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**ADDITIONAL ASSESSMENT OF TRAFFIC AND PARKING IMPLICATIONS OF
PROPOSED EXTENSIONS TO NORTH HARBOUR MARINA, GOURLAY AVENUE,
BALGOWLAH, NSW, FOR ADDENBROOKE PTY LTD**

Introduction

I prepared the report "TRAFFIC AND PARKING IMPACT REVIEW OF PROPOSED EXTENSION TO NORTH HARBOUR MARINA, GOURLAY AVENUE, BALGOWLAH NSW", dated **August 2024** ~~2023~~, for Addenbrooke Pty Ltd. The number of marina berths and swing moorings reviewed in this report has not changed, but a change now proposed is to remove the two slipways and to provide dinghy storage racks. The attached figures provide the revised marina layout and revised mooring plan.

Assessment

The removal of the two slipways will mean that the boat maintenance and repairs currently carried out at the marina will decrease significantly, with the consequent reduction of three full-time staff from the marina.

The construction of storage racks and decking for 72 dinghies will move the dinghies currently stored on the public foreshore near the marina to the marina building. They will be available for use only by people with boats in Jilling Cove. The racks will also be used to store passive watercraft like kayaks but this is likely to be mainly occupied by local residents and used early in the morning.


The photographs attached illustrate the current untidy situation with dinghies littered along the foreshore on each side of the marina which assume is illegal or at the very least not permitted. The storage racks will result in a net improvement on this situation.

With regard to the demand for car parking, Table 3.1 of my November 2023 report sets out *Current Peak Parking Demand*, while Table 3.2 sets out *Future Peak Parking Demand*. The Current marina staff number assumed is 3, essentially office staff, while the Future marina staff number assumed is 4, comprising 2 office staff and 2 café staff. The workers on the slipway were not specifically taken into account because there was no change proposed initially, but since the scenario as envisaged at the time of my November 2023 report retained the slipways, the impact of slipway workers was net zero, being $3 \times 0.25 = 0.75$ spaces Before and After. Under the current proposal, the Future scenario would see zero

slipway workers on site and hence a reduction in peak parking demand. It could be that in the current (Before) situation the slipway workers might not always be on-site on Summer weekends, but the removal of the slipways nevertheless will result in a theoretical reduction in peak parking demand.

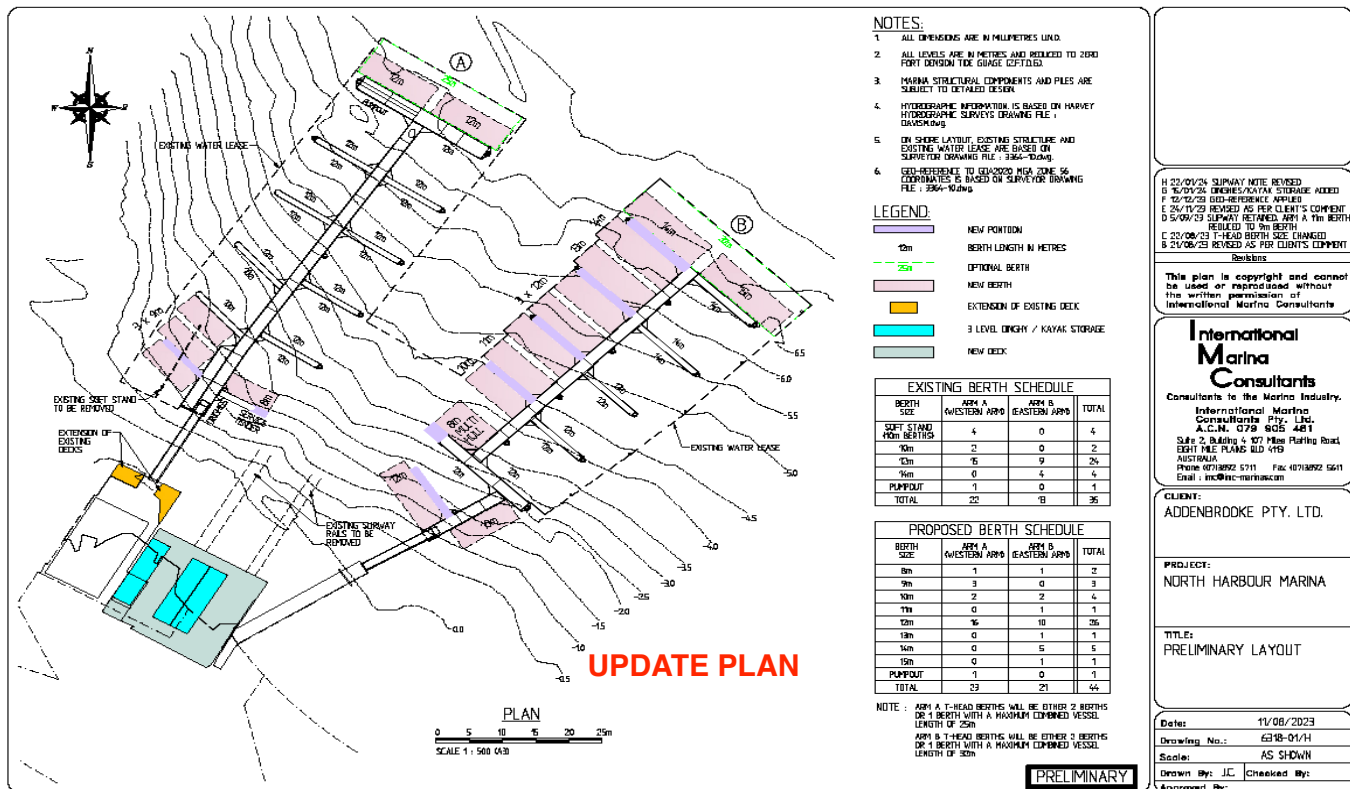
The construction of the dinghy racks should have minimal impact on peak parking demand, providing a neater solution to the existing situation. Where local residents might store passive watercraft such as kayaks in the racks, they would be likely to walk to the site. Their expected time of usage is early morning, for exercise purposes and this is outside of the marina peak usage times.

The conclusions drawn in my November 2023 report about peak parking demand remain valid, with no increase in peak parking demand. The removal of the slipway staff from the site will provide some flexibility in the assessment. With no increase in peak parking demand, there will be no increase in peak traffic generation and hence the external traffic implications of the proposed marina extensions will be minimal.

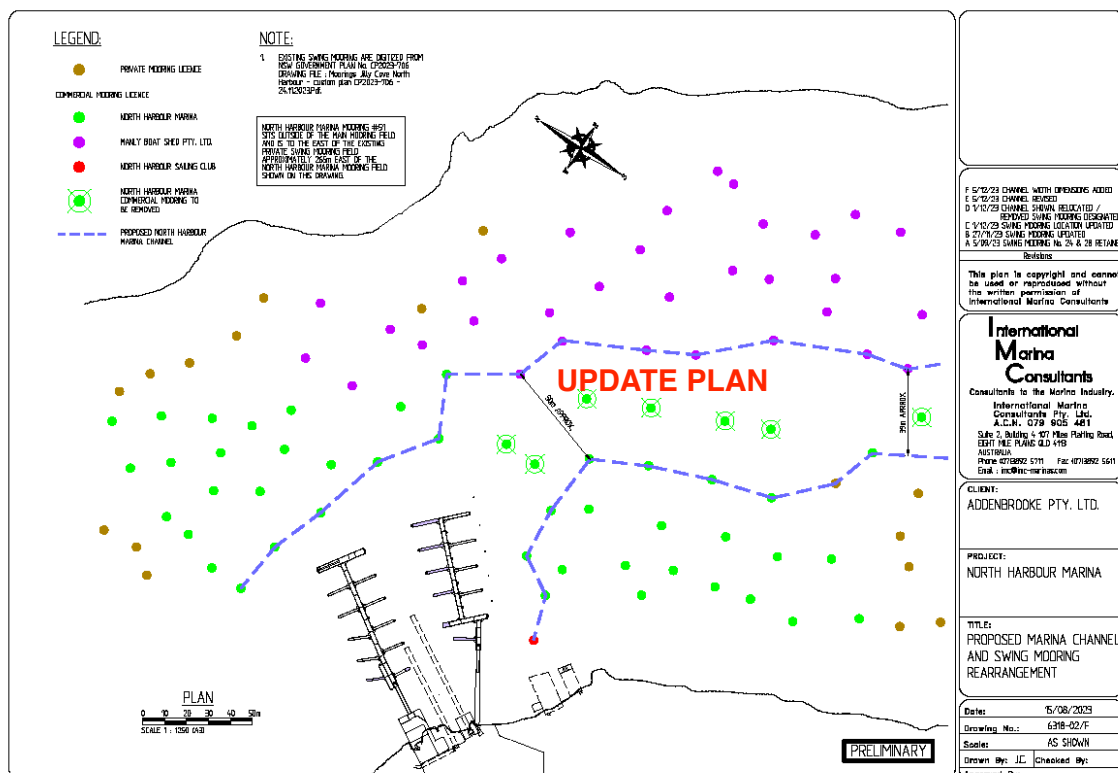
A handwritten signature in black ink, appearing to read 'C. Hallam', written on a light-colored background.

Christopher Hallam

30th January 2024



Revised Marina Layout with Slipways Removed and Dinghy Racks Added



Swing Mooring Re-arrangement



Current dinghy storage east of Marina



Current dinghy storage west of Marina