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Mr Nic Wong
Marchese Partners International Pty Ltd
Level 1, 22-26 Peel Street
Adelaide SA 5000

Dear Mr Wong,

392-394 UNLEY ROAD, UNLEY PARK
PROPOSED RESIDENTIAL DEVELOPMENT
TRAFFIC AND PARKING ASSESSMENT

We refer to the above residential development at 392-394 Unley Road. The subject site is located on the western side of Unley Road, between Thornber Street and High Street. The subject site consists of an empty block and an existing single storey dwelling and is located within the RB300 zone of the Development Plan of the City of Unley.

The proposal consists of 11 two-storey residential townhouses with two parking spaces provided for each dwelling: a single garage car park and single open visitor park on the ground level. In addition, two visitor parking spaces are proposed at the rear of the site. We note that each townhouse will have three bedrooms. The proposed layout is shown in the 'Proposed Site Plan and Ground Floor Plan SK02' by Marchese Partners.

Unley Road is an arterial road under the control, care and management of DPTI. Adjacent to the subject site, Unley Road has two traffic lanes in each direction separated by a solid white line and a bicycle lane in each direction.

There is a clearway present adjacent to the subject site which operates Monday to Friday between 7:30AM and 9:00AM. Adjacent to the subject site, the bicycle lane also appear to operate between this time period. Outside of these hours we note that on-street parking occurs frequently along Unley Road.

There are bus stops located a short distance to the north and south of the subject site. Unley Road has GO Zone bus services.

1.0 PARKING ASSESSMENT

The relevant parking requirements for group dwellings are as follows:

TABLE Un/5

Off-street Vehicle Parking Guidelines

Group Dwelling, Residential Flat Building or multiple unit sites

<i>(a) Large (3 or more bedrooms or floor area > 150m²)</i>	<i>2.0 per dwelling</i>
<i>(d) Additional visitor car parking</i>	<i>0.5 per dwelling</i>

The resident parking guideline of the Development Plan (2 spaces per 3+ bedroom dwelling) would result in 22 spaces for residents. The visitor parking guideline in the Development Plan (0.5 spaces per dwelling) would result in 5.5 parking spaces for visitors.

The proposed development would provide a total of 24 parking spaces on-site: each dwelling would have 1 garage parking space and 1 open parking space (undercover). Therefore, the resident parking guideline would be satisfied. There would also be 2 visitor parking spaces at the end of the common driveway.

There are a number of considerations which should be taken into account when assessing the visitor parking guideline for the subject site.

At locations where public transport is readily available, it is not uncommon to reduce the parking guideline to reflect the alternative non-car mode of transport that is available to residents and visitors. The subject site is located a short distance to the bus stops (both sides) on Unley Road. Unley Road has Go Zone bus services.

In addition, the adjacent bicycle lanes would also encourage cycling for the subject development.

In the document, *Parking Spaces for Urban Places: Car Parking Study Guideline for Greater Adelaide 2013*, prepared by the Port Adelaide Enfield Council with support from 6 other councils and DPTI, recommendations to discount the parking guideline (having regard to accessibility) were discussed:

- *Located within 200m of a train station, tram station, a bus stop with five or more public transport routes, or a bus stop within a 'Go Zone' - 20%*
- *Located within 200m of a dedicated off-road or on-road bicycle path or bicycle lane - 5%*

The above two conditions would be satisfied by the subject site. A maximum parking discount of up to 25% is recommended in the report. Assuming a 20% discount, which would not be unreasonable for the subject site, having regard to its location in proximity to alternative modes of transport services, the visitor parking guideline of 5.5 spaces would be reduced to 4 spaces (rounded down). The visitor parking guideline would therefore have a shortfall of only 2 spaces.

On-street parking is also commonly taken into account in assessing the parking adequacy of a development. The proposed development would result in an existing crossover being closed and therefore would gain an additional on-street car park. There would therefore be up to 4 on-street parking spaces for visitors outside of the Clearway restrictions (Monday to Friday 7:30AM to 9:00AM) along the subject site's frontage. Including on-street parking abutting the site frontage for assessing the parking adequacy of a development is an appropriate approach, as visitors to residential uses typically occur in the evenings and on weekends when the clearway is not in operation.

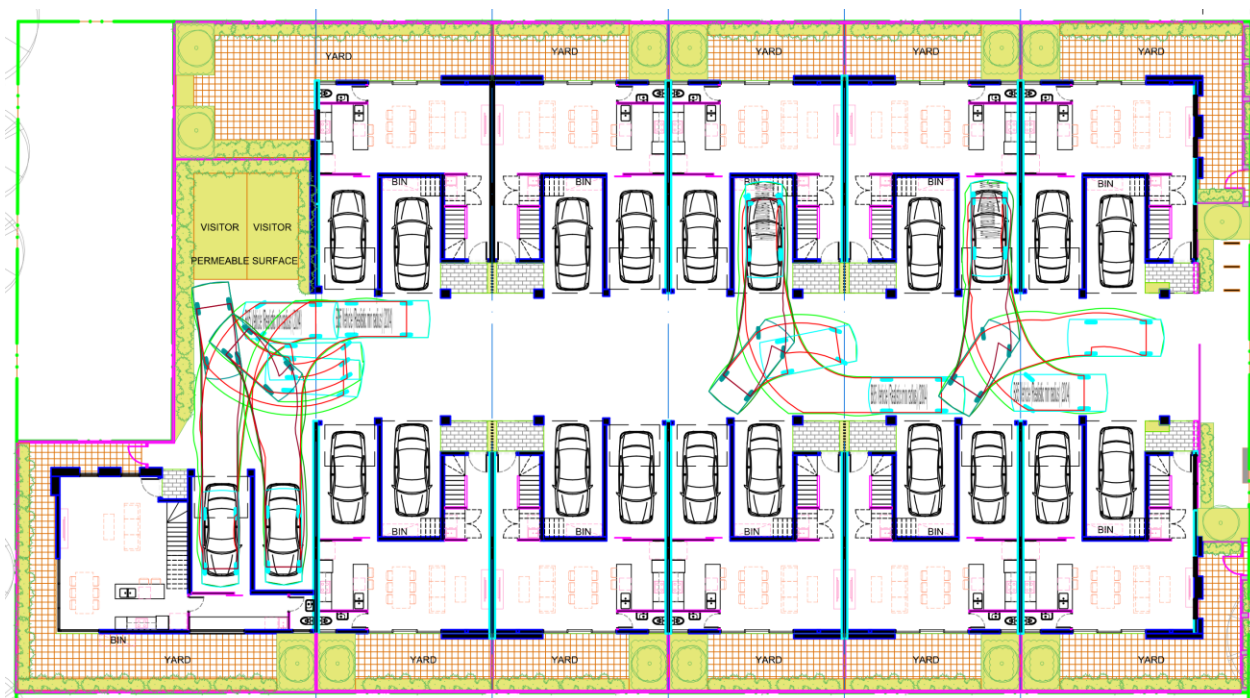
Having regard to the location of the subject site, its proximity to bus services, the encouragement of cycling through provision of bicycle parking facilities and the availability of on-street parking, we are of the opinion that the parking provision for the development would be satisfactory.

2.0 PARKING LAYOUT

The proposed parking layout has generally been designed to the requirements of AS/NZS 2890.1-2004:

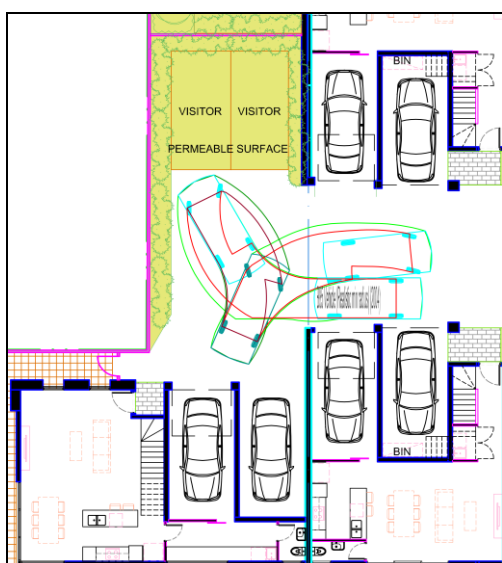
- Roller door widths are 2.7m wide
- Parking aisles are 6.2m wide minimum

- A two-way access would be provided at the road frontage to allow concurrent entry and exit movements to occur and all vehicles can enter and exit the site in a forward direction.
- The pedestrian sight line requirement at the exit of the driveway would meet the requirements of the parking standard.
- Satisfactory access would be provided to and from the proposed garages and on-site visitor parking space.
- Access to and from the subject site would be in a forward direction.



Typical vehicle manoeuvrability into garage spaces and visitor spaces

The end of the driveway has also been widened to allow a standard 3-point turn to occur if all of the visitor parking spaces are occupied. Therefore, a dedicated turn bay space would not be required.



Standard 3-point turn manoeuvre

We note that a gate is proposed at the entrance to the subject site in order to provide appropriate security for residents. We understand that an automated gate opening system is proposed. The automated system would be set to open the gate at 7am and remain open during the day until 7pm at night when it would then close. Therefore during daytime periods and during the peak traffic times, there would be no delay for vehicles entering the subject site. Outside of these periods, when traffic flows are not high, the gate would be activated by remote control. There would be sufficient distance between the kerb and the gate to allow an entering vehicle to momentarily stop for the gate to open without encroaching into the adjacent traffic lane. Therefore the impact on through traffic in Unley Road would be minimised.

During periods when the gate is closed, we would envisage that visitors wishing to park inside would contact the resident that they are visiting. The resident would be able to activate the door opening from their dwelling to allow the visitor in. Outside of the gate opening hours, visitors would also be able to park on-street if they wish. After parking on-street, they would similarly need to contact the resident they are visiting to have the gate opened remotely to enter the site.

Based on the above assessment, we are satisfied that the proposed parking layout would enable convenient and safe access to be provided for the development.

3.0 TRAFFIC IMPACT

The proposed residential development would be a low traffic generator and would be expected to generate approximately 10 vehicles per hour. This is considered to be a very low traffic flow.

We are therefore of the opinion that the proposed development would have minimal traffic impact on the adjacent road network.

4.0 SUMMARY

The proposed development comprises of 11 two-storey town houses and 24 parking spaces on-site. Each dwelling would be provided with 2 parking spaces. Two (2) additional visitor parking space would be also be provided on-site for visitor parking.

Having regard to the location of the subject site in proximity to bus services, the encouragement of cycling through provision of bicycle parking facilities and the availability of on-street parking, we are of the opinion that the parking provision for the development would be satisfactory.

The proposed parking layout would be in accordance with the requirements of AS/NZS 2890.1-2004. Convenient and safe access would be provided for all users.

The proposed development would have minimal traffic impact on the adjacent road network.

On the basis of the above assessment, we are of the opinion that the proposed development can be supported on traffic and parking grounds.

Yours sincerely,

Ming Siow

MING SIOW

Senior Associate