



Elkington Park Cottage Redevelopment

Elkington Park/ Balmain

Traffic and Parking Assessment

Client //	Leichhardt Municipal Council
Office //	NSW
Reference //	16S1349000
Date //	6/10/16

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Quality Record

Issue	Date	Description	Prepared By	Checked By	Approved By	Signed
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1. Introduction

1.1 Background

Inner West Council is currently investigating the feasibility of converting an existing caretaker's cottage to a licensed café at Elkington Park, Balmain.

In this regard, GTA Consultants (GTA) has been appointed by Inner West Council to prepare a traffic and parking report to assess the impacts of the café on the surrounding road network.

On-site parking is not proposed as part of the development due to the heritage and ecological constraints of the site.

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:

- i Existing traffic and parking conditions surrounding the site
- ii Suitability of the proposed development in terms of existing parking supply (quantum) and layout
- iii Service vehicle requirements
- iv Pedestrian and bicycle requirements
- v The traffic generating characteristics of the proposed development
- vi Suitability of the proposed access arrangements for the site
- vii The 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:

- An inspection of the site and its surrounds
- Patronage at Dawn Fraser Public Baths and Elkington Park booking records provided by Leichhardt Municipal Council.
- Leichhardt Development Control Plan (DCP) 2013
- Leichhardt Local Environmental Plan (LEP) 2013
- 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
- Traffic and car parking surveys undertaken by Matrix Traffic and Transport Data as referenced in the context of this report
- Observation survey conducted at Blackwattle Café, Glebe.
- Other documents and data as referenced in this report.

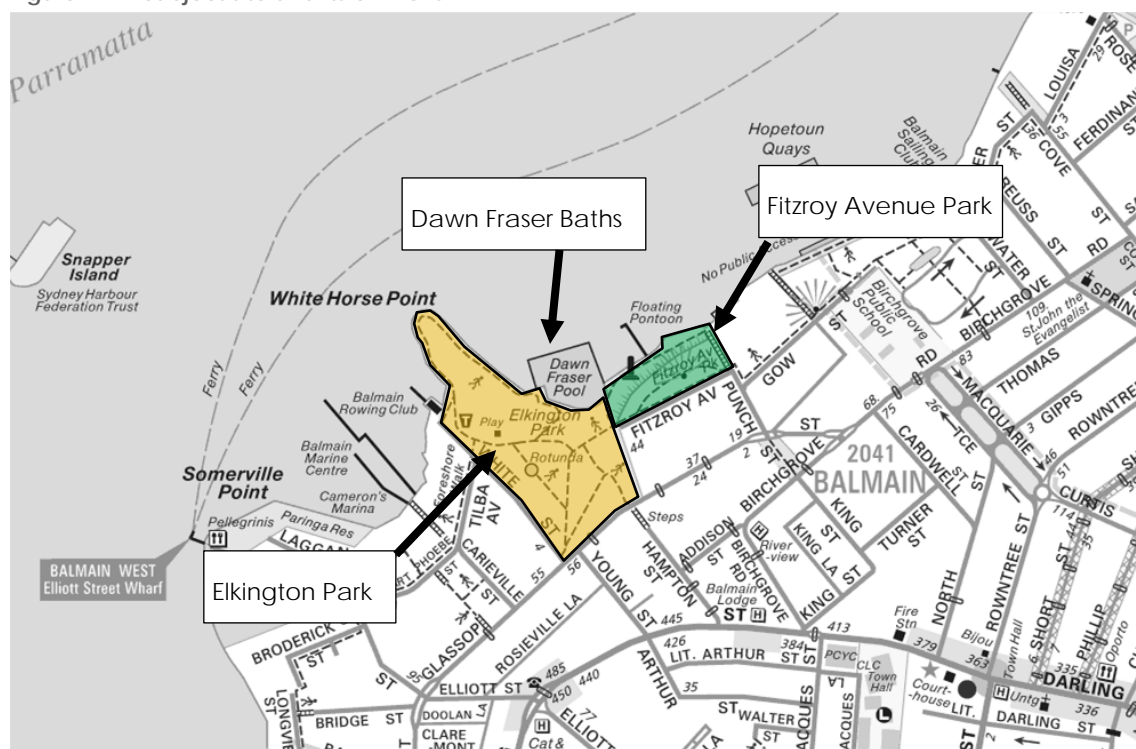
2. Existing Conditions

Elkington Park is a key green space and recreational park in Balmain. It is located adjacent to Dawn Fraser Baths, Balmain Rowing Club and comprises a children's playground, picnic facilities and a rotunda. The Fitzroy Avenue Reserve adjoins Elkington Park to the northeast. The park does not provide any off-street parking and relies on the on-street parking supply available around the perimeter of the park.

With the exception of the Dawn Fraser Baths (DFB) and the Balmain Rowing Club, the surrounding properties are predominantly residential.

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

Figure 2.1: Subject site and its environs



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2.1 Elkington Park Usage

In addition to Elkington Park being used by residents as a recreational space, the rotunda located in the centre of the park can be hired for private functions such as weddings, birthday parties and other social events. Booking records provided by Inner West Council suggest that the rotunda is booked for an event most weekends on both Saturday and Sunday with the average number of guests ranging from 20 to 100 guests. It is assumed that most guests park on White Street and Fitzroy Avenue whilst visiting the park unless they are local residents.

2.2 Dawn Fraser Baths

DFB are popular with local residents and visitors during the summer months from October to April. The baths are busiest during the month of January which coincides with the school holidays. Given the baths provide limited parking (three spaces with two accessible parking spaces and one staff parking space) most visitors either park on Fitzroy Avenue or White Street whilst others simply walk from nearby residential areas.

DFB entry numbers for two periods, January 2015 to April 2015 and October 2015 to December 2015 are summarised in Table 2.1. The data shows the popularity of the pools during the summer holiday period.

Table 2.1: Casual entry numbers

Month	Number of Visitors
January	12,102
February	4,670
March	3,760
April	561
October	4,805
November	4,322
December	7,094

In addition, DFB is used for water polo training and water polo competitions ranging from school to international level. DFB can also be hired for after hour private functions, which occur periodically (once every two months). A record of all pre-booked activity at DFB for 2015 is summarised in Table 2.2.

The DFB management has informed GTA that DFB parking demand peaks on hot sunny days, typically when the temperature is greater than 30°C, and water polo events are held at the same time that casual swimmers are present at DFB.

Table 2.2: DFB bookings for 2015

Months	Water Polo					Swim	After Hours	Others
	Training (hrs)	Club Games	National/International	Carnivals (Days)	School Games	Club (meets)	Function	
Jan-Mar	136	74	13	6		10	2	6
Apr-Sep	Low activity due to off season						1	-
Oct-Dec	101	79	14	4	16	9	3	11
Totals	237	153	27	10	16	19	6	17

The following information on current pre-organised events was provided by DFB;

- Water polo training is held between Mon-Fri from 5pm onwards (up to 8pm)
- Week night water polo games are generally held on Tues/Wed from 7pm; Weekends from 11:30am onwards (Saturday water polo finishes at 3:30pm then Swim Club from 4pm)
- National League/ Internationals are held during the week starting at 7pm, on weekends two to three hours anytime from 10am to finish at 6pm
- School competition is held in October/November Saturday mornings for 2.5 hours
- After hours functions are generally Saturday night from 6:30pm
- Times vary a lot especially for games depending on number of games and for National/ International games tide dependant (games generally at higher tide).

2.3 Road Network

2.3.1 Adjoining Roads

Fitzroy Avenue

Fitzroy Avenue functions as a local road and is the only vehicular access to the caretaker's cottage and the Dawn Fraser Baths. It is a cul-de-sac configured with one lane in each direction.

Kerbside parking is permitted, on both sides of Fitzroy Avenue with parallel parking on the south side and angled parking spaces are indented off the carriageway on the north side.

Fitzroy Avenue is shown in Figure 2.2.

White Street

White Street functions as a local road and is configured with one lane in each direction providing residential access. The Balmain Rowing club is accessed via White Street. A pedestrian access to Elkington Park is located at the western end of White Street.

Kerbside parking is permitted on both sides of White Street with no time restrictions.

White Street is shown in Figure 2.3.

Figure 2.2: Fitzroy Avenue (looking east)



Figure 2.3: White Street (looking north)



2.3.2 Surrounding Intersections

The following intersections are located in close proximity to the site:

- Punch Street/ Glassop Street (unsignalised)
- Glassop Street/White Street (unsignalised).

2.4 Survey of Similar Café

Blackwattle Café in Glebe has been identified as a similar café to the proposed development at Elkington Park. The Blackwattle Café is located in Glebe along the foreshore shared path that connects Bridge Road, Glebe with Bicentennial Park. Vehicular access to the café is not provided and visitors/ deliveries access the café via Leichhardt Street. The majority of customers who visit the café are pedestrians similar to those expected at Elkington Park.

The café seats approximately 80 people and is favoured by dog walkers and families due to the provision of outdoor seating. The location of the café is shown in Figure 2.4.

Figure 2.4: Blackwattle Café location



An observation survey was conducted at Blackwattle Café to determine the vehicular trips generated by the café. The survey was carried out on Saturday 20 February 2016 between 9:30am and 11:30 am which coincides with the busy weekend brunch period. Based on the survey results, Blackwattle Café generated 20 vehicle movements over the two hour survey period, which is equivalent to 10 vehicle movements per hour.

Leichhardt Street provides 12 on-street parking spaces (north of Oxley Street), which includes one accessible parking space. During the survey period six of these spaces were occupied by residents. The café and park visitors used the remainder of the spaces. If all spaces were occupied, parking spaces on Leichhardt Street south of the intersection with Oxley Street were used. The ten vehicles that visited the café during the two hour period managed to find parking within 100 metres of the café with relative ease.

2.5 Car Parking

2.5.1 Supply

GTA compiled an inventory of publicly available on-street car parking around the perimeter of Elkington Park which included Fitzroy Avenue, Punch Street, Glassop Street (between Glassop Street and Carieville Street) and White Street. The extent of the parking surveys is shown in Figure 2.5 and a summary of the parking supply is tabulated in Table 2.3. The inventory identified a total of 215 on-street parking spaces (including two disabled spaces, each located on Fitzroy Avenue and Glassop Street).

The full parking inventory is presented in Appendix A.

Figure 2.5: Parking survey extent

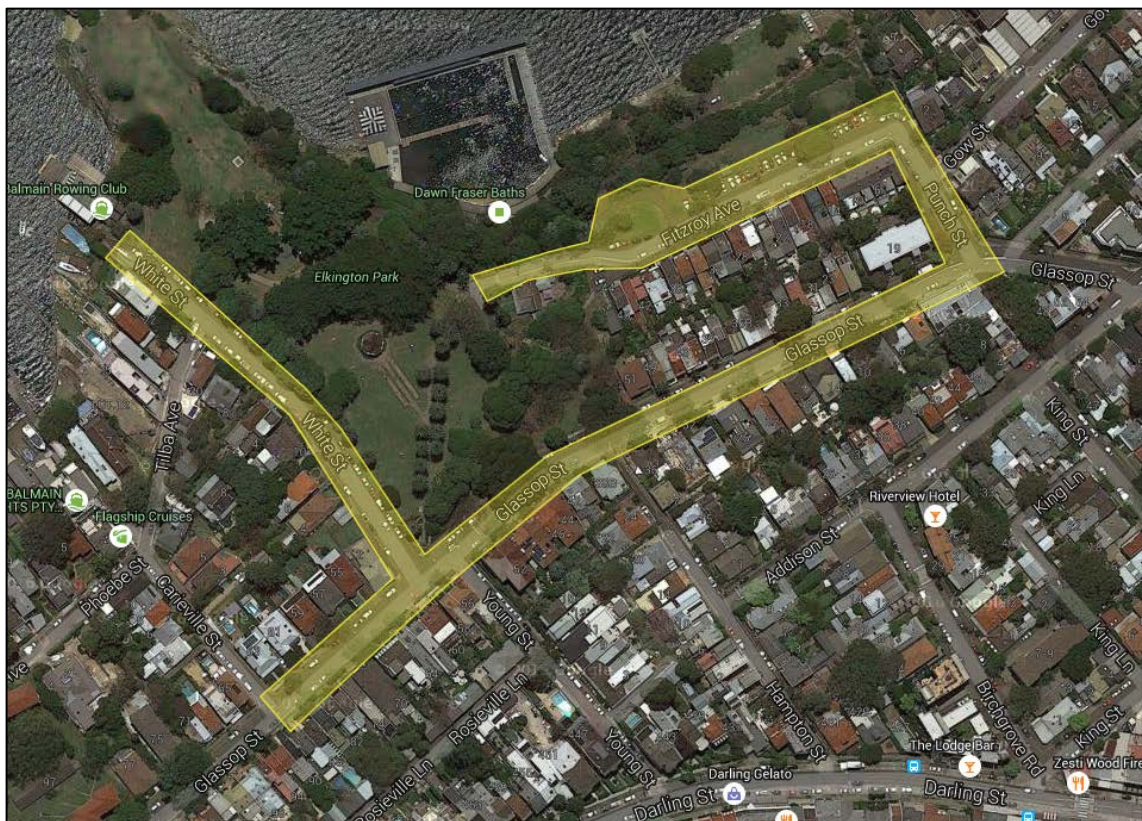


Table 2.3: On street parking supply

Street	Parking Restriction	Restrictions/ Layout	Capacity
Fitzroy Avenue	No Parking	Authorised Vehicles Excepted	1
	Disabled	Parallel	2
	No Restriction	90' Angle Parking	27
	No Restriction	Parallel	21
Punch Street	No Restriction	Parallel	14
Glassop Street	Disabled	Parallel	1
	No Restriction	Parallel	89
White Street	No Restriction	Parallel	60
Total			215

2.5.2 Parking Demand Surveys

Parking demand surveys were undertaken by GTA within the extent shown in Figure 2.5 during the following periods:

- Wednesday 20 January 2016 between 7am and 7pm
- Saturday 13 February 2016 7am and 7pm.

The weekday survey was conducted on a hot sunny day within the school holiday period. The temperature on the weekday survey was 32°C.

Similarly, the Saturday survey was conducted on a hot sunny day when activity at DFB and Elkington Park is high. The temperature was 33°C.

It should be noted that DFB draws large crowds on hot sunny days, which increases demand for parking in the vicinity of the park.

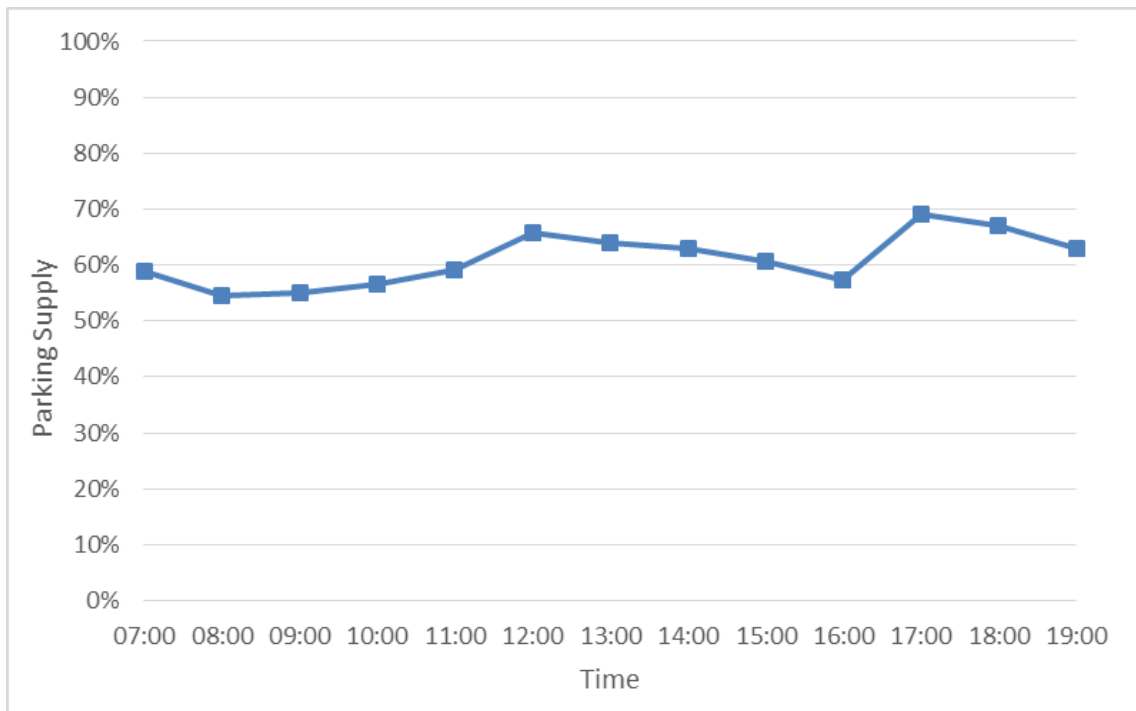
2.5.3 On-street Parking Availability

Parking occupancy surveys were undertaken as part of the assessment to understand the parking availability throughout the course of the day within the area.

Weekday (Wednesday)

Parking availability within the extent of the survey area on a weekday is summarised in Figure 2.6. In summary, ample parking opportunities exist within the area on weekday with 74 car spaces available at midday. The results show that the four streets surrounding Elkington Park operate at an average occupancy of 61 per cent on a weekday. A peak parking occupancy of 70 per cent was recorded around 5pm.

Figure 2.6: Parking availability within the survey area (weekday)



The results indicate that Fitzroy Avenue experiences the highest parking demand of the four surveyed streets. The parking supply was at capacity around midday and around 5pm with an average occupancy of 75 per cent throughout the day.

It should be noted that the other three streets around the perimeter of the park have ample parking capacity throughout the day. The average occupancy on Glassop Street, White Street and Punch Street was 68, 48 and 35 per cent respectively.

The parking occupancy throughout Wednesday for the four streets is shown in Figure 2.7, Figure 2.8, Figure 2.9 and Figure 2.10.

Figure 2.7: Fitzroy Avenue – weekday occupancy (Wednesday)

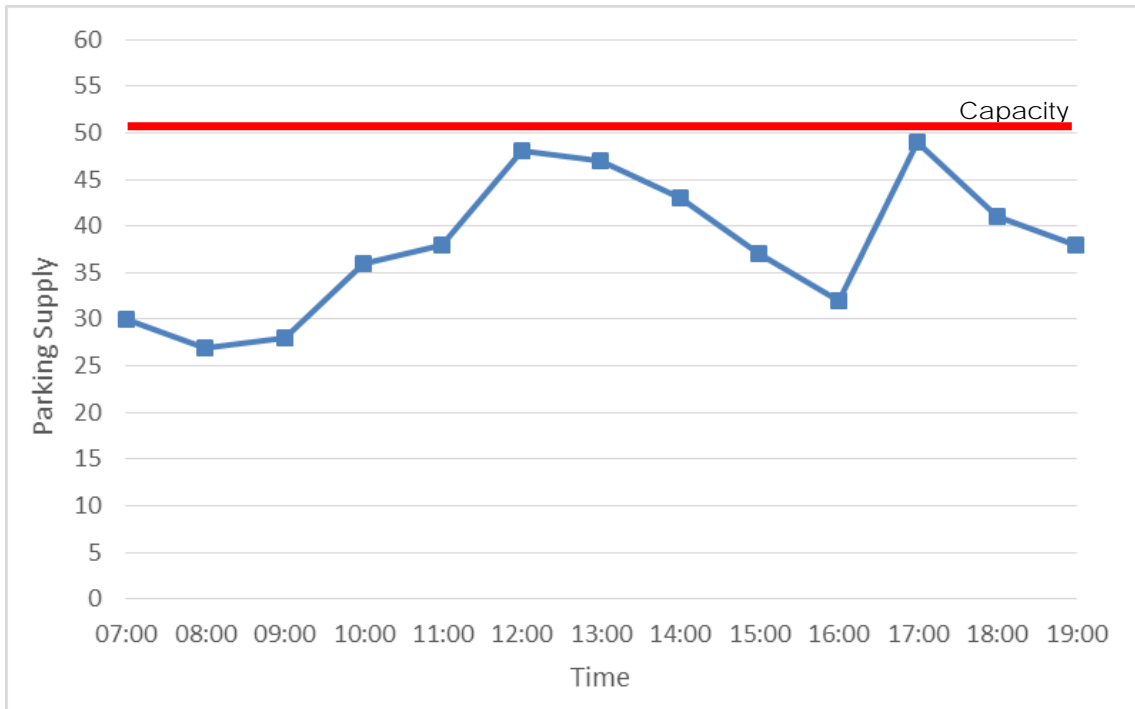


Figure 2.8: White Street – weekday occupancy (Wednesday)

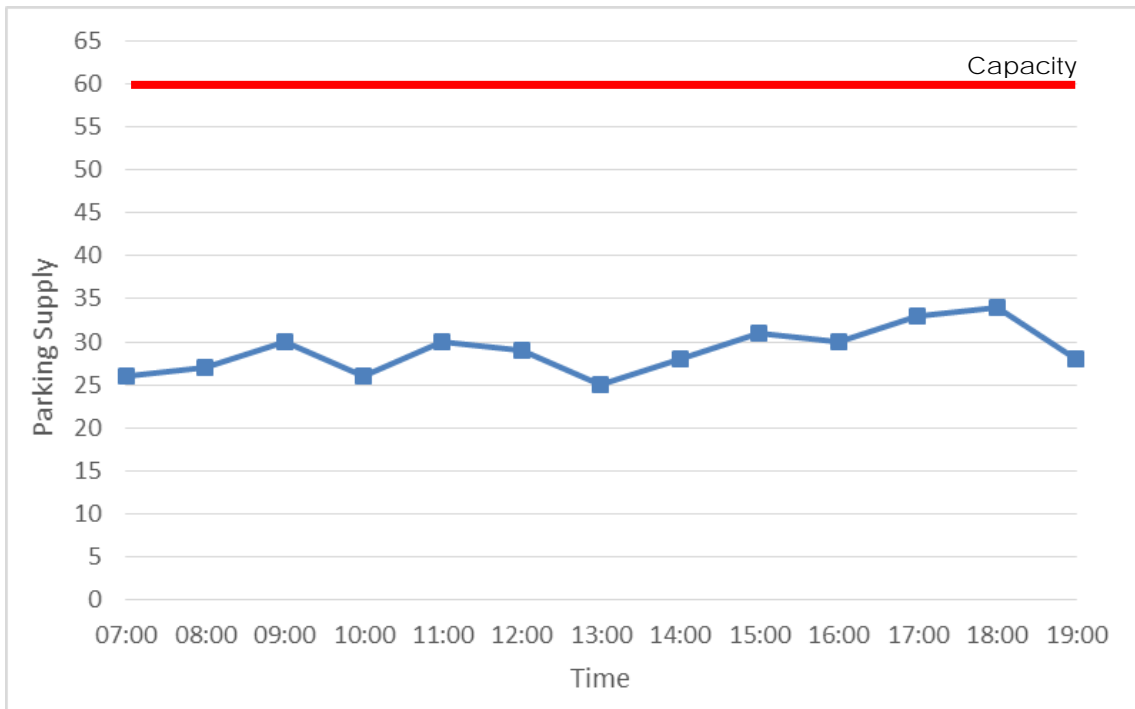


Figure 2.9: Glassop Street – weekday occupancy (Wednesday)

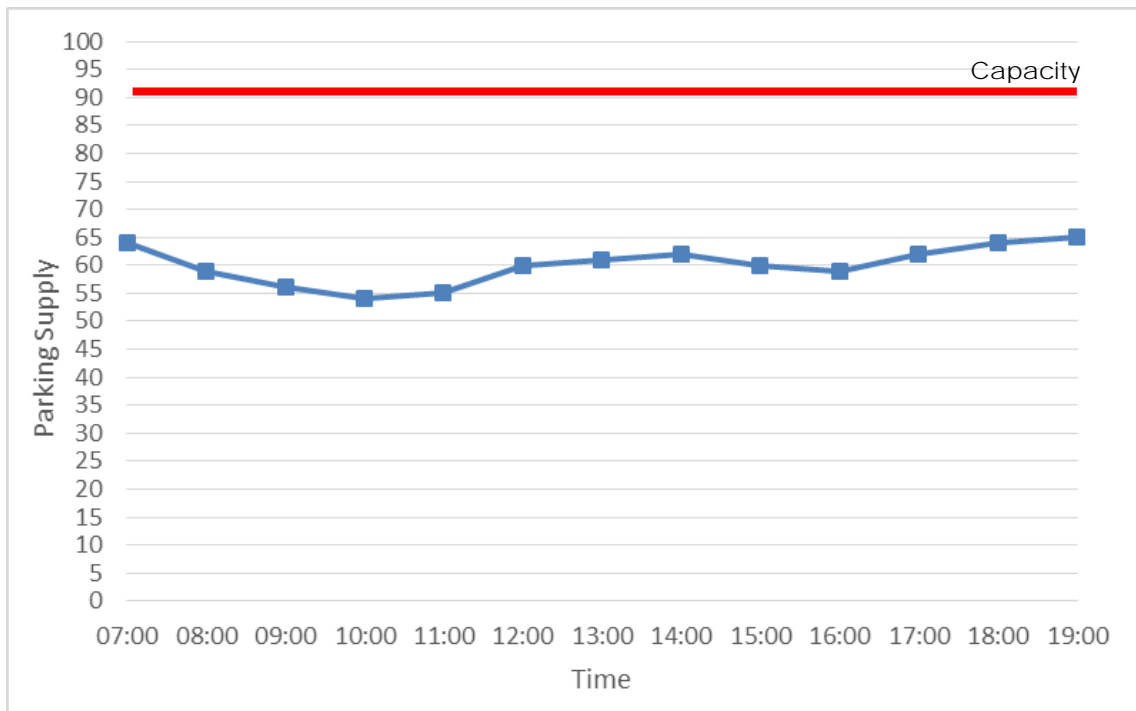
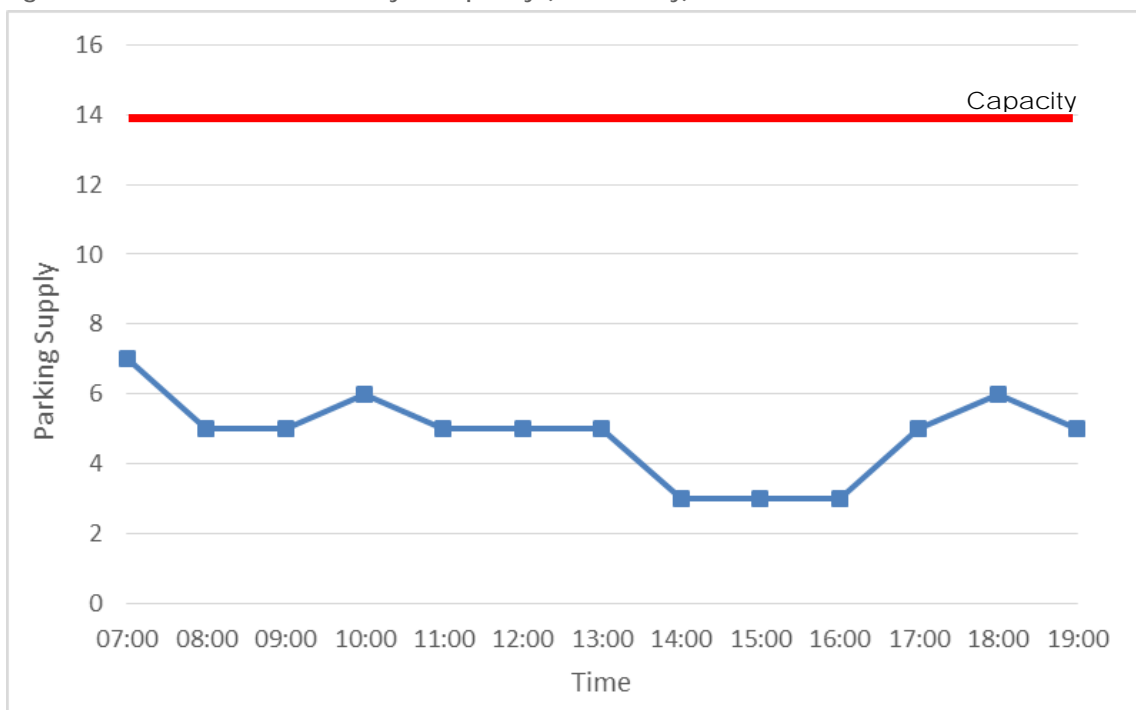


Figure 2.10: Punch Street – weekday occupancy (Wednesday)

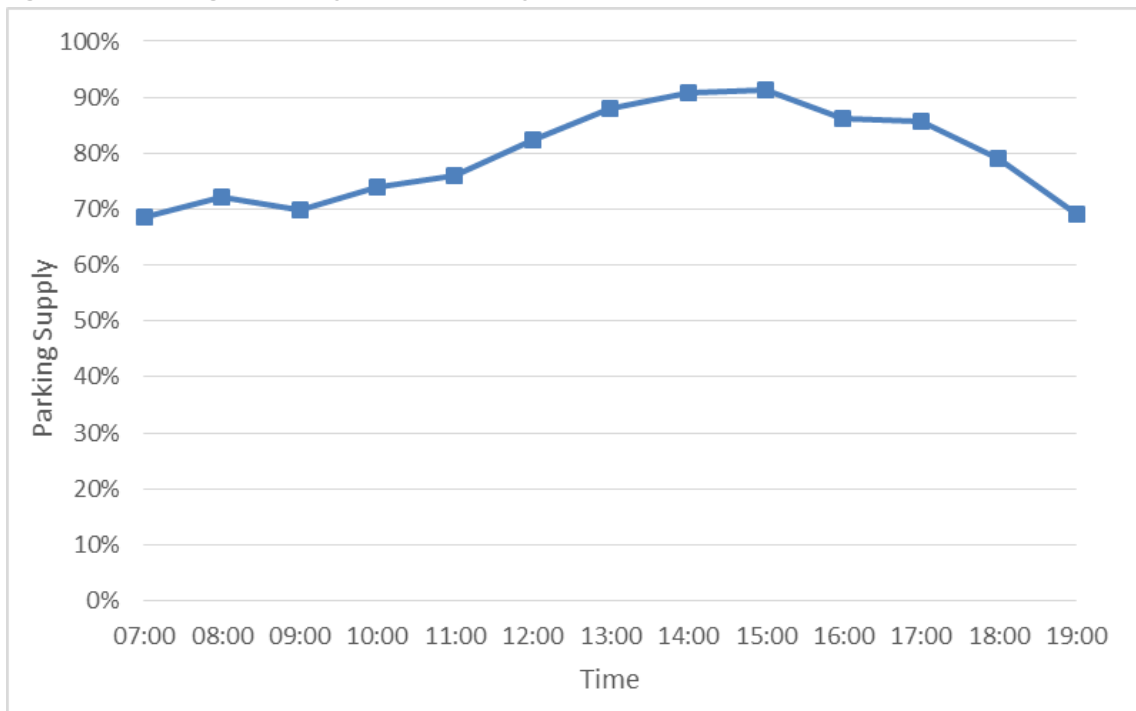


Weekend (Saturday)

Parking availability within the extent of the survey area on a weekend is summarised in Figure 2.11. The results show that the four streets operate at an average of 79 per cent occupancy on the weekend (Saturday) with limited capacity. A maximum parking occupancy of 91 per cent was recorded between 2pm and 4pm.

It is worth noting that between 8am and midday the maximum parking occupancy is 82 per cent with 38 car spaces available.

Figure 2.11: Parking availability within the survey area (weekend)



Similar to the Wednesday results, on Saturday, Fitzroy Avenue experiences the highest parking demand of the four surveyed streets. Parking demand on Fitzroy Avenue was moderate with an average occupancy of 80 per cent throughout the day.

Other streets surrounding the park also show moderate parking demand with an average occupancy on Glassop Street, White Street and Punch Street being 78, 83 and 71 per cent, respectively.

The results show that the parking demand between midday and 6pm is quite high with an average parking occupancy of 87 per cent over this six-hour period.

Parking occupancy on Saturday for the four streets surrounding the park is shown in Figure 2.7, Figure 2.8, Figure 2.9 and Figure 2.10.

Figure 2.12: Fitzroy Avenue – weekend occupancy (Saturday)

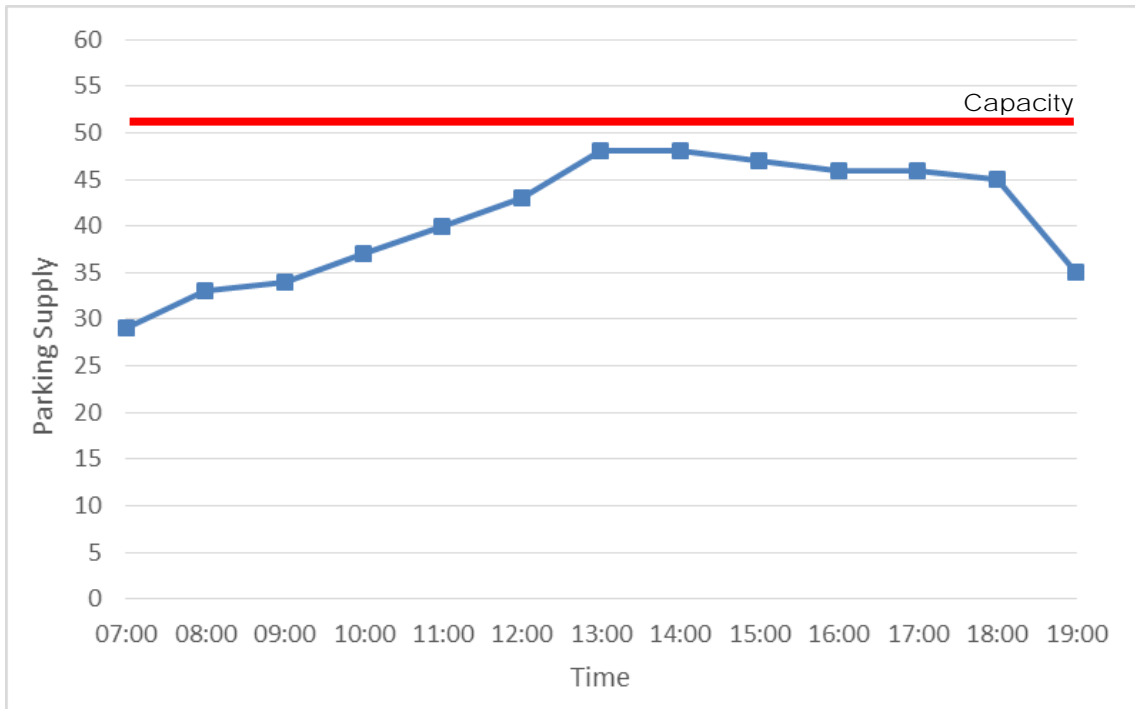


Figure 2.13: White Street – weekend occupancy (Saturday)

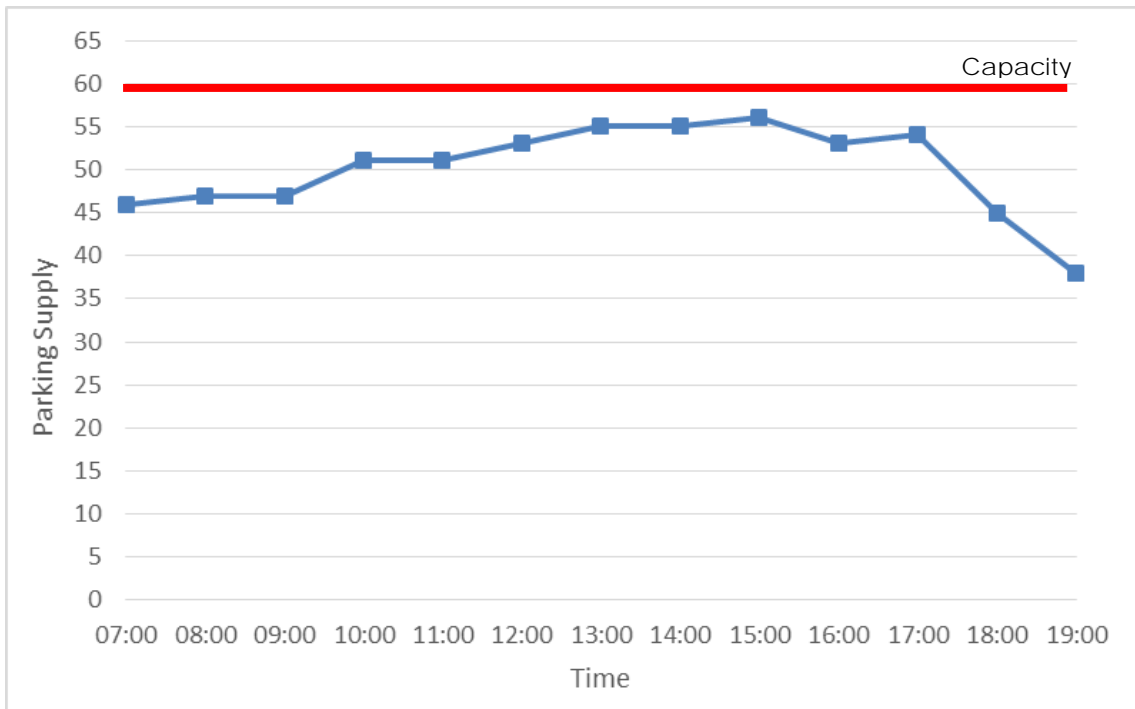


Figure 2.14: Glassop Street – weekend occupancy (Saturday)

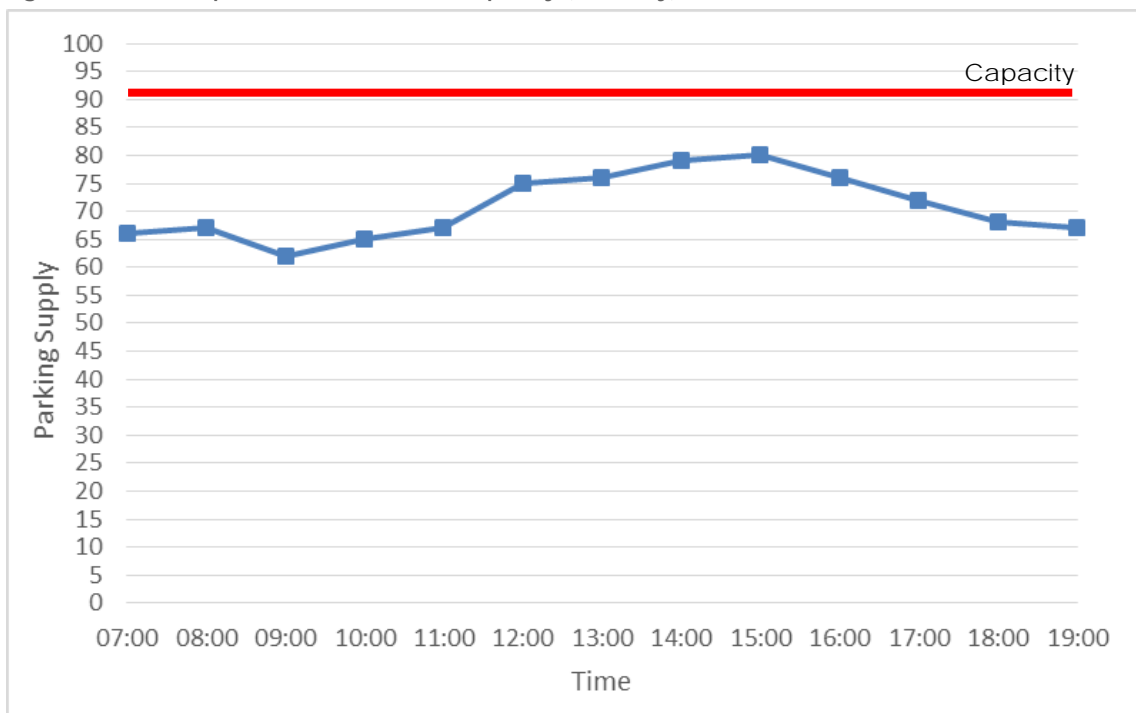
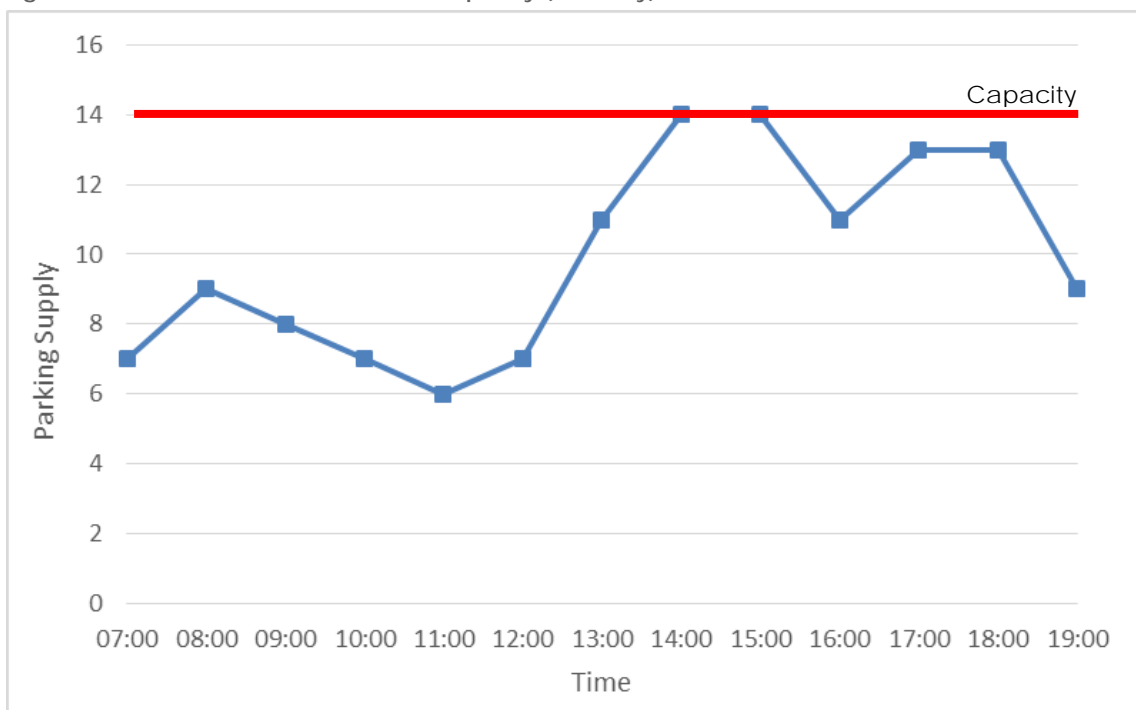


Figure 2.15: Punch Street – weekend occupancy (Saturday)



2.5.4 Duration of Stay

Duration of stay surveys provide an insight in to the duration and purpose people use the parking space. An understanding on whether the streets in the vicinity are used for short term, commuter or residential parking can be derived by examining the survey results.

Weekday (Wednesday)

The Wednesday duration of stay surveys indicate that 58 per cent of people park for a duration of less than two hours. Only eight per cent of people park for more than 13 hours, which are likely to be residents. The survey results clearly indicate that the area is not used by commuters and is not heavily occupied by residents. This trend is evident on all four streets surrounding the park as shown in Figure 2.17, Figure 2.18, Figure 2.19 and Figure 2.20.

Figure 2.16: Duration of stay on all streets – weekday (Wednesday)

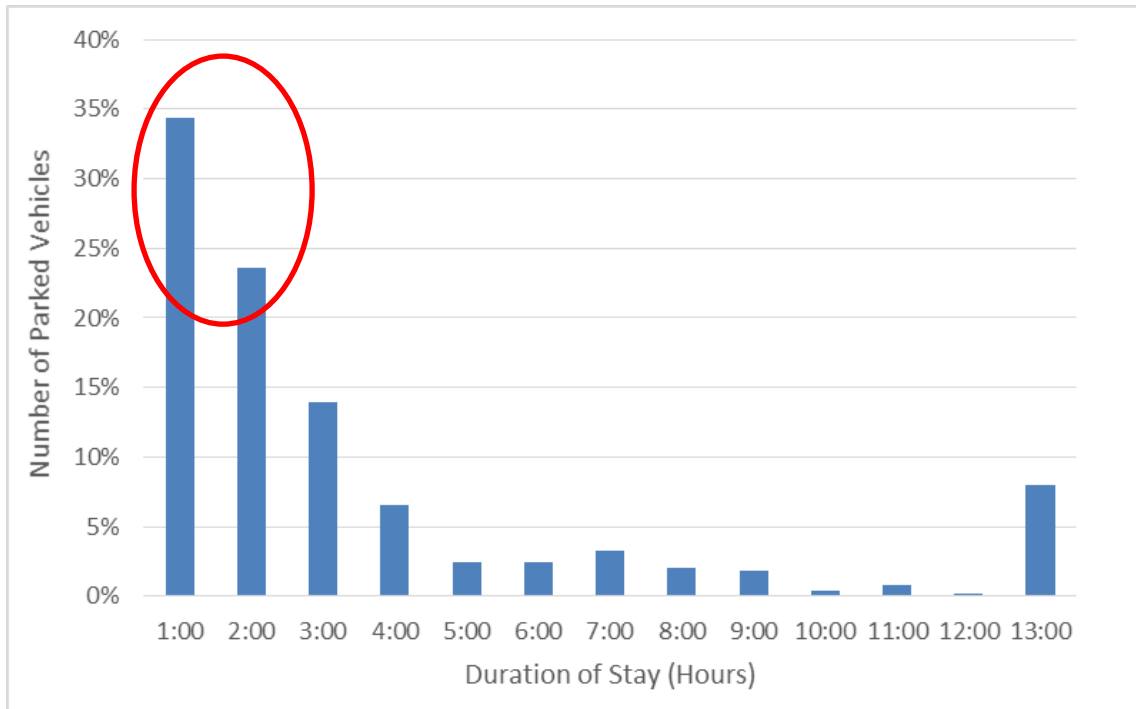


Figure 2.17: Fitzroy Avenue – weekday duration of stay (Wednesday)

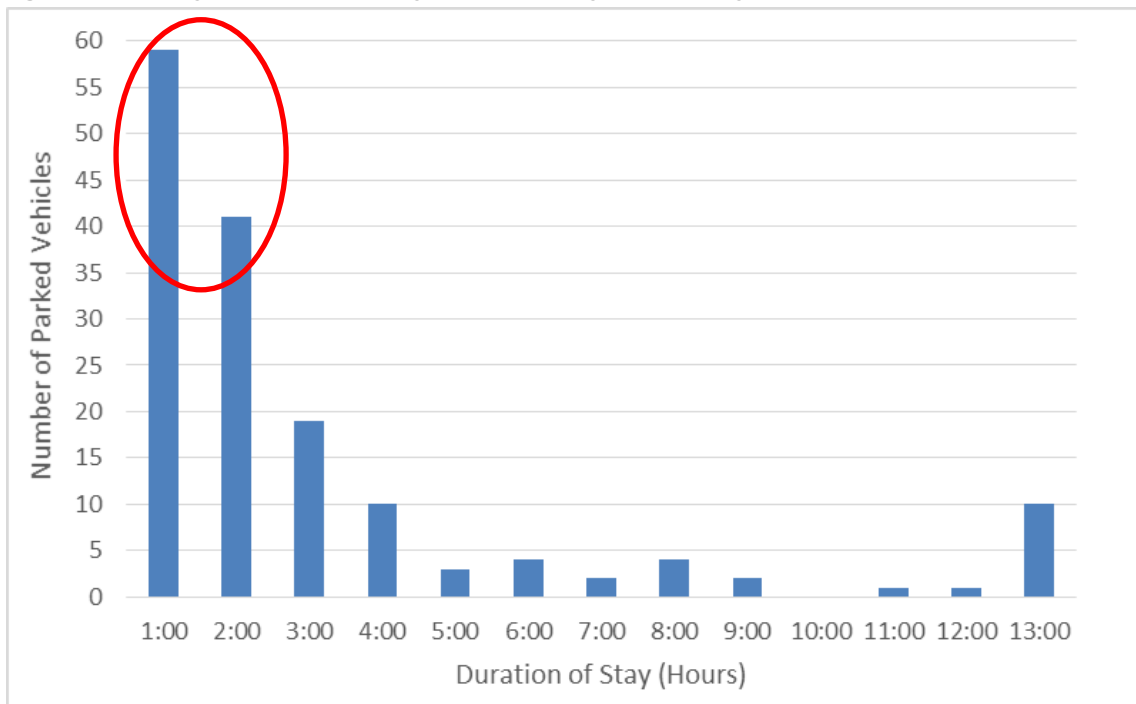


Figure 2.18: White Street – weekday duration of stay (Wednesday)

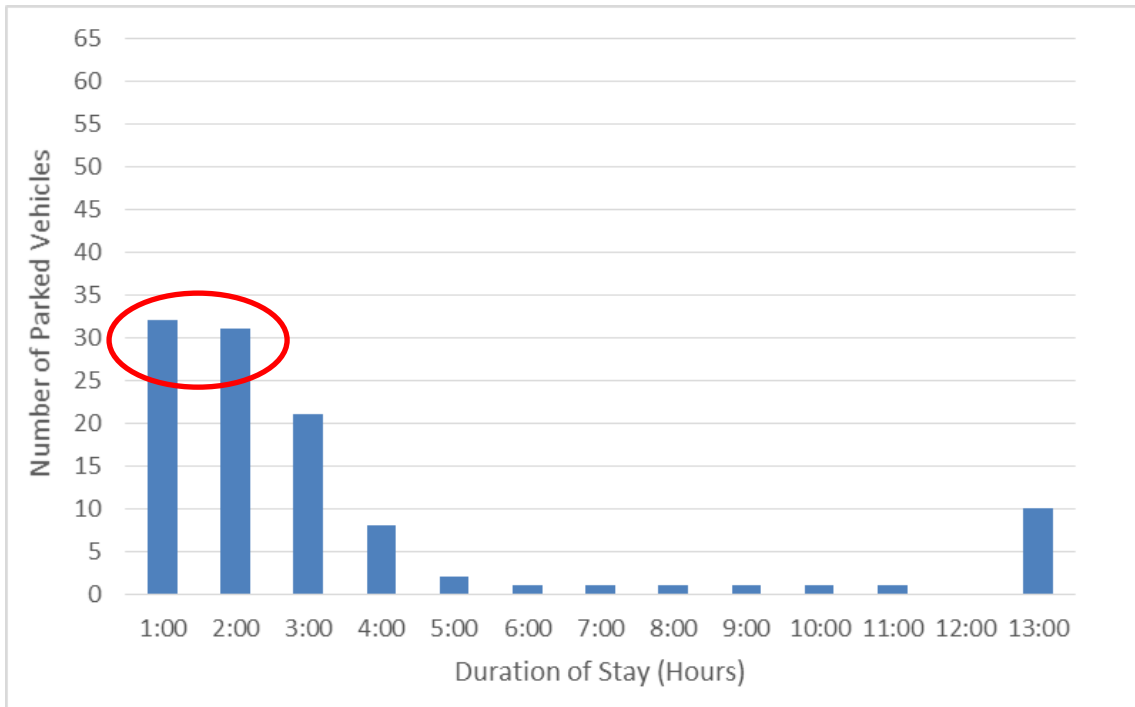


Figure 2.19: Glassop Street – weekday duration of stay (Wednesday)

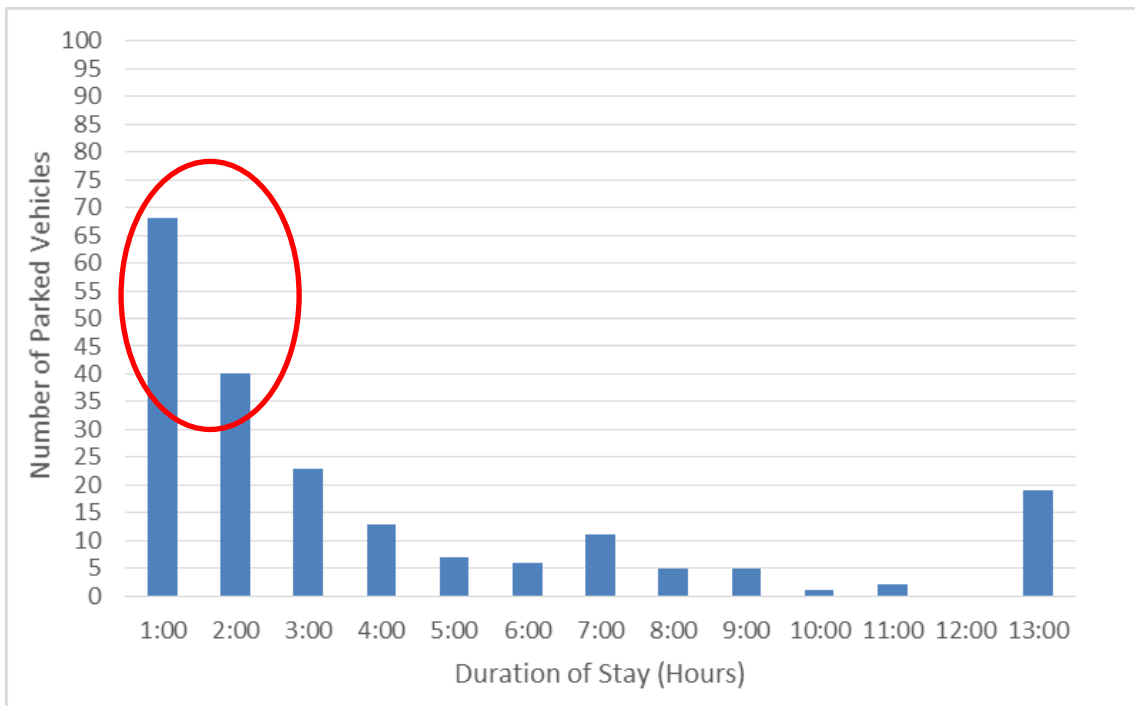
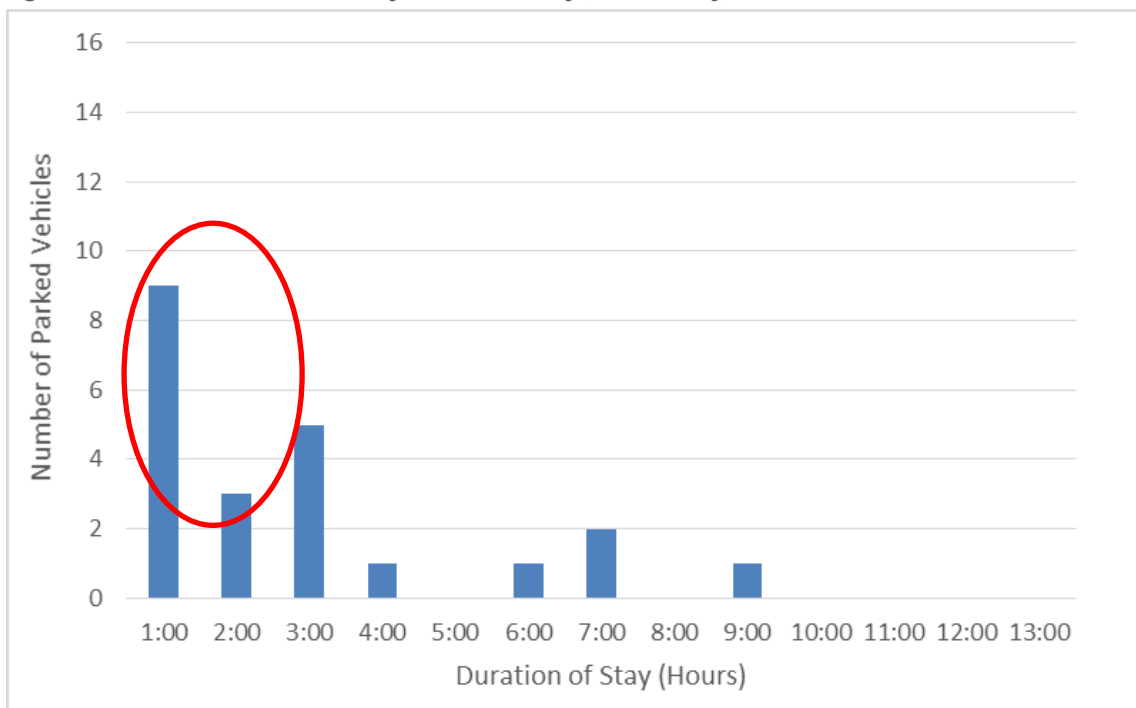


Figure 2.20: Punch Street – weekday duration of stay (Wednesday)



Weekend (Saturday)

The Saturday duration of stay surveys show a similar trend to Wednesday with 58 per cent of people parking for less than two hours. Only nine per cent of people park for more than 13 hours. This trend is evident on all four streets surrounding the park as shown in Figure 2.22, Figure 2.23, Figure 2.24 and Figure 2.25.

Figure 2.21: Weekend duration of stay on all streets (Saturday)

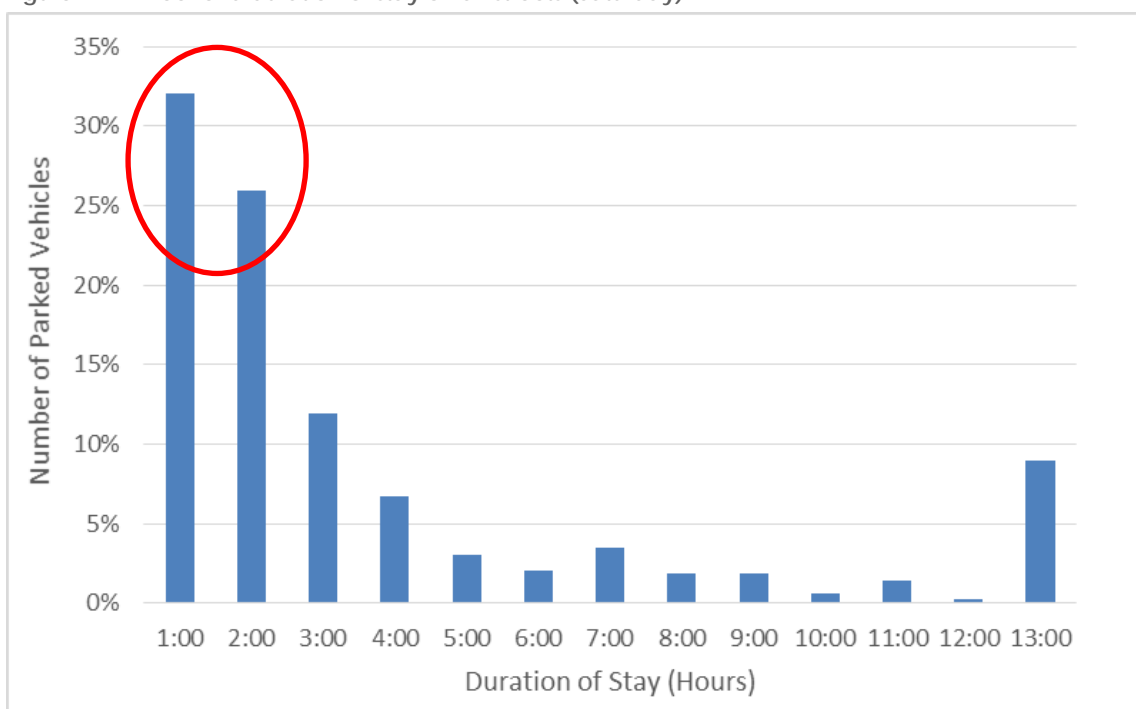


Figure 2.22: Fitzroy Avenue – weekend duration of stay (Saturday)

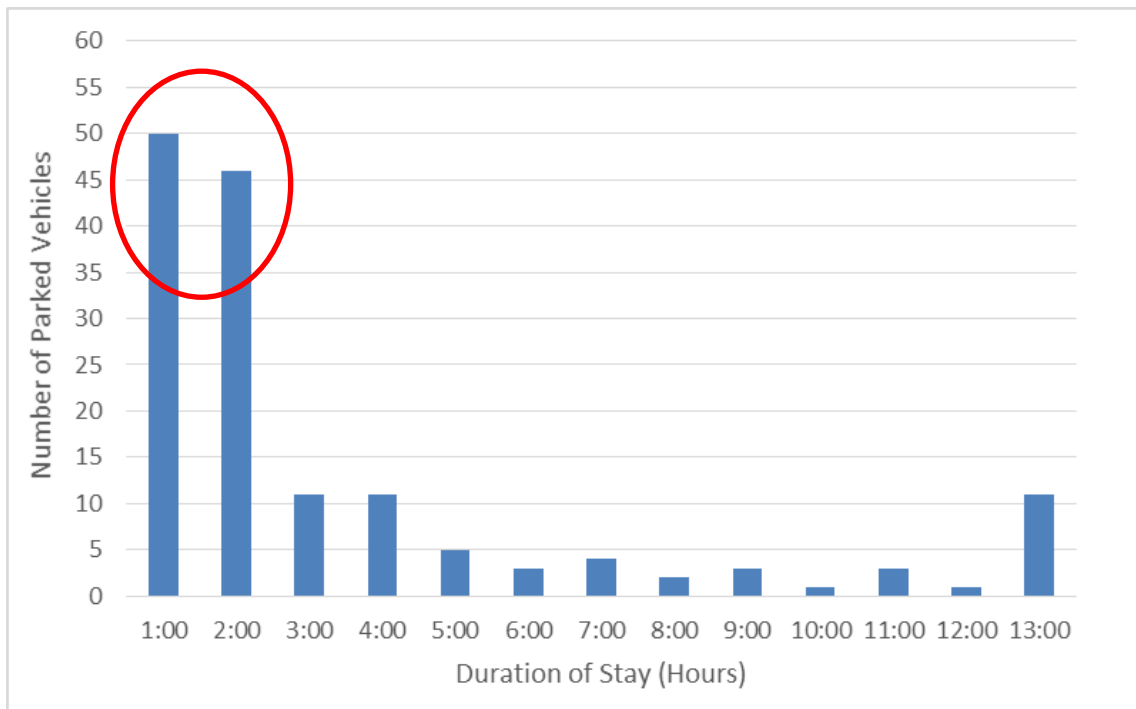


Figure 2.23: White Street – weekend duration of stay (Saturday)

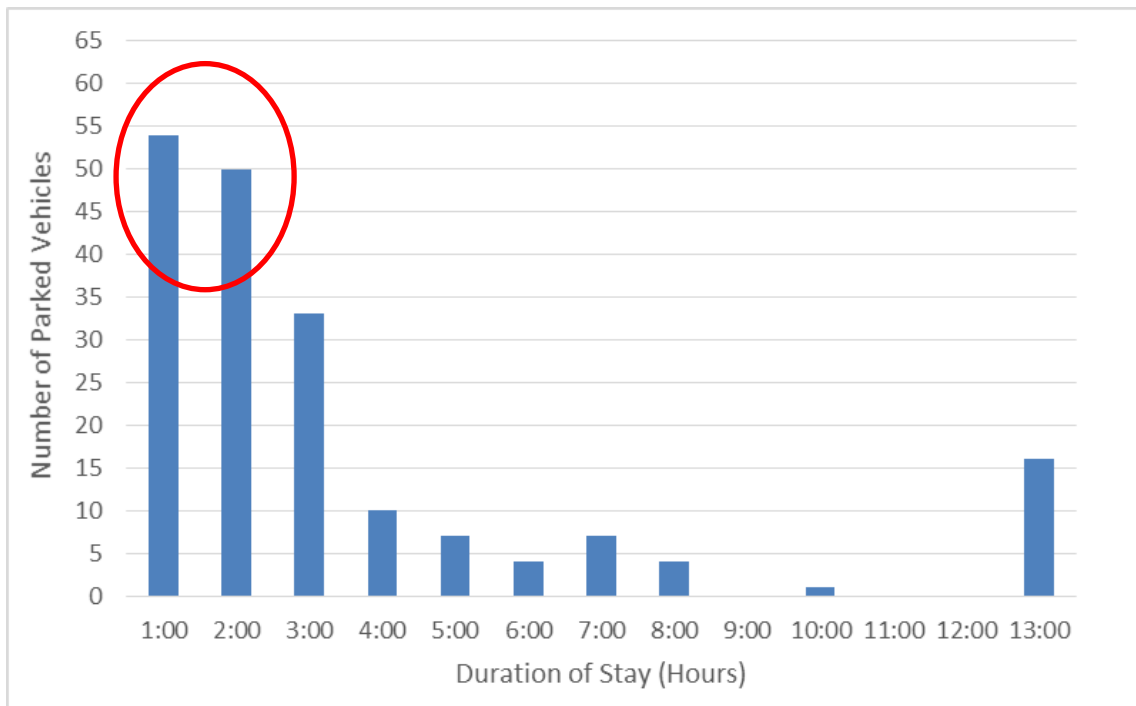


Figure 2.24: Glassop Street – weekend duration of stay (Saturday)

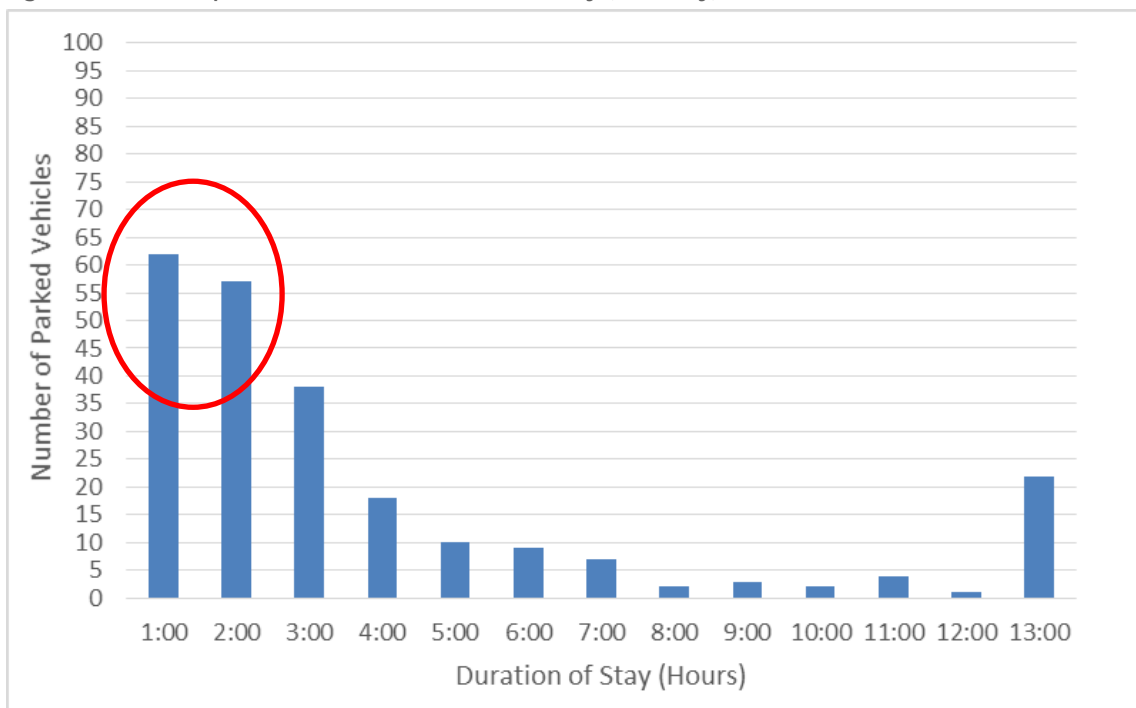
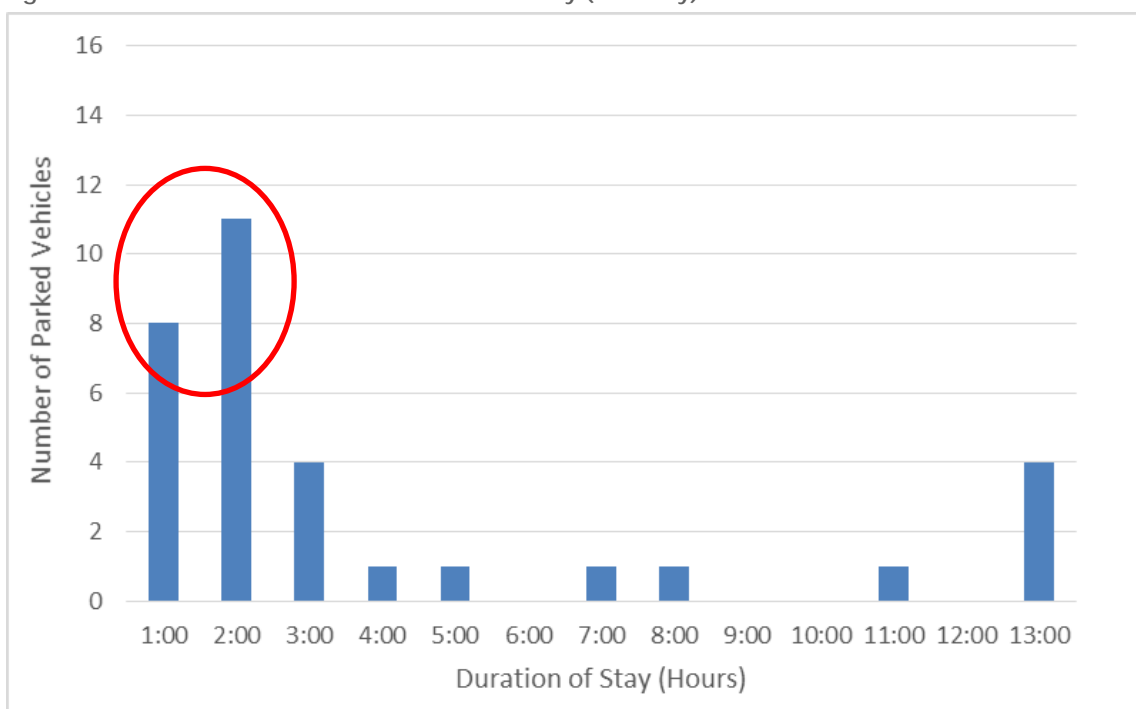


Figure 2.25: Punch Street – weekend duration of stay (Saturday)



2.5.5 Accessible Parking Demand

The survey indicates that on a weekday (Wednesday) a total of seven and three vehicles utilised the accessible parking spaces on Fitzroy Avenue (one space) and Glassop Street (one space) respectively with all vehicles parking for less than three hours.

On the weekend (Saturday) three vehicles used the accessible parking space on Fitzroy Avenue. Each user parked for less than two hours. The accessible space on Glassop Street was not used.

2.5.6 Parking Analysis Summary

In summary, the parking survey results indicate that on-street parking is occupied moderately on a weekday and heavily during the period from midday to 6pm on a weekend. Parking demand in the weekend is intensified by DFB visitors and private functions at the rotunda.

Notwithstanding this the data also indicates that the parking turnover within the area is high with approximately 60 per cent of vehicles only parking for less than two hours. The high turnover of parking spaces suggests that the streets are largely used by visitors to the area and are not taken up by residential or commuter parking.

It should also be noted that the DFB do not attract high patron numbers outside of the summer months. Therefore, the observed parking demand is high and is not anticipated throughout the year.

2.6 Public Transport

The site is well served by public transport. The site is located within walking distance to the main bus route (Darling Street) linking the Balmain area to other parts of Sydney. A review of the public transport available in the vicinity of the site is summarised in Table 2.4.

Table 2.4: Public transport provision

Service	Route #	Route Description	Location of Stop	Distance to Nearest Stop	Frequency On/Off Peak
Bus	433	Balmain to Railway Square	Darling Street	400 m	10 minutes peak / 20 minutes off peak
Bus	444	Balmain Wharf to Campsie	Darling Street	400 m	AM/ PM peak commuter service
Bus	445	Balmain Wharf to Campsie	Darling Street	400 m	20 minutes (between 8:30 – 14:30)

2.7 Pedestrian Infrastructure

Footpaths are located on all roads surrounding Elkington Park. Here are a number of pedestrian paths within Elkington Park that connect with the streets surrounding Elkington Park. These paths may have limited access for mobility impaired pedestrians due to stairs.

Council has indicated that an accessible footpath into Elkington Park from White Street will be constructed, opposite Tilba Avenue. The path will be designed to follow the contours and provide appropriate grades to meet the standard requirements for accessibility.

The suitability of the existing pedestrian provisions is discussed in Section 5.1.

2.8 Cycle Infrastructure

On-street cycling provisions are not provided on Fitzroy Avenue or White Street however Glassop Street is part of a local cycling route servicing the Balmain area. Cycle racks are provided adjacent to the cottage. Cyclists must access Elkington Park from Fitzroy Avenue as all paths within Elkington Park are not suitable for cyclists due to stairs located intermittently along the path.

3. Development Proposal

3.1 Land Uses

The proposal is to refurbish the existing caretaker's cottage to a café whilst maintaining the heritage status of the building.

The café is likely to have a combined number of patrons and staff of up to 100 people and would serve light meals on both weekdays and weekends. The refurbishment will not provide any additional parking or loading facilities due to heritage and ecology constraints of the site. The café would rely on the available on-street parking supply.

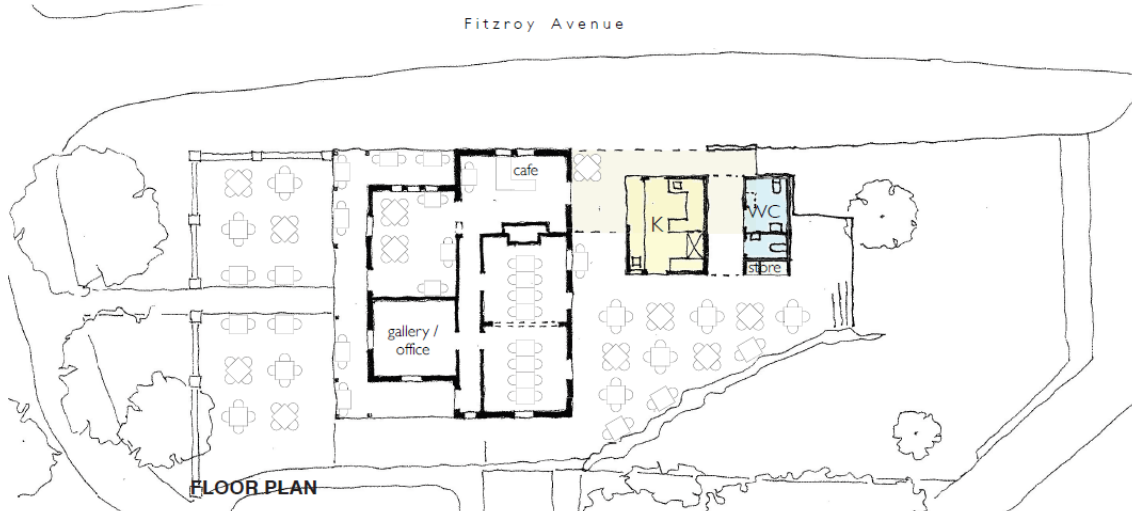
The proposed cottage consists of a café, gallery/ office, kitchen, cleaners/ garbage room and toilets. The total internal floor area of the cottage is approximately 103 m² with outdoor undercover access of 15 m².

The trading hours for the proposed development would be:

- Daylight savings times: 7am to 7:30pm
- Non-daylight savings times: 7am to 5pm.

A plan of the cottage layout is shown in Figure 3.1 and is attached as Appendix B.

Figure 3.1: Elkington Park Caretaker's Cottage floor plan



Source: Welsh+Major, 12 May 2016

4. Car Parking

4.1 Car Parking Requirements

The car parking provision requirements for different development types are set out in Inner West Council's DCP 2013. The DCP requires a minimum of one space per 80 m² for restaurant/ café activity with a maximum of one space per 50 m² for combined staff/ visitor parking. In addition, one accessible parking space must be provided for most developments that generate a parking requirement.

Based on the above, the proposed development is required to provide three car parking spaces including one accessible parking space. The accessible space could be provided at the start of the proposed accessible footpath being constructed by Council.

4.2 Adequacy of Parking Supply

Given the location of the café and the surrounding land use, it is anticipated that most of the café trade would be from either local residents, DFB visitors or Elkington Park visitors (including private function guests). Accordingly, the café is only anticipated to generate moderate parking demand as a significant proportion of its customers would already be in the area.

Notwithstanding the above, any additional parking demand generated by the café would be accommodated by the existing on street parking supply. The four streets surrounding Elkington Park provides 215 car parking spaces and the parking survey results indicates that these streets operate on average around 60 per cent occupancy on a weekday and at around 80 per cent occupancy on a weekend. As such, approximately 80 and 40 parking spaces will be available at any given time on a weekday and weekend respectively. Even at peak occupancy, which was 91 per cent on the weekend, 20 parking spaces will be available for café customers to use.

Furthermore, the survey results indicate that all streets operate at an average occupancy of 72 per cent during 7am and 12pm. The peak parking demand for the area is 87 per cent which falls between 12pm and 6pm. Therefore, there is considered to be sufficient capacity for café customers.

Therefore, it is concluded that the on-street parking supply within the vicinity of Elkington Park has sufficient capacity to accommodate the additional parking demand generated by the proposed café.

4.3 Accessible Parking

As mentioned before, no accessible parking spaces are proposed as part of the development due to heritage constraints. The closest accessible parking space is located on Fitzroy Avenue. However the driveway grade is not appropriate for a mobility impaired pedestrian to access the café location. The construction of an accessible footpath into Elkington Park from White Street as proposed by Council will provide suitable access for mobility impaired pedestrians.

5. Sustainable Transport Infrastructure

5.1 Walking and Cycling Network

The café would be served by the extensive network of pedestrian paths within the park and adjacent streets. However, access for mobility impaired pedestrians is limited due to stairs located on most paths (as shown in Figure 5.1). It is anticipated that a proportion of customers to the café are likely to be parents pushing prams and customers in mobility scooters/ wheel chairs.

Council has indicated that an accessible footpath into Elkington Park from White Street will be constructed and its design would meet the standard requirements for accessibility.

An accessibility consultant has prepared a comprehensive assessment of the suitability of the paths leading to the café.

Figure 5.1: Stairs located within Elkington Park



5.2 Public Transport

The site is well accessible by public transport with a frequently serviced bus stop located within 400 metres of the site.

6. Loading Facilities

Proposed Loading Arrangements

Figure 6.1: Onsite loading area option



Due to heritage and ecological constraints a formal loading area is not proposed as part of the development. It is presumed that the existing park access road would be used for deliveries. Preliminary investigations suggest that a 6.4-metre small rigid vehicle (SRV) may be able to make a three-point turn manoeuvre at the end of the access road.

In the instance that the above option is not viable it is concluded that an on street loading zone would be sufficient for the purpose of servicing the café due to the following reasons:

- Deliveries are expected to be minimal due to the size of the café and would be at periods when parking demand is not at its peak, i.e. early morning.
- The delivery vehicle is likely to be a light vehicle or a 6.4-metre SRV at most.
- To design for such an infrequent service would impose a design standard which would represent an unreasonable constraint on the development.
- On-street parking spaces on Fitzroy Avenue that could be used to accommodate a loading zone.
- Further investigation is required to identify a suitable loading/ unloading arrangement.

6.1 Refuse Collection

It is anticipated that the rubbish bins would be wheeled out to Fitzroy Avenue to be collected by Council's regular residential rubbish collection service.

7. Traffic Impact Assessment

7.1 Traffic Generation

7.1.1 Design Rates

Traffic generation estimates for the proposed development have been sourced from the '*RMS Guide for Traffic Generating Developments*'. For a restaurant/ café development the guide provides a traffic generation rate of:

- Five trips per 100 m² of GFA.

Based on the above rates and a gross floor area of approximately 100m², the café is expected to generate five trips during the peak hour.

The survey conducted at Blackwattle Café indicates that a traffic generation rate of 10 trips per 100 m² is a more realistic traffic generation rate for a café in a similar location. Therefore being conservative it is anticipated that the Elkington Park Café would generate 10 trips during the peak hour.

As mentioned previously, it is anticipated that the bulk of the café trade is expected to be from DFB visitors, Elkington Park visitors and nearby residents. These type of trips are classified as *Non-link-diverted trips*, which correspond to those trips which do not involve a diversion from the route that would otherwise have been taken, or in other words are trips generated by passing traffic.

Non-link-diverted trips are already present on the adjacent road network, and although these trips need to be considered in the design of access driveways, turning lanes and so on, they do not constitute additional traffic per se.

7.2 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 operations of the surrounding road network.

7.2.1 Other Considerations

The parking surveys indicate that Fitzroy Avenue experiences a high parking turnover throughout the day. Consequently, pedestrian activity on Fitzroy Avenue is expected to be high with people unloading/ loading water sport gear, prams and caring for children. Therefore it is recommended that investigations into introducing traffic calming treatments should be conducted to improve the safety of pedestrians along Fitzroy Avenue.

8. Conclusion

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

- i Inner West Council is investigating an opportunity to convert an existing cottage into a café at Elkington Park, Balmain.
- ii The proposed development generates a statutory parking requirement of 3 spaces.
- iii The proposed development does not intent to provide any on-site parking due to heritage and ecological constraints of the site.
- iv The existing on street parking supply has sufficient capacity to accommodate the additional parking demand generated by the café.
- v Further investigations are required to identify a suitable loading/ unloading arrangement.
- vi Advice from an accessibility consultant should be sourced to examine the accessibility for mobility impaired customers to the café.
- vii The café is expected to generate up to 10 vehicle movements in any peak hour which is considered minimal.
- viii It is envisaged that the majority of trade generated by the café would be from nearby residents, DFB patrons and current Elkington Park users. These trips are considered '*non-link-diverted trips*' as they are already part of the road network.
- ix Notwithstanding this, there is adequate capacity in the surrounding road network to cater for the additional traffic generated by the proposed development.
- x Traffic calming treatments should be investigated to improve pedestrian safety on Fitzroy Avenue.
- xi Overall, it is concluded that the proposed café development at Elkington Park is not expected to have an adverse effect on the surrounding transport network.

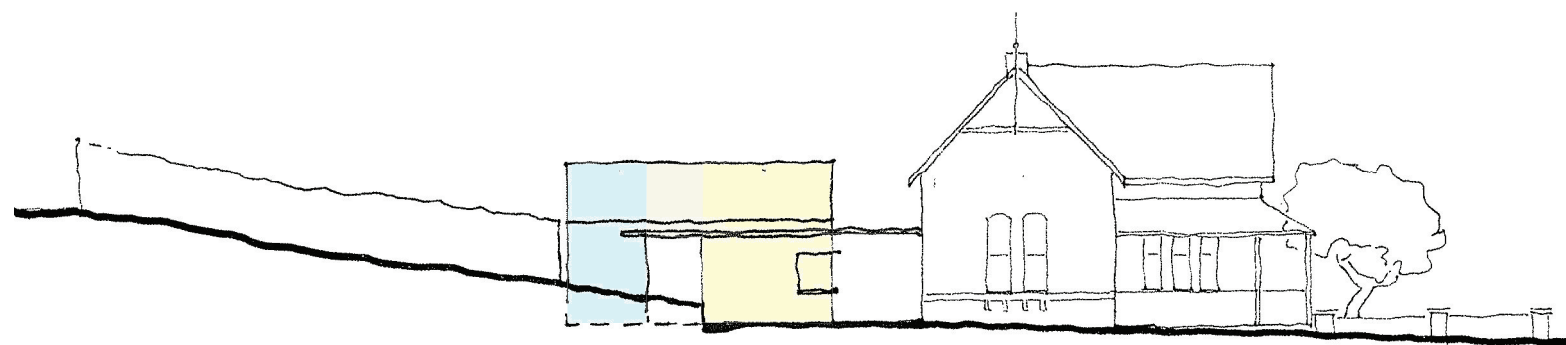
Appendix A

Parking Inventory

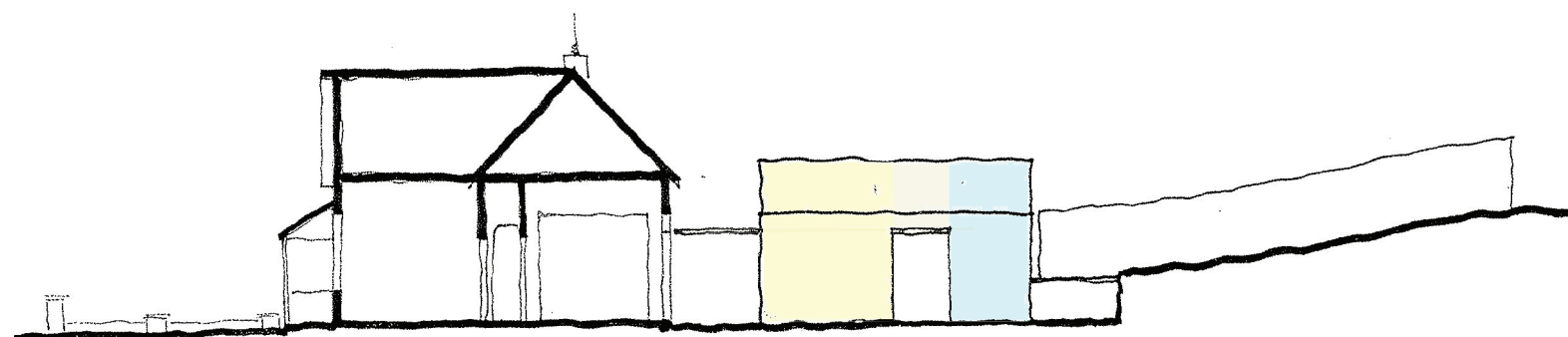
Side of the Street	Parking Restriction	Time Restrictions	Capacity
Fitzroy Ave - North side			
No Through Rd			
	No Parking	Authorised Vehicles Excepted	1
	Disabled		2
	No Restriction	90' Angle Parking	27
Punch St			
Fitzroy Ave - South side			
Punch St			
	No Restriction		21
No Through Rd			
Punch St - East side			
Fitzroy Ave			
	No Restriction		2
Gow St			
	No Restriction		5
Glassop St			
Punch St - West side			
Glassop St			
	No Restriction		7
Fitzroy Ave			
Glassop St - North side			
Carievile St			
	No Restriction		8
White St			
	No Restriction		35
	No Stopping		
Punch St			
Glassop St - South side			
Punch St			
	No Stopping		
	No Restriction		6
	Disabled		1
	No Restriction		24
Young St			
	No Restriction		16
88 Glassop St			
White St - East side			
No Through Rd			
	No Restriction		31
Glassop St			
White St - West side			
Glassop St			
	No Restriction		22
Tilba Ave			
	No Restriction		7
No Through Rd			
Total Supply			215

Appendix B

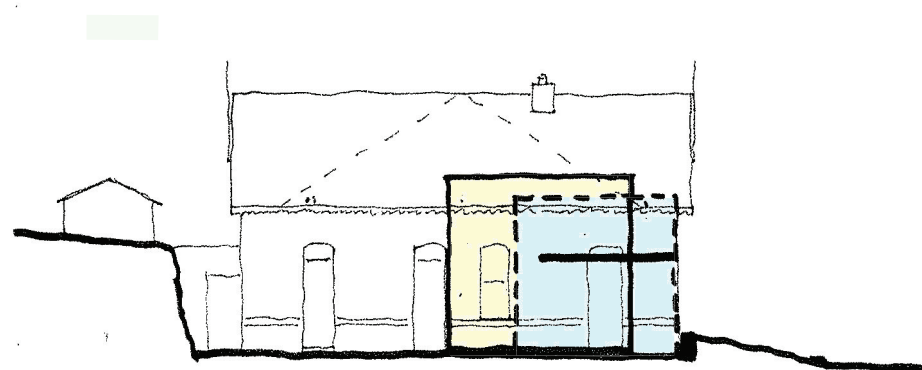
Preferred Site Layout



FITZROY AVENUE NORTH ELEVATION



COURTYARD WEST-EAST SECTION / ELEVATION



COURTYARD SOUTH-NORTH SECTION / ELEVATION



Option 01 - Preferred

Option 1 is preferred for the following reasons:

- The new built form is set back from the existing building and Fitzroy Avenue to establish a clear hierarchy and minimise any adverse impact on the heritage significance of the existing cottage.
- External awnings can be simply configured to provide under cover access to between all building areas.
- The number and type of WC facilities complies with BCA requirements for a combined number of patrons and staff of up to 100.
- The WC facilities configuration provide compliant accessible and ambulant facilities with compliant paths of travel.
- The bathroom circulation area is visible from the adjacent outdoor seating area and Fitzroy Avenue but there is no direct view lines into cubicles.
- The bathroom area, if required, can be used by park users when the cafe is not in operation.
- Excavation is minimised to the area of the existing rear courtyard stairs and the existing rear yard retaining walls can be maintained.
- The kitchen and service areas are maximised @ 24m² (similar to Option 2).

Schedule of Areas

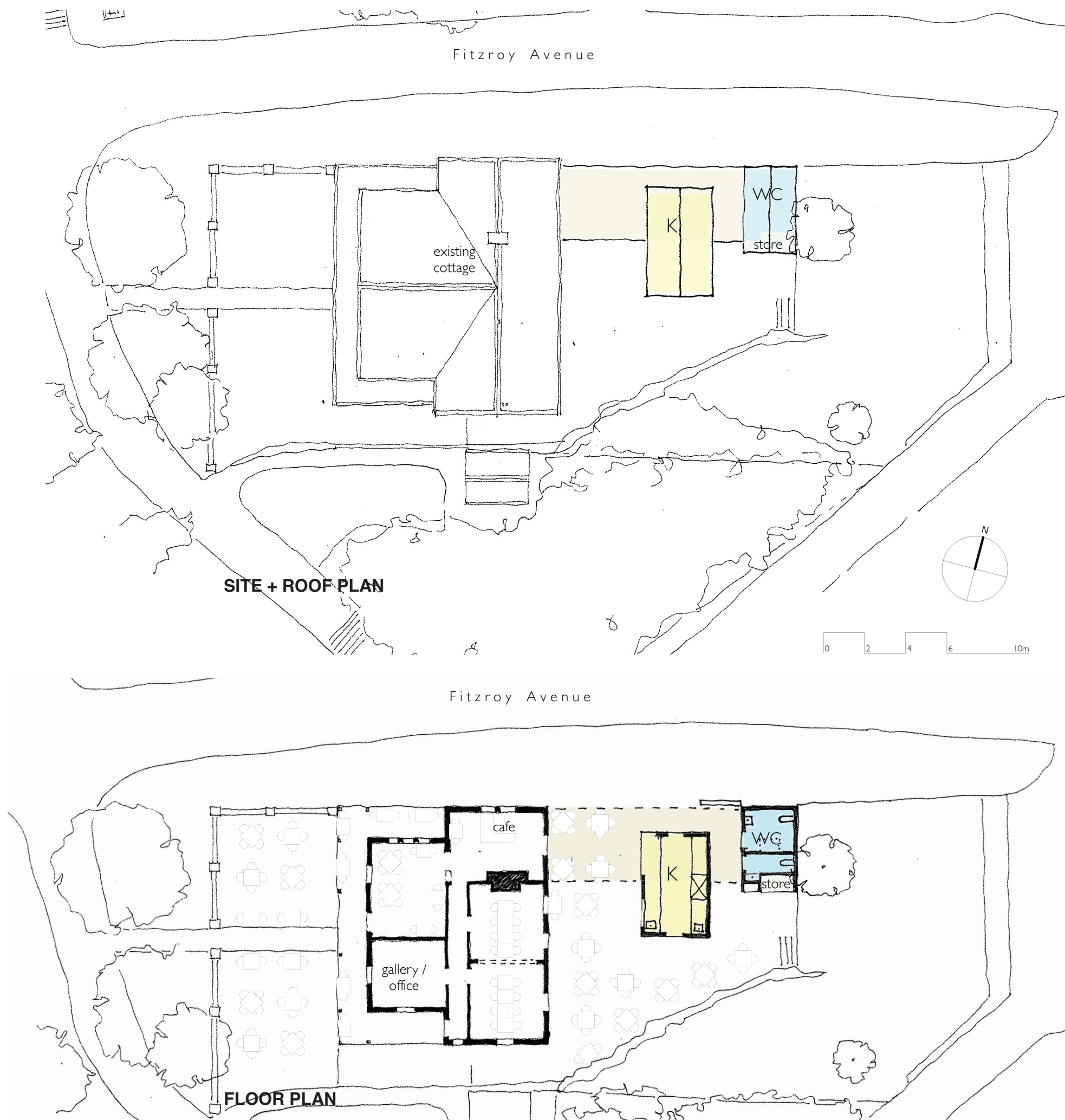
Cafe Seating + counter:	56 sqm
Gallery / Office:	11 sqm
Circulation - ex. cottage:	6 sqm
Kitchen:	16 sqm
Cleaners/Garbage:	1 sqm
Toilets:	7 sqm
Circulation - toilet access	6 sqm
Total Grd Fl Internal Area:	103 sqm

<i>Outdoor:-</i>	
Undercover access:	15 sqm

Seating capacity

Cottage Internal:	32
Front Verandah External:	12
Front Lawn External:	40 +
Rear Undercover External:	4
Rear Courtyard External:	44

nb: These are maximum capacity numbers based on areas only. Actual maximum capacity would be a total of 100 including patrons + staff.



Option 02

This option takes the following planning strategy for the new services areas including toilets, kitchen and associated facilities as follows:

- The existing rear addition is to be demolished (based on structural advice and the planning strategy).
- Two small pitched roof building forms are located adjacent to but separate from the existing cottage. One of these is setback 1.2m from Fitzroy Avenue and the other is built up to the boundary. This allows the form of the existing cottage to read clearly and establishes a hierarchy of forms. The roof form of these buildings reflects the pitched roof form of the north facing gable. The service areas are all accommodated in the new buildings.
- An undercover 4m wide opening is created between the existing cottage and the new kitchen building to allow access and sightlines to and from Fitzroy Avenue. This undercover access provides an undercover seating area and also wraps around onto Fitzroy Avenue to provide undercover access to the toilet facilities and kitchen / servery.
- A corridor is created between the two new buildings to provide easy access to the toilets from both the existing building and the courtyard.
- A new kitchen with servery window potentially opening onto both the existing building and Fitzroy Avenue to serve both on site customers and takeaway coffee etc.
- An accessible entry to the existing building, the courtyard seating area, kitchen/ servery and toilets can all be achieved from Fitzroy Avenue.
- In addition an accessible entry can be provided through some modifications to the front path to the existing door on the west facing verandah, and internally through a widened opening between the existing living room and the new cafe counter located in the existing dining room.
- A new wall opening between the east facing bedrooms to provide an internal flexible cafe seating area with a new doorway from the south east bedroom to the courtyard to provide freeflowing circulation and better visual connection to the courtyard area.

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