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MEMORANDUM

DATE: 15 December 2020

TO: Northern Beaches Local Planning Panel (NBLPP)

CC: Lashta Haidari, Acting Development Assessment Manager
Rodney Piggott, Acting Executive Manager =

FROM: Anne-Marie Young, Principal Planner

SUBJECT: Item 3.5 DA2020/0514 – 1B Bolingbroke Parade, Fairlight

REFERENCE: McLaren Traffic Engineers Peer Review of Traffic Impact Assessment and request from the applicant to amend draft condition 15 – Construction Traffic Management Plan

Dear Panel,

On 14 December 2020, Council received a peer review from McLaren Traffic Engineers on behalf of Victoria Cowan of 45 Fairlight Crescent which address the applicants additional response to parking and traffic issues as detailed in the *Response to Request for Information* (RRI) prepared by Traffix dated 26 November 2020. Refer to detailed discussion below.

On 15 December 2020, Council received a request from the applicant to amended draft condition 15 – Construction Traffic Management Plan. Refer to detailed discussion below.

McLaren Traffic Peer Review

The McLaren traffic peer review provides a further critique of parking availability / requirements and concludes that there is a shortfall of 22 parking spaces for the development.

Response

The peer review has been considered by Council's Manager of Traffic who confirms:

- The initial referral response from Council's Traffic Engineer raised similar concerns as those detailed in the both the original submission from McLaren traffic and the second peer review in regards to the number of deficient parking spaces provided on-site.
- Additional information was received from the applicant to address Council's concerns relating to parking including operational data and a parking survey. Council do not dispute the accuracy of the additional data.
- One of the primary issues with regards to parking provision is that the existing mooring use (39 mooring facilities) is not being altered, therefore, this part of the existing use cannot be addressed by way of the subject development application.
- Parking associated with the use of the additional passive watercraft storage facilities (23 spaces) and the kiosk need to be addressed through the amended Plan of Management and



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Green Travel Plan which are required to be submitted as conditions of consent, namely conditions 14 and 16.

- The amended Plan of Management will help address the concerns regarding the operation of the entire facility, especially in terms of providing preferential access to those who live within the area to limit the number of vehicle trips generated.
- In addition, draft operational conditions relating to kiosk and hours of operation will help address the concerns raised by the adjoining neighbours in respect of parking demand and availability.
- Patrons using the facilities will now have to comply with the 2 hour time limit or park outside the current Residential Parking Scheme area.
- By removing the access to the parking permits Council is creating turnover in the local streets and once the improved scheme is implemented across the area in 2021 the parking availability will increase in line with the turnover based on the other scheme areas where there has been a reduction in 10-15% of permits issued on average.
- There is a public transport option providing a connection to Manly every 20 minutes which is located approximately 200m from the development site. Furthermore, the site is located 1.6km or a 20 minute walk to Manly Wharf where there is ample parking available in several parking facilities.

In addition, it is noted that:

- Condition 14 – Plan of Management - requires the submission and approval of an amended Plan of Management by the Executive Manager of Development Assessment which will require details of complaint resolution procedures and a procedure to update the Plan, with Council approval. In this regard it is argued that the amended Plan of Management will be required to follow the principles set out in the *Renaldo Plus 3 Pty Ltd v Huskrville City Council (2005) NSWKEP 315* case. Once approved the Plan will relate to the proposed use and complement other conditions of approval, breaches of the Plan will be readily identified to allow enforcement action and the Plan will be enforced as a condition of consent.

In summary, it is Council opinion that subject to conditions that the upgrade of the existing marina is not expected to generate unreasonable impacts on parking in the vicinity of the site. The proposal is generally compliant with the controls in the Sydney Regional Environmental Plan 2005 and DCP and the Manly LEP DCP 2013 as detailed in the assessment report

Condition 15 - Construction Traffic Management Plan

On 15 December 2020, Council received a request from the applicant to amended draft condition 15 – Construction Traffic Management Plan with respect to the fifth dot point which currently states:

“ 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.”

It is requested that the condition be amended as follows:

“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



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vehicular crossing for the purpose of minimising traffic congestion and noise in the area, with no access across public parks or reserves being allowed unless approved by Council prior.”

The applicant justifies the modification of the condition on the following grounds:

The condition as currently worded effectively acts as a prohibition to the proposed construction as access across the public reserve is required to access the subject site. The proposed additional wording will allow the applicant to request permission to temporarily utilise the reserve adjoining Bolingbroke Parade for access to the Manly Boat Shed which is required for construction purposes (with no other alternative land access available to the site).

Response

Council’s Transport Manager has reviewed the request to amend condition 15 and offers no objections to the modification. As such, if the Panel are of a mind to approve the development application, an amendment to condition is recommended as follows. Note: the changes are highlighted in ***italic and bold***.

As a result of the site constraints, limited vehicle access and parking, a Construction Traffic Management Plan (CTMP) and report shall be prepared by an RMS accredited person and submitted to and approved by the Northern Beaches Council Traffic Team 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 ***unless approved by Council prior.****
- *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.*
- *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 traffic.*
- *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.*



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- *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 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.



McLAREN TRAFFIC ENGINEERING

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Transport Planning, Traffic Impact Assessments, Road Safety Audits, Expert Witness

11 December 2020

Reference: 200783.02FA

Northern Beaches Council

Sent via email to:

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anne-marie.young@northernbeaches.nsw.gov.au

Attention: Council Officer and/or Councillor

TRAFFIC AND PARKING PEER REVIEW OF REDEVELOPMENT OF MANLY BOATSHED AT 1B BOLINGBROKE PARADE, FAIRLIGHT NSW

Dear Council Officer and/or Councillor,

This firm has been engaged by the owner of 45 Fairlight Crescent, Fairlight to provide a Traffic and Parking Peer Review for the Redevelopment of Manly Boatshed at 1B Bolingbroke Parade, Fairlight NSW, with particular regard to the *Response to Request for Information* - 18.555r03v04 (RRI) by *Traffix*. This letter addresses parking and traffic issues of the proposal and/or expert analysis thereof.

Following advice by McLaren Traffic Engineering (MTE), and separately at the requirement of Northern Beaches Council (NBC) engineers, the applicant sought to provide additional traffic reporting. Noted within the previous MTE advice was the lack of parking surveys and patron surveys performed despite the applicant relying 100% on the public kerbside parking within the vicinity of the site, to which the proposal includes no additional supply. The applicant appears to have performed a parking survey for a Saturday (till 1pm only) and patron survey for ten consecutive days.

1 Changes Following Additional Works

Following the surveys, the proposal was amended:

- Site Layout and Provision – Zero change
- Plan of management – Attempt to qualify low scale ‘kiosk’, add new section on “Parking and Travel Management” and add new section on travel “Communication”.

2 Description of the Proposed Development

Including the above changes, the subject development proposes the following in regards to traffic and parking:

- No change to 39 moorings
- Removal of slipways, winches and paint house
- Dry berth storage area for 108 craft, up to 7m length (an increase in stored craft by 23), with associated facilities for craft washing, personnel showering and waste disposal

- Increase in decking area for circulation of watercraft and on-site enjoyment of refreshments from the kiosk
- Addition of kiosk/café with indeterminate floor area operating from 6am to 10pm. Patron numbers unspecified but illustrated as 16 indoors and 16 outdoors.
- No change to nil on-site parking provision
- Expansion of residence.

Marinas are a specific development type with parking rates in the RTA *Guide to Traffic Generating Developments* (2002) (RTA Guide) while kiosks are not a defined land use. For the purpose of comparison the “kiosk” should be considered as a café use under the RTA Guide described qualitatively as a dine-in premises without table service, though with some takeaway component. The previous MTE classification of the parking rate as a restaurant in the RTA Guide is validated later in this report.

There would be a change in the traffic generating characteristics of the development due to the increase in dry storage vessel mix and external patronage of the kiosk (unconnected with the marina), including the outdoor seating area, and it follows that the development had a requirement to submit the TIA alongside the development application.

3 Parking Requirements

3.1 Parking Availability

Prior to November 2020 the traffic documentation submitted by the developer relied on two key factors which they suggested were suitable best practice for determining parking supply and availability:

1. *“The overall development (existing + proposed development) usage is clearly under this threshold and can easily be accommodated by the existing parking permits”*
2. *“a review of aerial photography over multiple days indicates there is spare capacity for two (2) parking spaces”*

With regard to point 1 above, the parking permits relied upon were found to be non-renewing and would not be available following development consent if approved. The RRI suggests Manly Boatshed will be open for 16 hours per day with staff required for the kiosk, tender to moorings and dry storage. There are also visitors to the kiosk/café, dry storage and moorings. The TIA relied on parking permits that will not be available and clearly stated that they were the reason the development could be supported. The permits were described to be for staff (13) and mooring customers (20) only and never accounted for the increase of dry storage by 23 craft, staff for the new café/kiosk and visitors to the new café/kiosk. There is an increase in parking demand caused by those extra uses which is not accounted for and is beyond what can be explained only by the external change in permit availability.

With regard to point 2 above, MTE demonstrated in its report dated 29th October 2020 that the aerial imagery actually showed less than two spaces available on a regular Saturday contrary to Traffix’ assertions and that parking capacity was already exceeded by several illegally parked vehicles. Traffix later retracted the previously relied upon statement, which they suggested was of a sufficient standard for Development Consent, and instead suggested this was only to gain “a general understanding of current conditions”. This was not best practice, nor did it pick up the high parking demands existing in the vicinity of the site which would have been obvious had a parking survey been completed.

The applicant has now completed a limited parking survey, though in the view of this firm is deeply flawed and very poor practice. A desktop review completed by this firm found a legal parking capacity in the three nearby streets of 99 vehicles. This includes allowing a 5.4m end space, 6m middle space and 10m no-stopping on approach to intersections. The parking survey provided in the RRI, which did not provide the individual parking zone data nor supplementary photographs, asserts that the parking capacity is 114 spaces and that maximum number of vehicles counted during the survey was 113. MTE does not believe that survey was completed correctly and as such commissioned a new and independent parking survey as a result.

The parking count was completed by *Curtis Traffic Surveys* on Saturday 5th December 2020 from 6am to 5pm with data and images supplied in **Annexure A** and summary table in **Figure 1**. The proprietor Michael Curtis has decades of experience completing parking surveys and in the experience of this firm provides novel information beyond the numerical data. This is provided in the knowledge that parking survey context can significantly affect the numerical result. In this case he took several photos and completed a trundle wheel measurement of kerbside parking inventory. Further, the data was split into legally parked cars, legally parked motorcycles and illegally parked vehicles. The new survey found a parking capacity of 100 vehicles using a 5.4m end space and 6m middle spaces. This closely aligns with the capacity found by MTE using aerial imagery, though 12% lower than that found in the RRI. The parking count found a maximum of 161 vehicles at 6am and a minimum prior to 10am (the claimed peak dry storage usage) of 141 vehicles. Given there are 161 vehicles parked at 6am, the primary demand for parking is residents and that figure includes 7 motorcycles and 33 cars parked too close to an intersection, blocking a driveway or over the footpath. Throughout the survey period the minimum vehicle count was 130 and occurred a couple of times after midday. This absolute minimum figure included 6 motorcycles and 14 illegally parked vehicles. It can be seen then that the minimum parking demand was 130% of compliant parking supplied and that during the peak period of dry storage usage there was a minimum demand of 141% of compliant parking.

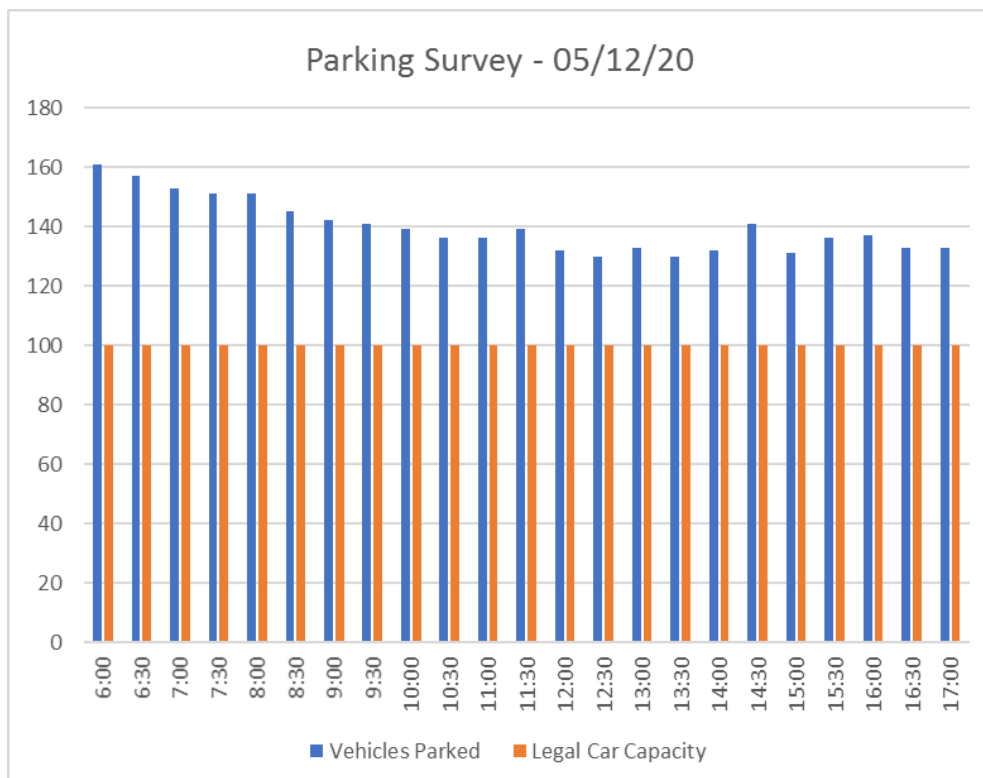


FIGURE 1: PARKING SURVEY GRAPH

The local parking context of the site is therefore highly constrained due to demand exceeding supply regularly and residents are forced to park illegally on street during everyday operation. There is no additional capacity on street. The independent survey completed on behalf of MTE highlights the inaccuracies within the Traffic survey and no results or conclusions drawn within the RRI can be relied upon.

The applicant first relied on parking permits which will no longer be available beyond February 2021 and then followed it up with a poorly completed parking survey. This is inadequate to protect the parking amenity of the local residents and the development should not be permitted to proceed on the basis of flawed analyses.

4 Parking Requirement

The proposed development is within the Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005 (the **Harbour REP**) and is subject to its controls above the Development Control Plan for Sydney Environmental Plan (Sydney Harbour Catchment) 2005 (the **SREP DCP**).

The development is therefore subject to the following traffic and parking controls at page 39 of the SREP DCP:

Traffic and Parking:

- *land-based impacts including traffic volumes and parking demand meet established performance standards;*
- *adequate car and trailer parking (based on the number and type of berths, associated activities and number of employees) is to be available onsite. Off-site parking is acceptable only where it will not reduce community amenity or generate adverse traffic impacts [Underline added for emphasis], and*
- *the adverse impacts of traffic and parking generated by boat storage facilities in terms of congestion, safety, air quality and noise are to be minimised.*

Noise:

- *the adverse impacts of noise (considering hours of operation, existing background noise, expected departure/arrival times for vessels, noise level of marina patrons, noise level from repair and testing of vessels and motors) are to be minimised through appropriate design and management measures; and*
- *land-based impacts including noise emissions meet established performance standards.*

Importantly the above states quite clearly that “Off-site parking is acceptable only where it will not reduce community amenity or generate adverse traffic impacts”.

The proposed provision by the developer of a travel access guide and green travel plan has not been analysed by the RRI in regard to efficacy. In our view the efficacy of the plan is low.

The Australian Transport Assessment and Planning (ATAP) guidelines recommend a default diversion rate to non-car driver trips of 0% for the subject site. While there have been site specific cases of higher diversion rates, the proposal is not in a location well served by public transport such that an alternative for many of the drivers is readily available.

| Table 4: Workplace travel plans – default diversion rates | | | | | | |
|--|---------------|----------------------|-------------------------|-----------|----------------|----------------|
| Score | Set | Car as driver | Car as passenger | PT | Cycling | Walking |
| WITH PT service improvements | | | | | | |
| 2 or less | Low | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| >2 but | Medium | -5.0% | 1.3% | 2.6% | 0.3% | 0.8% |
| 5 or more | High | -12.9% | 3.3% | 7.4% | 1.0% | 1.2% |
| WITHOUT PT service improvements | | | | | | |
| 2 or less | Low | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| >2 but | Medium | -5.0% | 1.3% | 1.3% | 0.6% | 1.8% |
| 5 or more | High | -12.9% | 3.3% | 3.7% | 2.7% | 3.2% |

FIGURE 2: EFFICACY OF WORKPLACE TRAVEL PLAN

Source: <https://www.atap.gov.au/mode-specific-guidance/travel-behaviour-change/3-travel-demand-impacts-diversion-rates>

It is a requirement for Management Plans to follow the principles set out by Commissioner Brown in *Renaldo Plus 3 Pty Ltd v Hurstville City Council* [2005] NSWLEC 315 such that:

In considering whether a Management Plan is appropriate for a particular use and situation, the following questions should be considered:

- 1. Do the requirements in the Management Plan relate to the proposed use and complement any conditions of approval?*
- 2. Do the requirements in the Management Plan require people to act in a manner that would be unlikely or unreasonable in the circumstances of the case?*
- 3. Can the source of any breaches of the Management Plan be readily identified to allow for any enforcement action?*
- 4. Do the requirements in the Management Plan require absolute compliance to achieve an acceptable outcome?*
- 5. Can the people the subject of the Management Plan be reasonably expected to know of its requirements?*
- 6. Is the Management Plan to be enforced as a condition of consent?*
- 7. Does the Management Plan contain complaint management procedures?*
- 8. Is there a procedure for updating and changing the Management Plan, including the advertising of any changes?*

It is submitted that the management plan is not fit for purpose and does not meet various requirements set out above. For example, there is no evidence provided by the applicant which shows that patrons to the kiosk will not drive and park in the nearby streets. In that case the management plan provided by the applicant would require a behaviour of patrons who are not obliged to follow the management plan to act in a manner that would be unlikely in the circumstances. In addition, there is no realistic means for the management plan to compel compliance by patrons.

Continuing from previous advice, and despite the additional reporting of the RRI, this firm does not consider the proposal can be approved due to the adverse impacts on traffic and parking described in the following subsections.

4.1 Residential

The residential component of the development is unlikely generate any additional parking demand due to change in scale but does not contribute any off-street parking and does rely entirely on on-street parking. It is expected that the permit parking scheme caters adequately for the existing dwelling with two permits.

4.2 Commercial

The commercial component provides nil onsite parking and relies entirely on on-street parking, with only one parking permit expected to be provided in the near future.

4.2.1 Staff

The development proposal appears to require staff to operate the tender to moorings, staff for the kiosk and staff for the dry storage. There is little detail provided as to the number of staff except in the TIA where it is stated that *“no changes are proposed to the existing staff/resident numbers for the existing businesses and residential property”*.

A further deficiency of the RRI is that its parking or patron survey does not address the current travel modes of staff, the number of staff and the expected change in operations to offer a new 30 seat plus café/kiosk facility for 16 hours daily, which would inevitably involve additional staff. In the absence of survey data to the contrary it is reasonable to conclude that these changes in operation must increase the burden on the public parking supply for the commercial purpose and would result in a reduction in community amenity.

4.2.2 Dry Storage

The TIA referred to anecdotal dry storage usage information provided by the operator of the marina was kayaks 24.5 times per week, SUPs 2 times per week and dinghies 0.5 times per week, or an average of 3.8 patrons per day. The RRI confirms that the applicant's original patron data was insufficient and identified a 32% increase in patronage from average 3.8 patrons per day to 5 patrons per day. Based on a shift from 72 small craft to 108, the dry storage visitors alone would increase by 50% on a pro-rata basis and would result in proposed patronage level of 7.5 patrons per day on average, compared to 5 per day as surveyed. These 7.5 daily trips predominantly occur prior to residents departing and no spare on-street parking is available in that time. The expectation would be for visitors to park at the fringes or beyond acceptable parking which will reduce the parking amenity to residents. No parking permits are available for dry storage customers. Given the current weekly peak parking demand according to the survey is 3 vehicles, the 50% increased scale will result in overlapping parking for 4.5 (5) vehicles at peak times while zero spaces are provided and no parking permits are available.

4.2.3 Kiosk

The Kiosk component of the proposal continues to be a poorly analysed portion and no changes were made to the proposal following the previous MTE submission. The layout remains the same as when it was described by a similar facility operator as a “*world class waterfront experience*”, and yet Traffix have stated in their most recent RRI that the kiosk “*will not extract ‘external’ users in its own right*”. It is difficult to align the two statements about the same facility.

MTE suggests that the kiosk will operate as a regular café without table service and that the inclusion of two small planter boxes does not exclude the fact that the kiosk will certainly serve external patrons. That development will not discourage external patrons and cannot be imagined to turn away patrons based on their arrival method. The assumptions built into the proposal are not ones which can be enforced and if operation were exceed these qualitative descriptors then it is the local community amenity which will be impacted. If the facility is built to a high standard, then it should also be questioned how the operator could serve at the kiosk from 6am to 10pm for 7.5 guests per day and remain financially viable. Indeed it can only be extrapolated that external patrons will be permitted and encouraged to the site, including walkers, cyclists and drivers. This is contrary to the SREP DCP whereby the increased patronage and lack of new parking provision certainly will adversely affect the parking amenity for local residents.

In attempting to quantify the above expected operations, it was reasonably considered to compare the kiosk to other similar land uses. The RRI provided a ‘worst case’ DCP requirement of comparing the indoor service area only to the DCP rate for restaurants of 1 space/40sqm, which would be one space. This would follow quite correctly if no plans showed seating capacity on the deck, however the area on the deck would possibly be the preferred location for guests to enjoy the harbour foreshore such that the deck size would be the greater determinate of patron generation. This falls back on clarifying who will be patronising the ‘kiosk’ and if indeed it were mostly boating patrons then there is no cause for there to be seating for more than 30 guests when an average of 7.5 guests per day are anticipated.

The level of seating provided anticipates a larger scale of attraction beyond the marina and boating uses and will operate to serve the general public. The most likely visitation rates will be closer to that of a café as classified in the RTA guide and generally combined with restaurants within parking demand studies. The restaurants surveyed prior to 2002 for the RTA Guide to Traffic Generating Developments did not operate in the mornings in the same way that modern cafes do and as such general rates with some adjustments are the reasonable method for forecasting parking demand. The proposed kiosk has opening times up until 10pm, which is far in excess of that which is reasonable to consider it a subservient ancillary operation, and undermines the notion of the kiosk being classified on planning grounds as ancillary.

Considering the 7.5 visitors per day would all use the dedicated boating customer seats (5 bench seats with at least two per seat) shown in **Figure 3**, the parking generation of the kiosk to external users might be better related to just the 32 seats designated within the arbitrary 55sqm shown on the plans. Further, it is common practice to require developments to provide parking to suit the 85th percentile capacity on-site, or 85% of 32 seats, being 27 seats. Let’s also assume that patrons to the kiosk will have the same characteristics of travel as those surveyed for the kayak and SUP being 32% car drivers. This equates to 8.7 cars (9) alone for the visitors to the kiosk. This is importantly very similar to the rate found by the RMS guide which was 15 spaces per 100 sqm or 1 per 3 seats which would equate to 8.3 or 10.7 vehicles respectively. Once a staff space is added to the 8.7 cars found by mode share and seating capacity, the total is 9.7 cars which is almost exactly half-way

between the two RMS methods. The validity of the previous MTE analysis has now been confirmed by the patron survey completed by the applicant and it is emphasised that the development does not provide any additional parking to meet the new demand for the kiosk nor is the kiosk afforded a parking permit . The parking demand of patrons and staff will overspill beyond the existing constrained parking and result in adversely impacting the community amenity contrary to the SREP DCP.

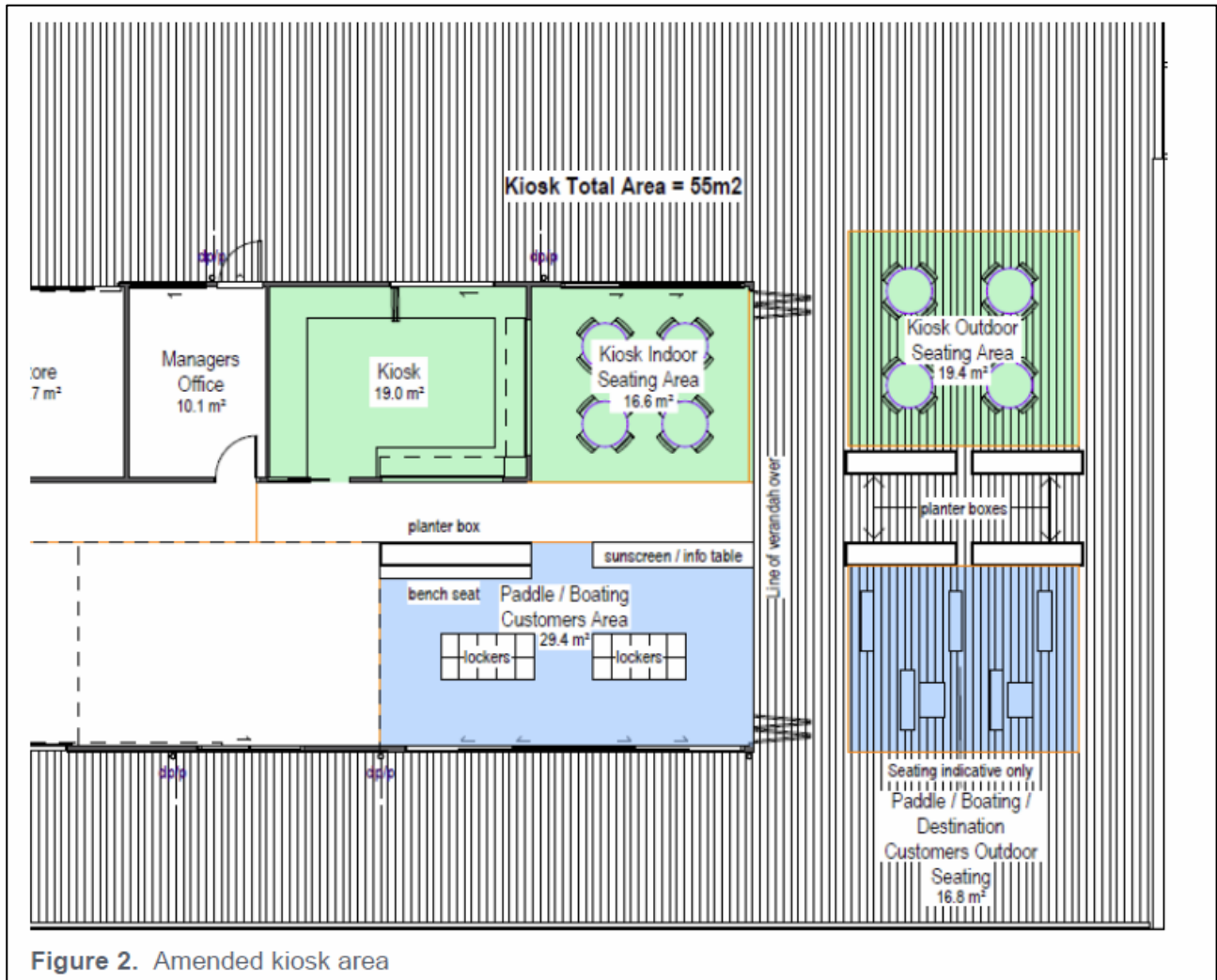


FIGURE 3: EXTRACT FROM PLANNING INGENUITY RESPONSE TO ISSUES M190009

The above does not consider the ample opportunity under regular operation for additional seating to be added in the available deck area which would further decrease local parking and noise amenity.

It is further difficult to reconcile the extended trading hours which are planned until 10pm each day despite the existing site only operating until 5pm every day. For the kiosk to be ancillary, which this firm does not agree with, it would at maximum require the same or shorter operating hours. Kiosks typically operate until 3pm and given the patron survey confirmed that no patrons arrived by car after 3pm this follows the existing operation.

5 Summary

The development proposal includes an expanded number of dry craft storage and introduces a new kiosk component. There is no additional parking proposed and the development will overspill parking to the surrounding streets.

This firm's independent parking surveyor has confirmed that at peak site operation there is little to no parking available on street to accommodate the demand. The applicant's parking survey was highly flawed and does not consider legally available parking locations which would reduce the compliant parking capacity of the streets. The patron travel survey confirms the previous MTE estimates for kiosk parking demand and the significant undersupply of kerbside parking available should that demand be permitted. **Table 1** below shows an expected demand of some 25 spaces which cannot be accommodated by the 3 parking permits.

Of the demand for 25 parked vehicles, 12 of those (just under 50%) are a result of the redevelopment proposal. Or in other words, the parking demands from this facility will double as a result of this redevelopment and the additional demand for on-street parking will exacerbate the problems faced by local residents in an area where parking demand is already regularly exceeding capacity.

TABLE 1: PARKING SUMMARY

| Description | Scale | Demand Rate | Parking Demand | Parking Permits | Parking Shortfall |
|---------------------|----------|--|----------------|------------------|-------------------|
| Residential | 1 | 2 spaces per dwelling | 2 | 2 permits | 0 |
| Dry Storage Patrons | 108 | 3 per 72 craft | 4.5 | 0 | 4.5 |
| Dry Storage Staff | 1 | 0.5 spaces per staff | 0.5 | 0 | 0.5 |
| Kiosk Patrons | 32 seats | 1 per 3.68 seats | 8.7 | 0 | 8.7 |
| Kiosk Staff | 2 | 0.5 spaces per staff | 1 | 0 | 1 |
| Mooring Patron | 39 | No surveyed so use RTA Guide 0.2 per mooring | 7.8 | 0 | 7.8 |
| Mooring Staff | 1 | No surveyed so use RTA Guide 0.5 spaces per staff | 0.5 | 0 | 0.5 |
| Miscellaneous Staff | | | | 1 permit | (-1) |
| Total | - | - | 25 | 3 permits | 22 |

The additional scale of the proposed development alone adversely impacts the local community amenity for parking and is contrary to the controls within the SREP DCP. On that basis NBC should refuse the development on grounds of parking and traffic impact.

Please contact the undersigned should you require further information or assistance.

Yours faithfully

McLaren Traffic Engineering



Craig McLaren

Director

BE Civil, Grad Dip (Transport Engineering), MAITPM, MITE
RPEQ 19457
RMS Accredited Level 3 Road Safety Auditor [1998]
RMS Accredited Traffic Management Plan Designer [2018]

ANNEXURE A: PARKING SURVEY

| Curtis Traffic Surveys | | 201201mcl | | | | | | | | | | | | | | | | | | | | | | | | | | |
|------------------------|-----------------------------|----------------|----------------|-----------------------------|----|----|----|----|----|----|----|----|----|----|----|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--|
| Job: | McLaren Traffic Engineering | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Client: | 5/12/20 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Day, date: | Fairlight | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Location: | Fine | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Weather: | MC | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Surveyor | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Zone | Street | From | To | Parking round commencing... | | | | | | | | | | | | | | | | | | | | | | | | |
| a | Bolingbroke Pd | end | Fairlight Cr | cars | 9 | 9 | 9 | 9 | 9 | 9 | 8 | 8 | 7 | 8 | 8 | 11:30 | 12:00 | 12:30 | 13:00 | 13:30 | 14:00 | 14:30 | 15:00 | 15:30 | 16:00 | 16:30 | 17:00 | |
| a | Bolingbroke Pd | end | Fairlight Cr | motorcycles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| a | Bolingbroke Pd | end | Fairlight Cr | illegal cars | 2 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | |
| b | Bolingbroke Pd | Fairlight Cr | Lauderdale Av | cars | 15 | 15 | 15 | 14 | 13 | 14 | 14 | 14 | 13 | 13 | 14 | 14 | 14 | 14 | 14 | 14 | 13 | 12 | 11 | 11 | 11 | 13 | 13 | |
| b | Bolingbroke Pd | Fairlight Cr | Lauderdale Av | motorcycles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| b | Bolingbroke Pd | Fairlight Cr | Lauderdale Av | illegal cars | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| c | Bolingbroke Pd | Lauderdale Av | Fairlight Cr | cars | 12 | 12 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 10 | 11 | 11 | 11 | 10 | |
| c | Bolingbroke Pd | Lauderdale Av | Fairlight Cr | motorcycles | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | |
| c | Bolingbroke Pd | Lauderdale Av | Fairlight Cr | illegal cars | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 2 | 2 | 2 | 2 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 2 | 1 | |
| d | Bolingbroke Pd | Bolingbroke Pd | Arlington Dr | cars | 27 | 25 | 24 | 24 | 24 | 23 | 24 | 23 | 23 | 22 | 22 | 21 | 21 | 21 | 22 | 22 | 23 | 23 | 22 | 23 | 24 | 23 | 24 | |
| d | Bolingbroke Pd | Bolingbroke Pd | Arlington Dr | motorcycles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| d | Bolingbroke Pd | Bolingbroke Pd | Arlington Dr | illegal cars | 3 | 3 | 3 | 3 | 3 | 1 | 2 | 2 | 3 | 2 | 2 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | |
| e | Arlington Dr | Fairlight Cr | Lauderdale Av | west all vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| f | Arlington Dr | Lauderdale Av | Fairlight Cr | cars | 7 | 7 | 7 | 6 | 6 | 5 | 4 | 5 | 5 | 5 | 5 | 5 | 6 | 8 | 7 | 6 | 6 | 7 | 6 | 7 | 7 | 7 | 7 | |
| f | Arlington Dr | Lauderdale Av | Fairlight Cr | motorcycles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| f | Arlington Dr | Lauderdale Av | Fairlight Cr | east illegal cars | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | |
| g | Fairlight Cr | Arlington Dr | Lauderdale Av | cars | 12 | 12 | 12 | 12 | 12 | 11 | 11 | 10 | 10 | 11 | 11 | 12 | 11 | 12 | 11 | 10 | 11 | 10 | 9 | 11 | 10 | 10 | 10 | |
| g | Fairlight Cr | Arlington Dr | Lauderdale Av | motorcycles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| g | Fairlight Cr | Arlington Dr | Lauderdale Av | illegal cars | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 3 | 0 | 0 | |
| h | Fairlight Cr | Lauderdale Av | Arlington Dr | cars | 14 | 14 | 14 | 13 | 14 | 14 | 13 | 13 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 13 | 13 | 13 | 13 | 15 | 14 | 14 | 14 | |
| h | Fairlight Cr | Lauderdale Av | Arlington Dr | motorcycles | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| h | Fairlight Cr | Lauderdale Av | Arlington Dr | illegal cars | 2 | 1 | 1 | 1 | 2 | 2 | 1 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| i | Fairlight Cr | Arlington Dr | Bolingbroke Pd | cars | 12 | 12 | 12 | 11 | 12 | 12 | 12 | 11 | 10 | 10 | 12 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | |
| i | Fairlight Cr | Arlington Dr | Bolingbroke Pd | motorcycles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| i | Fairlight Cr | Arlington Dr | Bolingbroke Pd | illegal cars | 9 | 9 | 9 | 9 | 7 | 6 | 5 | 3 | 3 | 2 | 3 | 4 | 4 | 4 | 4 | 5 | 6 | 7 | 6 | 5 | 6 | 6 | | |
| j | Bolingbroke Pd | Fairlight Cr | end | cars | 13 | 13 | 12 | 12 | 12 | 12 | 13 | 13 | 12 | 12 | 12 | 12 | 12 | 11 | 11 | 11 | 12 | 13 | 12 | 12 | 12 | 12 | 12 | |
| j | Bolingbroke Pd | Fairlight Cr | end | motorcycles | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | |
| j | Bolingbroke Pd | Fairlight Cr | end | illegal cars | 13 | 13 | 12 | 12 | 12 | 12 | 12 | 13 | 12 | 12 | 12 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |

ANNEXURE A: PARKING SURVEY











































































