

15 December 2009

## REFERRAL RESPONSE – TECH. SERVICES

**FILE NO:** DA 602/2009/1

**ADDRESS:** 8 Castra Place DOUBLE BAY 2028

**PROPOSAL:** Replacement of existing fixed wharf structure with berthing for 40 vessels & moorings for 25 vessels with a new floating structure with berths for 45 vessels and moorings for 20 vessels.

**FROM:** N Tomkins

**TO:** Mr P Kauter

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I refer to the following documents received for this report:

1. Architectural plans by Mark Hurcum Design Practice architects Dwg No DA100 to 170 Issue B dated 10 Nov 2009
2. Survey plans by CMS Surveyors P/L Rev B dated 8/11/09 and BM & Assoc surveyors dated 19/4/07
3. Statement of Environmental Effects by Ingham Planning P/L Job No.09048 dated November 2009
4. Traffic & Parking Report by Christopher Hallam & Assoc Job No 2617 dated July 2009
5. Attached comments on Traffic & Parking Report by Council's Traffic Engineer dated 11 December 2009

Comments have been prepared on the following. **Where Approval is recommended, Conditions of Consent follow at the end of the comments.**

### **Site Drainage comments**

*Any discharge of drainage to Sydney harbour will require approval and conditions from the Waterways Authority – conditions applied*

### **Construction Management comments**

*As a result of the site constraints, limited space and access a Construction Management Plan is to be submitted to Council and is conditioned accordingly.*

### **Impacts on Council Infrastructure comments**

*There are no proposed or approved works on Council's assets which are in satisfactory condition – no specific conditions applied.*

## Traffic comments

*Council's Traffic Engineer dated 11 December 2009 has concluded that the development is unlikely to exacerbate the traffic issues surrounding the site and on this basis there are no objections to the development on traffic grounds*

## Other comments

*Due to the likelihood of additional power usage as a result of the new development, Energy Australia has requested that the applicant contact them with regards to the possible provision of a new Electricity Substation on site.*

## Recommendation

Council's Development Engineer has determined that the proposal satisfies Technical Services concerns, subject to the following conditions. Accordingly, the following conditions are recommended.

### Conditions of Consents

*Please note that the standard conditions of consent are generally modified by the Technical Services Division to suit a particular development application*

**General Conditions** *(please insert the auto text below)*

#### A5 Approved Plans & Supporting documents

Reference	Description	Author/Drawn	Date(s)
Job No 2617	Traffic & Parking Report	Christopher Hallam & Assoc	July 2009

#### A8 Ancillary Aspect of the Development (Repair Damaged Infrastructure)

**Conditions which must be satisfied prior to the demolition of any building or construction**

Nil

**Conditions which must be satisfied prior to the issue of any construction certificate**  
*(please insert the auto text below)*

#### C.5 Security Deposits/Fees

a) Property Damage Security Deposit (\$138)	\$34,246	No	T115
h) Security Administration Fee	\$175	No	T16

**C.50 Stormwater Discharge to Harbour (Clause 25(2) WLEP 1995)**

**Conditions which must be satisfied prior to the commencement of any development work (please insert the auto text below)**

**D9 Construction Management Plan**

As a result of the site constraints, limited space and access an amended Construction Management Plan is to be submitted to Council. The Construction Management Plan must be complied with in every respect as is to include the following:

A construction management plan must be submitted and approved by Council's Traffic Engineer. The plan must:-

- a. describe the anticipated impact of the construction works on:**
  - local traffic routes
  - pedestrian circulation adjacent to the building site
  - and on-street parking in the local area, and;
- b. describe the means proposed to:**
  - manage construction works to minimise such impacts,
  - provide for the standing of vehicles during construction,
  - provide for the movement of trucks to and from the site, and deliveries to the site, and;
- c. show the location of:**
  - any site sheds and any anticipated use of cranes and concrete pumps,
  - any areas of Council property on which it is proposed to install a Works Zone (Construction Zone),
  - structures to be erected such as hoardings, scaffolding or shoring,
  - any excavation.
- d. describe the excavation impact on the area including**
  - Number and types of trucks to be used
  - Time frame
  - Streets to be used
  - Routes to be taken
  - Directions of travel
  - Truck storage areas
  - It is recommended that vehicle routes be shared
  - Excavation is to only be carried out outside peak and school hours between 9.30am to 2.30pm week days
  - The CMP is to include both demolition and excavation works.
- e. show the location of all Tree Protection (Exclusion) Zones as required within the conditions of this development consent.**
- f. include the following:**
  - The 3 car garage belonging to Number 8 Castra Place is to be used for parking of construction related vehicles and to receive deliveries from Castra Place.
  - The construction works shall be fully contained within the development site.

- That any additional construction related vehicles that cannot be accommodated within the garage must park within the available parking spaces and fully obey the existing parking restrictions.

The Plan must make provision for all materials, plant, etc. to be stored within the development site at all times during construction. Structures or works on Council property such as hoardings, scaffolding, shoring or excavation need separate approval from Council. Standing of cranes and concrete pumps on Council property will need approval on each occasion.

Note: A minimum of eight weeks will be required for assessment. Work must not commence until the Construction Management Plan is approved. Failure to comply with this condition may result in fines and proceedings to stop work.

Standard Condition: D9

#### **D.14 Erosion and Sediment Controls**

**Conditions which must be satisfied during any development work** *(please insert the auto text below)*

**E3 Compliance with Construction Management Plan**

**E7 Maintenance of Vehicular and Pedestrian Safety and Access**

**E11 Maintenance of Environmental Controls**

**E15 Erosion and Sediment Controls – Maintenance**

**Conditions which must be satisfied prior to any occupation or use of the building**

**F7 Commissioning and Certification of Systems and Works**

**Conditions which must be satisfied prior to the issue of any Subdivision Certificate**

**G4 Electricity Substations – Dedication as road and/or easements for access**

**Conditions which must be satisfied prior to the issue of a Final Occupation Certificate**

**Conditions which must be satisfied during the ongoing use of development**

**Miscellaneous Conditions**

Nil

**Advisings**

# Memorandum

Date 11 December, 2009.

File No. DA602/2009/1

To Nick Tomkins, Team Leader, Development Assessment

CC

From Frank Rotta, Traffic Engineer

Subject TRAFFIC & PARKING ASSESSMENT FOR 8 CASTRA PLACE,  
DOUBLE BAY MARINA, DOUBLE BAY.

Woollahra  
Municipal  
Council



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## Parking:

The latest proposal does not increase the number of boats which will be accommodated by the proposed redevelopment. The current marina accommodates 40 fixed berths and 25 swing moorings. The proposal is to increase the number of fixed berths to 45 while reducing the number of swing moorings to 20 thereby maintaining the number of boats being accommodated to 65.

The proposal is as follows:

Current Use	Number	Proposal	Number
Wetberths	40	Wetberths	45
Swing Moorings	25	Swing moorings	20
Total	65		65

The Australian Standard AS 3962-2001 stipulates that the parking rates for Wetberths and Swing Moorings is the same. The parking rates required by the Australian Standards are 0.3 – 0.6 spaces per berth. This being the case, the parking demand for the proposed refurbishment, matches the current demand for parking and can be seen as follows:

Current Use	Number of Berths	Number of Spaces per Berth	Number of Spaces Required
Wetberths	40	0.3-0.6	12-24
Swing Moorings	25	0.3-0.6	7.5-15
Total	65		19.5-39

Proposed Use	Number of Berths	Number of Spaces per Berth	Number of Spaces Required
Wetberths	45	0.3-0.6	13.5-27
Swing Moorings	20	0.3-0.6	6-12
Total	65		19.5-39

The RTA Guidelines for Traffic Generating Developments states that the

*“Parking demands at marinas vary substantially depending on the season, the type of berth or mooring and the type of boat. Ideally, surveys should be undertaken of similar developments, over summer weekends. Boats parked in wet marina berths are more accessible and therefore more likely to be used than boats in dry berths or on swing moorings. Use also varies with boating purpose. While a typical marina might have 30% of boats used on a summer weekend, racing yachts are more highly utilised with an average of over 60% at one club surveyed. The size of the boat affects the number of crew or passengers, while the location of the marina affects the crew's transport mode.*

*If a survey is not conducted of similar developments, the following levels of parking are recommended:*

- \_ 0.6 spaces per wet berth.*
- \_ 0.2 spaces per dry storage berth.*
- \_ 0.2 spaces per swing mooring.*
- \_ 0.5 spaces per marina employee.”*

The RTA parking demands assume that a survey has not been carried out area s follows:

Current Use	Number of Berths	Number of Spaces per Berth	Number of Spaces Required
Wetberths	40	0.6	24
Swing Moorings	25	0.2	5
Total	65		29

Proposed Use	Number of Berths	Number of Spaces per Berth	Number of Spaces Required
Wetberths	45	0.6	27
Swing Moorings	20	0.2	4
Total	65		31

A survey was carried out at the Rose Bay, Point Piper and Double Bay Marinas in Easter and Summer, 2006. Based on the Survey Results at the Double Bay Marina which would be the most relevant, the relationship between current and proposed parking demands would be as follows:

Current Use	Number of Berths	Number of Spaces per Berth	Number of Spaces Required
Wetberths	40	0.144	5.76

Swing Moorings	25	0.24	6
Total	65		11.76

Proposed Use	Number of Berths	Number of Spaces per Berth	Number of Spaces Required
Wetberths	45	0.144	6.48
Swing Moorings	20	0.24	4.8
Total	65		11.28

As can be seen from the above results, the Australian Standards indicate that the developments will have no effect on parking demand in the area, the surveys carried out by the developer's consultant (as recommended by the RTA Guide to Traffic Generating Developments) indicate that the new development will reduce parking demand in the area by 0.5 spaces, while the recommended figures suggested by the RTA Guide to Traffic Generating Developments if **no** surveys are carried out would result in the development increasing the parking demand by 2 spaces.

Based on the above figures and the methodology used by AS 3962-2001 and the survey suggested by the RTA document, it appears that it would be impossible to establish that this development would have an adverse effect on available parking in the vicinity of the development site.

#### **Traffic Circulation in Castra Place:**

Based on the number of vehicles requiring parking and the fact that **no** parking is currently provided on-site, it is considered that there would be a considerable level of disruption for residents of Castra Place in the pick-up and drop-off of passengers to the boats moored in Double Bay. However, as the development can only deal with the increase in vehicles generated by the development and the 2 of the 3 methods used to establish this demand fail to indicate that the development will increase parking demand in the area, it would be difficult to suggest that this development is exacerbating the pick-up and drop-off of boat passengers over what currently occurs.

#### **Traffic Generation in Surrounding Streets:**

For the same reasons as espoused in the first 2 sections of this report for the parking and traffic circulation in Castra Place, the effect of traffic generation by the development on the streets surrounding 8 Castra Place is considered insignificant.

Frank Rotta.  
Traffic Engineer.