

MEMORANDUM

TO: Lisa Bella Esposito, Milestone

DATE: 29 March 2019

FROM: Nathan Parish, COMPLETE Urban

SUBJECT: Majors Bay Reserve Stage 2 Works – Parking Assessment for REF

Hi Lisa,

As requested, please find a parking assessment for the proposed works at Majors Bay Reserve. As discussed, the assessment updates that done in September 2015, reflecting the changes to the proposed field provisions since that time.

As per the previous assessment and as agreed, the below concentrates on the parking impacts only.

Site Description

Majors Bay Reserve is located with the City of Canada Bay LGA in Concord.

Existing Layout

The existing facilities within the reserve that generate parking demand are:

- a. Field 1 and Field 2 – baseball fields (summer, week night training, Saturday game);
- b. Ron Routley Oval – cricket/AFL (summer/winter, week night training, Saturday game);
- c. Concord RSL and Community Club; and
- d. Majors Bay Reserve – recreational activities.

Existing Parking

The following car parking provisions are located immediately adjacent to Majors Bay Reserve:

- a. Concord RSL and Community Club Car Park
 1. The car park has 10 spaces allocated to club representatives (President, Director etc.). These are restricted use and are unchanged with the proposed development;
 2. The car park has 64 spaces allocated to club patrons. These are restricted to club patrons and as such should remain unchanged with the proposed development; and
 3. The car park has 177 spaces allocated to sports field parking.
- b. Car Park 2
 1. The existing gravel car park has an estimated capacity of 30 spaces.
- c. Norman Street
 1. Kerb side parking restrictions on one side of Norman Street, immediately adjacent to the reserve. The kerbside parking available adjacent to the park between Majors Bay Road and Nullawara Avenue is approximately 450 metres, which would equate to approximately 75 car parks.
 2. There are also kerbside parking provision on other sections of Norman Street and surrounding residential roads, and it is noted that these are largely occupied by residents.

Parking Counts

No new car parking counts were undertaken as part of the Stage 2 assessment. The 2015 counts were used as follows:

- a. The counts were undertaken at the following times:
 1. Saturday 15th August 2015 from 10am to 5pm; and
 2. Tuesday 18th August 2015 from 10am to 12pm and 5pm to 9pm.
- b. The counts were undertaken at 3 locations as follows:
 1. Concord RSL and Community Club car park;
 2. Car Park 2; and
 3. Kerb side parking in Norman Street.

Parking Count Results

The results of the car parking counts indicate the following:

- a. Concord RSL and Community Club Car Park
 1. The car park has 10 spaces allocated to club representatives (President, Director etc.). These were rarely occupied.
 2. The car park has 64 spaces allocated to club patrons. Throughout both survey periods, occupation of these bays ranged from 15 to 43 (23% to 67%), indicating spare capacity.
 3. The car park has 177 spaces allocated to sports field parking. Throughout weekend survey period, occupation of these bays ranged from 19 to 77 (10% to 43%). Throughout the weekday survey period, occupation of the bays ranged from 2 to 7 (1% to 4%). The weekday results indicate that no sports training occurred on that evening. Based on the fact that numbers attending training would be similar to those attending on game day, it is assumed that the weekday count maximum would be similar to that experienced during the weekend. Thus, the counts would indicate significant additional capacity in the existing car park.
- b. Car Park 2
 1. The existing gravel car park has an estimated capacity of 30 spaces. Throughout both survey periods, no vehicles were recorded using the car park.
- c. Norman Street
 1. Counts were also undertaken for the kerb side parking provisions on Norman Street east of Majors Bay Road. The data indicated a consistently high utilisation of the car parking on Norman Street. Assessment of the site indicates that this is most likely due to resident parking, and the proposed development will have little impact on this and most vehicles were parked throughout the duration of the surveys.
 2. It is noted that the provided counts did not record data on Norman Street between Majors Bay Road and Nullawarra Avenue. Kerbside parking exists on one side of Norman Street over this length, being the side adjacent to the reserve. Site knowledge indicates that this parking is under utilised, with spare capacity available, and given the proximity to the playing fields, is likely to be used by park users.

Previous Assessment on Alternative Stage 1 Works

The previous parking assessment assumed two large soccer fields with an assumed parking generation of 37 per field, i.e. 74 for the total development. That assessment determined that there was sufficient spare car parking capacity in the Concord RSL and Community Club car park to accommodate the parking generated by the two fields. Additional car parking on Norman Street adjacent to the park would add further to the available capacity.

Proposed Development

The proposed Stage 2 development involves the following:

- a. Construction of a half size synthetic field;
- b. Construction of a soccer amenities building; and
- c. Associated works.

Generated Parking

As the development has changed from that previously assessed, it is not possible to simply add the Stage 2 works to the previous assessment, and as such the assessment of the parking generated assesses both Stage 1 and Stage 2 to determine if there is sufficient capacity in the existing car parking provisions.

It is assumed that the total development will either operate as 1 x full soccer pitch and 2 x mini soccer pitches or 6 x mini soccer pitches. Based on this assumption, the following parking generation is assumed:

- 1 x full soccer pitch and 2 x mini soccer pitches

Players: 11 players + 3 substitutes per team full and 10 players per pitch mini	48
Officials: 1 referee + 2 linesman full and 1 referee mini	5
Spectators: Assume 20% of total players for full, zero for minis	6
TOTAL	59

Note – the above assumes no car pooling so is considered a worst case scenario

- 6 x mini soccer pitches

Players: 10 players total per pitch	60
Officials: 1 referee per pitch	6
Spectators: Assume zero, as being minis, spectators would likely be in same car as players	0
TOTAL	66

Note – the above assumes no car pooling so is considered a worst case scenario

Based on the above, and with the likelihood of two matches worth of players being on site at any one time as players warm up whilst the previous game is still playing, it is assumed that the proposed development would generate parking of an extra 118 car parks when in full pitch mode and 132 car in mini pitch mode.

Conclusions

Based on the above assessment, the following conclusions are made in relation to parking:

- Based on the received car park count data, the highest demand currently observed is 77 vehicles in the Concord RSL. With a capacity of 177 spaces, this leaves an additional 100 spaces at the peak time that are available;
- Further, there is approximately 75 car parking spaces available on Norman Street adjacent to the reserve which are largely under utilised;
- In consideration of the above, it is expected that the existing car park and kerbside parking on Norman Street has the capacity to accommodate the generated parking numbers. The assessed spare capacity is 175 spaces (being 100 in the car park and 75 on Norman Street). The expected parking demand in the worst case development situation being an additional 132 cars. This equates to the development utilising 75% of the spare car parking capacity in the area, and will result in a spare capacity of 43 (or 25%) of the currently available car parks;
- In addition, should Council wish to provide additional car parking to reduce impact on the main car park and the driveway access, the opportunity exists to develop the existing gravel car park and/or provide additional signposting to direct motorists to it;

In relation to traffic, I make the following comments, which should be taken as comments only and are not supported by any traffic modelling or additional site observations / measurements:

- a. High utilisation of kerbside parking on Norman Street may impact on the safety and use of the existing bicycle should lanes on Norman Street. It is suggested that the existing parking lane, cycle lane and traffic lane widths are calculated to assess impact;
- b. Whilst Norman Street and Majors Bay Road are considered arterial roads which form an important part of the surrounding road network, the 2015 counts indicate approximately 3-4 times more traffic use Nullawarra Avenue over Norman Street. Given the similarity of the roads and their capacity, and excepting some congestion during peak periods which would currently occur, it is considered that the additional traffic resulting from the Stage 2 development works will have a minimal impact on the traffic on Norman Street and Majors Bay Road;
- c. The performance of the driveway from the Concord RSL has not been modelled or assessed. However, given that the proposal does not increase the size of the current car park using this driveway, Council may have some previous modelling to support the car park size which indicates the performance of the driveway access.