

# Parking in the Proposal

The Planning Proposal will contribute to a range of key economic and community benefits for the local community and wider Central Coast LGA, including:

- Injection of capital investment into the economy from expenditure on housing, infrastructure services both internal and external to the site including road, energy services, water, sewer and communication works.

## Train Services/ Commuter Impact

Access to the Hawkesbury River station is possible by private vehicle, bicycle and bus services.

- Both bus service frequency and parking provision at the station and township are limited.
- It is also noted that the bus timetable doesn't completely tie-in with the train timetable.
- Cycling to the station is influenced by the quality of supporting infrastructure and is limited.

A Traffic and Impact Assessment addressed all key traffic and transport related matters associated with the indicative Concept Plan.

- The review indicated that existing rail services operating via Hawkesbury River station operate with some spare capacity that should easily accommodate any additional demand generated by the proposed development.
- Increased patronage at Hawkesbury River station as a result of the development will increase commuter parking requirements at those stations. Increased commuter parking requirements would need to be addressed by Hornsby Shire Council / Central Coast Council and TfNSW.
- An allowance for these works could be included as part of a Developer Contribution (which enables councils to levy contributions towards the cost of local infrastructure)

## Bus Services

A public bus service provides access between Mooney and Brooklyn to Hawkesbury River Station and Berowra/Cowan Stations.

- Bus services are infrequent due to the existing low demand. Less than 1% of trips are expected to use the bus as a travel mode. The proposal will not have any negative impact on services.
- Increases in bus routes and frequency will improve the public transport amenity to the site, and could be supported by developer contributions at DA stage if required.

## Bicycle Access

The site is situated within cycling distance (5.5km) to Hawkesbury River station in Brooklyn. The following improvements/enhancements are recommended to provide better pedestrian and cycling access:

- A dedicated cycle lane can be provided along the Old Pacific Highway to tie-in with 'on road' cycle route already present. Improvements might be considered for the existing cycle lane on Old Pacific Highway with recommendations to extend the cycle lane and formalise it to connect Mooney area with Hawkesbury River Station in Brooklyn.
- There is an opportunity for providing a number of bicycle parking spaces at Hawkesbury River Station to promote active transport.

## Retail & Services Impact

Local residents of Mooney are currently required to travel to Brooklyn to meet their basic convenience retail needs:

- Stakeholder consultation indicated that some residents would appreciate increased opportunities for local convenience shopping in Mooney, while others are content to drive to Brooklyn for groceries etc.
- There is limited social infrastructure accessible to the site, and many residents travel to Brooklyn to access social infrastructure. The Planning Proposal incorporates increased pressure on social infrastructure in the surrounding townships leading to increased maintenance costs, lack of parking, and competition between community groups for use of space.
- The increased number of residents may lead to increased congestion in surrounding centres, particularly congestion at Brooklyn Station due to residents driving to the station.

# Parking Impacts on Brooklyn

## Train Commuters: Additional Parking Demand

- Working Commuter Parking Demand: **32-58 commuter parks per day**
  - See separate calculations sheet
- **Funding:** Hornsby Council's Submission: *The provision of additional railway commuter parking is a responsibility of the State Government and not local Council. Additional commuter parking at Hawkesbury River Station must be addressed by the proponent and TfNSW as part of the planning proposal and not via Section 7.11 contributions at development application stage. Further, it is requested that additional parking at Hawkesbury River Station is physically constructed before any development proceeds on the proposal site.*
- Secondary School Commuter Parking Demand: No material additional parking demand, as additional school commuters would travel by bus or be dropped off at the station.
- Primary School Parking Demand: No material additional parking demand, as additional students would travel by bus or be dropped off at the Primary School.

## Bus/Cycle Commuters

- Potential for existing bus services (with improved timetable) to provide some commuter trips. Negligible increase or decrease in parking demand.
- Potential for cycle commuter access, but distance too great to be practical. Negligible increase or decrease in parking demand.

## Retail & Services: Additional Parking Demand

- Retail & Services Parking Demand: **5 – 12 parks per day in the Brooklyn CBD**  
3 - 5 parks per day in Baden Powell Ave
  - See separate calculations sheet
  - The demand will be at the high-end at the weekend, as increased café/pub services replace the lower chemist/medical centre services.
  - This demand is expected to reduce over time as retail services are eventually provided in Mooney Mooney or the Peat Island village.

## Visitors

- Increased visitors from the residents of the Peat Island village are included in the Retail & Services demand above.
- Impact on parking demand in Brooklyn from other visitors is not affected in the short to medium term, although the potential exists for some Brooklyn "out of town" visitors to visit Peat Island, rather than Brooklyn. Impact is likely to be negligible.

## River Residents in Central Coast Council

- Hornsby Council's Submission: *Concern is raised regarding the exclusion of the marina from the amended Proposal. There remains a need to provide mooring services for Central Coast Council river residents to take the pressure off boat mooring and car parking at Brooklyn which is currently at capacity.*

*It is recommended that a marina is considered concurrently in the progression of the proposal to ensure integrated consideration of transport movement options between the road, waterway and the railway.*

# Parking Impacts on Brooklyn: Train Commuters

Total Households 267	Low end of Range			High end of Range		
	%	No of workers	Total trips per week	%	No of workers	Total trips per week
Workers per household/Total Workers	1.1	290		1.5	400	
Workers work at Home full-time	30%	87	0	35%	140	0
Workers work at Home part-time	30%	87	220	35%	140	350
Workers travelling to work full-time	40%	116	580	30%	120	600
Total worker travel days per week			800			950
Workers who drive to work	80%		640			
Workers who train to work	20%		160	30%		290
<b>Commuter Parking Demand (parks per day)</b>		<b>32</b>			<b>58</b>	

Based on part-time workers 2.5 days per week, full-time workers 5 days per week

Figures allow for workers who drive to non-train-accessible locations and some car sharing

Calculations have been prepared by the BCA based on information in the Proposal, ABS and published information, and expected patterns of activity

# Parking Impacts on Brooklyn: Retail & Services

Total 267 Households	% Households using service	No	Visits per	Days open per week	Visits per day	Length of visit (hours)	Average parking demand/	
Service								
Grocery	30%	80	2	Week	7	23	1	3
Chemist	30%	80	1	Week	5.5	15	0.5	1
Cafes	30%	80	1	Week	7	11	2	3
Pub	25%	70	1	Week	7	10	2	3
Takeaway food	20%	50	1	Week	7	7	0.5	0.4
Medical centre	20%	50	0.5	Week	5	5	1	1
Baths	10%	30	0.5	Week	7	2	1	0.3
Playgroup*	10%	30	1	Week	3	10	4	5
Retail Service Parking Demand (parks per day)						83	8 - 17	

Most parking demand is in the Brooklyn CBD

**5 - 12**

Playgroup parking demand is in Baden Powell Ave

**3 - 5**

Calculations have been prepared by the BCA based on information in the Proposal, ABS and published information, and expected patterns of activity