

Proposed Workers Accommodation

Gordon Street, Naracoorte
Transport Impact Assessment

Prepared by: GTA Consultants (SA) Pty Ltd for JROD Pty Ltd

on 25/09/2020

Reference: S197240

Issue #: A

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Quality Record

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1. INTRODUCTION

1.1. Background

A Development Application is currently being undertaken for a proposed workers accommodation on land located at Gordon Street, Naracoorte. The proposed development incorporates the conversion of existing buildings on the site to workers accommodation, providing a total of 32 beds (which includes the Managers Residence).

GTA Consultants was commissioned in August 2020 to undertake a transport impact assessment of the proposed development.

1.2. Purpose of this Report

This report sets out an assessment of the anticipated transport implications of the proposed development, including consideration of the following:

1. Existing traffic and parking conditions surrounding the site
2. Parking demand likely to be generated by the proposed development
3. Suitability of the proposed parking in terms of supply (quantum) and layout
4. Traffic generation characteristics of the proposed development
5. Proposed access arrangements for the site
6. Transport impact of the development proposal on the surrounding road network.

1.3. References

In preparing this report, reference has been made to the following:

- South Australian Planning and Design Code
- Australian Standard/ New Zealand Standard, Parking Facilities, Part 1: Off-Street Car Parking AS/NZS 2890.1:2004
- Australian Standard, Parking Facilities, Part 2: Off-Street Commercial Vehicle Facilities AS 2890.2:2002
- Australian Standard / New Zealand Standard, Parking Facilities, Part 6: Off-Street Parking for People with Disabilities AS/NZS 2890.6:2009
- plans for the proposed development prepared by Intro Architecture
- various technical data as referenced in this report
- a desktop assessment of the site and its surrounds
- other documents as nominated.

2. EXISTING CONDITIONS

2.1. Subject Site

The subject site is located at Lot 100 Gordon Street in Naracoorte. The site of approximately 16,900m² has approximate frontages of 141.2m to Gordon Street, 65.9m to Pethick Street and 25.5m to Foster Street.

The site is located within a Neighbourhood zone and was previously the site of TafeSA. Buildings 4 and 6 on the site have previously undergone development approvals as multiple dwellings.

The surrounding properties include a mix of residential land uses, with the Naracoorte Town Centre located to the north of the development.

The location of the subject site and the surrounding environs is shown in Figure 2.1.

Figure 2.1: Subject Site and its Environs



Source: South Australian Property Planning Atlas

2.2. Road Network

2.2.1. Adjoining Roads

Gordon Street

Gordon Street functions as a Collector Road and is under the care and control of Naracoorte Lucindale Council. It is a two-way road aligned in an approximate north-eastern/south-western direction and configured with a 2-lane, 10 metre wide carriageway set within a 20.4 metre wide road reserve (approx). Based on aerial photography adjacent the site, Gordon Street provides bicycle lanes and indented parking on the north-western side.

Pethick Street

Pethick Street functions as a Local street and is under the care and control of Naracoorte Lucindale Council. It is a two-way road aligned in an approximate north-western/south-eastern direction, no lane line marking is provided within the 8.0 metre wide carriageway set within a 20 metre wide road reserve (approx).

Foster Street

Foster Street functions as a Local street and is under the care and control of Naracoorte Lucindale Council. It is a two-way road aligned in an approximate north-eastern/south-western direction, no lane line marking is provided within the 7.2 metre wide carriageway set within a 19.8 metre wide road reserve (approx).

2.2.2. Surrounding Intersections

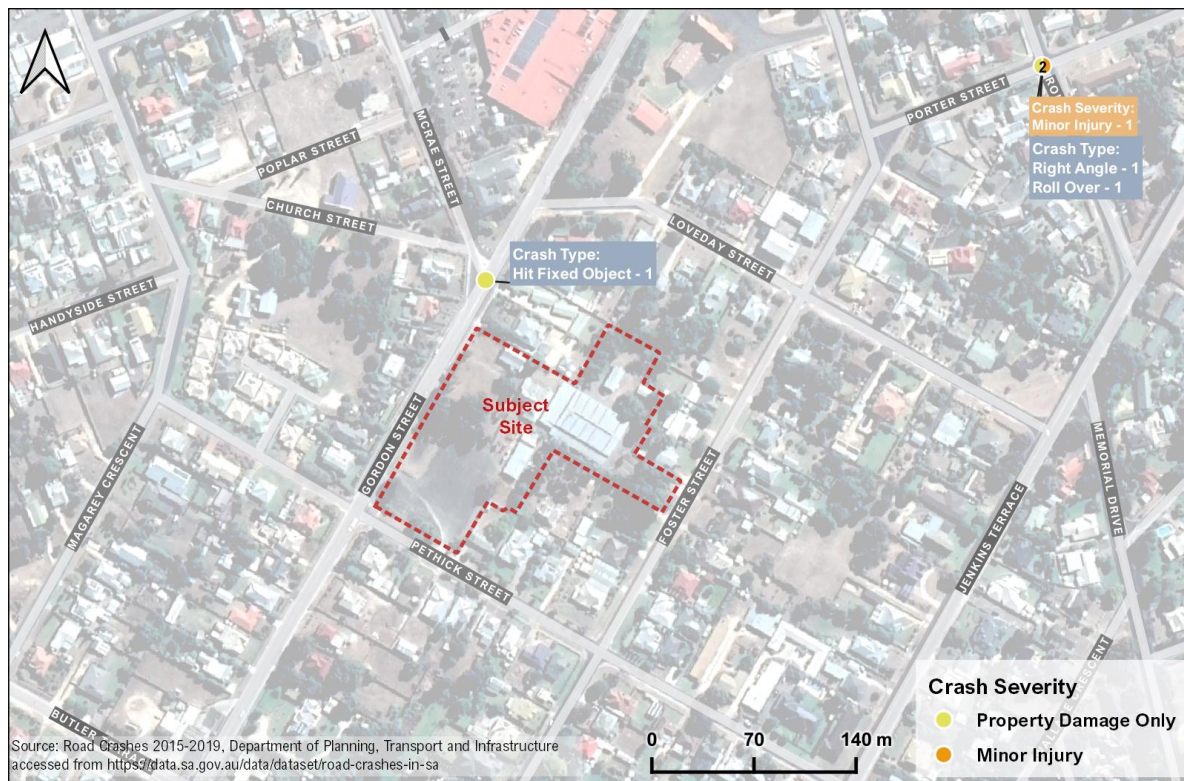
The following intersections currently exist in the vicinity of the site:

- Pethick Street/Gordon Street (unsignalised)
- Pethick Street/Fosters Street (unsignalised)
- Gordon Street/McRae Street (unsignalised).

2.2.3. Crash Data

A review of the reported crash history for the last five years (2015 – 2019) have been sourced from Location SA with the output provided in Figure 2.2. There have been no recorded crashes on the road network immediately surrounding the subject site.

Figure 2.2: Crash Data (2015 – 2019)

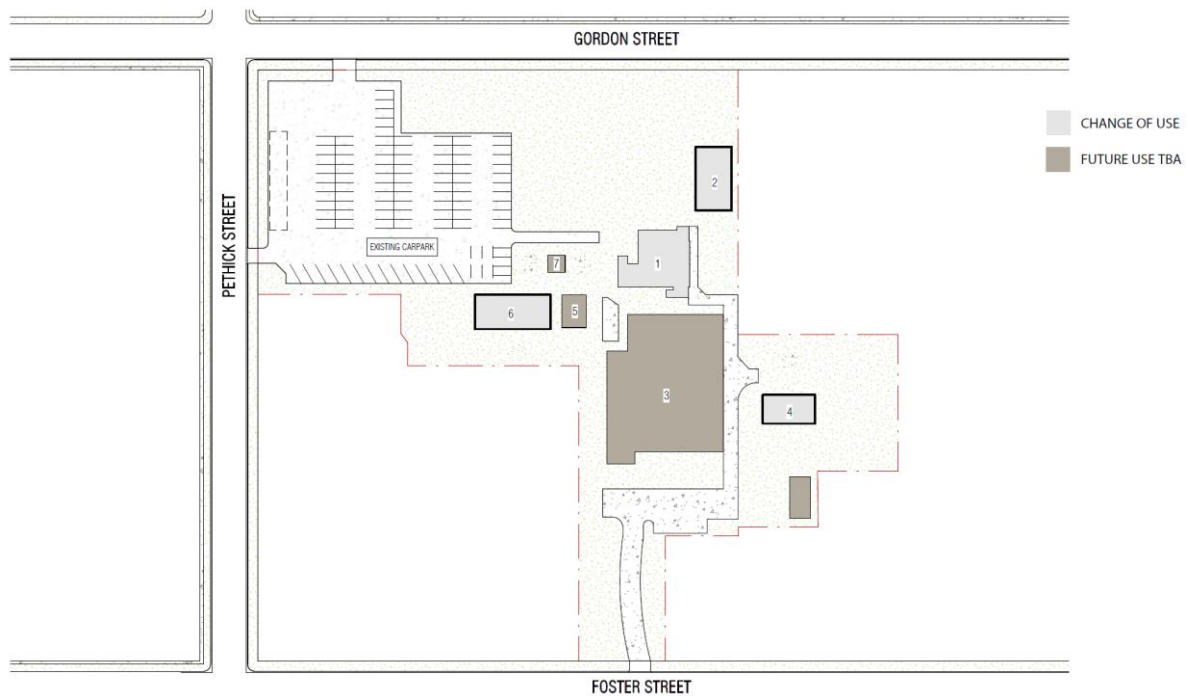


3. DEVELOPMENT PROPOSAL

3.1. Land Uses

The proposal includes the alterations and change of use to the existing buildings on the site to provide short term workers accommodation. The proposed site plan is shown in Figure 3.1.

Figure 3.1: Proposed Site Plans



Source: Intro Architecture

The proposal seeks to provide a total of 32 workers accommodation beds. A summary of the intended bed numbers per building is summarised in Table 3.1.

Table 3.1: Development Schedule

| Use | Size |
|--------------|--|
| Building 1 | 9 Beds (8 Beds and 1 Managers Residence) |
| Building 2 | 8 Beds |
| Building 4 | 6 Beds |
| Building 6 | 9 Beds |
| Total | 32 Beds |

3.2. Car Parking

Car parking for the existing and proposed uses associated with Buildings 1 – 3 and 5 – 7 is via the existing southern car park, providing 91 car parking spaces.

It is understood that Council would prefer to have the car parking associated with Building 4 be catered for via the car park behind Building 3 accessed via Foster Street.

3.3. Vehicle Access

Vehicle access is to be provided via existing crossovers located on Gordon Street and Foster Street.

It is understood that the existing access to Pethick Street is not to be used.

3.4. Loading Areas

Loading is anticipated to be undertaken by light vehicles to/from the site.

Bus access to/from the site is anticipated to be via 12.5m Bus, and are anticipated to access the site via Gordon Street and park along the southern boundary.

4. SA PLANNING SCHEME ASSESSMENT

4.1. Part 2 and Part 3

GTA Consultants have reviewed the *Part 2 – Zones and Sub Zones* and *Part 3 – Overlays of the SA Planning Scheme* for relevant *Traffic and Transport Performance Outcomes*. GTA has determined that there are no relevant Traffic and Transport Performance Outcomes that are applicable to the proposed development.

4.2. Part 4

The table below outlines the relevant Traffic and Transport Assessment Provisions applicable to the subject site, found within Part 4 – General Development Policies. The table summarises the Performance Outcomes and Deemed-to-Satisfy Criteria / Designated Performance Features followed by GTA Consultants assessment of the Development Application.

SA PLANNING SCHEME ASSESSMENT

4.2.1. Design

| SA Planning Scheme Assessment Provisions (AP) | | GTA Consultants |
|---|---|------------------------------------|
| Performance Outcome | Deemed-to-Satisfy Criteria / Designated Performance Feature | Development Application Assessment |
| Residential | | |
| Car parking, access and manoeuvrability | | |

SA PLANNING SCHEME ASSESSMENT

| SA Planning Scheme Assessment Provisions (AP) | | GTA Consultants |
|---|--|---|
| Performance Outcome | Deemed-to-Satisfy Criteria / Designated Performance Feature | Development Application Assessment |
| <p>PO 17.1</p> <p>Enclosed parking spaces are of a size and dimensions to be functional, accessible and convenient.</p> | <p>DTS/DPF 17.1</p> <p>Covered parking spaces are enclosed by fencing, walls or other obstructions with the following internal dimensions:</p> <ul style="list-style-type: none"> a) single parking spaces: <ul style="list-style-type: none"> (i) a minimum length of 5.4m (ii) a minimum width of 3.0m (iii) a minimum garage door width of 2.4m b) double width parking spaces: <ul style="list-style-type: none"> (i) a minimum length of 5.4m (ii) a minimum width of 5.5m (iii) minimum garage door width of 2.4m per space. | Not Applicable |
| <p>PO 17.2</p> <p>Uncovered parking spaces are of a size and dimensions to be functional, accessible and convenient.</p> | <p>DTS/DPF 17.2</p> <p>Uncovered car parking spaces have:</p> <ul style="list-style-type: none"> a) a minimum length of 5.4m b) a minimum width of 2.4m c) a minimum width between the centre line of the space and any fence, wall or other obstruction of 1.5m | <p>Deemed to Satisfy</p> <p>See Section 5.2</p> |
| <p>PO 17.3</p> <p>Driveways are located and designed to facilitate safe access and egress while maximising land available for street tree planting, landscaped street frontages, domestic waste collection and on-street parking.</p> | <p>DTS/DPF 17.3</p> <p>Driveways and access points on sites with a frontage to a public road of 12m or less have a single access point with a maximum width of 3.2m measured at the property boundary.</p> | Not Applicable |

SA PLANNING SCHEME ASSESSMENT

| SA Planning Scheme Assessment Provisions (AP) | | GTA Consultants |
|--|--|---|
| Performance Outcome | Deemed-to-Satisfy Criteria / Designated Performance Feature | Development Application Assessment |
| <p>PO 17.4</p> <p>Vehicle access is safe, convenient, minimises interruption to the operation of public roads and does not interfere with street infrastructure or street trees.</p> | <p>DTS/DPF 17.4</p> <p>Vehicle access to designated car parking spaces:</p> <ul style="list-style-type: none"> a) is provided via a lawfully existing or authorised driveway or access point or an access point for which consent has been granted as part of an application for the division of land or b) where newly proposed: <ul style="list-style-type: none"> (i) is set back 6m or more from the tangent point of an intersection of 2 or more roads or a pedestrian-actuated crossing (ii) does not involve the removal or relocation of mature street trees, street furniture or utility infrastructure services. | <p>Deemed to Satisfy</p> <p>See Section 5.1</p> |
| <p>PO 17.5</p> <p>Driveways are designed to enable safe and convenient vehicle movements from the public road to on-site parking spaces.</p> | <p>DTS/DPF 17.5</p> <p>Driveways are designed and sited so that:</p> <ul style="list-style-type: none"> a) the gradient from the place of access on the boundary of the allotment to the finished floor level at the front of the garage or carport is not steeper than 1:4 on average b) they are aligned relative to the street boundary so that there is no more than a 20 degree deviation from 90 degrees between the centreline of any dedicated car parking space to which it provides access (measured from the front of that space) and the street boundary c) if located to provide access from an alley, lane or right of way - the alley, land or right of way is at least 6.2m wide along the boundary of the allotment / site | <p>Deemed to Satisfy</p> <p>See Section 5.1</p> |

SA PLANNING SCHEME ASSESSMENT

| SA Planning Scheme Assessment Provisions (AP) | | GTA Consultants |
|---|--|--|
| Performance Outcome | Deemed-to-Satisfy Criteria / Designated Performance Feature | Development Application Assessment |
| PO 17.6 Driveways and access points are designed and distributed to optimise the provision of on-street visitor parking. | DTS/DPF 17.6 Where on-street parking is available directly adjacent the site, parking is retained in accordance with the following requirements: a) minimum 0.33 on-street spaces per proposed dwellings (rounded up to the nearest whole number) b) minimum car park length of 5.5m. | Not Applicable Proposed development is not a dwelling |

4.2.2. Design in Urban Areas

| SA Planning Scheme Assessment Provisions (AP) | | GTA Consultants |
|---|---|------------------------------------|
| Performance Outcome | Deemed-to-Satisfy Criteria / Designated Performance Feature | Development Application Assessment |
| Residential Development - 3 Building Levels or less | | |
| Car parking, access and manoeuvrability | | |

SA PLANNING SCHEME ASSESSMENT

| SA Planning Scheme Assessment Provisions (AP) | | GTA Consultants |
|--|---|---|
| Performance Outcome | Deemed-to-Satisfy Criteria / Designated Performance Feature | Development Application Assessment |
| <p>PO 17.1</p> <p>Enclosed parking spaces are of a size and dimensions to be functional, accessible and convenient.</p> | <p>DTS/DPF 17.1</p> <p>Covered parking spaces are enclosed by fencing, walls or other obstructions with the following internal dimensions:</p> <ul style="list-style-type: none"> a) single parking spaces: <ul style="list-style-type: none"> (i) a minimum length of 5.4m (ii) a minimum width of 3.0m (iii) a minimum garage door width of 2.4m b) double width parking spaces (side by side): <ul style="list-style-type: none"> (i) a minimum length of 5.4m (ii) a minimum width of 5.5m (iii) minimum garage door width of 2.4m per space. | Not Applicable |
| <p>PO 17.2</p> <p>Uncovered parking spaces are of a size and dimensions to be functional, accessible and convenient.</p> | <p>DTS/DPF 17.2</p> <p>Uncovered car parking spaces have:</p> <ul style="list-style-type: none"> a) a minimum length of 5.4m b) a minimum width of 2.4m c) a minimum width between the centre line of the space and any fence, wall or other obstruction of 1.5m | <p>Deemed to Satisfy</p> <p>See Section 5.2</p> |

SA PLANNING SCHEME ASSESSMENT

| SA Planning Scheme Assessment Provisions (AP) | | GTA Consultants |
|---|---|---|
| Performance Outcome | Deemed-to-Satisfy Criteria / Designated Performance Feature | Development Application Assessment |
| <p>PO 17.3</p> <p>Driveways are located and designed to facilitate safe access and egress while maximising land available for street tree planting, landscaped street frontages, domestic waste collection and on-street parking.</p> | <p>DTS/DPF 17.3</p> <p>Driveways and access points on sites with a frontage to a public road of 12m or less have a single access point with a maximum width of 3.2m measured at the property boundary.</p> | Not Applicable |
| <p>PO 17.4</p> <p>Vehicle access is safe, convenient, minimises interruption to the operation of public roads and does not interfere with street infrastructure or street trees.</p> | <p>DTS/DPF 17.4</p> <p>Vehicle access to designated car parking spaces:</p> <ul style="list-style-type: none"> c) is provided via a lawfully existing or authorised driveway or access point or an access point for which consent has been granted as part of an application for the division of land or d) where newly proposed: <ul style="list-style-type: none"> (i) 0.5m or more from any street furniture, street pole, infrastructure services pit, or other stormwater or utility infrastructure unless consent is provided from the asset owner (ii) is set back 6m or more from the tangent point of an intersection of 2 or more roads or a pedestrian-actuated crossing (iii) does not involve the removal or relocation of mature street trees, street furniture or utility infrastructure services. | <p>Deemed to Satisfy</p> <p>See Section 5.1</p> |

SA PLANNING SCHEME ASSESSMENT

| SA Planning Scheme Assessment Provisions (AP) | | GTA Consultants |
|--|--|---|
| Performance Outcome | Deemed-to-Satisfy Criteria / Designated Performance Feature | Development Application Assessment |
| <p>PO 17.5</p> <p>Driveways are designed to enable safe and convenient vehicle movements from the public road to on-site parking spaces.</p> | <p>DTS/DPF 17.5</p> <p>Driveways are designed and sited so that:</p> <ul style="list-style-type: none"> a) the gradient from the place of access on the boundary of the allotment to the finished floor level at the front of the garage or carport is not steeper than 1:4 on average b) they are aligned relative to the street boundary so that there is no more than a 20 degree deviation from 90 degrees between the centreline of any dedicated car parking space to which it provides access (measured from the front of that space) and the street boundary c) if located to provide access from an alley, lane or right of way - the alley, land or right of way is at least 6.2m wide along the boundary of the allotment / site | <p>Deemed to Satisfy</p> <p>See Section 5.1</p> |
| <p>PO 17.6</p> <p>Driveways and access points are designed and distributed to optimise the provision of on-street visitor parking.</p> | <p>DTS/DPF 17.6</p> <p>Where on-street parking is available directly adjacent the site, parking is retained in accordance with the following requirements:</p> <ul style="list-style-type: none"> c) minimum 0.33 on-street spaces per proposed dwellings (rounded up to the nearest whole number) d) minimum car park length of 5.5m. | <p>Not Applicable</p> <p>Proposed development is not a dwelling</p> |

4.2.3. Transport and Access

| SA Planning Scheme Assessment Provisions (AP) | | GTA Consultants |
|--|---|---|
| Performance Outcome | Deemed-to-Satisfy Criteria / Designated Performance Feature | Development Application Assessment |
| Movement Systems | | |
| <p>PO 1.1</p> <p>Development is integrated with the existing transport system and designed to minimise its potential impact on the functional performance of the transport system.</p> | <p>DTS/DPF 1.1</p> <p>None are applicable.</p> | <p>Proposal seeks to utilise existing access points.</p> <p>Anticipated traffic generation is considered to be low and not anticipated to impact on the safety and function of the existing road network.</p> |
| <p>PO 1.2</p> <p>Development is designed to discourage commercial and industrial vehicle movements through residential streets and adjacent other sensitive receivers.</p> | <p>DTS/DPF 1.2</p> <p>None are applicable.</p> | <p>Proposal provides commercial vehicle access via Gordon Street, minimising movements in surrounding street network.</p> |
| <p>PO 1.3</p> <p>Industrial, commercial and service vehicle movements, loading areas and designated parking spaces are separated from passenger vehicle car parking areas to ensure efficient and safe movement and minimise potential conflict.</p> | <p>DTS/DPF 1.3</p> <p>None are applicable.</p> | <p>See Section 7</p> |

SA PLANNING SCHEME ASSESSMENT

| SA Planning Scheme Assessment Provisions (AP) | | GTA Consultants |
|--|--|--|
| Performance Outcome | Deemed-to-Satisfy Criteria / Designated Performance Feature | Development Application Assessment |
| <p>PO 1.4</p> <p>Development is sited and designed so that loading, unloading and turning of all traffic avoids interrupting the operation of and queuing on public roads and pedestrian paths.</p> | <p>DTS/DPF 1.4</p> <p>All vehicle manoeuvring occurs onsite.</p> | <p>See Section 5</p> <p>See Section 7</p> |
| Sightlines | | |
| <p>PO 2.1</p> <p>Sightlines at intersections, pedestrian and cycle crossings, and crossovers to allotments for motorists, cyclists and pedestrians are maintained or enhanced to ensure safety for all road users and pedestrians.</p> | <p>DTS/DPF 2.1</p> <p>None are applicable.</p> | <p>Proposal seeks to utilise existing access points.</p> |
| <p>PO 2.2</p> <p>Walls, fencing and landscaping adjacent to driveways and corner sites are designed to provide adequate sightlines between vehicles and pedestrians.</p> | <p>DTS/DPF 2.2</p> <p>None are applicable.</p> | <p>Proposal seeks to utilise existing access points and existing boundary fencing.</p> |
| Vehicle Access | | |

SA PLANNING SCHEME ASSESSMENT

| SA Planning Scheme Assessment Provisions (AP) | | GTA Consultants |
|---|---|---|
| Performance Outcome | Deemed-to-Satisfy Criteria / Designated Performance Feature | Development Application Assessment |
| <p>PO 3.1</p> <p>Safe and convenient access minimises impact or interruption on the operation of public roads.</p> | <p>DTS/DPF 3.1</p> <p>The access is:</p> <ul style="list-style-type: none"> a) provided via a lawfully existing or authorised driveway or access point or an access point for which consent has been granted as part of an application for the division of land or b) not located within 6m of an intersection of 2 or more roads or a pedestrian activated crossing. | <p>Deemed to Satisfy</p> <p>Proposal seeks to utilise existing access points.</p> |
| <p>PO 3.2</p> <p>Development incorporating vehicular access ramps ensures vehicles can enter and exit a site safely and without creating a hazard to pedestrians and other vehicular traffic.</p> | <p>DTS/DPF 3.2</p> <p>None are applicable.</p> | <p>Not Applicable to Proposed Development</p> |
| <p>PO 3.3</p> <p>Access points are sited and designed to accommodate the type and volume of traffic likely to be generated by the development or land use.</p> | <p>DTS/DPF 3.3</p> <p>None are applicable.</p> | <p>Proposal seeks to utilise existing access points.</p> |
| <p>PO 3.4</p> <p>Access points are sited and designed to minimise any adverse impacts on neighbouring properties.</p> | <p>DTS/DPF 3.4</p> <p>None are applicable.</p> | <p>Proposal seeks to utilise existing access points.</p> |

SA PLANNING SCHEME ASSESSMENT

| SA Planning Scheme Assessment Provisions (AP) | | GTA Consultants |
|--|--|---|
| Performance Outcome | Deemed-to-Satisfy Criteria / Designated Performance Feature | Development Application Assessment |
| <p>PO 3.5</p> <p>Access points are located so as not to interfere with mature street trees, existing street furniture (including directional signs, lighting, seating and weather shelters) or infrastructure services to maintain the appearance of the streetscape, preserve local amenity and minimise disruption to utility infrastructure assets.</p> | <p>DTS/DPF 3.5</p> <p>Access points do not involve the removal or relocation of mature street trees, street furniture or utility infrastructure services.</p> | <p>Deemed to Satisfy</p> <p>Proposal seeks to utilise existing access points.</p> |
| <p>PO 3.6</p> <p>Driveways and access points are separated and minimised in number to optimise the provision of on-street visitor parking (where on-street parking is appropriate).</p> | <p>DTS/DPF 3.6</p> <p>Driveways and access points:</p> <ul style="list-style-type: none"> a) for sites with a frontage to a public road of 20m or less, one access point no greater than 3.5m in width is provided b) for sites with a frontage to a public road greater than 20m: <ul style="list-style-type: none"> (i) a single access point no greater than 6m in width is provided or (ii) not more than two access points with a width of 3.5m each are provided. | <p>Deemed to Satisfy</p> <p>Proposal seeks to utilise existing access points.</p> |
| <p>PO 3.7</p> <p>Access points are appropriately separated from level crossings to avoid interference and ensure their safe ongoing operation.</p> | <p>DTS/DPF 3.7</p> <p>None are applicable.</p> | <p>Not Applicable to Proposed Development</p> |

SA PLANNING SCHEME ASSESSMENT

| SA Planning Scheme Assessment Provisions (AP) | | GTA Consultants |
|--|---|---|
| Performance Outcome | Deemed-to-Satisfy Criteria / Designated Performance Feature | Development Application Assessment |
| PO 3.8 Driveways, access points, access tracks and parking areas are designed and constructed to allow adequate movement and manoeuvrability having regard to the types of vehicles that are reasonably anticipated. | DTS/DPF 3.8 None are applicable. | See Section 5 See Section 7 |
| PO 3.9 Development is designed to ensure vehicle circulation between activity areas occurs within the site without the need to use public roads. | DTS/DPF 3.9 None are applicable. | See Section 5 See Section 7 |
| Access for People with Disabilities | | |
| PO 4.1 Development is sited and designed to provide safe, dignified and convenient access for people with a disability. | DTS/DPF 4.1 None are applicable. | Proposal seeks to utilise existing paths. |
| Vehicle Parking Rates | | |

SA PLANNING SCHEME ASSESSMENT

| SA Planning Scheme Assessment Provisions (AP) | | GTA Consultants |
|---|---|--|
| Performance Outcome | Deemed-to-Satisfy Criteria / Designated Performance Feature | Development Application Assessment |
| <p>PO 5.1</p> <p>Sufficient on-site vehicle parking and specifically marked accessible car parking places are provided to meet the needs of the development or land use having regard to factors that may support a reduced on-site rate such as:</p> <ul style="list-style-type: none"> a) availability of on-street car parking b) shared use of other parking areas c) in relation to a mixed-use development, where the hours of operation of commercial activities complement the residential use of the site the provision of vehicle parking may be shared. | <p>DTS/DPF 5.1</p> <p>Development provides a number of car parking spaces on-site at a rate no less than the amount calculated using Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Transport, Access and Parking Table 2 - Off-Street Vehicle Parking Requirements in Designated Areas, whichever is relevant.</p> | <p>Deemed to Satisfy</p> <p>See Section 6</p> |
| Vehicle Parking Areas | | |
| <p>PO 6.1</p> <p>Vehicle parking areas are sited and designed to minimise impact on the operation of public roads by avoiding the use of public roads when moving from one part of a parking area to another.</p> | <p>DTS/DPF 6.1</p> <p>Movement between vehicle parking areas within the site can occur without the need to use a public road.</p> | <p>Deemed to Satisfy</p> <p>See Section 5</p> <p>See Section 7</p> |

SA PLANNING SCHEME ASSESSMENT

| SA Planning Scheme Assessment Provisions (AP) | | GTA Consultants |
|---|---|---|
| Performance Outcome | Deemed-to-Satisfy Criteria / Designated Performance Feature | Development Application Assessment |
| <p>PO 6.2</p> <p>Vehicle parking areas are appropriately located, designed and constructed to minimise impacts on adjacent sensitive receivers through measures such as ensuring they are attractively developed and landscaped, screen fenced, and the like.</p> | <p>DTS/DPF 6.2</p> <p>None are applicable.</p> | <p>Proposal seeks to utilise existing access points and parking areas.</p> |
| <p>PO 6.3</p> <p>Vehicle parking areas are designed to provide opportunity for integration and shared use of adjacent car parking areas to reduce the total extent of vehicle parking areas and access points.</p> | <p>DTS/DPF 6.3</p> <p>None are applicable.</p> | <p>Proposal seeks to utilise existing access points and parking areas.</p> <p>Proposal provides bus access.</p> |
| <p>PO 6.4</p> <p>Pedestrian linkages between parking areas and the development are provided and are safe and convenient.</p> | <p>DTS/DPF 6.4</p> <p>None are applicable.</p> | <p>Proposal seeks to utilise existing paths.</p> |
| <p>PO 6.5</p> <p>Vehicle parking areas that are likely to be used during non-daylight hours are provided with floodlit entry and exit points to ensure clear visibility to users.</p> | <p>DTS/DPF 6.5</p> <p>None are applicable.</p> | <p>Not Assessed by GTA</p> |

SA PLANNING SCHEME ASSESSMENT

| SA Planning Scheme Assessment Provisions (AP) | | GTA Consultants |
|---|--|--|
| Performance Outcome | Deemed-to-Satisfy Criteria / Designated Performance Feature | Development Application Assessment |
| PO 6.6 Loading areas and designated parking spaces for service vehicles are provided within the boundary of the site. | DTS/DPF 6.6 Loading areas and designated parking spaces are wholly located within the site. | Deemed to Satisfy See Section 7 |
| PO 6.7 On-site visitor parking spaces are sited and designed to be accessible to all visitors at all times. | DTS/DPF 6.7 None are applicable. | Deemed to Satisfy See Section 6 |
| Undercroft and Below Ground Garaging and Parking of Vehicles | | |
| PO 7.1 Undercroft and below ground garaging of vehicles is designed to enable safe entry and exit from the site without compromising pedestrian or cyclist safety or causing conflict with other vehicles. | DTS/DPF 7.1 None are applicable. | Not Applicable to this Development |
| Internal Roads and Parking Areas in Residential Parks and Caravan and Tourist Parks | | |
| PO 8.1 Internal road and vehicle parking areas are surfaced to prevent dust becoming a nuisance to park residents and occupants. | DTS/DPF 8.1 None are applicable. | Not Applicable to this Development |

SA PLANNING SCHEME ASSESSMENT

| SA Planning Scheme Assessment Provisions (AP) | | GTA Consultants |
|--|--|------------------------------------|
| Performance Outcome | Deemed-to-Satisfy Criteria / Designated Performance Feature | Development Application Assessment |
| PO 8.2 Traffic circulation and movement within the park is pedestrian friendly and promotes low speed vehicle movement. | DTS/DPF 8.2 None are applicable. | Not Applicable to this Development |
| Bicycle Parking in Designated Areas | | |
| PO 9.1 The provision of adequately sized on-site bicycle parking facilities encourages cycling as an active transport mode. | DTS/DPF 9.1 Areas and / or fixtures are provided for the parking and storage of bicycles at a rate not less than the amount calculated using Transport, Access and Parking Table 3 - Off Street Bicycle Parking Requirements. | Not Applicable to this Development |
| PO 9.2 Bicycle parking facilities provide for the secure storage and tethering of bicycles in a place where casual surveillance is possible, is well lit and signed for the safety and convenience of cyclists and deters property theft. | DTS/DPF 9.2 None are applicable. | Not Applicable to this Development |
| PO 9.3 Non-residential development incorporates end-of-journey facilities for employees such as showers, changing facilities and secure lockers, and signage indicating the location of the facilities to encourage cycling as a mode of journey-to-work transport. | DTS/DPF 9.3 None are applicable. | Not Applicable to this Development |

SA PLANNING SCHEME ASSESSMENT

4.2.4. Waste – Assessment Provisions

| SA Planning Scheme Assessment Provisions (AP) | | GTA Consultants |
|--|---|------------------------------------|
| Performance Outcome | Deemed-to-Satisfy Criteria / Designated Performance Feature | Development Application Assessment |
| Access | | |
| PO 4.1 Traffic circulation movements within any waste treatment or management site are designed to enable vehicles to enter and exit the site in a forward direction. | DTS/DPF 4.1 None are applicable. | See Section 7 |
| PO 4.2 Suitable access for emergency vehicles is provided to and within waste treatment or management sites. | DTS/DPF 4.2 None are applicable. | See Section 7 |

5. LIGHT VEHICLE ACCESS

5.1. Vehicle Access Points

The site is proposed to be accessed by two existing crossovers located on Gordon Street and Fosters Street. The existing access point on Pethick Street is not proposed to be utilised.

Figure 5.1: Proposed Site Access Point



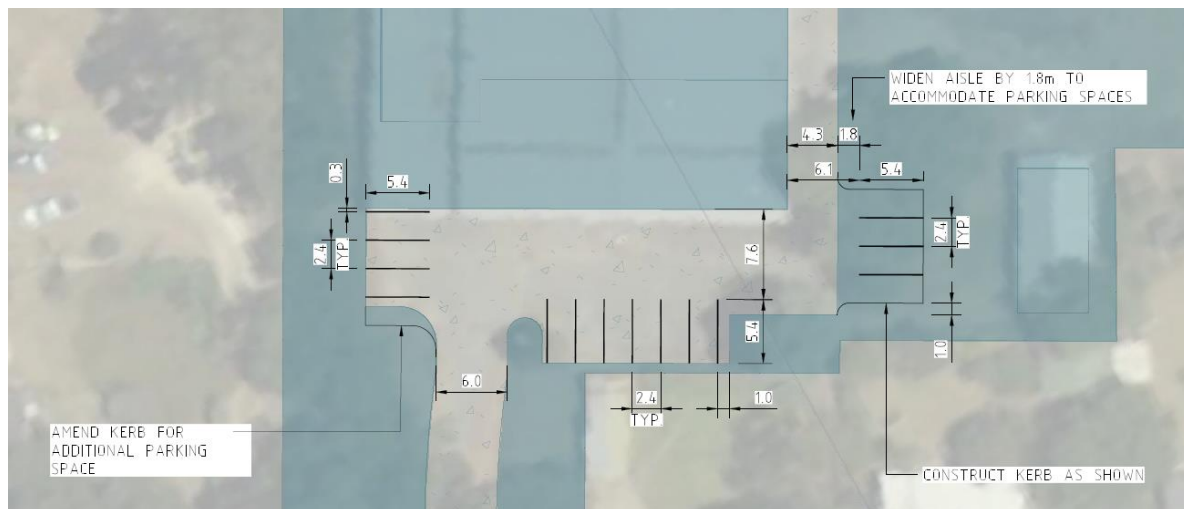
The access points are provided by lawfully existing access points that were associated with the previous land use, and as such meet the typical Planning Scheme requirements. Notwithstanding, the access points are located more than 6m from the tangent point of the existing intersections as per the Planning Scheme and Australian Standards requirements (AS2890.1:2004, Figure 3.1).

The driveway access points and connecting roadways are also positioned at approximately 90 degrees to the adjoining roads, meeting the SA Planning scheme requirements.

5.2. Car Parking Layout

It is understood that Council would prefer to have the car parking associated with Building 4 be catered for via the car park accessed via Foster Street. GTA Consultants has undertaken a review of the existing car parking area to provide alterations to provide 14 spaces at the rear of Building 3. The recommended car parking layout is shown in Figure 5.2.

Figure 5.2: Recommended Car Parking Layout



The parking layout has been designed in accordance with Australian Standard/New Zealand Standard for Off Street Car parking (AS/NZS2890.1:2004 and AS/NZS2890.6:2009).

- Parking spaces shall be a minimum of 2.4m in width, 5.4m in length set within a minimum 5.8m wide aisle, meeting the User Class 1A requirements of the Australian Standards. Width and length requirements meet the SA Planning Scheme Requirements.
- Circulation aisles shall be a minimum of 6.0m in width, exceeding the minimum two-way movement requirements.
- 300mm clearance will be provided to obstructions greater than 150mm in height.
- Obstructions will be outside of the design envelope.

The existing southern car park via Gordon Street is to remain as per the status quo.

6. CAR PARKING ASSESSMENT

6.1. SA Planning Scheme Car Parking Requirements

SA Planning Scheme requirements for the provision of car parking for proposed developments are outlined in Part 4 – General Development Policies, Transport, Access and Parking, Table 1 - General Off-Street Car Parking Requirements. The applicable car parking rates are as follows:

Residential Development (Other)

Workers' Accommodation

0.5 spaces per bed plus 0.25 spaces per bed for visitor parking.

Based on a total of 32 workers accommodation beds, the development proposal has a SA Planning Scheme parking requirement of 24 car parking spaces, incorporating 16 resident and 8 visitor spaces.

6.2. Adequacy of Parking Supply

Based upon the above, the existing provision of 91 car parking spaces within the existing southern car parking and 14 car parking spaces behind Building 3 (based on recommended car parking layout in Section 5.2) can accommodate the Planning Scheme car parking requirements.

It is understood that Council would prefer to have the car parking associated with Building 4 be catered for via the car park accessed via Foster Street. Building 4 provides a total of 6 beds, requiring a total of 5 car parking spaces. The proposed car parking layout for this area provides 14 car parking spaces, meeting the SA Planning Scheme requirement and therefore satisfying Councils preference.

7. COMMERCIAL VEHICLE ACCESS

7.1. Bus Access

As the proposed development is for workers accommodation, it is anticipated that buses will access the site to pick-up/drop-off workers via Gordon Street. Therefore, a swept path assessment for a 12.5m Bus has been undertaken based on the existing access points. As shown in Figure 7.1 and Figure 7.2, the vehicle can enter and exit the site, and position within the pick-up/drop off area.

Figure 7.1: 12.5m Bus Site Entry

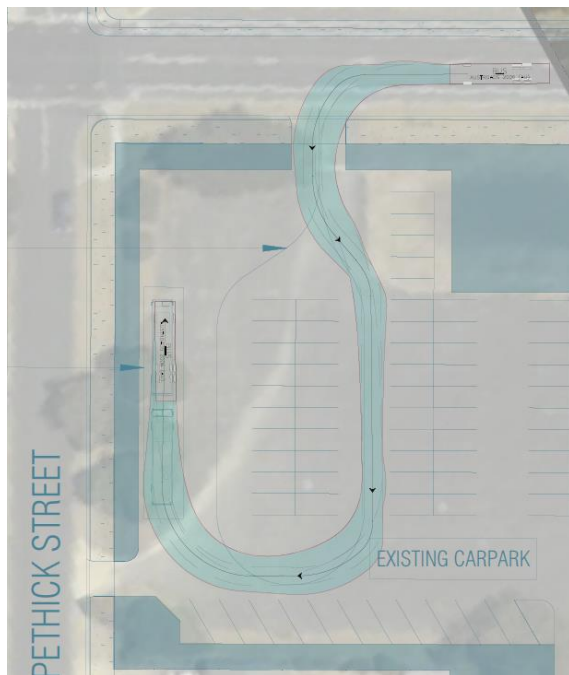


Figure 7.2: 12.5m Bus Site Exit



7.2. Loading Vehicle Access

Due to the nature of the proposed development, it is anticipated that any loading/deliveries to/from the site will be undertaken by light vehicles. In the unlikely event that vehicles larger than a light vehicle is required to access the site, they can circulate around the site in the same manner as the 12.5m Coach swept path.

7.3. Waste Collection Access

It is understood that waste collection is to occur via on-street collection, with waste vehicles not required to access the site.

8. TRAFFIC IMPACT ASSESSMENT

8.1. Traffic Generation

8.1.1. Design Rates

Traffic generation estimates for the proposed development have been sourced from Transport for NSW's formerly (RMS & RTA) 'Guide to Traffic Generating Developments' (2002). The traffic generation rates applicable to the proposed development are shown below:

Motel (similar nature to *Workers' Accommodation*)

| | |
|--------------------------|---------------------------|
| <i>Daily Trips</i> | <i>3 trips per unit</i> |
| <i>Evening Peak Hour</i> | <i>0.4 trips per unit</i> |

Based on 32 beds, the proposal could generate up to 13 trips in the evening peak hour and 96 trips daily.

8.2. Traffic Impact

Against existing traffic volumes in the vicinity of the site, the additional traffic generated by the proposed development could not be expected to compromise the safety or function of the surrounding road network. Furthermore, it is likely the anticipated traffic numbers could be less than the above analysis with the proposed use of buses for the workers.

It is noted that when the site was previously operating for TafeSA, it would be expected that the previous traffic generated by the site would have been similar or greater during peak class periods.

9. CONCLUSION

Based on the analysis and discussions presented within this report, the following conclusions are made:

1. The proposal seeks to utilise the existing vehicle access points located on Gordon Street and Fosters Street. The existing access point of Pethick Street is not proposed to be utilised.
2. The proposed parking layout is consistent with the dimensional requirements as set out in the Australian/New Zealand Standards for Off Street Car Parking (AS/NZS2890.1:2004 and AS/NZS2890.6:2009) and the SA Planning Scheme.
3. The proposed development generates a SA Planning Scheme parking requirement of 24 car parking spaces.
4. The proposed supply of 91 spaces in the existing southern car park and 14 spaces behind Building 3 (based on GTA recommended car parking layout) is considered to be appropriate as it exceeds the Planning Scheme Requirements. The 14 spaces behind Building 3 have been provided to satisfy Councils preference to have parking associated with Building 4 utilise this area.
5. The largest vehicle to access the site is anticipated to be a 12.5m Bus. Swept path assessments indicate that the vehicle can access the site, and the dedicated parking area.
6. Loading is anticipated to be undertaken by light vehicles, with waste collection anticipated to occur via on-street collection.
7. The site is expected to generate up to 13 and 96 vehicle movements in any peak hour and daily respectively.
8. Against existing traffic volumes in the vicinity of the site, the additional traffic generated by the proposed development could not be expected to compromise the safety or function of the surrounding road network. Furthermore, it is likely the anticipated traffic numbers could be less than the analysis within this report with the proposed use of buses for the workers. It is noted that when the site was previously operating for TafeSA, it would be expected that the previous traffic generated by the site would have been similar or greater during peak class periods.

