

Ref: 22486|TAW

15 November 2024

Mr Joel Wilkinson
Citify Pty Ltd
PO Box 576
WELLAND SA 5007

Dear Joel,

**PROPOSED MIXED-USE DEVELOPMENT (APP ID 24029287)
1-9 WALKERVILLE TERRACE, GILBERTON
RESPONSE TO COUNCIL COMMENTS AND REPRESENTATIONS**

I refer to the proposed mixed-use development at 1-9 Walkerville Terrace, Gilberton (Application ID 24029287). As requested, I have undertaken a review of the comments received from the Town of Walkerville (Council) and have reviewed the representations made as part of the project's Public Notification period. Key comments and/or themes in the Public Notification submissions have been summarised in italics below, followed by my response.

A traffic and parking report was previously prepared by CIRQA in relation to the development application (dated 24 September 2024). This report should be read in conjunction with the following responses.

RESPONSE TO COUNCIL COMMENTS

"Moving the UG carpark to the centre of the site is a good design outcome and will assist with queuing and vehicle access"

The relocation of the basement access to the centre of the site is considered beneficial to traffic movements within the site, both at-grade and within the basement areas. The design facilitates additional separation between Northcote Terrace and the basement access (above that of the previous design) and locates the access centrally (approx.) between the site's two street frontages. This also assists in aiding circulation within the site's parking basement parking area, through the provision of two circulation aisles adjacent the basement ramp.

“The right turn into the development from Walkerville Terrace is still a concern and we would like the opportunity for this to be formalised with either a line marked sheltered right turn or other suitable treatment”

As outlined in CIRQA’s report, the facilitation of right turn movements into the subject site is not expected to detrimentally impact upon the operation of Walkerville Terrace during either the am or pm peak hours. This was further evidenced by SIDRA analyses undertaken at the site’s Walkerville Terrace access, identifying a 95th percentile queue of less than one (1) vehicle. This is largely due to proximity to the adjacent signalised intersection (of Walkerville Terrace, Northcote Terrace, Robe Terrace, Park Road and Mann Road), which provides significant ‘platooning’ in the northeast-bound traffic flow which, in turn, presents large gaps for drivers to safely turn right into the subject site.

Whilst Walkerville Terrace is a road under the care and control of Council, it should be highlighted that DIT has endorsed the proposed Walkerville Terrace access (with turning movements as proposed) within their Schedule 9 Referral Response. It is therefore evident that DIT has concurred with CIRQA’s traffic assessment with regard to the operation of the surrounding road network.

It should also be highlighted that Gilbert Street, Buckingham Street, Thames Street, James Street, and River Street (i.e. all side streets intersecting with Walkerville Terrace between the signalised intersection and Stephen Terrace) do not comprise a sheltered right turn lane for the facilitation of right turn movements. Drivers undertaking a right turn movement into any of the aforementioned side streets (as well as any private driveway accessed directly from Walkerville Terrace) are required to store on Walkerville Terrace and wait for an appropriate ‘gap’ before undertaking a right turn. Given the number of dwellings serviced by these streets, it is expected that the number of right turn movements at each priority-controlled intersection would be higher than those forecast at the subject site’s access point. It should also be noted that the basement parking area access associated with the Walkerville Shopping Centre does not include provision of a right turn treatment (which would generate higher traffic volumes than any of the local streets intersecting with Walkerville Terrace).

This has been further substantiated by CIRQA with additional on-site observations being undertaken on Thursday 26 September during the pm peak (during which the largest vehicle queue was reported by SIDRA due to the higher opposing northeast-bound traffic volume). Specifically, a number of ‘trial runs’ were undertaken whereby right turn movements into the site from Walkerville Terrace were driven. The trials incurred a maximum delay of less than 11 seconds (with several trials incurring no delay at all), with no vehicles being queued behind the turning vehicle (and no vehicles utilising the adjacent bus stop area to bypass). This further demonstrates that the results of the SIDRA analyses are reflective of typical conditions.

“The issue of ‘rat-running’ through local streets when exiting the development is still a concern, particularly narrow streets in Gilberton such as Buckingham Street, Matilda Street etc”

It is understood that Council has concern with ‘rat-running’ currently occurring on key local roads within the vicinity of the site. As outlined in CIRQA’s report, traffic data has been obtained on key roads (illustrated in Table 1 below). The data identifies that all key streets are currently well within the theoretical traffic capacities envisaged for their respective road classifications (1,500 vehicles per day for a local road, as per the guidance contained within IPWEA SA’s “Infrastructure Guidelines SA - Standards and Requirements for the Design and Construction of Infrastructure Assets in South Australia” (April 2020)).

Table 1 – Recorded traffic data on key local streets within the vicinity of the subject site.

Street	Road Classification	Indicative Maximum Traffic Volume	Recorded Average Traffic Volume
Buckingham Street	Local Road	1,500 vpd	258 vpd
Edwin Terrace	Local Road	1,500 vpd	953 vpd
James Street	Local Road	1,500 vpd	510 vpd
Gilbert Street	Local Road	1,500 vpd	817 vpd

The Infrastructure Guidelines take into consideration amenity as a factor when determining indicative maximum traffic volumes respective to a given road classification. Accordingly, whilst considered unlikely, even if a small portion of development-related traffic volumes were to utilise the local road network, the volumes would be readily accommodated without impacting upon amenity and/or the continued safe operation of the surrounding local road network.

With regard to Buckingham Street specifically, it remains unclear as to why a driver travelling to or from the proposed development would utilise this road. For example, if a driver leaving the site were to use Buckingham Street, the driver would be required to turn left from the site onto Walkerville Terrace and left into Buckingham Street. It is considered that a left turn from Buckingham Street onto Northcote Terrace would be unlikely given the circuitous nature (and the driver being required to wait within the same traffic conditions on Northcote Terrace). Similarly, it is considered unlikely that the driver would choose to turn right at a priority-controlled intersection onto Northcote Terrace, as opposed to utilising the signalised intersection of Northcote Terrace/North East Road/Stephen Terrace and Nottage Terrace. I therefore consider the likelihood of rat-running via Buckingham Street to be negligible.

Furthermore, should Council currently be experiencing traffic concerns on Buckingham Street, it would be recommended that a Local Area Traffic Management (LATM) investigation be undertaken, with an associated report prepared. The LATM would assist

Council in validating 'rat-running' issues (and/or any additional traffic issues on Buckingham Street, such as the contrary intent of a centreline through the existing 'S' bend, with parking permitted on one side requiring drivers to encroach over the centreline into the oncoming traffic lane), whilst also assisting to identify appropriate solutions to address any issues identified.

With regard to Matilda Street (and by default, Gilbert Street), it is understood that GTA Consultants (now Stantec) prepared an LATM for Council in November 2020. Of particular relevance to this letter, the LATM identified an AADT in the order of 407 vpd (well below the 1,500 vpd identified by the Infrastructure Guidelines SA document). The LATM also recommended that the speed limit within Gilberton be reduced to 40 km/h, and that Matilda Street be converted to a one-way (eastbound) only street. It is considered that implementation of the above would provide further discouragement for 'rat-running' through surrounding local roads.

Of interest, the LATM also identified that signage be installed to advise drivers of narrow streets and discourage vehicles from parking opposite one another (where contrary to Australian Road Rule 208). Whilst recommended within the LATM study area (south of Walkerville Terrace), the installation of such signage on Buckingham Street would also assist to ensure and maintain Buckingham Street's safe operation (should it be desired by Council).

"Parking rates are sufficient, however there is a lack of on street parking options at this location given its proximity to the major intersection"

As outlined in CIRQA's report, adequate on-site parking is proposed to satisfy the parking requirements of the Planning and Design Code. Furthermore, an additional 29 parking spaces are proposed over and above the minimum on-site requirement, thereby exceeding the minimum on-site provision by approximately 13.3%.

With regard to on-street parking, during inspections of the subject site and surrounding road network, on-street parking availability has been observed. Whilst demand for on-street parking fluctuates dependent on time of day, on-street availability has been observed, nonetheless.

However, irrespective of on-street availability, it is again reiterated that adequate on-street parking is proposed for all users of the development (residents, employees and visitors/customers) in excess of the minimum requirements of the Planning and Design Code.

"EV charging options for the UG carpark should be considered"

It is understood that during construction of the site's parking areas, provision will be made for electric vehicle charging infrastructure to be installed at a later date, should demand

arise. This will be in the form of electrical conduits within the concrete slabs for the future cabling and installation of electric car charges.

"Confirmation of location of bicycle parking and number of?"

As outlined in CIRQA's report, a total of 190 bicycle parking spaces will be provided throughout the proposed development. This will comprise secure parking areas within the site's basement parking levels (for residents and employees) as well as at-grade parking areas (for visitors/customers) located in numerous locations around the site.

"Sight lines to pedestrians for vehicle exiting onto Walkerville Terrace should be checked, particularly with the enclosed arch proposed over the roadway"

Architectural and structural elements shall be located such that pedestrian sightlines are retained as per the requirements of AS/NZS 2890.1:2004 at the site's access points. The finer detail of these elements will be further refined during the project's detailed design phase.

RESPONSE TO REPRESENTATION THEMES

"The data relied on by Cirqa was collected during the Covid Pandemic. The intersection of Walkerville Terrace/Robe Terrace/Mann Terrace/Park Road and Northcote Terrace is signalised and therefore SCATS data is available from DIT to confirm the current volumes."

CIRQA has liaised with DIT in relation to their view on the likelihood of COVID-19 impacting upon the data provided. Based upon fluctuation in Annual Average Daily Traffic (AADT) volumes recorded since 1992, DIT has advised that it does not "... consider that any of these [traffic] surveys would have been affected by COVID-19 short-term consequences...". As such, the traffic data on which CIRQA's analysis was based is regarded as reliable.

"The proposed triangular island treatments are not effective at prohibiting right turn entry movements as the entry must be adequate width to facilitate a left turn and hence can readily accommodate a right turn. While the right turn may be prohibited, Northcote Terrace does not have a location to effectively place a No right turn sign and hence there is a significant risk of drivers obstructing traffic on Northcote Terrace while waiting to turn right to the site."

It is unclear as to why drivers would seek to turn right into the subject site from Northcote Terrace when left-turn ingress is available on Walkerville Terrace. All drivers on Northcote Terrace would be required to travel through the adjacent signalised intersection, whereby access to Walkerville Terrace is available from every approach.

Notwithstanding, the proposed Northcote Terrace access treatment shall include a 'No Right Turn' sign to reinforce the prohibition of right turn movements into the subject site.

This access treatment has been endorsed by DIT in their Schedule 9 Referral Response. It is therefore evident that DIT considers the treatment appropriate.

"The report does not include an analysis of the signalised intersection. While the volume of traffic associated with the proposal may not exceed 5% of traffic volumes at the intersection (subject to a review of current volumes) the capacity of forecast volumes to be able to enter the road network is important to understand."

The CIRQA traffic impact analyses included consideration of the site's access points, and immediately adjacent road network and intersections. This also included key roads abroad of the immediate vicinity of the subject site (such as, but not limited to, Buckingham Street, Matilda Street and Gilbert Street).

As stated above, DIT has provided a Schedule 9 Referral Response to the proposed development endorsing the site's access arrangements, anticipated traffic impacts, traffic generation and vehicle distribution. Specifically, DIT has stated:

"DIT considers that the Traffic and Parking Report undertaken by CIRQA (refer Project # 22486, Version 2.4 dated 24 September 2024) has undertaken a comprehensive review of the revised traffic impacts, traffic generation and vehicle distribution to the abutting roads. DIT is satisfied that the proposed left in and left out access to Northcote Terrace and left in, right in and left out movements to Walkerville Terrace access points adequately cater for the development."

It is therefore evident that DIT is satisfied with the development and proposed treatments for the management of traffic impacts, including the site's access points and adjacent Walkerville Terrace, Northcote Terrace, Robe Terrace, Park Road and Mann Road intersection.

"There are a number of stacked spaces in the car park."

Due to the irregular shaped site, a small number of parking spaces have been proposed in a 'stacked' or 'tandem' arrangement. These spaces (i.e. the tandem 'set') shall be assigned to a single residential apartment (such as a penthouse which will be assigned at least two parking spaces) or to a single commercial tenancy. This will ensure that both spaces are accessible by a given resident or tenancy, without reliance upon other (potentially unknown) users for access.

"A comparison of volumes generated by the previous land use would not be relevant as the peak traffic generation period would differ for each land parcel."

The traffic volumes reported to be generated by the previous land use were recorded by a turning movement survey. The survey identified the traffic volumes generated by the site during the road network's peak hour.

"While the report states that right turn out onto Walkerville Terrace will not be permitted, the design does not appear to restrict this manoeuvre."

The site's access points have been designed such that the egress lanes (at both Walkerville Terrace and Northcote Terrace) are angled at 70-degrees to the adjacent roadway. This will be supplemented with signage and linemarking to legally impose turning restrictions at the access points. Such an arrangement is commonplace and widely accepted at access points across metropolitan Adelaide.

Furthermore, it is again reiterated that DIT support the site's access arrangements, including their design and associated turn restrictions.

"... a proportion of motorists existing for the morning commute to the city may choose to turn left onto Walkerville Terrace, to avoid the congestion and delay at the Northcote Terrace exit, only then to perform a series of left turns through residential streets (Buckingham Street & James Street) to then travel south along Northcote."

It is unclear as to why drivers would choose the above route, noting its circuitous nature and, ultimately, similar use of Northcote Terrace to access the city.

"... acceptable as it will be within the 'design capacity' of these streets. Increase in commuter traffic through these nearby residential streets is not desirable in so far as it will diminish not only function and safety, but as importantly residential amenity."

As above, theoretical design capacities for various roads take into consideration not only road geometry and formation, but also potential impacts to residential amenity (such as, but not limited to, noise generated by vehicle movements).

"Walkerville Terrace residents have difficulty performing a reverse manoeuvre to exit their properties and enter the carriageway, and ... [additional traffic] ... will only exacerbate this experience. It must be remembered that Walkerville Terrace is one lane either way and is constrained with on street parking and a bike lane."

As outlined in CIRQA's report, Walkerville Terrace is classified as a 'collector road'. Collector roads with geometry consistent to that of Walkerville Terrace are commonly assumed to have a theoretical capacity in the order of 15,000 vpd. Given Walkerville Terrace currently has an AADT in the order of 9,400 vpd, its existing configuration is considered appropriate. Similarly, additional traffic forecast to be generated by the proposed development will not detrimentally impact upon its function as a 'collector road'. Whilst 'immediate' gaps in traffic may not be available to residents when reversing from their property, adequate gaps have been observed during peak hour inspections of Walkerville Terrace, akin to those expected for a road of that nature.

"While several bus routes do pass by the site, I would not describe this location as highly accessible by public transport..."

As outlined in CIRQA's report, high-frequency bus services operate directly adjacent the site. Specifically, Walkerville Terrace, Northcote Terrace, Park Road and Mann Road are all identified as 'Go Zone' bus routes by Adelaide Metro, with buses operating along each adjacent route between 7:30 am and 6:30 pm, Monday to Friday, at a frequency of every 15 minutes or less. Outside of these times (early morning, nights and weekends), Adelaide Metro reports that services operate every 30 minutes (approx.). Given the adjacency of three 'Go Zone' bus routes, the site is very well serviced by public transport.

"I therefore consider it necessary to survey the availability and capacity of on-street parking in this location given the pressure that nearby uses already place on such, including Wilderness School. There is also a tendency for commuters to park in nearby residential streets and then walk, ride or catch a bus into the city."

The proposed development provides on-site parking provisions in excess of the that of the minimum specified by the Planning and Design Code. Notably, the site does not rely upon on-street parking to meet the requirements of the Planning and Design Code. It is therefore unclear as to why an on-street parking survey would be necessary.

"I think it appropriate in the circumstance that a peer review be undertaken of the traffic and parking report provide by the Applicant."

CIRQA's assessment has been reviewed by both the Department for Infrastructure and Transport (DIT) and the Town of Walkerville. It is reiterated that both parties are independent authorities who have interest in achieving an acceptable outcome with regard to the potential impacts of development on their respective road networks. Both parties have provided support for the proposed development with regard to both traffic and parking aspects.

I trust that the above sufficiently responds to Council's comments and themes contained within the representations, however, 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