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# Colston Budd Rogers & Kafes Pty Ltd

as Trustee for C & B Unit Trust  
ABN 27 623 918 759

Our Ref: JH/11113/jj

Transport Planning

24 September, 2020

Traffic Studies

Parking Studies

Enares Pty Ltd  
380 Victoria Place  
DRUMMOYNE NSW 2047

**Attention: Matt Hundleby**  
**Email: [matt@gbmarina.com.au](mailto:matt@gbmarina.com.au)**

Dear Sir,

**RE: PROPOSED ALTERATIONS AND ADDITIONS  
TO THE GLADESVILLE BRIDGE MARINA**

1. As requested, we are writing regarding matters raised by council in relation to the above development. We have previously prepared a report<sup>1</sup> which was submitted with the development application.
2. The council letter of 15 May 2020 includes a number of traffic and parking matters. In relation to these and other matters, amended plans have been prepared for the development. The amended plans include a neighbourhood shop of 30m<sup>2</sup> and a reduction in the number of boat spaces to 126, from 130. The matters raised by the council, and our responses, are set out below.

*The proposal was referred to Council's Traffic Engineer and they have raised issues with deficient onsite parking, manoeuvring and the practicality and operation of the valet service. The comments are summarised as follows:*

- *The Traffic and Transport Study is unclear regarding the number of compliant parking spaces that are actually typically available. The study indicates that 11 parking spaces are currently provided, including six spaces within the crown lease and five spaces within the existing site. However some of the existing car spaces could not be reasonably utilized when moving of stacked vehicles is required to occur wholly within the property. This indicates that existing parking spaces are generally well utilized and the site already has a shortfall of parking spaces.*
3. The five existing parking spaces on the site are provided in accordance with development consent 117/93. The six existing spaces on the crown lease area are provided in accordance with development consent 749/2009. Copies of

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<sup>1</sup> Traffic and Transport Study for Proposed Alterations and Additions to the Gladesville Bridge Marina, October 2019.

Suite 1801/Tower A, Zenith Centre, 821 Pacific Highway, Chatswood NSW 2067

P.O. Box 5186 West Chatswood NSW 1515 Tel: (02) 9411 2411

Directors - Geoff Budd - Stan Kafes - Tim Rogers - Joshua Hollis ACN 002 334 296

EMAIL: [cbrk@cbrk.com.au](mailto:cbrk@cbrk.com.au)

these plans are attached to this letter. The stacked spaces on the site are used by the marina which is typical for stacked parking. We do not agree that there is a general requirement that *moving of stacked vehicles is required to occur wholly within the property*, because the crown lease also provides for this purpose. Aerial photographs are attached showing that the stacked spaces are used, including at times when there are spaces available on the crown lease area. We therefore do not agree that *the site already has a shortfall of parking spaces*.

- *Due to the complexity of existing stacked parking configuration, it appears that some customers may already be parking on street and on the accessway as it is more convenient. Council has on multiple occasions observed vehicles parked in the ramped accessway which is contrary to the consent conditions g & j of DA91/112. The intensification of the marina use will further exacerbate existing parking issues in the area.*

4. The proposal does not rely on parking upon the access ramp.

- *It is apparent that the calculated parking demand for the existing site may be significantly lower than the actual demand. The proposed development shall use the Council's DCP as a general guide. Council's DCP – General Controls required 0.6 spaces per berth, 0.2 spaces per swing mooring and 0.5 spaces per marina employee. Based on these requirements the proposed development would require to provide minimum of 72 parking spaces ( $115 \times 0.6 + 15 \times 0.2$ ) without considering parking spaces for employees. The parking numbers may change depending on resolution of the two items above.*

5. With regards to parking provision for marinas, Part C of the City of Canada Bay Development Control Plan includes the following:

*If a survey of a similar existing development has not been undertaken, the following figures may serve as a general guide:*

- *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*

6. These rates are the same as those set out the RMS “Guide to Traffic Generating Developments”, which also notes their applicability when a survey has not been conducted.

7. The new Australian Standard for Marina Design, AS3962:2020, takes into account a number of studies of the parking demands of marinas, and includes the following:

*A traffic and planning study should be used to determine boat storage parking. The following car parking guidelines may be used for boat storage only in the absence of traffic and parking studies:*

- (a) *Car parking for marina activities, as follows:*
- (i) *0.25 spaces per wet berth designed for vessels.*
  - (ii) *0.25 spaces per dry berth.*
  - (iii) *0.25 spaces per swing mooring.*
  - (iv) *0.25 spaces per employee.*
8. All documents, therefore (the DCP, RMS guidelines and Australian Standard), either recommend or make provision that parking requirements be determined based on surveys. The parking rates in the DCP, RMS guidelines and Australian Standard are included for use *in the absence of surveys*. The new standard includes lower parking rates than the DCP, RMS guidelines and previous standard, based on surveys of other marinas.
9. Our parking surveys found a parking rate for Gladesville Bridge Marina of some 0.09 to 0.12 spaces per berth. These results are consistent with those found by Christopher Hallam & Associates Pty Ltd<sup>2</sup> in 2015 of some 0.09 to 0.15 spaces per berth. They compare to data for the marina back to 1999 which found parking demands of 0.09 to 0.11 spaces per berth.
10. With 27 additional boat spaces, the parking requirement for the proposed extension is three (based on our surveys) to four (based on Hallam surveys). The proposed neighbourhood shop would require one parking space, based on the DCP parking rate of one space per 40m<sup>2</sup>.
11. The total parking requirement is therefore 15 or 16 spaces, comprising 11 existing spaces, one space for the neighbourhood shop and three or four spaces for the additional boat spaces. The proposed provision is 17 spaces in accordance with this requirement.
- *The parking requirements for the existing site would be a minimum of 39 spaces as per DCP – General Controls, as such the site already has a shortfall of parking spaces.*
12. For the reasons discussed above, we do not consider the parking rates in the DCP to be appropriate.

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<sup>2</sup> Traffic and Parking Impact Assessment of Proposed Changes to Gladesville Bridge Marina, 380 Victoria Place, Drummoyne NSW, 23 September 2015.

- *The submitted parking assessment does not include any parking spaces for employees for the proposed development. Confirmation is required of the total breakdown of staff anticipated to be onsite at any given time. These numbers should be included in the total number of parking spaces required.*
13. The parking rates surveyed by ourselves and others include employee parking demands. The number of employees (12) will not change as a result of the proposal.
- *The proposed stacked parking spaces are not considered feasible. For example, it appears at least 6 vehicles would need to be moved for a car parked in space no. 19 to exit. A stacked parking arrangement is generally only supported for a maximum of 2 vehicles i.e. a maximum of one vehicle needs to move for any vehicle to exit. Any stacked parking spaces must be also designed in such way that moving of stacked vehicles must occur wholly within the property.*
  - *The applicant has not provided any management details on the operation and function of the valet service or how patrons will be managed at arrival / departure and during busy peak periods.*
14. The amended plans improve manoeuvring by reducing the number of stacked parking spaces, compared to the previous plans. It should also be noted that the proposed alterations and additions would result in a very small increase in traffic of less than five vehicles per hour (two-way) during peak periods. Such a very small increase would not have noticeable effects and would be readily managed. Most visitors to the marina using boats are medium to longer stay (generally several hours), which means that turnover is low.
15. A draft parking management plan for employees and visitors is attached to this letter.
- *The submitted plan indicates that space no. 6 does not have sufficient turning / manoeuvring area to drive in and out from the parking bay. A superimposed vehicle turning manoeuvring diagram must be submitted to confirm that a vehicles can drive in and out from this space.*
16. This space is an existing space which is not proposed to be amended. A swept path is attached to this letter as Figure 1.
- *Details are required regarding the servicing for the marina, including deliveries and the removal of sewage and waste from the site. The frequency and size of the trucks, including manoeuvring need to be submitted for consideration. The servicing would need to comply with condition No. g. of DA91/112 which states that ridged vehicles of 7m or more in length are prohibited from using the accessway.*

Colston Budd Rogers & Kafes Pty Ltd

17. No changes to existing servicing arrangements are proposed. Small vehicles access the site using the ramp to and from Victoria Place. Waste bins are wheeled to the collection area once per week. Swept paths are attached to this letter as Figure 2.
18. We trust the above provides the information you require. Finally, if you should have any queries, please do not hesitate to contact us.

Yours faithfully,

COLSTON BUDD ROGERS & KAFES PTY LTD

A handwritten signature in black ink, appearing to read 'J Hollis', written in a cursive style.

J Hollis  
Director

HOWLEY PARK EAST

PROPOSED  
RECONSTRUCTED  
ACCESSWAY

TOE OF ROCK FACE

EXISTING MARINA

PROPOSED  
EXTENSION

PROPOSED  
GARAGE

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Design  
Collaborative

**GLADESVILLE BRIDGE MARINA**  
380 VICTORIA PLACE, DRUMMOYNE  
PROPOSED CAR PARKING

PLAN No.3539.1

DATE: 28/10/93

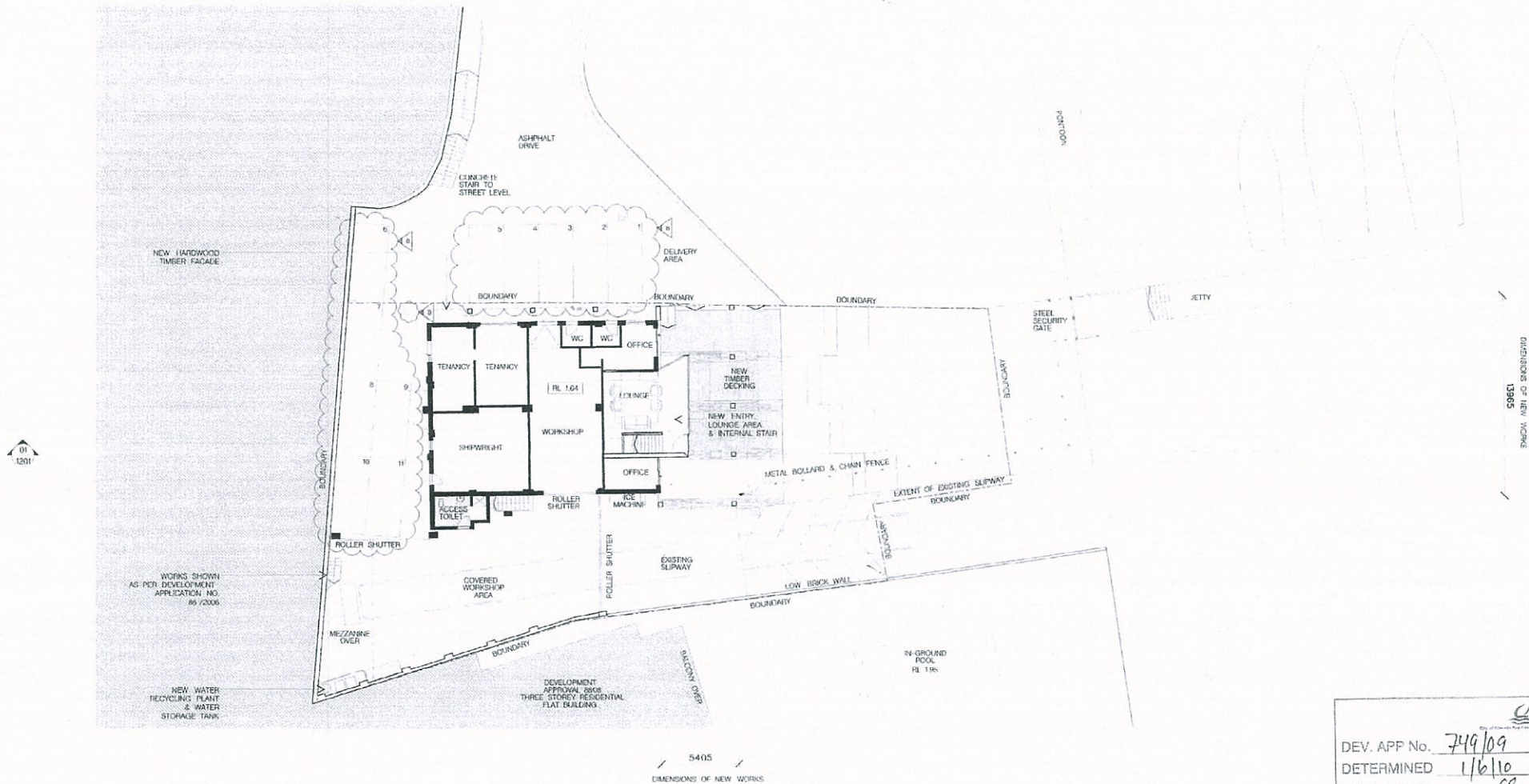
SCALE: 1:200



NORTH



DIMENSIONS OF NEW WORKS  
22850



01 PROPOSED GROUND FLOOR PLAN  
1:200

DEV. APP No. 749/09  
DETERMINED 1/6/10  
GENERAL MANAGER ES.

INDICATES NEW WORK

NOT FOR CONSTRUCTION  
FOR DA PURPOSES ONLY

B 31/03/12 Development Application  
A 22/04/09 Development Application  
B 31/03/12 Development Application  
A 22/04/09 Development Application

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Note: Do not scale from drawings. Fixed dimensions shall take precedence over noted dimensions. Any discrepancy shall be reported to the Architect for clarification prior to the commencement of any work.



ACOUSTIC  
BCA

SERVICES  
HYDRAULIC

ESD  
SURVEYOR  
GEOMETRY CONSULTING  
101-15 DAW STREET  
SUNSHINE 101 109  
T 02 9545 9909  
F 02 9545 9909

PLANNING  
L2P PLANNING  
17-89 DROWN ST  
SUNSHINE 101 109  
T 02 9545 9909  
F 02 9545 9909

STRUCTURE  
ARCHITECT  
CANDALEPAS  
ASSOCIATES  
LEVEL 9  
200 CASTLEMEACH STREET  
SYDNEY NSW 2000  
T 0283 7765  
F 0283 7477  
E architects@candalepas.com.au  
WWW.ARCHITECTS1983.COM.AU - 079

PROJECT  
380 VICTORIA PLACE, DRUMMOYNE  
CLIENT  
SNJ Pty Limited  
SCALE  
1:200  
DATE  
MARCH 2010  
GAD FILE NO.  
DRAWN BY  
J.D.A.S.  
CHECKED BY  
J.D.A.S.  
APPROVED BY  
J.D.A.S.

DRAWING No.  
DA - 11C

DRAWING  
GROUND FLOOR PLAN



24 (2)

219-264-13

P & E Southcombe Holdings Pty Ltd  
380 Victoria Place  
DRUMMOYNE 2047

Dear Mr & Mrs Southcombe

**Development Application No. 117/93**  
**Proposed Carparking at Premises 380 Victoria Place, Drummoyne**


I refer to the abovementioned matter and herewith enclose a Notice of Determination of the Development Application.

Yours sincerely

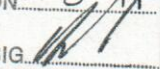



Russell J. Lloyd  
General Manager

COPY

Referred to T.P.  
Date 7.1.94  
Report 1.2.94 

7 January 1994  
Phil Parsons:kg 219.264.13

RESUBMIT
TO <u>P.P.</u>
ON <u>7.3.94</u>
SIG 

RESUBMIT
TO <u>P.P.</u>
ON <u>16/6/94</u>
SIG 



**Form 7**

**Environmental Planning and Assessment Act, 1979**

**Notice to Applicant of Determination of a Development Application**

To: P & E Southcombe Holdings Pty Ltd, 380 Victoria Place, Drummoyne, being the applicant in respect of Development Application No. 117/93.

Pursuant to Section 92 of the Act notice is hereby given of the determination by the consent authority of the Development Application No. 117/93 relating to the land described as follows:

**380 Victoria Place, Drummoyne**

The Development Application, which relates to Plan No. 903539 No. 2 and 3539.1 and accompanying documentation, has been determined by granting of consent subject to the conditions specified in this notice.

The conditions of the consent are set out as follows:

**COPY**

1. The carparking spaces shown on Drawing 3539.1 dated 28 October 1993 being available for parking at all times without obstruction and used solely for the purposes of parking vehicles under the control of the patrons of boats moored on the moorings to which the Maritime Services Board consent dated 6 November 1992 relates.
2. The hardstand area adjacent to space 1 and between space 3 and the property boundary to Howley Park East being free from obstruction to vehicles at all times and not being used for any purpose other than providing access to the carparking spaces.
3. The outline of the carparking spaces being defined with yellow road marking paint and by continuous lines a minimum of 50mm in width.
4. A sign a minimum of 1m wide x 750mm high being erected at the Victoria Place end of the wall of the marina building which faces Howley Park East directing patrons of boats moored on the moorings to the carparking area which is specifically available for them in front of the building. Details of the proposed sign being submitted to and approved by Council prior to erection.
5. This consent is limited to the period during which the premises at 380 Victoria Place, Drummoyne, are used for the purposes of a marina.

.../2.




The reasons for the imposition of the conditions are as follows:

To comply with the requirements of the Local Government Act 1993 and Regulations and the non-repealed Ordinances under the former Local Government Act, 1919 (as amended), the provisions of applicable Acts and Codes and Standards and Council's requirements.

Endorsement of date of consent - 7 January 1994

**Notes:**

- (1) To ascertain the date upon which the consent becomes effective refer to Section 93 of the Act.
- (2) To ascertain the extent to which the consent is liable to lapse refer to Section 99 of the Act.
- (3) Section 97 of the Act confers on an applicant who is dissatisfied with the determination of a consent authority a right of appeal to the Land and Environment Court exercisable within 12 months after receipt of this notice.



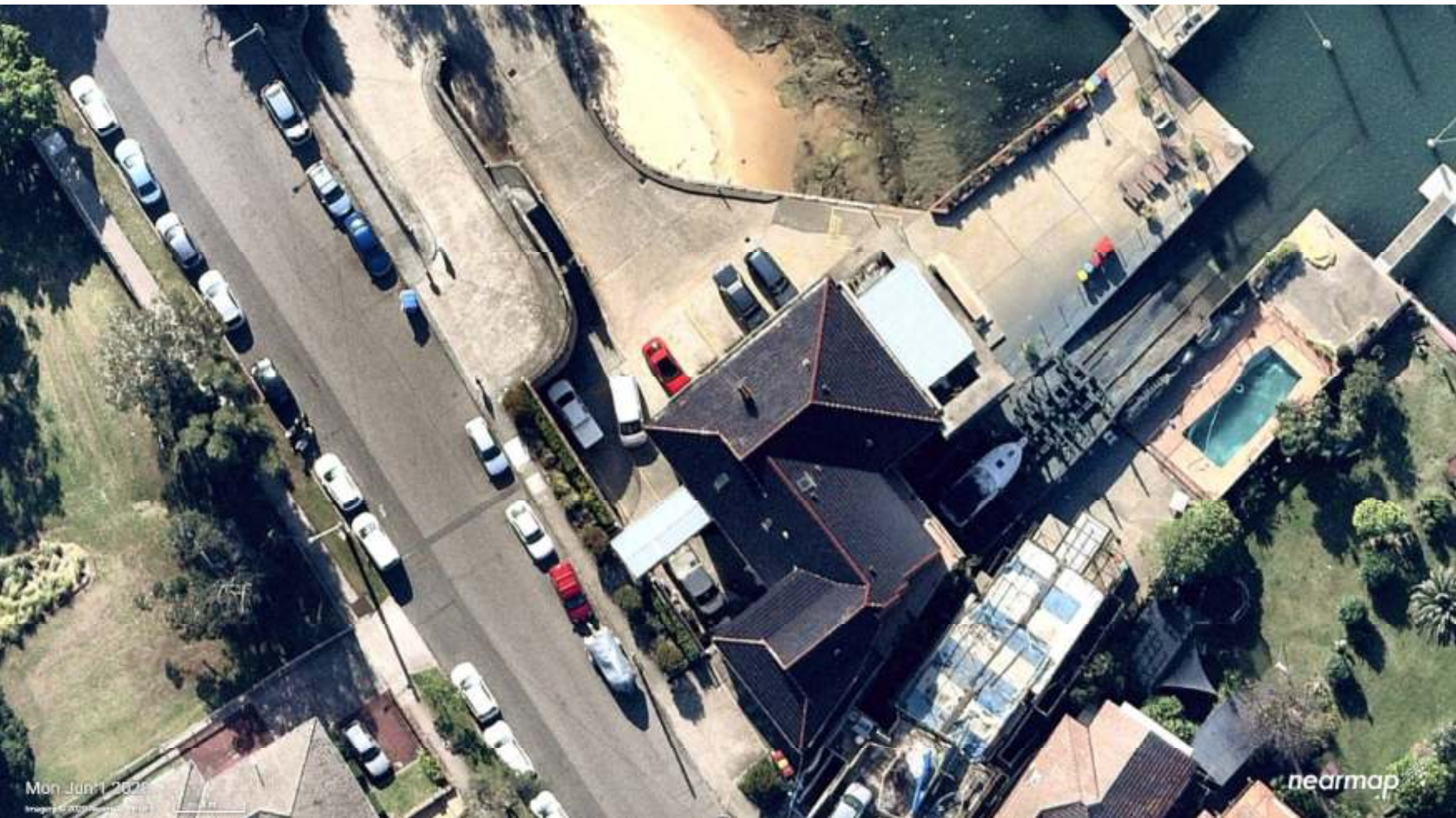
Russell J Lloyd  
General Manager

Signature on behalf  
of Consent Authority

COPY

7 January 1994  
Phil Parsons:kg 219.264.13



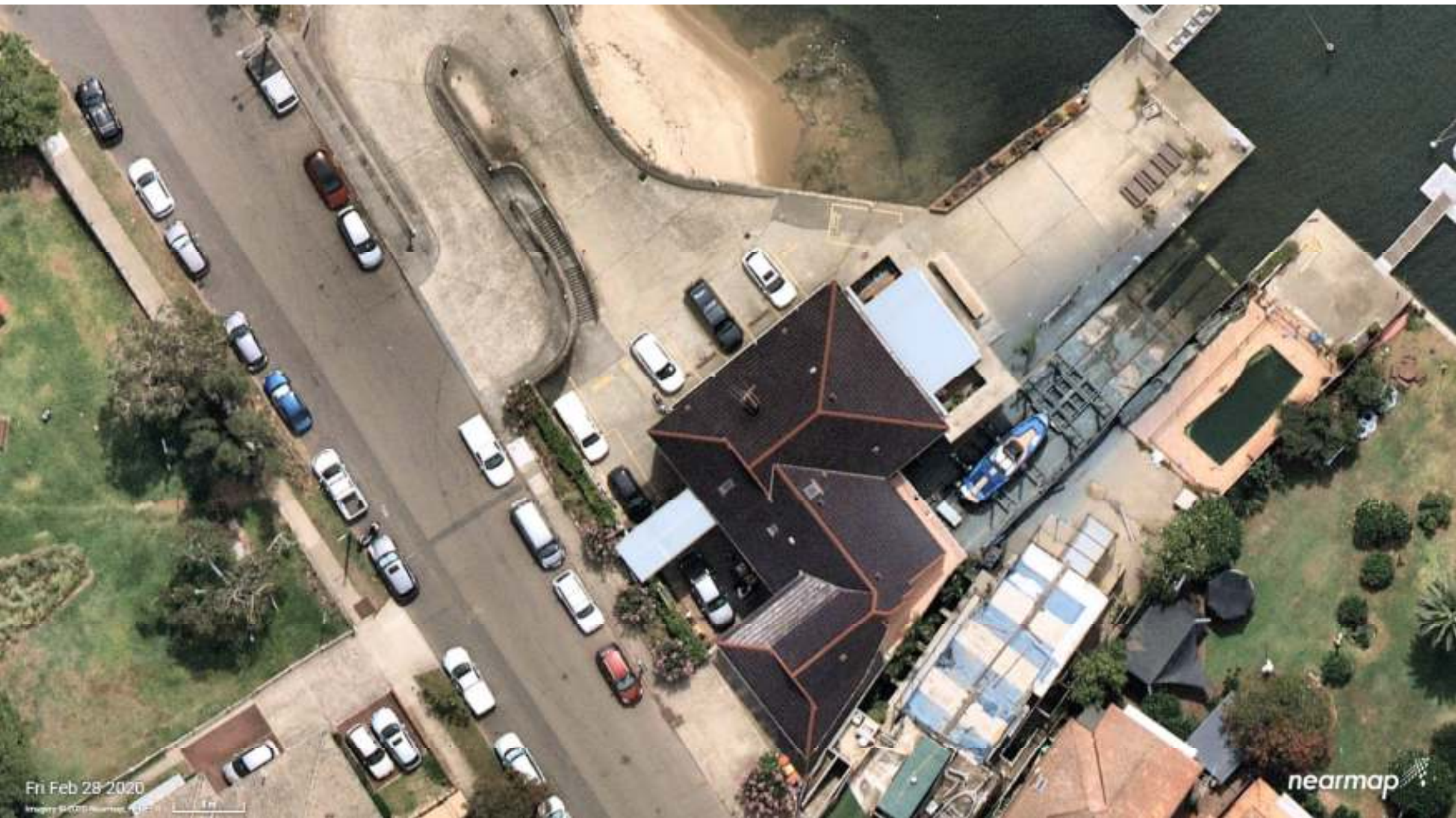


Mon Jun 1 2020

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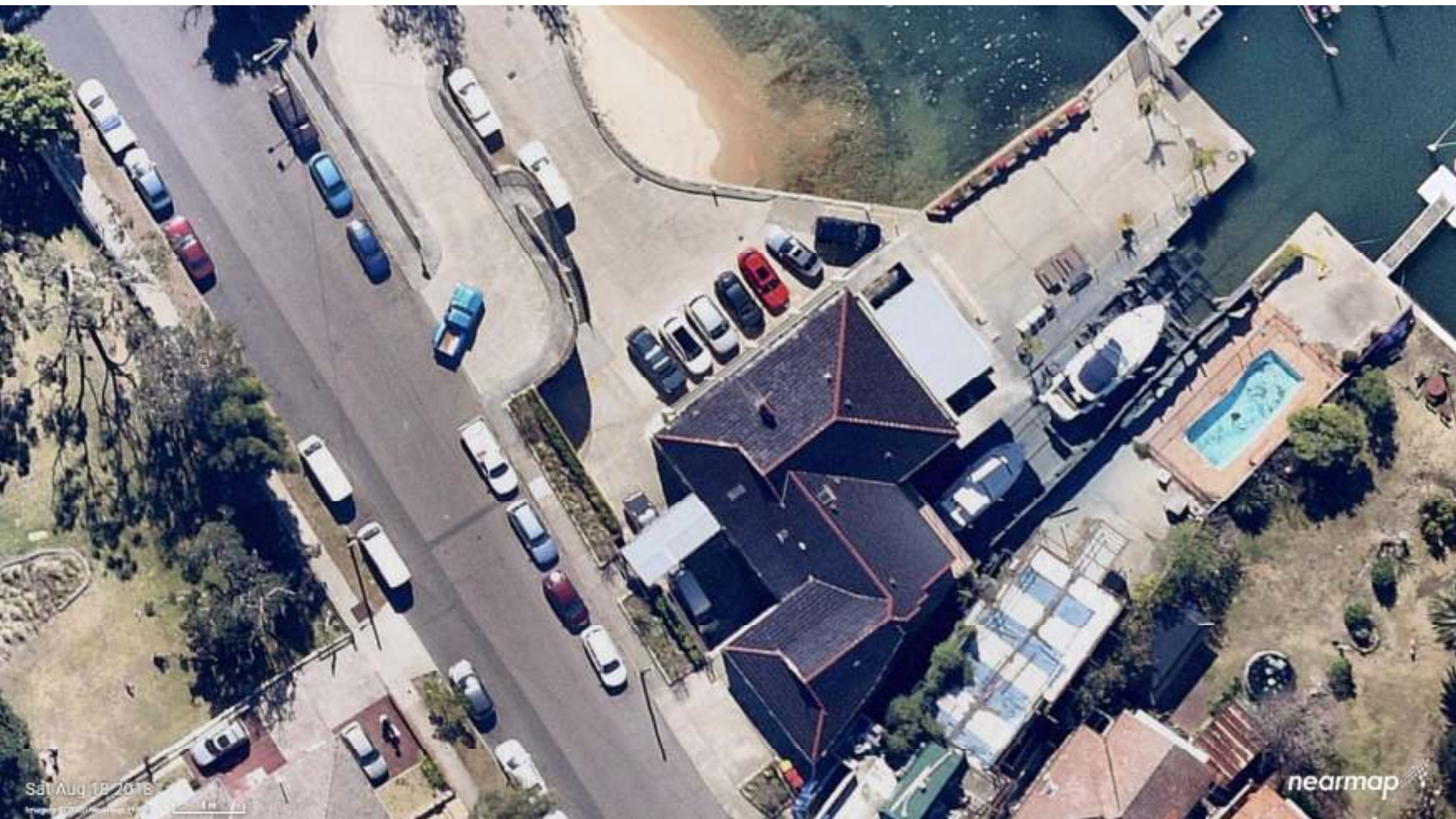


Tue Oct 23 2019

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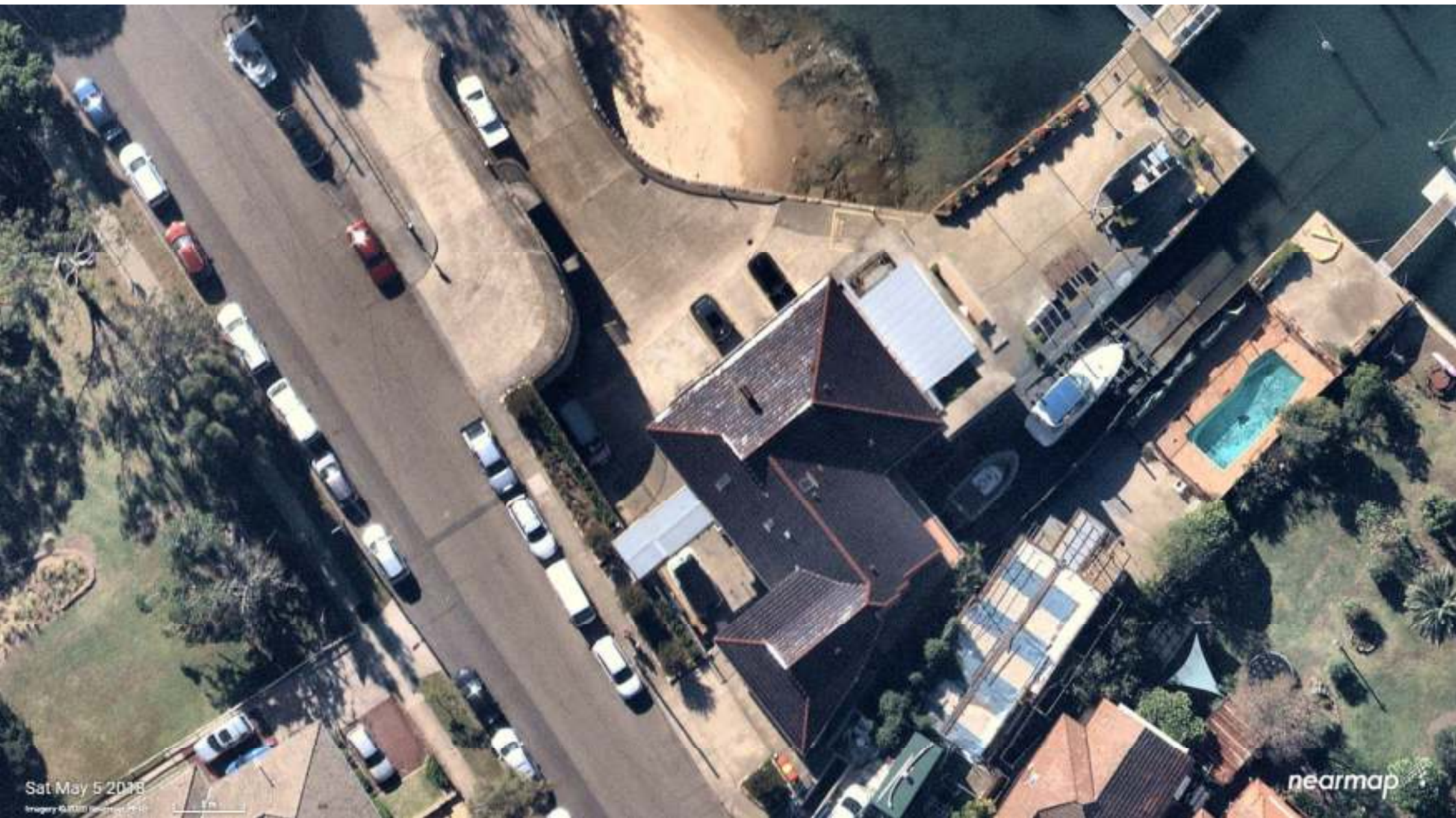




Sat Aug 18 2018

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Sat May 5 2018

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# **GLADESVILLE BRIDGE MARINA**

## **PRINCIPLES FOR PARKING MANAGEMENT PLAN**

### **For visitors who arrive by taxi, Uber/car share**

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A space will be available for set down and pick up of visitors at the front of the building, in the crown lease area.

### **For employees**

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Employee parking is low turnover, with vehicles generally arriving at the start of the day and leaving at the end of the day.

Employees will park on the site, in the stacked parking spaces. Because these vehicles are first to arrive and last to leave, they are not typically required to be moved through the day.

### **For visitors who drive to the site**

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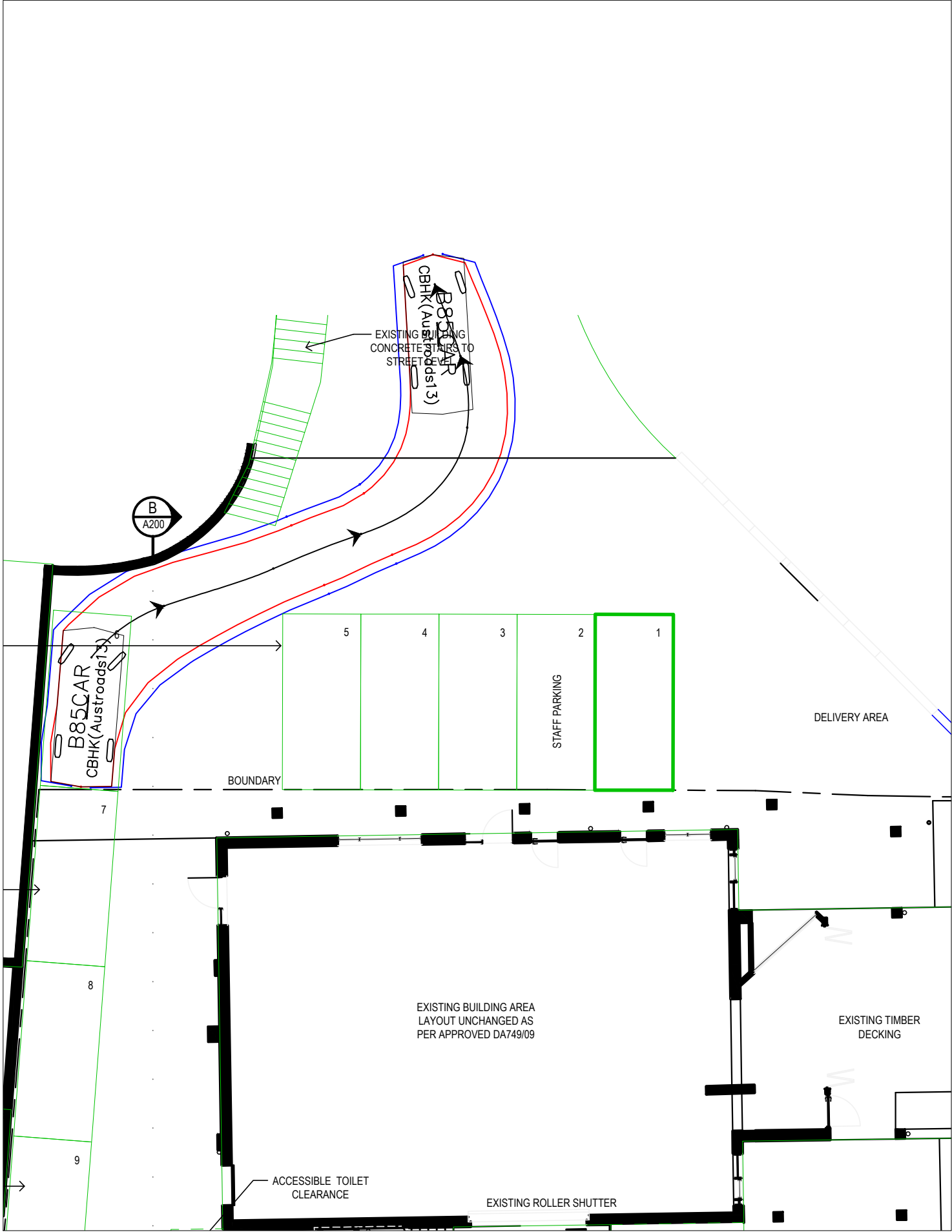
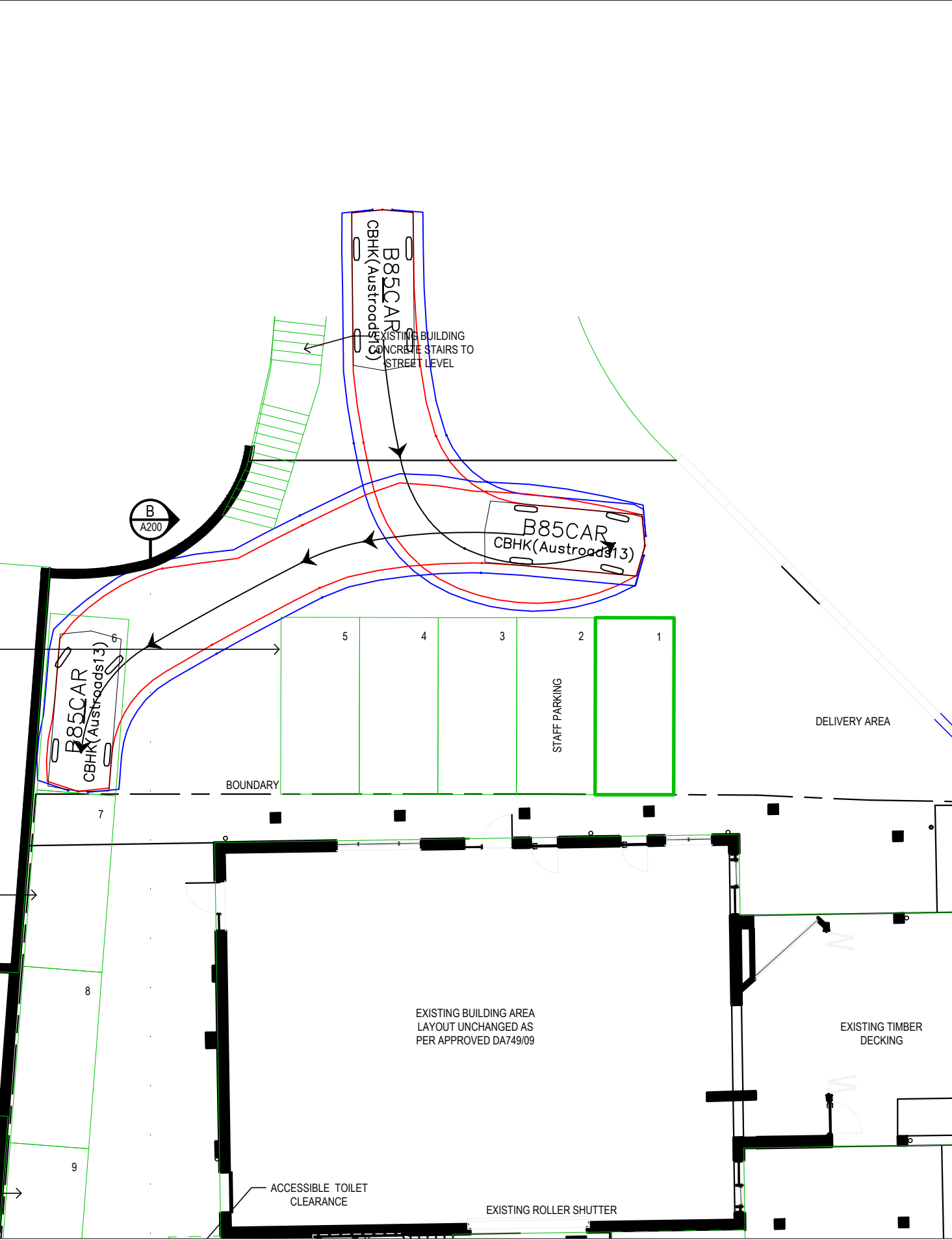
A space will be available (or more than one, depending on requirements) for set down and pick up by visitors who drive to the site, in the crown lease area. Visitors arriving to use their vessel will park in this space and alight their vehicle.

Prior to or on arrival, they will be asked their intended length of stay. Most visitors to the marina using boats are medium to longer stay (generally several hours), which means that turnover is low.

The vehicle would then be parked by a marina employee. Longer stay vehicles will be parked in stacked parking spaces. Shorter stay vehicles will be parked in one of the more accessible spaces.

Prior to or upon their return, the vehicle would be retrieved, if required, by an employee and ready for use when the visitor returns.

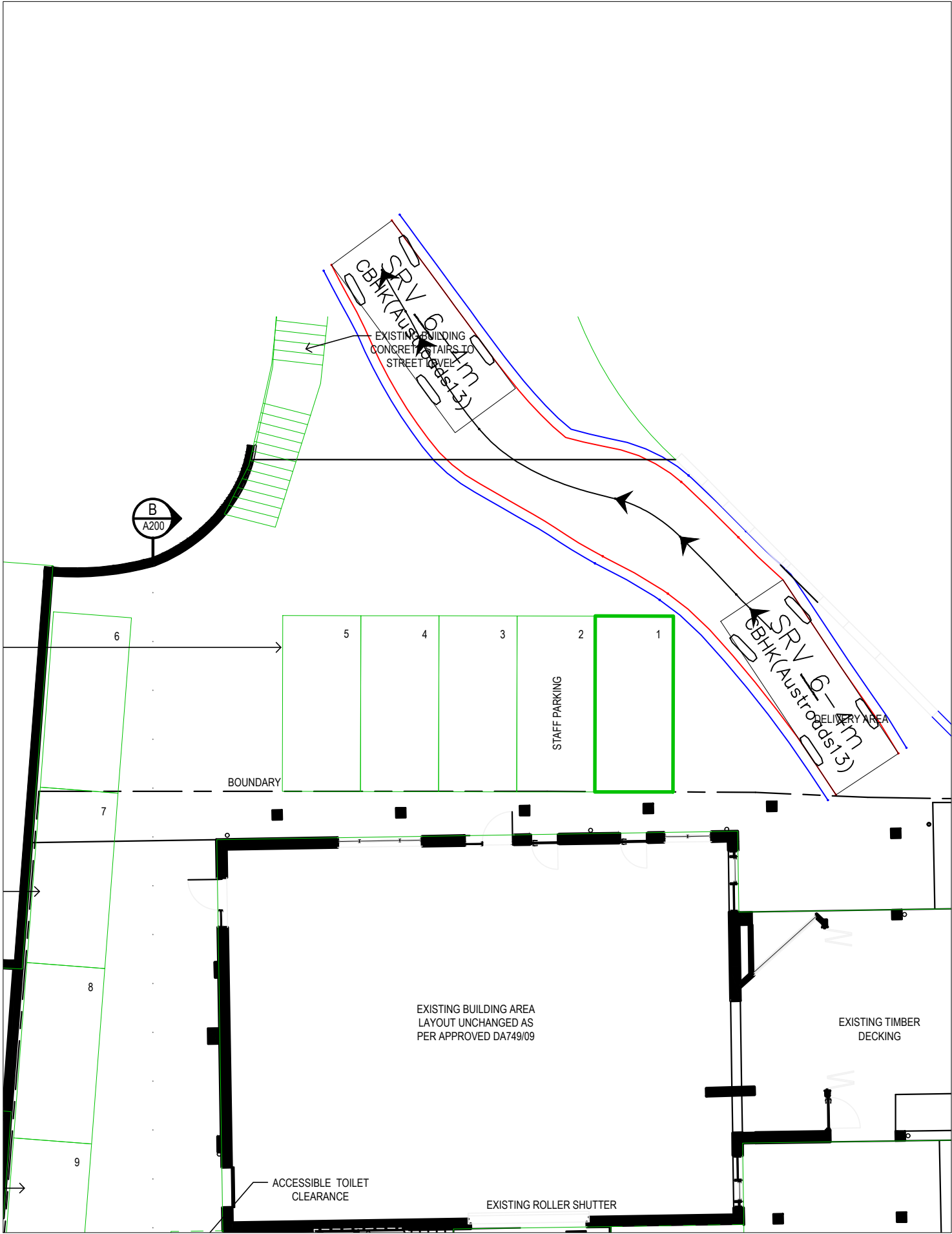
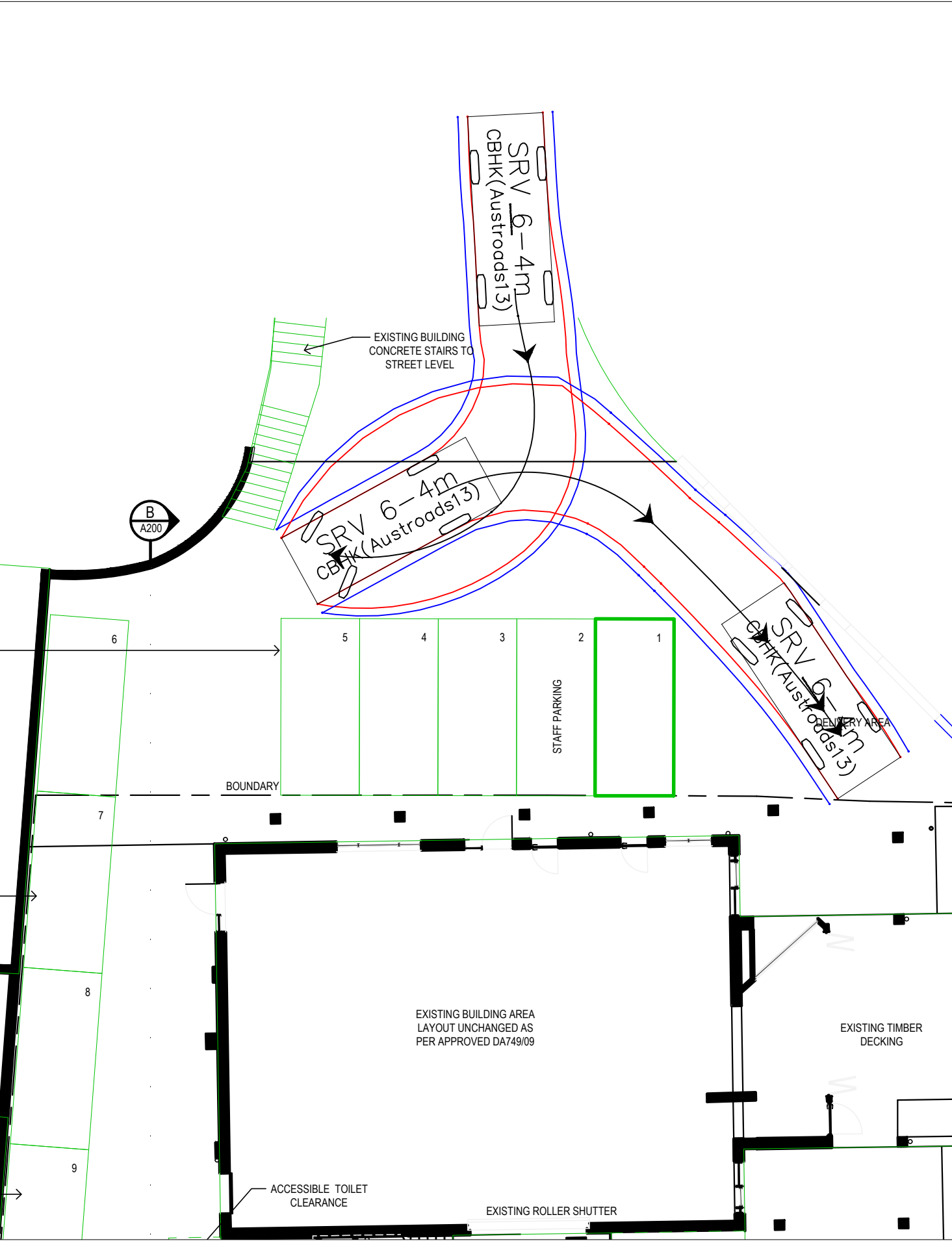
The provision of additional parking spaces on the site (eight spaces proposed compared to four or five required) means that spaces will be available for manoeuvring or retrieving vehicles, when required.



**NOTE:**  
SKETCH PLAN ONLY. PROPERTY BOUNDARIES,  
UTILITIES, KERBLINES & DIMENSIONS ARE SUBJECT TO  
SURVEY AND FINAL DESIGN. TRAFFIC MEASURES  
PROPOSED IN THIS PLAN ARE CONCEPT ONLY AND  
ARE SUBJECT TO FINAL DESIGN BY CIVIL ENGINEERS.

— Swept Path of Vehicle Body  
— Swept Path of Clearance to Vehicle Body

B85 VEHICLE SWEPT PATHS



**NOTE:**  
SKETCH PLAN ONLY. PROPERTY BOUNDARIES,  
UTILITIES, KERBLINES & DIMENSIONS ARE SUBJECT TO  
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ARE SUBJECT TO FINAL DESIGN BY CIVIL ENGINEERS.

— Swept Path of Vehicle Body  
— Swept Path of Clearance to Vehicle Body

6.4m SMALL RIGID VEHICLE  
SWEPT PATHS