

27 July 2022

Ref: 22088

Griffin Theatre Company  
13 Craigend Street  
DARLINGHURST NSW 2011

Attention: Julieanne Campbell

Dear Julieanne,

**10-12 Nimrod Street, Darlinghurst**  
**Proposed Redevelopment & Expansion of the Existing Griffin Theatre**

**Introduction**

As requested, we have prepared this Traffic & Parking Assessment Report (TPAR) in support of a Planning Proposal (PP) to City of Sydney Council (Council), involving amending the Sydney Local Environmental Plan 2012 (SLEP 2012) as follows:

- add “entertainment facility” as a permitted use on the site, under *existing use rights*
- amend the permitted height of buildings on the site from 9.5m up to 11m, excluding plant and equipment, with a total maximum height of 12.5m
- amend the permitted floor space ratio from 1.75:1 up to 2:1

In essence, the PP envisages the demolition of the existing Griffin Theatre within 10 Nimrod Street as well as the existing residential terrace within 12 Nimrod Street, and the construction of a new, larger, more modern theatre across the two allotments.

**Subject Site**

No.10 Nimrod Street is currently occupied by the Griffin Theatre, a two-storey building that has operated as a theatre and utilised for theatre-based performances since the 1970s. The ground floor level of the existing theatre comprises the foyer, box office, bar area and amenities, whilst the first floor level comprises the performance space (i.e. stage), tiered bench seating for approximately 100 patrons and a dressing room. The floor area of the existing theatre is approximately 250m<sup>2</sup> GFA. No off-street parking or loading facilities are provided for the existing theatre.

No.12 Nimrod Street is currently occupied by a two-storey, three-bedroom residential terrace. No off-street parking is provided for the existing residence.

A recent aerial image of the site and its surroundings is reproduced on the following page, along with a series of Streetview images.



Figure 1 – Aerial image of the subject site from April 3, 2022 (Source: Nearmap)

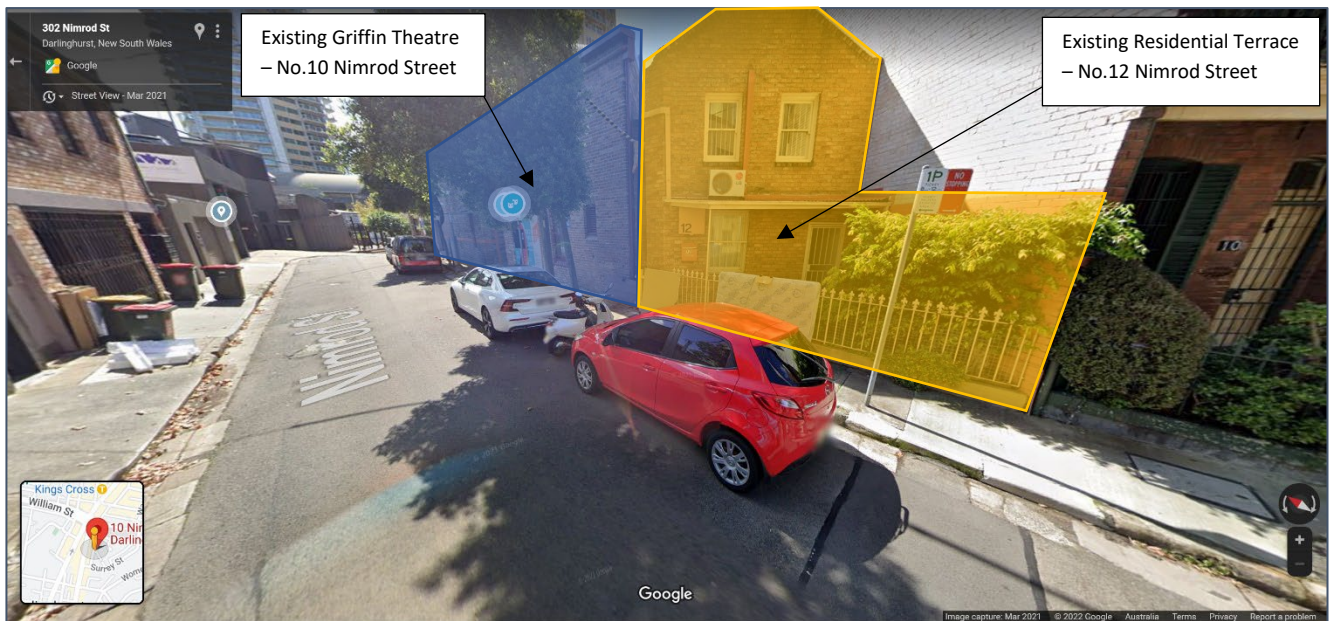


Figure 2 – Streetview image of the subject site from Nimrod Street, facing north (Source: Google Maps)

Reference to SLEP 2012 indicates that the site is currently zoned R1 General Residential.





Figure 3 – Streetview image of the subject site from Nimrod Street, facing south (Source: Google Maps)



Figure 4 – Zoning Map (Source: ePlanning Spatial Viewer)

### Existing Operational Characteristics

The Griffin Theatre prides themselves on being *“the theatre of first chances”*. Based on their website ([www.griffintheatre.com.au](http://www.griffintheatre.com.au)), typical operational characteristics of the 2022 program are as follows:

- shows run for between 2-5 weeks
- downtime between shows is between 1-8 weeks
- during show periods, weekday performances are held nightly at 7pm
- during show periods, weekend performances are held Saturdays only, at 1pm and again at 7pm
- no performances are held on Sundays

Patrons are encouraged to arrive early as many shows have a complete lock-out on all performances and latecomers won't be admitted. Patrons therefore tend to arrive up to an hour before the scheduled performance time (either 7pm Monday to Saturday or 1pm Saturday).

Loading/servicing of the existing theatre is currently undertaken by light commercial vehicles such as vans, utilities and wagons, up to and including small rigid trucks. Due to the relatively small size of the existing stage, this includes props and other associated equipment, along with food and drink supplies for the bar. Waste collection for the existing theatre is undertaken by private contractor using a small rigid garbage truck, and currently occurs once per week in the middle of the day – i.e. on weekdays when the theatre is closed to patrons.

As noted in the foregoing, no on-site loading facilities are currently provided. All deliveries and waste collection are undertaken from within the surrounding kerbside parking areas, subject to signposted restrictions.

In this regard, there is an existing No Parking zone located directly outside the theatre which is approximately 8m in length and utilised for short-term deliveries and waste collection, as indicated in the figure below. The No Parking zone is also utilised for dropping off and picking up patrons by taxi/Uber.



Figure 5 – Existing No Parking zone located directly outside the site in Nimrod Street, facing south (Source: Google Maps)

### Existing Public & Active Transport Options

The site is conveniently located to a wide range of alternate transport options (i.e. other than private vehicles). This includes Kings Cross railway station and bus interchange which is situated approximately 300m walking distance north of the site.

Kings Cross station lies on the T4 Eastern Suburbs & Illawarra Line, which operates 7 days per week between Bondi Junction and Helensburgh/Cronulla via the City and Sutherland. Services operate every 5-10 minutes, including evenings and weekends.

Additional bus stops are also located along Darlinghurst Road, Victoria Street and Burton Street.



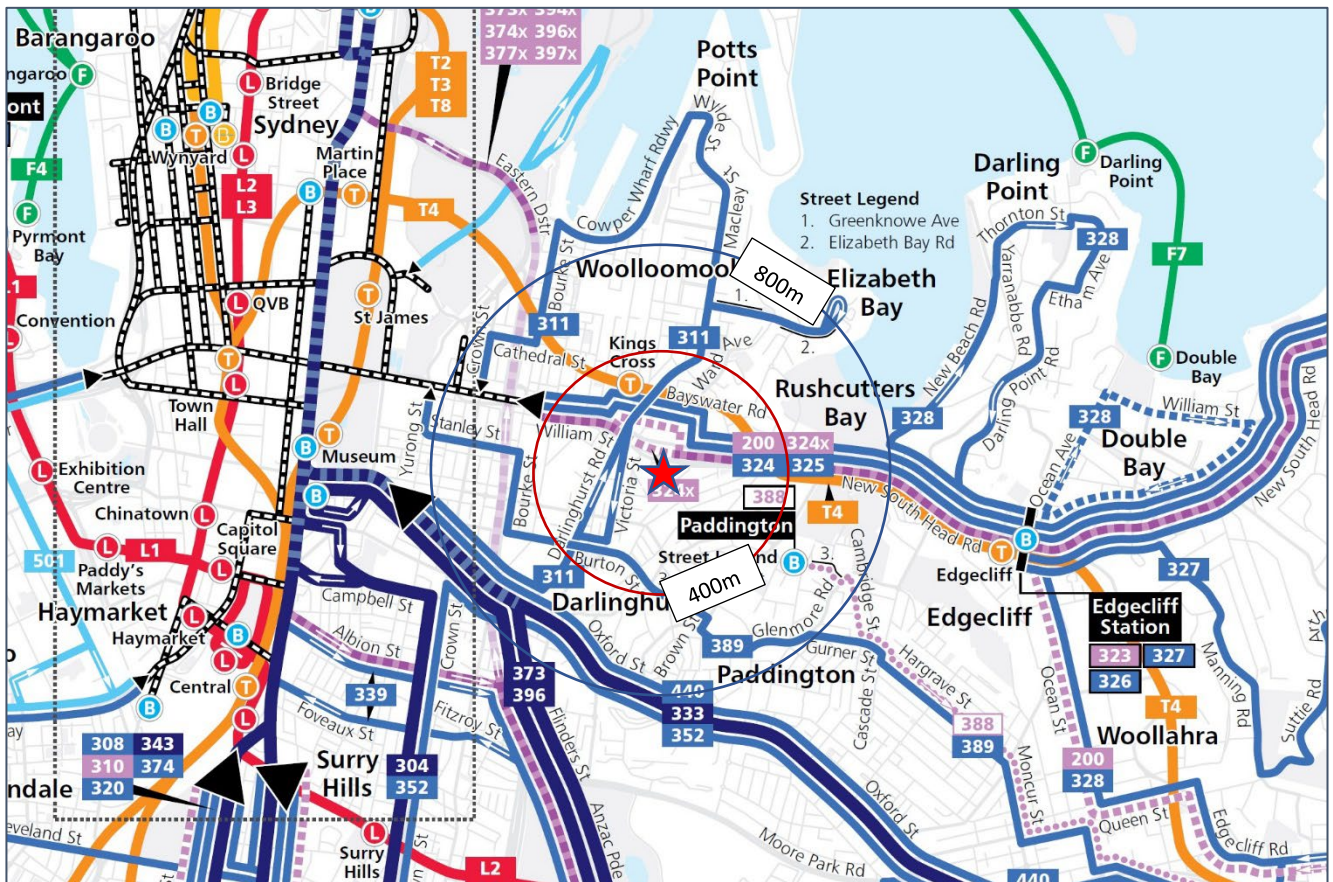


Figure 6 – Existing Public Transport Map (Source: Transport for NSW)

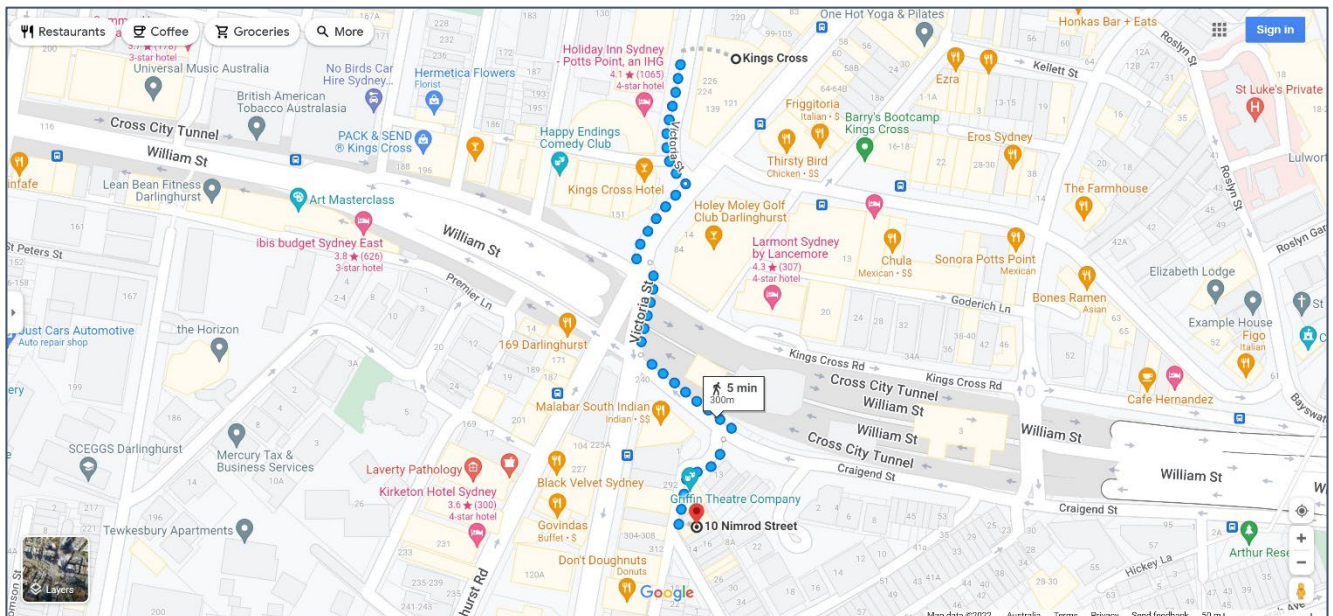


Figure 7 – Walking route/distance to/from Kings Cross railway station (Source: Google Maps)



All existing footpaths in the surrounding area are of good quality, with appropriate widths and pram ramps provided at most intersections, along with a number of “safe” crossings, including signalised intersections.

The existing bicycle network in the vicinity of the site is reproduced in the figure below, which shows there are a number of formal and informal cycle routes throughout the surrounding area, including into and out of the Sydney CBD.

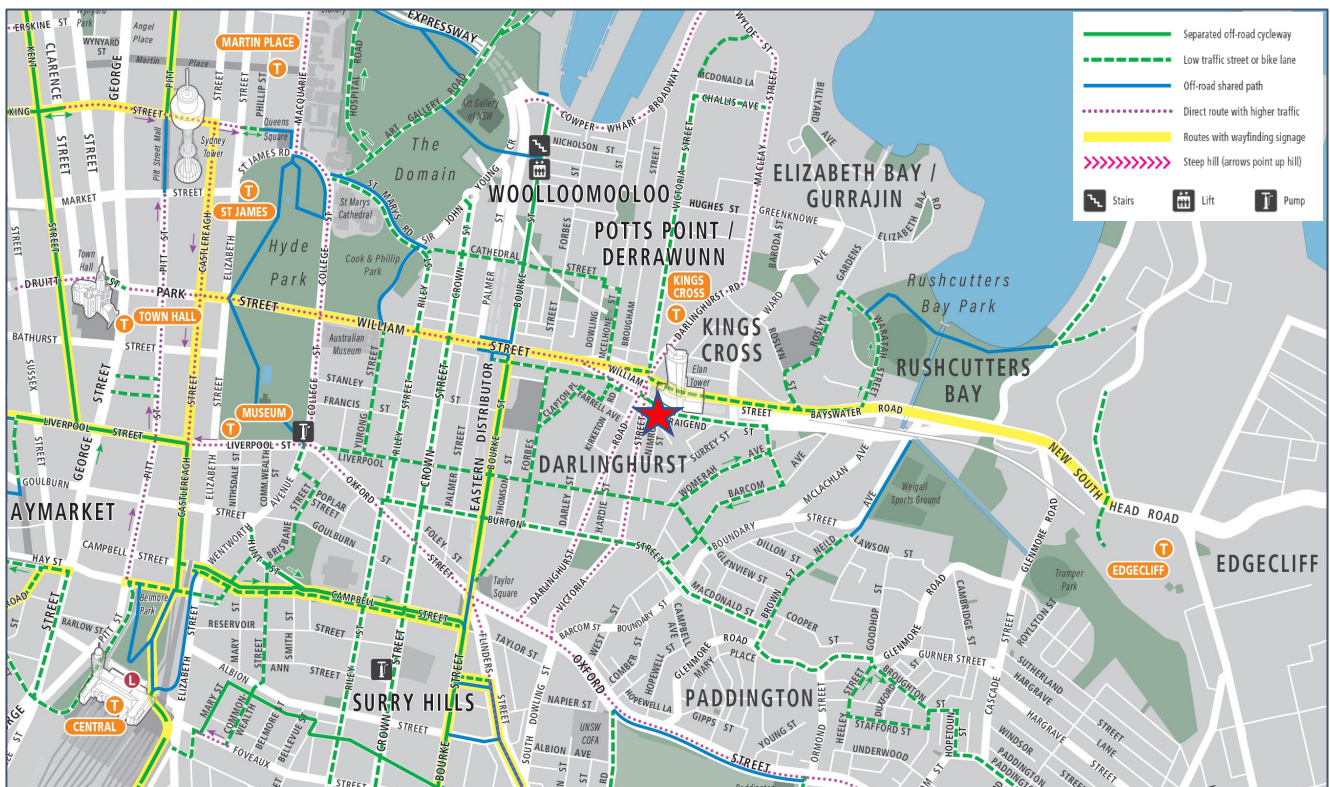


Figure 8 – Cycle Map (Source: City of Sydney Council)

The *Planning Guidelines for Walking and Cycling* document identifies a number of city-scale design principles that can assist the creation of walkable and cyclable cities and neighbourhoods. These principles emphasise urban renewal and the creation of compact, mixed use, accessible centres around public transport stops. At the neighbourhood scale, design principles can be reinforced through the creation of local and accessible centres and neighbourhoods with connected street patterns and road design which aim to reinforce local walking and cycling networks.

In particular, the *Guidelines* note that increased population density is an important element in creating a walkable and cyclable city. A compact development brings activities close together, making them more accessible by foot or by bicycle, without the need to use a car. Increased population density also enhances the viability of public transport services.

## Existing Surrounding Parking Restrictions

The existing on-street parking restrictions in the surrounding area comprise:

- No Stopping restrictions along the western side of Nimrod Street
- No Parking restrictions along the central portion of the Nimrod Street site frontage
- generally 1P Ticket parking along streets fronting residential properties (8am-12 midnight – Permit Holders Excepted), including along the majority of the site frontage
- a mix of 1P/2P/4P Ticket parking along streets which front commercial, mixed use or high-density residential properties

Given that existing surrounding kerbside parking which fronts residential properties is restricted to 1P between 8am-12 midnight daily, the likelihood of those few theatre-goers that choose to drive *and* park in residential streets will be low. As such, any impact to parking availability as a consequence of the Griffin Theatre redevelopment will be negligible.

## Planning Proposal

As noted in the foregoing, the Planning Proposal to City of Sydney Council involves amending the Sydney Local Environmental Plan 2012 (SLEP 2012) as follows:

- add “entertainment facility” as a permitted use on the site, under *existing use rights*
- amend the permitted height of buildings on the site from 9.5m up to 11m, excluding plant and equipment, with a total maximum height of 12.5m
- amend the permitted floor space ratio from 1.75:1 up to 2:1, resulting in a floor area of 465m<sup>2</sup> GFA

The PP envisages the demolition of the existing Griffin Theatre within 10 Nimrod Street as well as the existing residential terrace within 12 Nimrod Street, and the construction of a new, larger, more modern theatre across the two allotments, including a new basement level. Key features of the proposed new theatre are as follows:

- basement level comprising rehearsal space, laundry, amenities, stairs and lift
- ground floor level comprising main entrance (away from residential neighbours), foyer, bar, stairs and lift
- lower theatre level (i.e. first floor level) comprising stage, audience seating, dressing room, stairs and lift
- upper theatre level comprising audience seating
- no off-street parking or loading facilities, consistent with the existing theatre.

The purpose of the proposed Griffin Theatre redevelopment is ultimately for the following purposes:

- increase the capacity of the theatre,
- a new, much-needed rehearsal space for performers,
- greater public access and usability of multi-purpose spaces for artists and audiences,
- improved disability access with the installation of a lift,
- enhanced audience experience,
- day-time visitation, including a significantly increase public and community program,
- increased capacity for night-time activation resulting in a strong night-time economy, and
- ultimately, greater delivery and support of professional theatre productions and presentations.

In traffic and parking terms, the proposed theatre expansion increases the seating capacity from 100 seats up to 150 seats, as well as increasing usage during weekday day-times, the impact of which is discussed in the following sections of this report. The size of the proposed stage, however, remains essentially the same size as the existing stage which is approximately 33m<sup>2</sup>.

## Car Parking Assessment

The parking implications of development proposals primarily concern the *nett change* in the parking demand of a site compared to its existing and/or approved uses, and its impact on the surrounding road network, particularly during the site's operational peak periods.

The off-street parking rates applicable to the planning proposal are provided in the SLEP 2012, Part 7, Division 1, Car Parking Ancillary to Other Development, Clause 7.9(5), which is reproduced below.

(5) **Places of public worship and entertainment facilities**

The maximum number of car parking spaces for a building used for the purposes of a place of public worship or an entertainment facility is whichever of the following provides the greater number of spaces:

- (a) 1 space for every 10 seats, or
- (b) 1 space for every 30 square metres of the gross floor area of the building used for those purposes.

Notwithstanding, the statutory requirements of SLEP 2012 differs from typical LEPs and DCPs as it specifies a maximum parking provision rather than a minimum. The objectives of SLEP 2012 include limiting the volume of vehicular traffic generated by a development, based on land use and categories defined by Council's Land Use and Transport Integration Maps.

As noted above, the proposed theatre expansion increases the seating capacity from 100 seats up to 150 seats and from 250m<sup>2</sup> GFA up to 465m<sup>2</sup> GFA – i.e. a *nett increase* of 50 seats and 215m<sup>2</sup> GFA.

Application of the above SLEP 2012 car parking rates to the proposed *nett increase* of 50 seats and 215m<sup>2</sup> GFA, yields a maximum off-street parking requirement of 5-7 spaces.

The proposed development does not make provision for any off-street car parking which is considered acceptable as it satisfies Council's SLEP 2012 maximum parking requirement and supports the city-wide sustainable transport planning objectives.

## Bicycle Parking Assessment

In order to encourage the use of alternate forms of transport, Council's Sydney DCP 2012, Section 3.11.3 Bike Parking and Associated Facilities, Table 3.5 requires the following to be provided for entertainment facilities:

Table 3.5: On-site bike parking rates

Proposed use	Residents/Employees	Customer/Visitors
Entertainment facility	-	Greater of 1 per 15 seats or 1 per 40sqm GFA

As noted above, the proposed theatre expansion increases the seating capacity from 100 seats up to 150 seats and from 250m<sup>2</sup> GFA up to 465m<sup>2</sup> GFA – i.e. a *nett increase* of 50 seats and 215m<sup>2</sup> GFA.



Application of the above SDCP 2012 bicycle parking rates to the proposed *nett increase* of 50 seats and 215m<sup>2</sup> GFA, yields a bicycle parking requirement of 3-5 spaces.

Due to site constraints, there is limited area on the site to provide the 3-5 bicycle spaces that comply with AS2890.3 requirements. Consideration could therefore be given to providing the bicycle parking in the public domain outside the site frontage, by way of secure hoops (or similar), as per the example image below. It should be noted that if the public domain bicycle parking is an acceptable option to Council, all costs involved in the installation of the hoops will be borne by the Griffin Theatre Company.



Figure 9 – Example of bicycle parking within the City of Sydney Council public domain (Source: Google Maps)

## Traffic Assessment

Much like the above parking assessment, the traffic implications of development proposals primarily concern the *nett change* in the traffic generation potential of a site compared to its existing and/or approved uses, and its impact on the operational performance of the surrounding road network, particularly during the road network peak periods.

An indication of the traffic generation potential of most development types is provided by reference to the following documents:

- RMS Guide to Traffic Generating Developments 2002 (RMS Guide)
- RMS Technical Direction 2013/04a (TDT)

Notwithstanding, neither the RMS Guide, nor the TDT, specify a traffic generation rate for theatres. In this regard, traffic generation characteristics of theatres, much like places of worship, are typically derived from the seating capacity of the premises.

For the purposes of this assessment, it has been assumed that all staff/performers travel to/from the theatre outside of the road network peak period or take public transport, whilst the above patrons all arrive during the road network peak hour.

For the purposes of this assessment, the following travel mode splits have also been assumed, based on a sample size of 10 patrons:

- 1 patron drives to the theatre, parking in the surrounding streets
- 2 patrons drive to the theatre with the above car driver
- 4 patrons travel to the theatre via 2 separate taxi/Uber (i.e. 2 patrons per taxi/Uber)
- 2 patrons travel to the theatre by public transport
- 1 patron walks to the theatre

Based on the above travel mode splits, the proposed Griffin Theatre redevelopment has the potential to result in a *nett increase* of 25 vehicle trips during the weekday evening road network peak period, comprising 15 trips TO and 10 trips FROM (the vast majority of which are taxi/Uber movements and already on the road network).

That potential *nett increase* in traffic activity as a consequence of the proposed theatre redevelopment, in particular, the 5 additional private car movements, is statistically insignificant and falls within typical daily fluctuations of the local road network. As such, the proposed PP will clearly not result in any unacceptable implications in terms of road network or environmental capacity.

### **Loading & Servicing**

Neither the existing, nor proposed theatre makes provision for any on-site loading facilities. Deliveries to the existing and proposed theatre occurs from within the surrounding streets, which is a typical arrangement within the City of Sydney LGA.

As noted in the foregoing, due to the relatively small size of the existing stage, props and other associated equipment are also relatively small. Given the size of the stage will remain generally unchanged, so too are the anticipated size of props and equipment.

The proposed *nett increase* of 50 seats may, however, result in additional food & drink deliveries for the bar, plus additional waste generation. This will not result in larger service vehicles, but a potential minor increase in additional movements by the current service vehicles (i.e. vans, utes, wagons and small trucks).

In real terms, this may result in two waste truck movements per week (compared to the current one movement per week) and say, six bar supplies deliveries per week (compared to the current three movements per week).

As such, the proposed redevelopment and expansion of the Griffin Theatre is not expected to result in any unacceptable loading or servicing implications.

### **Conclusion**

In essence, the planning proposal, which envisages the demolition of the existing buildings on the site and the construction of a new, purpose-built theatre, results in a *nett increase* of 50 seats whilst retaining the existing size of the stage.

The proposal results in a theoretical *nett increase* of 25 peak vehicle trip during the weekday PM and Saturday peak periods, 20 of which are expected to be taxi/Uber movements, which is considered minimal.



Furthermore, the proposal results in a theoretical maximum *nett increase* in parking requirement of between 5-7 parking spaces, however zero are provided. The proposed shortfall in off-street parking is considered acceptable given the combination of location, proximity to public and alternate transport services and Council's objective of constraining on-site parking.

In the circumstances, it is therefore concluded that the proposed redevelopment and expansion of the Griffin Theatre will not result in any unacceptable traffic, parking, transport or servicing implications.

Please do not hesitate to contact me should you have any comments or questions.

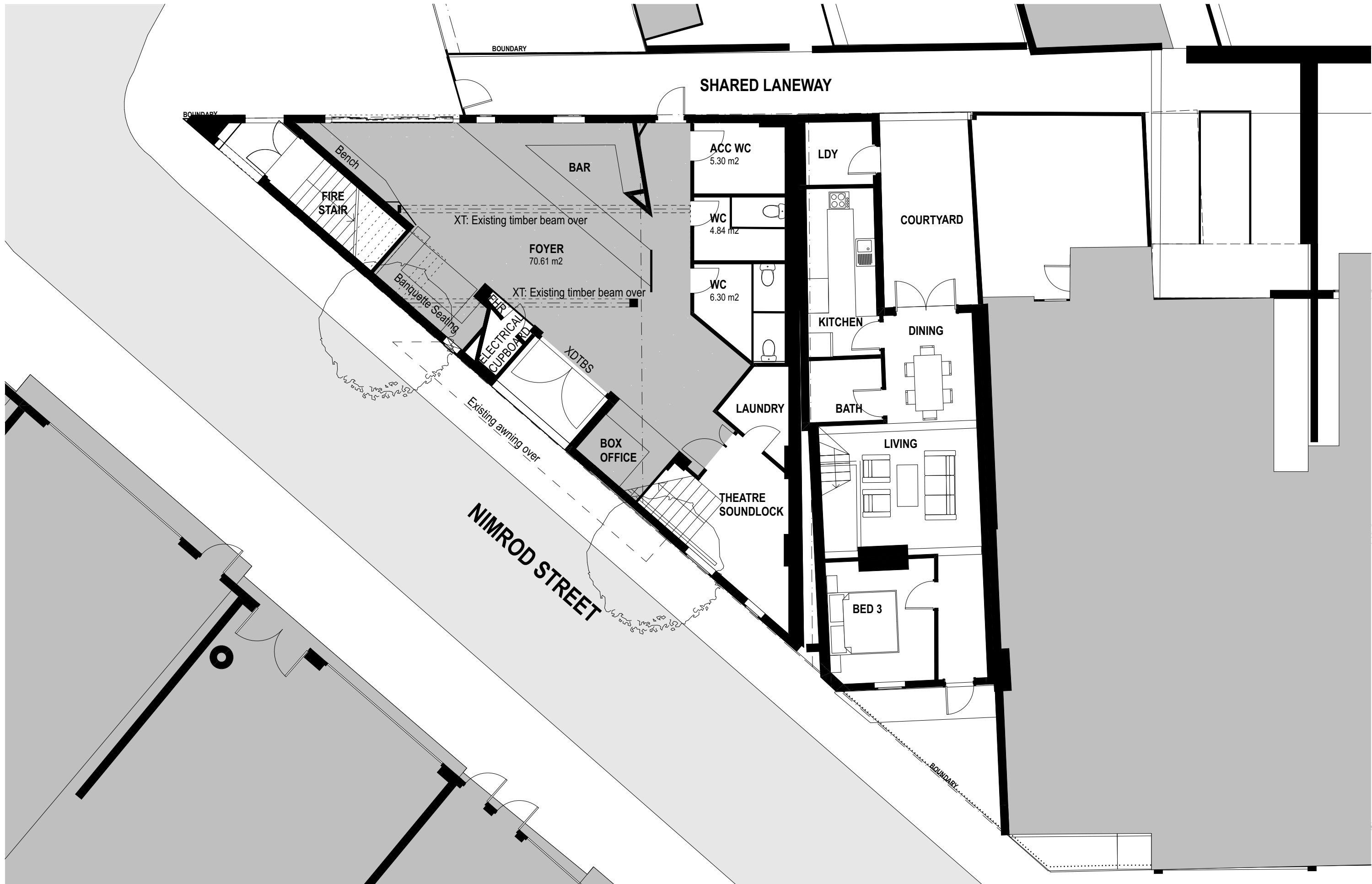
Kind regards



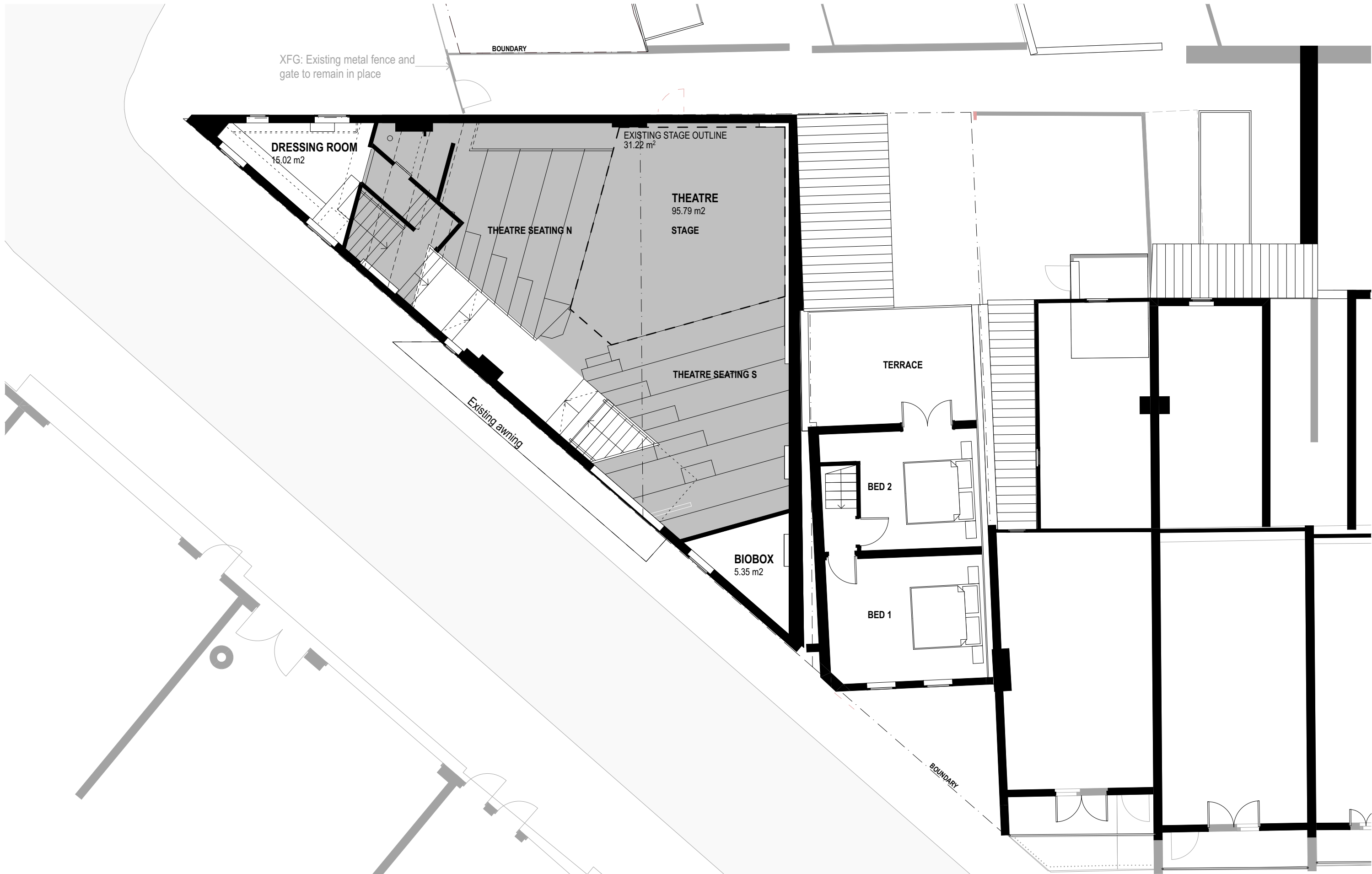
Chris Palmer  
Director  
B.Eng (Civil), MAITPM

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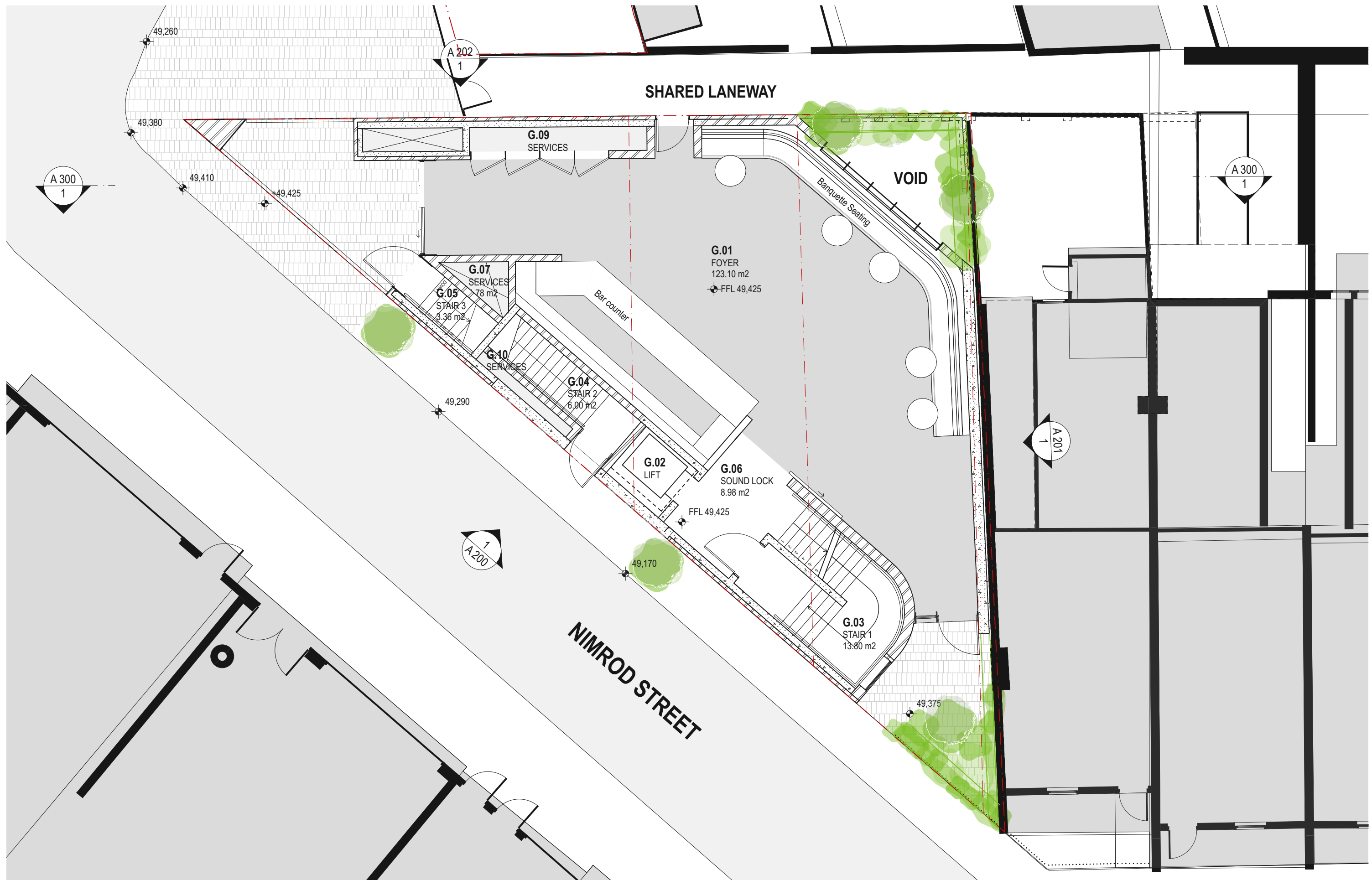




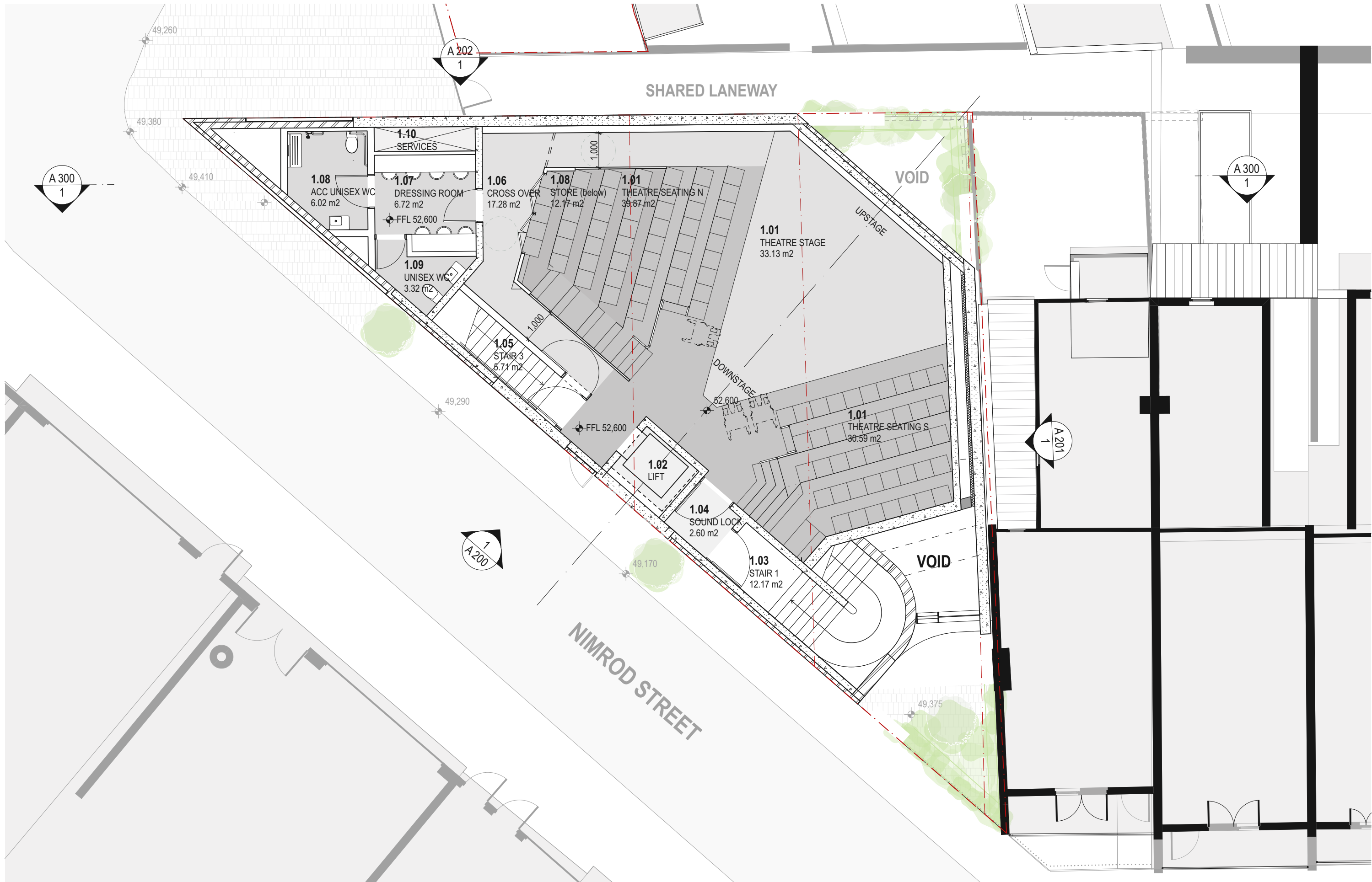
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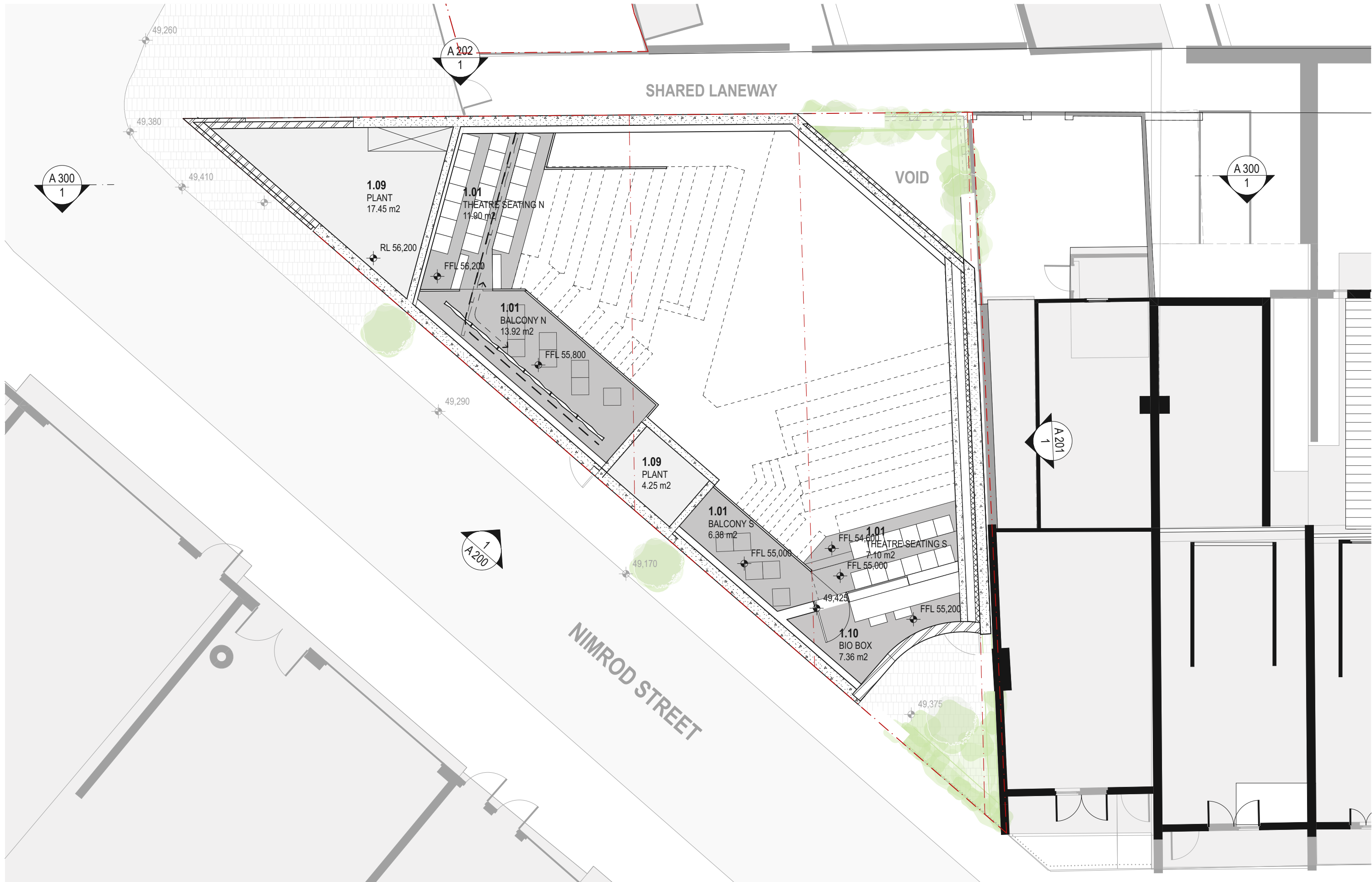





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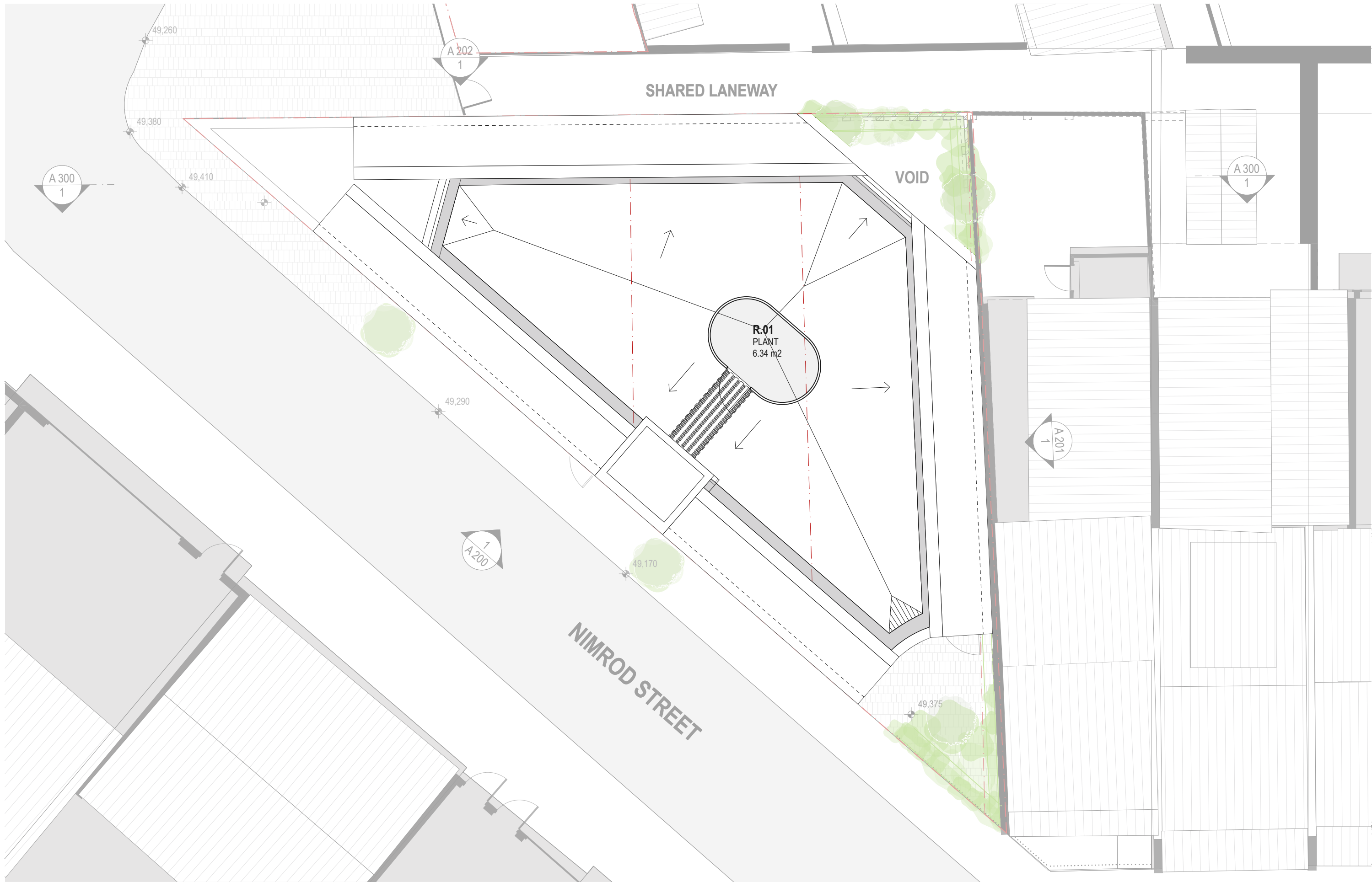


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1/4/2022		PLANNING PROPOSAL APPLICATION			BCA LOGIC Phone: 02 9484 4030 Email: jharvey@bcalogic.com.au	ACOUSTIC STUDIO Phone: 02 9557 6421 Email: jason.cameron@acousticstudio.com.au	BCA LOGIC Phone: 02 9484 4030 Email: jharvey@bcalogic.com.au	#Civil Engineer Phone: #Civil Phone Number: Email: #Civil E-mail	EVOLVED ENGINEERING Phone: 0403 530 168 Email: henry@evolvedengineering.com.au	#ESD Phone: #ESD Phone Number Email: #ESD E-mail				LOWER THEATRE PLAN		VVS, ET	
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				FIRE ENGINEERING EVOLVED ENGINEERING Phone: 0403 530 168 Email: brett@evolvedengineering.com.au	HYDRAULIC ENGINEER EVOLVED ENGINEERING Phone: 0403 530 168 Email: jordan@evolvedengineering.com.au	LANDSCAPE ARCHITECT #Landscape Architects Phone: #Landscape Architects Phone Number Email: #Landscape Architects E-mail	MECHANICAL ENGINEER EVOLVED ENGINEERING Phone: 0403 530 168 Email: craig@evolvedengineering.com.au	STRUCTURAL ENGINEER SDA STRUCTURES Phone: 02 9810 6911 Email: nick@sdastructures.com.au			PROJECT NO : 21013		SCALES	1:100	CHECKED	DATE	
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