

Traffic Engineer Referral Response

Application Number:	DA2024/1216
Proposed Development:	Alterations and additions to Marina facilities
Date:	23/05/2025
Responsible Officer	
Land to be developed (Address):	Lot 10 DP 1192010 , Gourlay Avenue BALGOWLAH NSW 2093 Lot 1 DP 793093 , 0 Gourlay Avenue BALGOWLAH NSW 2093

Officer comments

Proposal description: Alterations and additions to Marina facilities

The proposal includes the following changes:

- Removing 10 commercial swing moorings.
- Adding nine (9) additional berths in both the eastern and western arms.
- Removing the existing two slipways and replacing them with 72 dinghy racks and associated decking.
- Facilitating a new kiosk to serve as an on-premises venue, along with an extension of the deck connected to the existing Marina Building.
- Extending the deck area of the Marina Building and converting part of the office space into a café kitchen, to lease the café space to a local operator, providing services for both boat users and pedestrians on the Manly-The Spit track.

The traffic team has reviewed the following documents:

- Amended Plans (Master Set), Drawing No. 6318-01/M – designed by International Marina Consultants, dated 11/08/2023, and Drawing No. 6318-02/M dated 15/08/2023
- Traffic and Parking Impact Review, prepared by Addenbrooke Pty Ltd, dated August 2024,
- Additional Assessment of *Traffic and Parking Implications of Proposed Extensions*, prepared by Christopher Hallam, dated 30 January 2024,
- The *Statement of Environmental Effects*, Document Issue D, prepared by GSA Planning dated 08 February 2024, and
- TfNSW referral letters dated 15 April 2025.

Initially, the applicant planned to relocate four (4) private swing moorings. However, following the letter from Transport for NSW dated April 15, 2025, amendments have been made, and in accordance with the position of Transport for NSW, no private swing moorings will be relocated.

According to the SEE, the proposed development will retain the hours of operation as existing, with the exception of the kiosk as a new ancillary facility. The overall kiosk hours extend from 6am to 9pm, however there will be no use of the outdoor seating area after sunset, and doors and windows to the kiosk will be closed after sunset in order to mitigate any potential noise impacts.

Parking requirement

- *Manly DCP* applies to the subject site. The Manly DCP does not nominate a parking rate for marinas, however, it advises that rates provided in TfNSW documents should be used where a rate is not specified. The TfNSW Guide to Transport Impact Assessment states that if a survey of a similar existing development has not been undertaken, the following figures may serve as a general guide:
 - o 0.6 spaces per wet berth
 - o 0.2 spaces per dry storage berth
 - o 0.2 spaces per swing mooring
 - o 0.5 spaces per marina employee
- Christopher Hallam & Associates Pty Ltd, a traffic engineering consulting company, has conducted extensive research on the traffic and parking characteristics of marina developments. Their findings include the agreement on parking rates established in a 2022 Court Appeal. The research specifically highlights the changes in parking demand when swing moorings are replaced with wet marina berths. This upgrade has gained popularity due to the high demand for marina berths. The study found that swing moorings generate a higher peak parking demand compared to wet berths that are less than 20 meters in length.
- The Conclusions in the research, for the recommended car parking rates for marinas, based on Summer weekend boat usage and parking demand, were:

o Boats on swing moorings	0.224 cars/mooring
o Boats in wet marina berths, <20m in length	0.166 cars/berth
o Boats in wet marina berths, 20-24m in length	0.223 cars/berth
o Boats in wet marina berths, 25m or longer	0.411 cars/berth
- The application of these rates to the Marina component of the proposal results in approximately 17 vehicle trips during summer peak hours.
- The proposed café will reduce the size of the marina office area from 39 m² to 26 m², with a difference of 13 m² designated for a small café kitchen. The deck area will be expanded to accommodate seating for the café, which will feature 20 seats arranged at 5 tables occupying an area of 26 m².
- Regarding the parking requirements for the café component of the proposal, the Manly DCP rate for cafés specifies one space per 40 m² of GFA for the serviced area, without any additional requirement for staff parking. After accounting for a walkway between the marina arms, the office, and the side walkway, as well as maintaining the existing seating for marina patrons, the area of the deck classified as the service area is 26 m². Based on the rate of one space per 40 m², the calculated parking demand is 0.65 spaces (rounded up to 1).
- The café's primary customers will be marina users looking for coffee and food while going to or from their boats. Additionally, there will be opportunities for the café to provide packaged meals for boat users to enjoy on their vessels. Another significant group comprises walkers on the Manly to The Spit track. The only group that would contribute to additional parking demand is those who might decide to visit the marina café for lunch. Given the size of the kitchen (13 m²) and the limited seating, the café is unlikely to be featured in the Good Food Guide. The consultant conducted a sensitivity analysis, assuming one-third of customers are boat owners from the marina, one-third are walkers, and one-third are drive-in customers. Using the previously calculated parking demand of 0.65 spaces for the serviced area, one-third of that would equate to 0.217 spaces. After deducting 0.25 spaces to account for staff numbers included in the analysis, the remaining increased peak parking demand would effectively be zero spaces. The addition of a small café to the proposal is therefore expected to have only a limited impact.

- It is noted that the Environmental Health team has advised that the proposal should only consider a kiosk instead of a café, which will include a condition prohibiting any cooking. This should be considered in the report with consultation with Council's Environmental Health team.
- Parking in Gourlay Avenue is primarily located on the street, featuring an area of angled parking situated just above the marina. This section offers 22 parking spaces, along with approximately five (5) additional informal spaces at the end of Gourlay Avenue, next to the marina. These parking areas are managed by Manly Council. A footpath and steps lead from the 22-space parking area down to North Harbour Marina. This parking also serves the nearby North Harbour Sailing Club, a private club that provides its members with moorings and facilities.
- The proposal indicates that it will not significantly alter parking demand, and with 27 parking spaces available on Gourlay Avenue, there will be sufficient parking for users.

Traffic Impact

Since peak parking demands are not increasing, the site will not generate additional traffic, resulting in minimal impact on external traffic conditions.

Conclusion

Subject to conditions, the application can be supported on traffic grounds.

The proposal is therefore supported.

Note: Should you have any concerns with the referral comments above, please discuss these with the Responsible Officer.

Recommended Traffic Engineer Conditions:

CONDITIONS TO BE SATISFIED PRIOR TO THE ISSUE OF THE CONSTRUCTION CERTIFICATE

Construction Traffic Management Plan

A Construction Traffic Management Plan (CTMP) and report shall be prepared by a Transport for NSW accredited person and submitted to Council via an application for a Permit to Implement Traffic Control. The application form can be accessed via <https://www.northernbeaches.nsw.gov.au/council/forms>. Approval of the permit application by the Northern Beaches Council Traffic Team is required prior to issue of any Construction Certificate.

The CTMP must address following:

- The proposed phases of construction works on the site, and the expected duration of each construction phase.
- The proposed order in which works on the site will be undertaken, and the method statements on how various stages of construction will be undertaken.
- Make provision for all construction materials to be stored on site, at all times.
- The proposed areas within the site to be used for the storage of excavated materials, construction materials and waste containers during the construction period.
- The proposed method of access to and egress from the site for construction vehicles, including access routes and truck routes through the Council area and the location and type of temporary vehicular crossing for the purpose of minimising traffic congestion and noise in the area, with no access across public parks or reserves being allowed.
- Where access is required across private property not in the direct ownership of the proponent, such as a private road/driveway, community title road or right of way, the CTMP is to include:

- Evidence of the legal right and terms to use the access route or provide owners consent from the owners/strata/community association.
- Demonstrate that direct access from a public space/road is not viable for each stage of works.
- An assessment to be carried out of the physical constraints of the Right of Carriageway to determine the maximum size of vehicle that may access the site via the Right of Carriageway during construction.
- Unless owner/strata/community associations consent is obtained, vehicles are not to exceed 24 tonnes or 7.5 metres in length (an assessment must be undertaken that the surface is capable of supporting up to 24 tonnes, otherwise the weight limit should be reduced in the CTMP). If consent is obtained, a copy must be included in the CTMP.
- No construction vehicles, materials or plant are to be located or parked in the private road/driveway, community title road or right of way.
- How any disruption to other users of the private road/driveway, community title road or right of way will be minimised and all users kept informed of likely disruption where the access will be closed or blocked for any given time.
- If trees are located within or overhang the access route, a tree protection plan prepared by an Arborist with minimum AQF Level 5 in arboriculture demonstrating how any trees within the Right of Carriageway will be protected from damage by construction vehicles. Should any tree protection measures be required on private land in accordance with AS4970-2009 Protection of trees on development sites, owner's consent must be obtained.
- A Dilapidation report, including photographic surveys, of the private road/driveway/right of way must be included prior to any works commencing on the site. The report must detail the physical condition of the private road/driveway/right of way, and any other adjacent private property assets (including trees) or adjacent public property that may be adversely affected by vehicles servicing the development site to undertake works or activity during site works.
- A requirement for Post-Construction Dilapidation Reports, including photos of any damage evident at the time of inspection, to be submitted after the completion of works and prior to the Occupation certificate. The report must:
 - Compare the post-construction report with the pre-construction report,
 - Clearly identify any recent damage or change to the private road/driveway/right of way and whether or not it is likely to be the result of the development works,
 - Should any damage have occurred, identify remediation actions taken.
 - Be submitted to Council with the Occupation Certificate.
- The proposed method of loading and unloading excavation and construction machinery, excavation and building materials, formwork and the erection of any part of the structure within the site. Wherever possible mobile cranes should be located wholly within the site.
- Make provision for parking onsite. All Staff and Contractors are to use any basement parking once available.
- Temporary truck standing/ queuing locations in a public roadway/ domain in the vicinity of the site are not permitted unless approved by Council prior.
- Include a Traffic Control Plan prepared by a person with suitable RMS accreditation for any activities involving the management of vehicle and pedestrian safety.
- The proposed manner in which adjoining property owners will be kept advised of the timeframes for completion of each phase of development/construction process. It must also specify that a minimum Fourteen (14) days notification must be provided to adjoining property owners prior to the implementation of any temporary traffic control measure.
- Include a site plan showing the location of any site sheds, location of requested Work Zones, anticipated use of cranes and concrete pumps, structures proposed on the footpath areas (hoardings, scaffolding or shoring) and any tree protection zones around Council street trees.

- Take into consideration the combined construction activities of other development in the surrounding area. To this end, the consultant preparing the CTMP must engage and consult with developers undertaking major development works within a 250m radius of the subject site to ensure that appropriate measures are in place to prevent the combined impact of construction activities, such as (but not limited to) concrete pours, crane lifts and dump truck routes. These communications must be documented and submitted to Council prior to work commencing on site.
- The proposed method/device to remove loose material from all vehicles and/or machinery before entering the road reserve, any run-off from the washing down of vehicles shall be directed to the sediment control system within the site.
- Specify that the public roadway (including footpath) must be kept in a serviceable condition for the duration of construction. At the direction of Council, undertake remedial treatments such as patching at no cost to Council.
- The proposed method of support to any excavation adjacent to adjoining properties, or the road reserve. The proposed method of support is to be designed and certified by an appropriately qualified and practising Structural Engineer, or equivalent.
- Proposed protection for Council and adjoining properties.
- The location and operation of any on site crane.

The CTMP shall be prepared in accordance with relevant sections of Australian Standard 1742 – “Manual of Uniform Traffic Control Devices”, RMS’ Manual – “Traffic Control at Work Sites”.

All fees and charges associated with the review of this plan is to be in accordance with Council’s Schedule of Fees and Charges and are to be paid at the time that the Construction Traffic Management Plan is submitted.

A copy of the approved CTMP must be kept on-site at all times while work is being carried out.

The development is to be undertaken in accordance with the Construction Traffic Management Plan approved by Northern Beaches Council Traffic Team.

Reason: To ensure public safety and minimise any impacts to the adjoining pedestrian and vehicular traffic systems.

CONDITIONS TO BE COMPLIED WITH DURING DEMOLITION AND BUILDING WORK

Implementation of Construction Traffic Management Plan

All works and construction activities are to be undertaken in accordance with the approved Construction Traffic Management Plan (CTMP). All controls in the CTMP must be maintained at all times and all traffic management control must be undertaken by personnel having appropriate TfNSW accreditation. Should the implementation or effectiveness of the CTMP be impacted by surrounding major development not encompassed in the approved CTMP, the CTMP measures and controls are to be revised accordingly and submitted to Council for approval. A copy of the approved CTMP is to be kept onsite at all times and made available to Council on request.

Reason: To ensure compliance of the developer/builder in adhering to the Construction Traffic Management procedures agreed and are held liable to the conditions of consent.