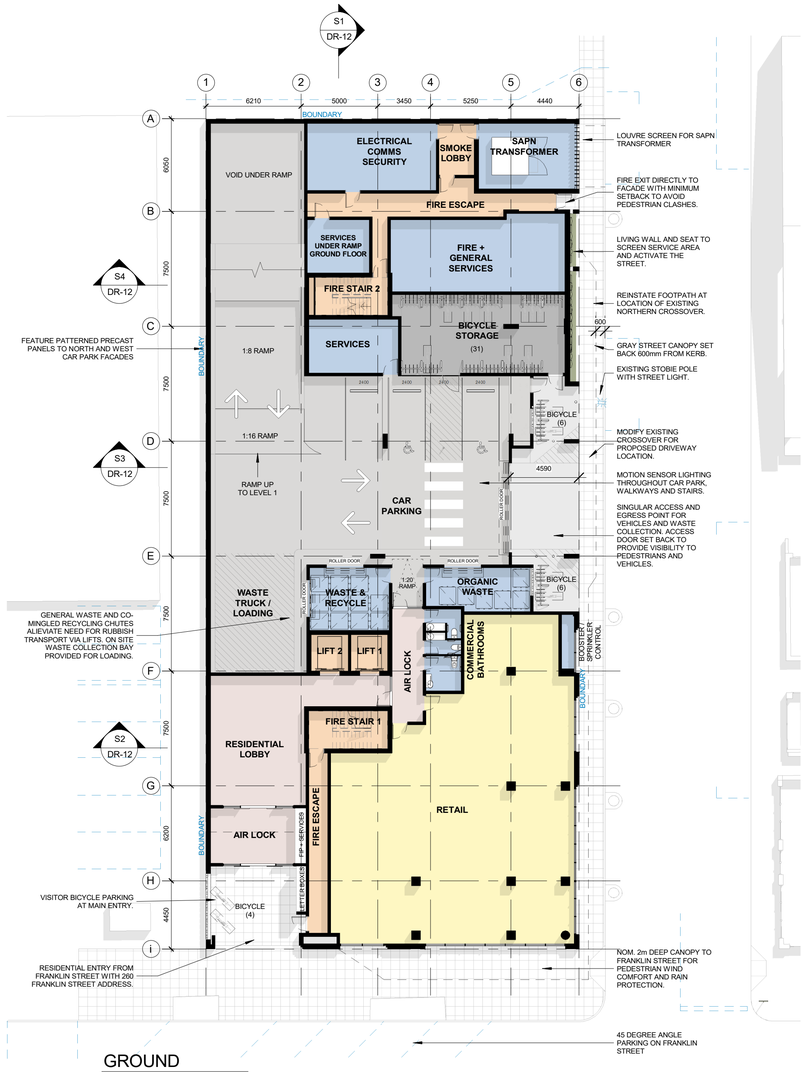
SITE PLANS PREPARED BY PACT

ENVIRONMENTAL TARGETS

- ENGAGE WITH ESD PROFESSIONAL DURING DESIGN.
- CONSTRUCTION STORMWATER MANAGEMENT PLAN.
- RESIDENTIAL AND COMMERCIAL ELECTRICAL METERING.
- WATER EFFICIENT FIXTURES
- WATER EFFICIENT LANDSCAPING.
- HIGH PERFORMANCE (LOW E) GLAZING AND DOUBLE GLAZING.
- HIGH EFFICIENCY INTERNAL AND EXTERNAL LIGHTING.
- ENERGY RECOVERY ON LIFTS.
- TRI-STREAM WASTE SYSTEM.

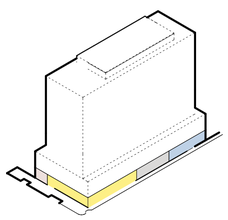
ACOUSTIC TARGETS

- APARTMENT EXTERNAL WALLS TO ACHIEVE Rw + Ctr 50
- WALLS BETWEEN APARTMENTS TO ACHIEVE Rw + Ctr 50
- FLOORS BETWEEN APARTMENTS TO ACHIEVE Rw + Ctr 50 AND Lnw + Cimpact < 62
- APARTMENT ENTRY DOORS TO ACHIEVE Rw 30
- DOUBLE GLAZED WINDOWS TO APARTMENT BEDROOMS TO ENHANCE ACOUSTICS AND THERMAL LOAD/LOSS.
- PERFORMANCE GLASS TO LIVING AREAS AND OTHER HABITABLE ROOMS TO ENHANCE ACOUSTICS AND THERMAL LOAD/LOSS.



GROUND

PLANNING scale 1 : 200



SCHEDULE OF AREAS (GF)

SITE: 1328m²
GFA TOTAL: 1328m²

COMMON

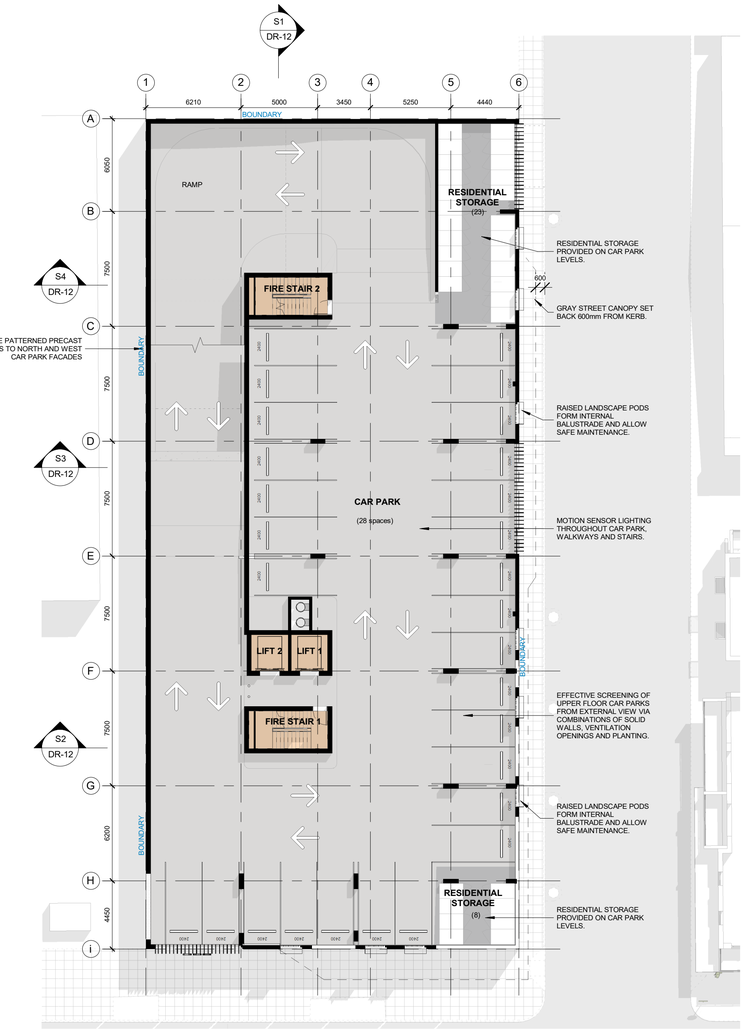
CORE (LIFT + STAIRS): 50m²
BOH: 538m²
RESI LIFT LOBBY: 60m²

RETAIL

RETAIL TENANCY: 270m²

CAR PARKING

GROUND CAR SPACES FOR STAFF: 3 (2 ACCESSIBLE)
BICYCLE PARKING SPACES: 47 PARKS



LEVEL 1

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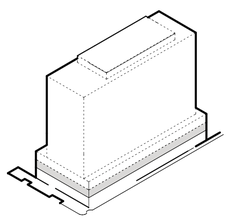


SCHEDULE OF AREAS (L1)

SITE: 1328m²
GFA TOTAL: 1328m²

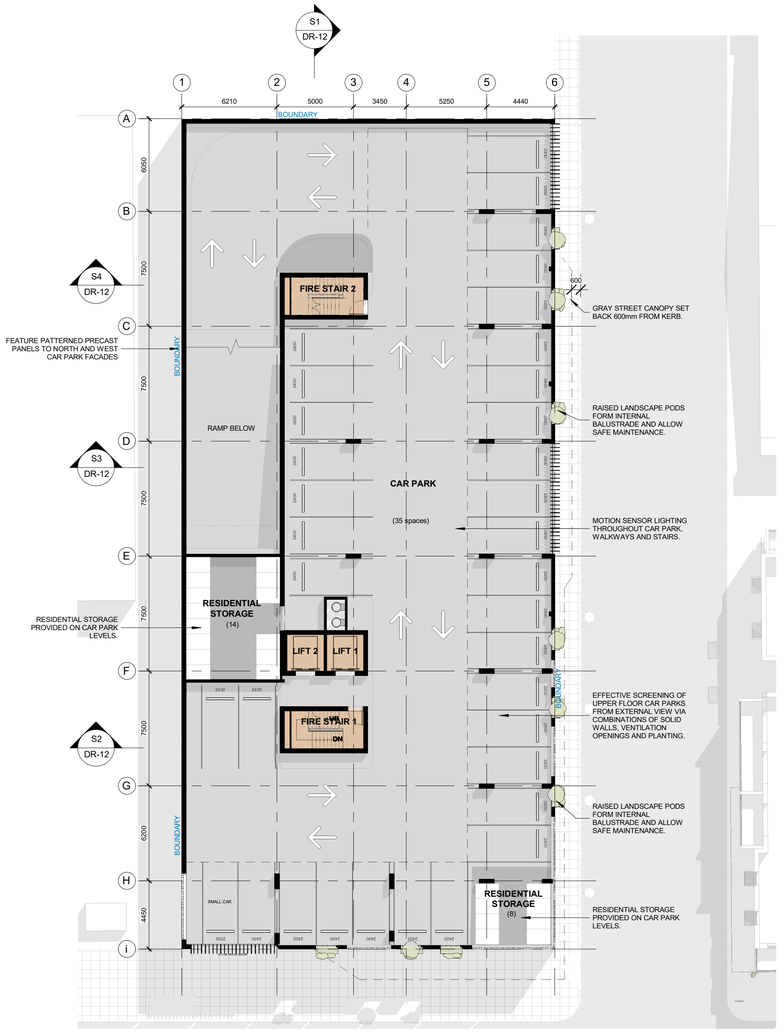
COMMON

CORE (LIFT + STAIRS): 35m²
RESIDENTIAL STORAGE: 93m²
STORAGE LOCKERS: 31

CAR PARKING

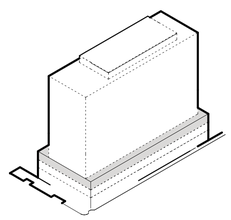
L1 CAR SPACES: 28

TOTAL CAR SPACES FOR RESIDENTIAL: 63



LEVEL 2

PLANNING scale 1 : 200



SCHEDULE OF AREAS (L2)

SITE: 1328m²
GFA TOTAL: 1328m²

COMMON

CORE (LIFT + STAIRS): 35m²
RESIDENTIAL STORAGE: 83m²
STORAGE LOCKERS: 22

CAR PARKING

L2 CAR SPACES: 35

TOTAL CAR SPACES FOR RESIDENTIAL: 63

PACT PACT architects

Acknowledgement

PACT architects acknowledges the Kaurna people as the Traditional Custodians of the Adelaide region. We pay our respects to Elders past, present and emerging.

Project: 260 Franklin Street

Drawing: 24170 - SK-01 - PLANS

Date: 06.05.2026

Issue: For Approval

APPENDIX B

PLANS PREPARED BY CIRQA

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DRAWING AMENDMENTS

VER	DATE	DESCRIPTION	DWN	CHK
A	27/10/2025	FOR REVIEW	TJL	TAW
B	17/12/2025	FOR REVIEW	TJL	TAW
C	29/04/2026	UPDATED PLANS	TJL	TAW
D	8/05/2026	MINOR UPDATE	TJL	TAW

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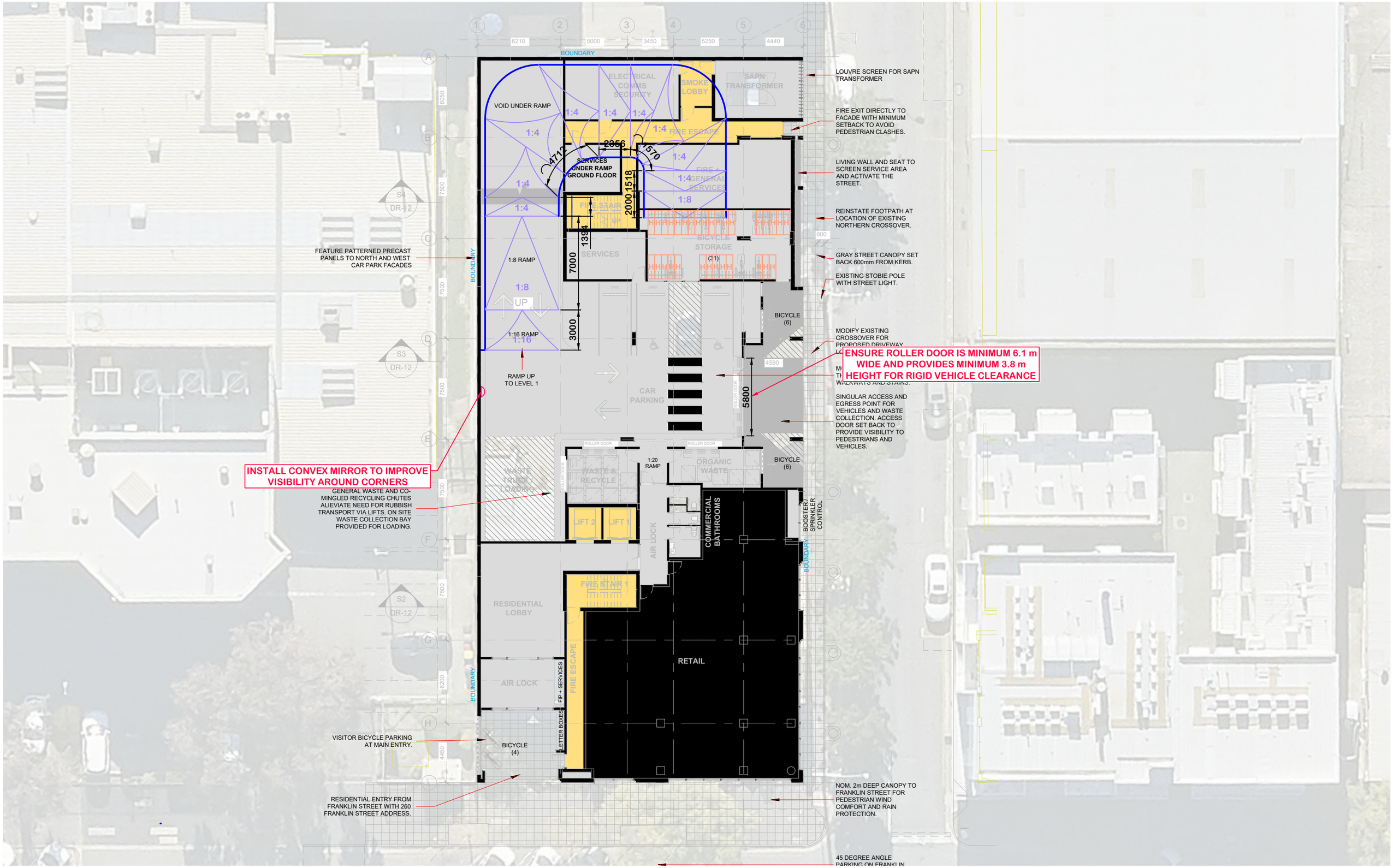
PROPOSED RESIDENTIAL DEVELOPMENT

254-260 FRANKLIN STREET, ADELAIDE

DESIGN REVIEW - GROUND FLOOR

PROJECT # 25211 SHEET # 01_SH01



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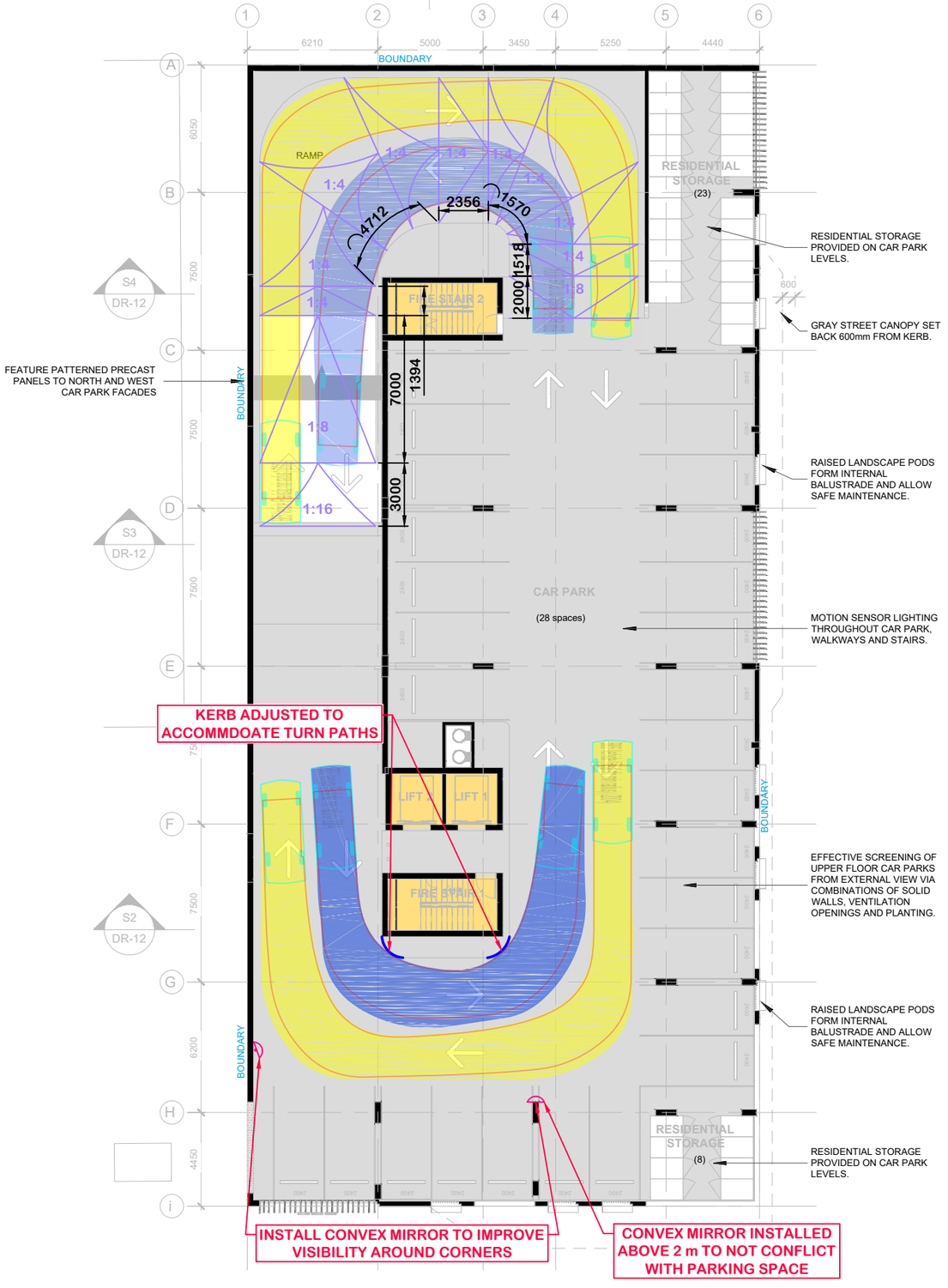
PROPOSED RESIDENTIAL DEVELOPMENT

254-260 FRANKLIN STREET, ADELAIDE

DESIGN REVIEW - GROUND FLOOR DESIGN COMMENTS

PROJECT # 25211 SHEET # 01_SH02



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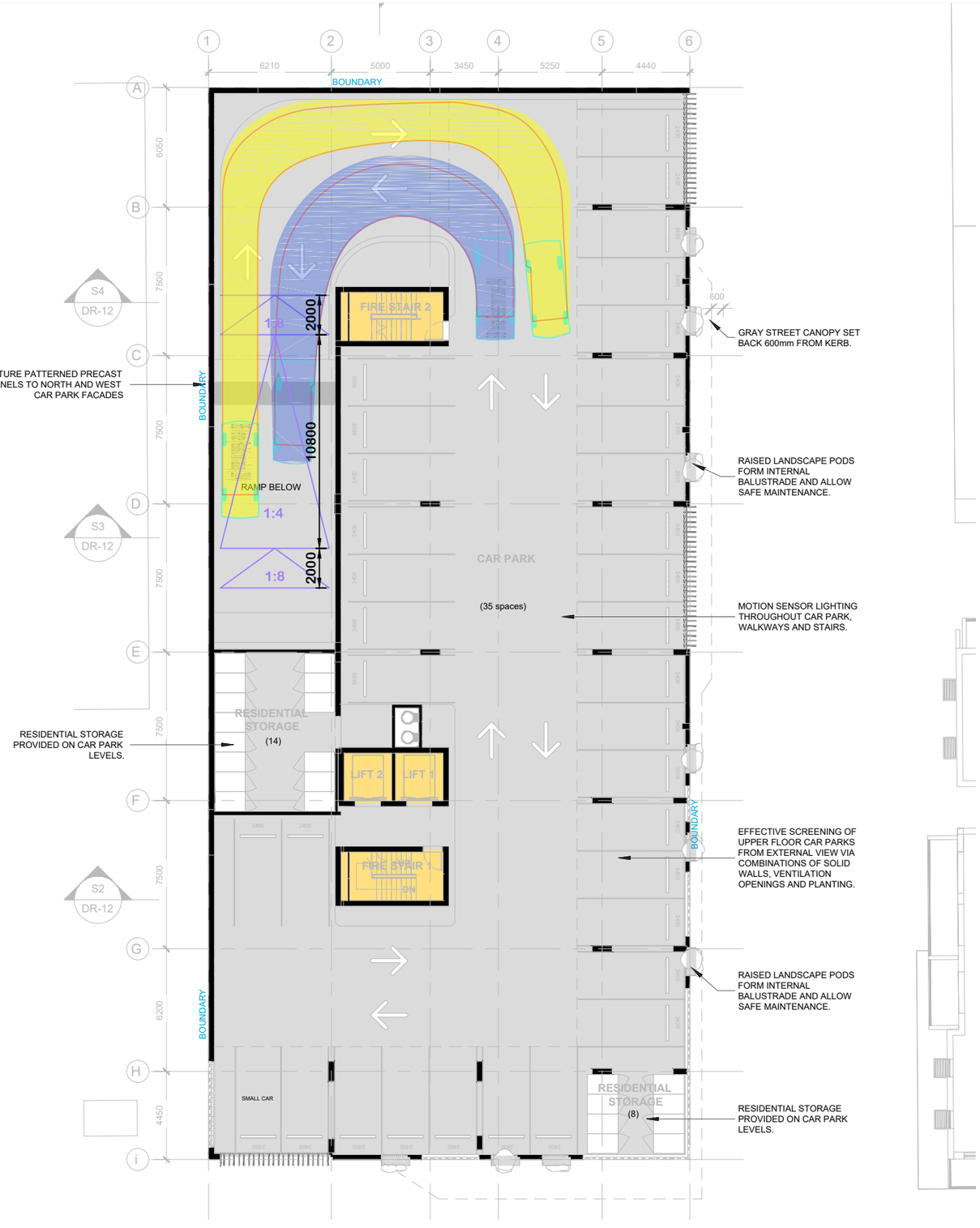
PROPOSED RESIDENTIAL DEVELOPMENT

254-260 FRANKLIN STREET, ADELAIDE

DESIGN REVIEW - LEVEL 1

PROJECT # 25211 SHEET # 01_SH03



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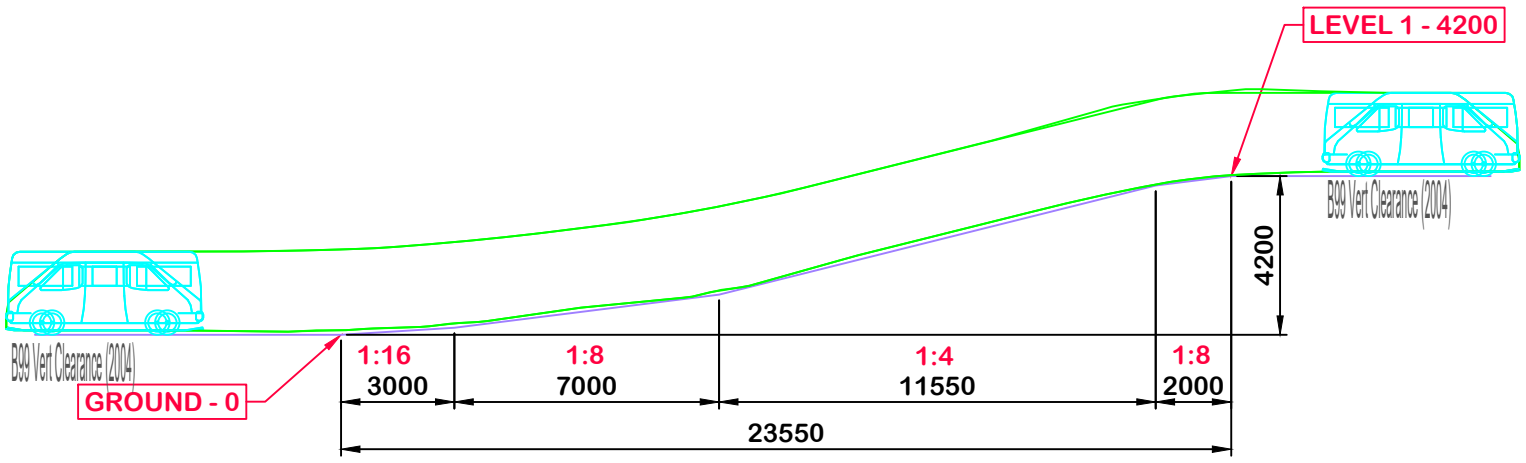
PROPOSED RESIDENTIAL DEVELOPMENT

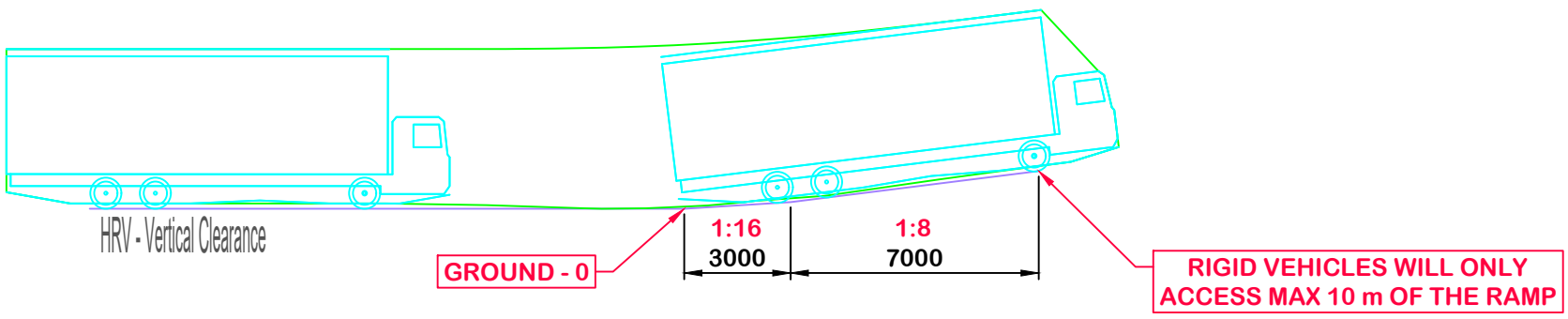
254-260 FRANKLIN STREET, ADELAIDE

DESIGN REVIEW - LEVEL 2

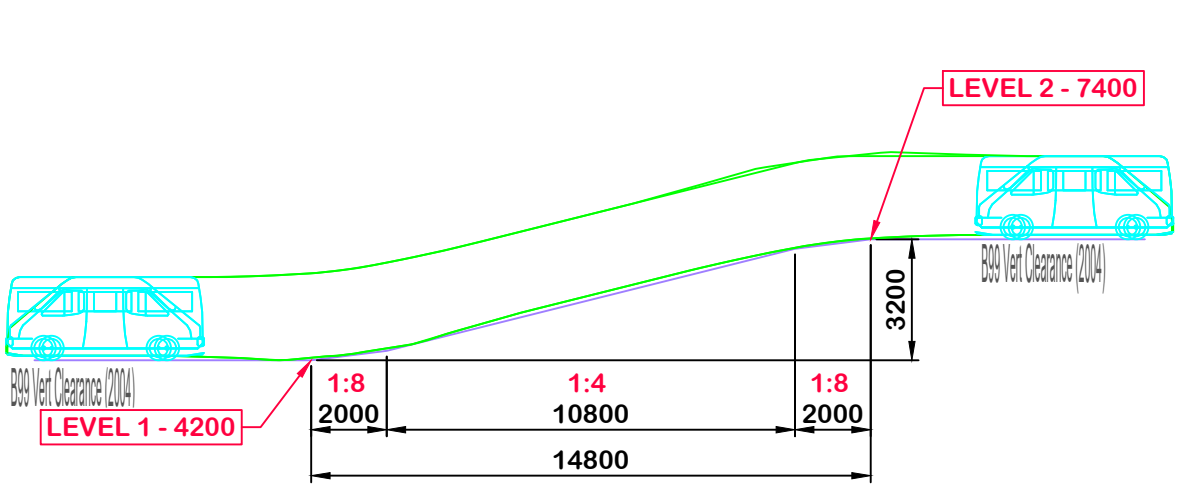
PROJECT # 25211 SHEET # 01_SH04



GROUND TO LEVEL 1 RAMP CROSS SECTION (INNER EDGE)



GROUND TO LEVEL 1 RAMP CROSS SECTION (WESTERN (OUTER) EDGE)



LEVEL 1 TO LEVEL 2 RAMP CROSS SECTION

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PROPOSED DEVELOPMENT

254-260 FRANKLIN STREET, ADELAIDE
DESIGN REVIEW - RAMP CROSS SECTION

PROJECT # 25211 SHEET # 01_SH05

Ref: 25211|TAW

11 May 2026

Mr Ben Hewitson
PACT Architects
172 Pulteney Street
ADELAIDE SA 5000

Dear Ben,

PROPOSED MIXED-USE DEVELOPMENT
254-260 FRANKLIN STREET, ADELAIDE (APP ID: 26000407)

I refer to the proposed residential development at 254-260 Franklin Street, Adelaide. As requested, I have reviewed the Request for Information (RFI) received from the City of Adelaide (Council) and provide the following comments in respect to the traffic related queries. The key queries provided by the Council are quoted in italics below, followed by my response.

> *"The carpark roller door should be set back 6 metres from the boundary to prevent vehicles from queuing over the footpath."*

The carpark roller door set back has been increased from 3.19 m to 4.59 m from the boundary. Whilst it is noted that this is still less than the 6.00 metres requested by Council, due to the low number of vehicle movements forecast to be associated with the site, the likelihood of a vehicle entering the subject site whilst a pedestrian is walking across the access is very low. Moreover, vehicles will be stored in front of the roller door for a very short duration (door opening speeds shall be maximised to minimise driver delay). As such, it is anticipated that vehicles will be stored only momentarily, with negligible impact to pedestrian movements on the adjacent footpath.

It should also be highlighted that vehicles entering (and exiting) the site are required to give way to pedestrians utilising the adjacent footpath (as per Australian Road Rules). As such, a driver would only store directly adjacent the roller door should the footpath be clear of pedestrians within close proximity. As such, the likelihood of such an instance occurring (i.e. a vehicle blocking pedestrian access) is considered very low and unlikely to occur.

"A lack of bicycle parking spaces and end of trip facilities is a concern."

The bicycle parking provision has been increased from 35 spaces to provide 43 spaces for the site. As discussed in the traffic report, based on Austroads' rates for apartment dwellings and the Planning and Design Code rate for retail, there is a minor shortfall in bicycle parking. However, as residents commonly store their bicycles within their apartment, the consideration of the site's location within the CBD of Adelaide and the availability of public transport, it is anticipated that the proposal will appropriately accommodate likely bicycle parking demands.

"Vehicular access should provide clear sight lines to pedestrians in accordance with the requirement of Clause 3.2.4(b) of AS/NZS 2890.1-2004 - Figure 3.3."

Adequate sight line provisions are provided at the access, notwithstanding a column within the sight distance triangle stipulated by AS/NZS 2890.1:2004. Specifically, despite the position of the column, there will be adequate intervisibility between a driver exiting the site and a pedestrian on the pathway adjacent the subject site.

Operationally, as a driver exits the site, the sightline provision shifts as they move forward which will provide opportunities to observe a pedestrian around the column (refer Figure 1 below). Furthermore, a pedestrian on the adjacent pathway will also have sight of the vehicle body around the column.

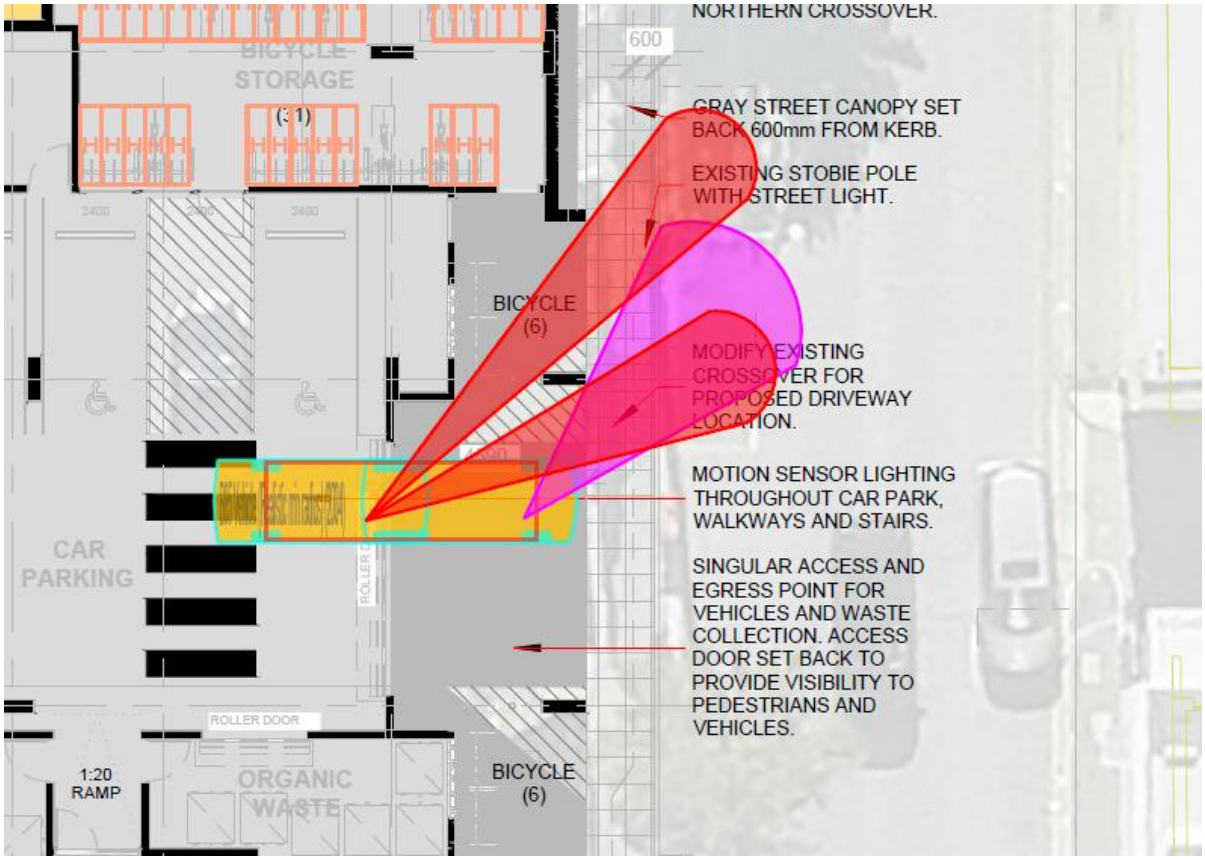

Figure 1 – Pedestrian sightline availability when exiting from the site.

As illustrated in Figure 1, as a driver moves forward whilst exiting the site, visibility will be able to be established along the site's frontage in a similar manner to that desired by the pedestrian sightline requirements of AS/NZS 2890.1:2004. It is therefore considered that the intent of the standard is achieved by the site's design and that the access will maintain the safe operation of the adjacent pedestrian footpath.

> *"The turning circle template for vehicles going up the ramp appear to interfere with a truck sitting in waste area and I would like a response from a suitably qualified person regarding the convenience of movements within the site when waste is being collected and how the operations will be managed."*

There is a minor encroachment to the circulation roadway when a waste vehicle is located in the loading area. The internal circulation driveway will narrow to approximately 5.3 m wide with a vehicle stored in the loading zone. The distance between passing opportunities is approximately 13 m metres which is well within the acceptable limit for one-way width circulation roads accommodating two-way movements identified by Australia/New Zealand Standard for *"Parking Facilities Part 1: Off-street car parking"*. It is also noted that volumes will be less than the level of 30 peak hour movements, above which the Standard recommends two-way passing provisions along the full length of a circulation road/driveway.

Regardless, it is anticipated that waste collection will be undertaken outside of peak periods (i.e. light vehicle movements will be significantly less than peak hour volumes). A convex mirror is proposed to be placed along the wall adjacent the loading zone to assist intervisibility between drivers along the circulation driveway. As such, it is anticipated that a waste vehicle located in the loading zone will be appropriately accommodated without resulting in the unsafe operation of the site's internal circulation aisles.

I trust the above adequately responds to Council's RFI comments. Please feel free to contact me on (08) 7078 1801 should you require any additional information.

Yours sincerely,

THOMAS WILSON
Associate Director | CIRQA Pty Ltd