



Our Ref: 20015

17 February 2020

Ward Partners
33 Alexandra Street
HUNTERS HILL NSW 2110

Attention: Mr Matthew Ward

Dear Matthew,

**RE: PEER REVIEW OF TRAFFIC AND TRANSPORT STUDY
PROPOSED ALTERATIONS AND ADDITIONS TO THE GLADESVILLE BRIDGE MARINA**

As requested, please find herein The Transport Planning Partnership (TPPP) peer review assessment for the above proposed development.

Background

This letter documents TPPP's peer review findings, on behalf of the Local Action Group, on the traffic and transport study associated with the redevelopment of Gladesville Bridge Marina prepared by Colston Budd Rogers and Kafes (October 2019). TPPP also reviewed the Environmental Impact Study (EIS) as supplementary information to the redevelopment.

By way of background, the subject site is located at 380 Victoria Place, Drummoyne. The marina is located adjacent to the Crown land within Howley Park East Reserve owned and managed by State Government.

The subject site currently provides five approved parking spaces within the site (including four stacked parking spaces). The Local Action Group has advised that the car park within the Howley Park East Reserve is dedicated to public recreation and not approved for marina purposes. Any parking here would therefore be considered to be overflow off-site parking.

The proposal is to expand the site from 99 vessels to provide for 130 vessels of various sizes (including superyachts and vessels up to 45m). The EIS indicates 19 spaces would be provided as shown in Figure 2:

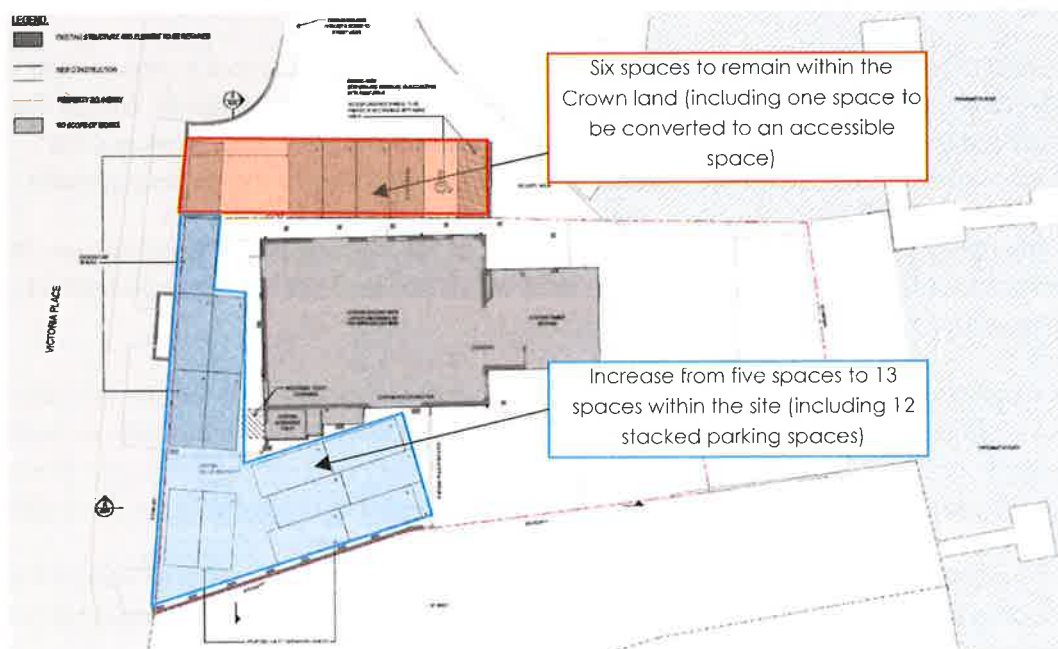
- 13 spaces within the site (all for visitor parking and 12 of which are stacked parking).
- 6 spaces within the Crown lease area (including one staff parking, four visitor parking and one accessible visitor parking).

Figure 1: Existing Parking Areas



Source: EIS

Figure 2: Proposed Parking Areas



Source: EIS

In terms of the surrounding road network, Victoria Place is a two-way two-lane local road with a cul-de-sac at its northern end. Unrestricted parking is available on both sides of the road. The applicant report indicates there are approximately 102 parking spaces on Victoria Place between Drummoyne Avenue and its northern end. Surrounding land use includes recreational areas around the northern end of Victoria Place and residential dwellings on both sides of Victoria Place, including single dwellings and medium density dwellings.

Proposal

Gladesville Bridge Marina currently provides for 99 vessels as per Table 2 and five parking spaces within the site as shown in Figure 1. An additional six parking spaces in the adjoining Howely Park are off-site.

The proposal is to expand the site to provide for 130 vessels of various sizes (including superyachts and vessels up to 45m) and 13 parking spaces within the site as shown in Figure 2. The Local Action Group has advised that the parking within Howely Park does not have development consent. While the proponent asserts to have six spaces within the Crown land, this is a public park dedicated to public recreation and not approved for marina purposes. Any parking within the Crown land is therefore considered to be overflow off-site parking.

Peer Review Findings

TTPP's peer review findings are shown as follows:

Crown Land

The proponent has a licence with Crown land for use of Howely Park east but the Local Action Group has advised that no prior development consent has been granted to parking within the licence area. Public parking is permitted within the Crown land.

The following clause extracted from the current licence (RI 569645) signed on 20 April 2018 indicates any development applications on and within the Crown land are subject to consent under the Environmental planning and Assessment Act 1979.

On this basis, the proposed redesign of the car park to provide an accessible parking space within the Crown land is subject to such consent prior to the EIS being approved.

35. Development Consent

The Holder will not undertake any activity on or within the Premises for which consent is required under the Environmental Planning and Assessment Act 1979 or any Instrument made thereunder without first obtaining such consent and in accordance with any condition or requirement of that consent. (6.044)

Parking Provision

- The existing site provides five marked parking spaces, four of which are stacked parking spaces. Any parking on the ramp is unauthorised as any use of the slipway that is occurring as a result of the poorly designed parking on site which heavily relies on stacked parking.
- The five spaces within the Crown lease area are off-site parking which are shared with the public.
- The parking occupancy shown in Table 1 of the applicant report indicates surveyed parking demand (up to 12 spaces) cannot be contained within the site (five spaces) and would have overspilled onto the Crown land and further on the surrounding roads.
- Table 2.1 in the applicant report indicates 97% to 100% of on-street parking during the busiest hour on any given survey day. These busiest hours generally occurred at 3pm within the operating hours of the marina. As discussed earlier, the marina currently provides only five approved spaces within the site, and heavily relied on off-site parking (including the Crown land and surrounding roads).
- Given the topography of the Crown land, visitors would not be able to see the car park from Victoria Place and furthermore the stacked parking and the "hook" turn in the circular ramp to the car park may discourage parking on site. Visitors may instead park on Victoria Place for convenience. The below aerial photo taken on Sunday 1 September 2019 shows a moderate parking occupancy on site (N.B stacked spaces are mostly unoccupied) while limited parking spaces are available on Victoria Place.



Source: Nearmap (1 September 2019)

- Swing moorings are located on the west side of the bridge away from the marina. Access to swing moorings does not always occur from the marina as boat owners may store dinghies in public roads and park along Victoria Avenue and Drummoyne Avenue.
- The existing parking rate in the traffic report was derived solely on the relationship between the number of berths and the parking occupancy within the site and the Crown land. This is incorrect because the calculation assumed the Crown land is part of the on-site parking supply, and furthermore it assumes that parking did not overflow on Victoria Place and other surrounding roads.
- Using a parking rate of 0.3-0.6 spaces per berth (AS 3962-2001), the existing parking requirement for 99 vessels would be 30-59 spaces. Given there are five approved spaces within the site, the remaining 25-54 vehicles would occur off site including the Crown land and surrounding roads. In addition to these, staff parking would occur off site under the existing situation.

- A review of the EIS indicates up to 12 staff would be required at the proposed marina. Based on the staff parking rate of 0.5 space per berth specified in AS3962, a minimum of six staff parking spaces would be required but only one staff parking is proposed within the Crown land. Therefore, staff parking would occur off site under the future situation.
- The proposed car park provides 13 spaces within the site, of which 12 are stacked parking (92%). This is a substantial proportion of stacked parking which may discourage visitors parking within the site and hence increases the on-street parking demands, despite valet parking is available.
- Almost all visitors would need to rely on valet services to manage the stacked spaces. Concern is raised for the limited waiting area available for managing drop off and pick up as part of valet parking services. As a result, this may cause congestion in the waiting area within the Crown land particularly during the afternoon when visitors leave the marina. Staff would have to move a number of vehicles in the car park before a vehicle could be retrieved from the back of the site. This would also interrupt public parking in the Crown land.
- The driveway widths vary between some 4.8m to 7.2m. A swept path assessment is required to ensure sufficient space can be provided for emergency vehicles to/from the waterfront via the "hook" curved ramp in a forward direction.
- The applicant adopted 0.25 spaces per berth based on the draft AS 3962. Draft AS 3962 is not officially published yet and therefore is not recommended to be relied upon for parking assessment. In any event this would require 39 spaces which is 20 more than what is being provided (refer to Table 1).
- Table 1 provides a comparison of the following parking requirements with the proposed parking provision:
 - City of Canada Bay DCP
 - RMS Guide to Traffic Generating Developments
 - AS 3962-2001
 - Draft AS3962 (not published yet).
- Table 1 indicates the proposed parking provision does not meet any parking requirements specified in the DCP, RMS and AS3962. The proposed addition of eight spaces is simply calculated based on the net change in the number of vessel spaces and a parking rate of 0.25 based on draft AS3962 which is not yet published. Given the substantial reduction in parking rates in the draft AS3962 as compared with the DCP and RMS requirements, a more conservative approach should be considered to adopt a higher rate based on the proposed number of vessel spaces rather than the net change.

Table 1: Comparison of Various Parking Requirements and the Proposed Provision

Type	Quantity	DCP		RMS		AS3962-2001		Draft AS3962 (not published)		Proposed Provision (1)	Compliant?			
		Rate	Parking Req't	Rate	Parking Req't	Rate	Parking Req't	Rate	Parking Req't		DCP	RMS	AS3962-2001	Draft AS3962
Wet berth	115	0.6	69	0.6	69	0.3-0.6	35-69	0.25	29	18	No	No	No	No
Dry berth	0	0.2	0	0.2	0	0.2-0.4	0	0.25	0	0				
Swing mooring	15	0.2	3	0.2	3	0.3-0.6	5-9	0.25	4	0				
Employees	12	0.5	6	0.5	6	0.5	6	0.5	6	1				
Total			78		78		46-84		39	19				

Note (1): The applicant claims the provision of 19 spaces but six of which are located within the crown land and only 13 located within the subject site.

- The applicant report assumes a linear increase of parking demands for additional vessel spaces with a consistent parking rate of 0.25 spaces for vessels of all sizes. This may not realistically reflect the future car parking demands for larger vessels.
- Table 2 provides a comparison of existing and proposed vessel sizes at the marina. Under the proposal, 60% of the berths are to accommodate vessels within the currently approved size, while 40% of the berths are to accommodate larger vessels up to 45m long.

Table 2: Comparison of Existing and Proposed Marina Berths

LOA – Vessels on Floating Marina	Existing Approved	Proposed
	Stage 1 approval	
Up to 17m – service berths	7 (14%)	0
20 m pump out berths	3 (6%)	0
	Stage 2 approval (2000)	
8 m – permanent berth	0	1 (1%)
12 m – permanent berth	1 (2%)	18 (16%)
15 m – permanent berth	9 (18%)	30 (26%)
17 m – permanent berth	8 (16%)	16 (14%)
18 m – permanent berth	21 (43%)	4 (3%)
20 m – permanent berth	0	35 (30%)
25 m – permanent berth (superyacht)	0	1 (1%)
25 m – destination berth	0	1 (1%)
30 m – permanent berth (superyacht)	0	5 (4%)
35 m – permanent berth	0	3 (3%)
45 m – permanent berth	0	1 (1%)
TOTAL	49 berths	115 berths
Swing moorings	44 (approval not yet confirmed by)	15
TOTAL	93	130

Reference: Matthew Ward (23 January 2020)

Note: Superyachts are defined as more than 24 metres in length

- Superyachts and charter vessels could accommodate many more guests and require skipper, engineers, deckhands, caterers and entertainers. Examples provided by the Local Action Group are shown as follows:
 - Each superyacht is likely to have at least one full time crew and will require more staff.
 - A 20 metre yacht requires at least a skipper.
 - A 25 metre vessel requires five staff (Ariston).
 - Corporate events typically require one wait staff per 10 to 15 people.
- Based on the above staffing requirements, larger vessels tend to generate more crew members and passengers. The transport mode of these crew members and passengers is affected by the location of the marina where accessibility to public transport is

considered low. On this basis, a higher parking demand is very likely to be generated by larger vessels.

- By way of examples, the following parking rates were adopted for superyachts in the following marinas:
 - Birkenhead Point Marina (approximately 4km from the subject site) adopted two spaces per berth and also provides seven spaces for wait staff and trades.
 - Rozelle Bay Superyacht Marina (approximately 4.3km from the subject site) adopted a parking rate for superyachts of one per berth.
- Although Wentworth Point Marina (approximately 6.1 km from the subject site) does not accommodate superyachts, its DA adopted the Canada Bay DCP rate of 0.3 to 0.6 space for each wet berth. These rates are more conservative than those adopted in the applicant report.
- The on-site parking provision would not be sufficient to accommodate the future parking demands and is very likely to overspill to the Crown land and further onto the surrounding roads. The heavy reliance of off-site parking would impose an adverse impact on the surrounding roads and reduce community amenity.
- **Recommendations:**
 - Further information is required to confirm if overflow parking occurred on Victoria Place to substantiate the derived parking rate for staff and marina activities.
 - Parking provision should consider 12 marina staff and superyacht staff, including waiting staff and tradesmen.
 - Consideration should be given to City of Canada Bay DCP (2019) that requires parking shortfall be accommodated within 200m (radius) of the proposed development to minimise impacts to surrounding residential areas by any additional on street parking. Consideration should also be given to Sydney Harbour Foreshore and Waterways Area DCP (2005) which states that off-site parking is acceptable only where it will not reduce community amenity or generate adverse traffic impacts.

Traffic management during construction

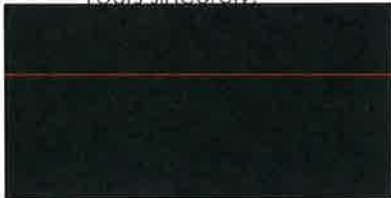
- The existing car parking and manoeuvring space may be compromised during construction as paragraphs 3.15 and 3.19 of the applicant report indicates that construction staff will park on site and construction equipment and material stored on site while the operation of the subject site is maintained during construction. This would increase parking pressure on Victoria Place where parking occupancies were recorded between 97% and 100% at the busiest hours on the survey days.
- It is not clear what size the construction vehicles would be up to. A swept path assessment is required to ensure sufficient space can be provided to/from the site via the "hook" curved ramp in a forward direction.

- **Recommendations:**

- Provide measures to minimise construction parking to minimise impacts on the surrounding road network.
- Provide a swept path assessment for the largest construction vehicle expected to access the site.

We trust the above is to your satisfaction. Should you have any queries regarding the above or require further information, please do not hesitate to contact the undersigned on 8437 7800.

Yours sincerely,



Ken Hollyoak
Director

