



Brooklyn Community Association

Submission

Hornsby Shire General Managers Draft Report
GM24/22C

Car Parking Management – Brooklyn

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Introduction and Purpose

This document presents the consolidated response prepared by the Brooklyn Community Association (BCA) to the Hornsby Shire General Manager's Draft Report GM24/22C on Car Parking Management – Brooklyn. This submission incorporates the Brooklyn Community Association's proposals for parking management controls in the Brooklyn Village that we believe will be more effective, more equitable and more responsive to the community, river residents' and visitors requirements than the controls proposed in the exhibited Council's Car Parking Management Report. The BCA submission is based on consultation with the community and businesses undertaken throughout the period of Exhibition and with reference to earlier Place Plan forum outcomes.

The BCA has strongly supported Hornsby Council in consultation with respect to their Place Planning and Car Parking studies. We now fully support the finalisation of Council's Parking Management Study Report following consideration of all submissions and implementation as quickly as practicable. We thank Council and Council officers who have listened to the communities and worked hard to develop the Car Parking Management Report. However, as we have stated before, feedback from residents and businesses indicates that the Council's Report did not address all community requirements and all precincts, and does not canvas the full breadth of potential options. There is a gap between the scope of Council's Report and the expectations of our communities and businesses.

However, the Council's Report did provide a framework for constructive action with thorough and transparent investigation and consultation, by both community associations and Council.

Accordingly, with the Report being placed on exhibition, the BCA has consulted in depth with Brooklyn community residents and businesses to develop our response to Council's Report, enumerated within this document. We have also encouraged individual respondents to make submissions. We also acknowledge that river community associations have worked hard to develop their responses to Council's Report.

Consultation for the Submission

During the Exhibition period, the following consultation sessions were held by the BCA.

- Workshop with Brooklyn residents: where residents were invited, and a group of interested people reviewed and critiqued Council's Report.
- Individual interviews with local businesses to assess their parking requirements and suggest potential solutions.
- The BCA September meeting provided a forum for questions and answers with our State and Local representatives.
- A walkaround/inspection with Matt Kean and HSC Ward A Councillors of potential additional parking areas utilising State Rail land.
- A specific workshop with Karoola and William Street residents, who we identified were not addressed in Council's Report, and potentially significantly impacted by its recommendations.
- The BCA's final draft submission was provided to 35 Brooklyn residents who participated in the consultation process and who offered to review the contents to ensure fair representation/accuracy of proposed solutions and sentiments.

This document has been prepared directly from the outcomes of the workshops, interviews, and opinions received from residents, businesses, and recreational clubs, and includes a consolidated position for Stage 1, a set of alternate views received relating to each precinct and preliminary concepts for Stage 2 solutions.

In total, this submission is based on direct consultation and participation with upwards of 80 Brooklyn residents, 20 representatives of 16 businesses and 5 recreational clubs. It has also been influenced by the constructive dialogue between the committees of the BCA, the Dangar Island League, Wobby Beach community representatives, and other river community associations, particularly with respect to achieving equity for all user groups.

Overview of the Parking Situation and BCA Proposals

The Current Parking Situation

Brooklyn is residential village, a transport hub for the river and a tourist destination with a major focus on boating and fishing. The multiple and different usages cause considerable contention for parking in the village. There are currently approximately 600 parking spaces in the Brooklyn Village Centre (east of the rail bridge) of which 87% are unrestricted. 64% of the parking is on-street with peak occupancy of 89% and off-street peak occupancy of 100%. There are a limited range of parking controls on-street in the Brooklyn Village Centre and an overwhelming demand experienced on weekends and Public Holidays by all user groups. River residents also utilise parking in Brooklyn to park their vehicles both short and long-term. Overall, there is a deficit in parking supply and a lack of enforcement for the limited existing controls.

The majority of parking areas are fully parked-out most of the time during the week and weekends, and many times visitors and residents find it hard to locate available space. Streets/locations in the Dangar Road triangle, Dangar Road behind the Marina, Lower McKell Park, and Karoola St are frequently fully occupied. Parsley Bay boat and trailer parking is only at capacity on weekends and public holidays (mainly during the warmer months) and is usually partly vacant Monday to Friday, while parking restrictions prevent the vacant spaces being used by other users.

Principles Applied in Choosing Solutions

The BCA established a set of parking principles that we applied to assess proposed solutions.

- No overall increase in parking capacity across the village, but reallocation of existing parking and utilisation of unused railway land to replace premium land currently used for parking.
- Minimised parking on foreshore land, to provide increased green space.
- Improved management of existing parking capacity, to ensure the viability of businesses.
- Increased availability of different time-restricted parking types to support different user groups.
- Short-term parking aligned to better support access to businesses and services.
- On-street parking not consumed by long-term car and boat trailer parking.
- Retained and increased longer-term parking availability outside peak demand times.
- Paid parking introduced to encourage more sustainable parking and travel behaviour.
- Residential and commercial development to provide sufficient off-street parking.
- Medium and long-term parking solutions driven by place-planning outcomes.
- Increased opportunities for car sharing schemes and on-street charging bays.

We trust that many of these principles will be achieved by Stage 1 solutions whilst some require Stage 2 solutions to be implemented.

Stage 1 Proposed Solutions

The Brooklyn community generally agrees that timed parking is required throughout much of Brooklyn Village Centre, to better manage the use and availability of parking spaces. However, a single, simple timing protocol (as proposed in Council's report) will not work for any of the user groups in Brooklyn and will perpetuate the contested chaos as is currently experienced. Proposed timed parking is generally limited to daytime hours (6am to 6pm). We acknowledge that any changes will affect both River and Brooklyn resident communities, especially in areas where businesses and services are located.

The BCA has identified that user groups have differing needs and the BCA's submission proposes fairer solutions for all user groups, including:

- Short-term spaces (15 & 30 mins);
- Medium-term (4, 8 & 12hrs) with limited introduction of angle and stacked parking;
- Longer-term (72hrs and unlimited timing at Upper McKell overflow area);
- Specific small provision for authorised shift workers and authorised businesses;
- Retention of commuter and accessibility parking and provision for authorised users and car share spaces (e.g. Go Get style);

- request a small increase in permit parking to assist Brooklyn residents with no on-site parking and support the retention of existing paid parking permits for River residents (Dangar Road car park);
- Removal of all cars, car and trailer parking restrictions in Parsley Bay car park on weekdays and implementation of restrictions as outlined in P6 Parsley Bay Precinct only on weekends and Public Holidays.

These proposals will achieve the following benefits.

- Foreshore spaces for short-term users, especially visitors.
- Increased turnover of most spaces, with many spaces unlimited overnight.
- Provision for river residents to park overnight, for 3 days or unlimited in Upper McKell overflow area, without committing to significant capital funding and long-term leases. In the order of 200+ 8hr, 72hr and unlimited spaces would be available with access to overnight parking in 4hr spaces.
- Parking for business staff would be available in Wambool Street, at the Upper McKell overflow area and Parsley Bay (weekdays).

The BCA believes that the proposed solutions will require smart parking devices to achieve the most effective result from these proposals. We suggest ticket machines could be implemented to manage parking times, encourage accountability and behaviour change initially without a parking fee. This would allow the incremental introduction of paid parking.

In addition to parking solutions, the BCA suggests that the following solutions would accompany parking changes.

- Traffic calming throughout the Village Centre, including a 10 kph shared zone in the Palm Avenue section of Dangar Road.
- 40 kph speed limit in the entire Village centre to mitigate speeding vehicles from the road rail bridge to the Medical Centre intersection and to Wharf area and Parsley Bay area.
- Removal of trailers with or without boats from within the Brooklyn Village Centre, requiring provision of a paid trailer parking west of the rail bridge around the perimeter of Tom Richmond Oval.
- Signage to prohibit the entry of long vehicles and towed caravans along Dangar Road and Palm Avenue (except delivery vehicles, rail vehicles and buses).

The BCA proposes that Stage 1 solutions are implemented as quickly as practicable and with a recognition that some of these solutions, particularly in the Dangar Road “piazza” and Lower McKell Park northern side, are for a maximum of three years to allow for return of these parking areas to recreational open space, and for longer-term solutions such as a built carpark, subject to appropriate funding opportunities.

The Funding Question and The Future

Council has raised the issue of lack of funding every time community proposals are made for parking. It has been reported that Council’s “main driver is people from outside wanting to park here”. Taking the revenue from the construction of thousands of new apartments throughout Hornsby Shire, promoting Brooklyn as a regional destination (for those new residents), then believing that they have already invested significant funding into a small and remote village, and no further funds are available, seems a contradiction.

The Brooklyn community, and no doubt the river communities, will work closely with Council to acquire State, Federal and potentially commercial, funding to achieve an outstanding long-term outcome. Between Council, the BCA and river communities, there are the skills, the experience, and the commitment to design and deliver sustainable solutions for residents, businesses and visitors to maintain Brooklyn as “the jewel in the crown of Hornsby Shire's unique and diverse landscape”.

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Precincts

This document addresses the users, requirements, proposals and potential requirements for each of the following precincts:

- P1. Brooklyn Village Centre and Surrounds
- P2. Dangar Road/Wharf Car Park
- P3. Lower McKell Park (East of the Slip Road)
- P4. Upper McKell Park – Slip Road and No through Road
- P5. Upper McKell - Overflow Area
- P6. Parsley Bay
- P7. Trailer Parking Exclusion
- P8. Karoola Street and North William Street
- P9. South William and George Streets
- P10. Transport & Rail Land
- P11. Built Car Park Options – Stage 2
- P12. West Brooklyn – Overflow Parking for Trailers and Cars

Stages of Implementation

The Council has defined two stages of implementation:

- **Stage 1:** being immediate and medium-term solutions.
The BCA considers that Stage 1 will take a *minimum* of 0-3 years for long-term solution concepts, designs and projects to be implemented, and a period of substantial transition solutions is required until longer-term solutions are implemented as Stage 2
- **Stage 2:** being implementation of longer-term solutions such as a built car-park, subject to appropriate funding opportunities. However, Stage 2 must recognise that parking demand may substantially change over the period, and implementation of current solutions may be inappropriate for the future.

Attachments

Maps

- **Village Map: Parking Precincts:** the Parking Precincts identified by Hornsby Council, with additional Precincts added by the BCA for further investigation and identification of requirements.
- **Village Map: Proposed Reallocation of Parking Spaces:** Stage 1 (0-3 years): a map of the village prepared by the BCA to show proposed parking timings across all streets and locations in the village during Stage 1.

References to specific streets and locations on the map are shown in the text in the following pages in square brackets [A].

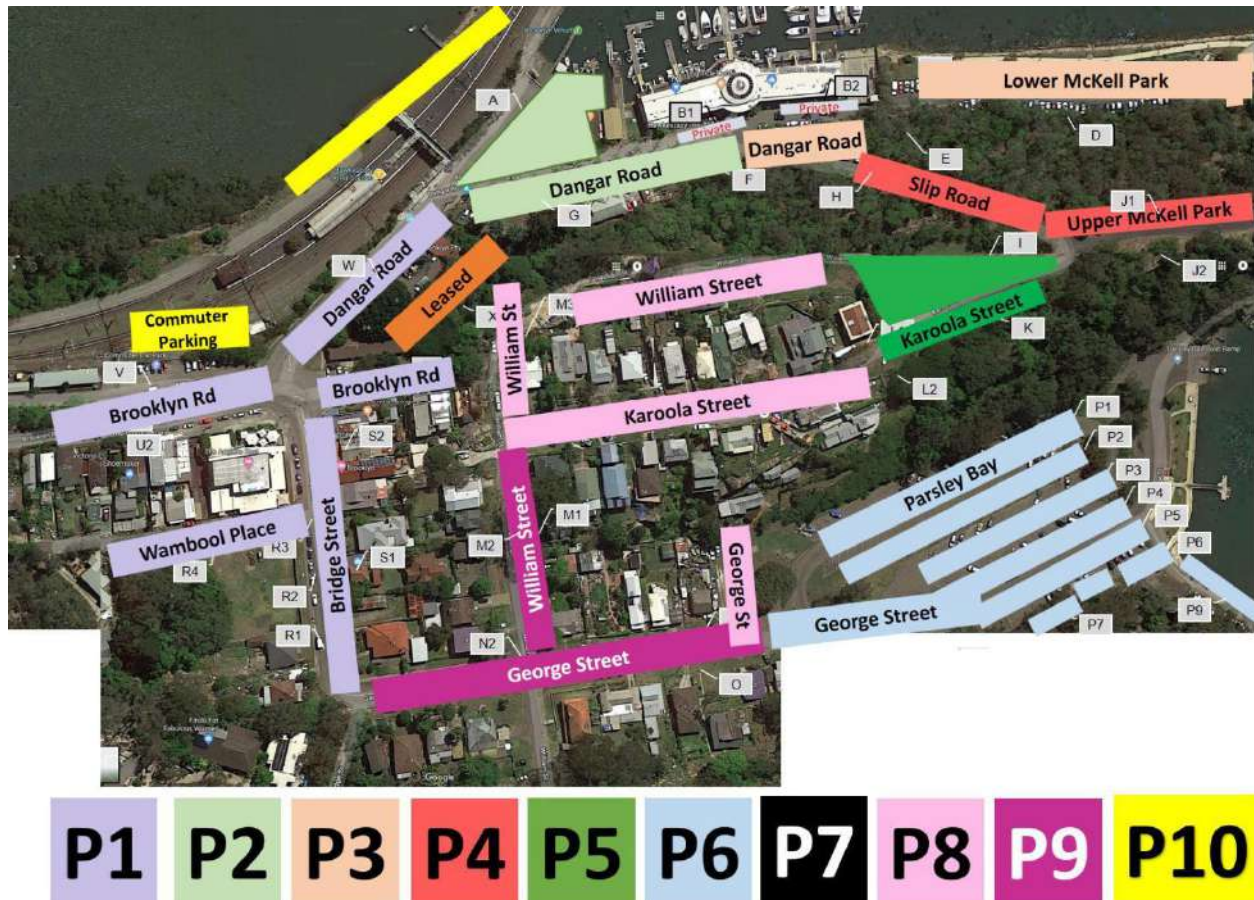
Pictures

- **Parsley Bay Aerial Photo:** A table summarising the current and proposed parking spaces by type for each precinct, and totalled for the whole village.
- **Parsley Bay Car Usage Photo:** A table summarising the current and proposed parking spaces by type for each precinct, and totalled for the whole village.

Tables

- **Inventory Summary: Proposed Reallocation of Parking Spaces:** A table summarising the current and proposed parking spaces by type for each precinct, and totalled for the whole village.

Village Map: Parking Precincts



This map identifies all parking areas in the Brooklyn Village (East of the Rail Bridge), and proposes revised parking space usage and time limits for each area. References are shown in square brackets [A].



P1. Brooklyn Village Centre and Surrounds

Identified Key Users

- Residents
- Customers to the retail businesses, incl. PO, Pharmacy, Real Estate Agency, Café, Pub and restaurant customers
- Patients for Medical Centre
- Users of the Community Meeting Room
- River residents
- Tourists/Day Visitors
- Commuters
- Motel and Hotel Clients
- Business staff
- Delivery vehicles

Brooklyn Residents and Businesses Consolidated Position – Stage 1

- 6am to 6pm seven days per week to allow for greater turnover of car places.
- Identify and mark all potential parking spaces (where marking would increase utilisation).
- Install directional signage.
- Install signage “Not suitable for caravans and boat on trailers”.
- Enforcement of car parking restrictions.
- Progressively install smart technology to support parking strategy.
- Exclude all trailer parking in P1.
- Wherever possible, identify undersized space for motorcycle parking use, applying the same time limitations.

Brooklyn Road East of Railway Bridge and Bridge Street

- 2 X 15-minute parking spaces [S2] (very short term) on north-eastern side of Bridge Street.
Reason: to facilitate quick visits to local businesses.
- 1 X 15-minute parking spaces [U2] (very short term) outside the retail strip in Brooklyn Rd.
Reason: to facilitate quick visits to local businesses.
- 28 X 4-hour parking spaces [U1, U2] on Brooklyn Road east of the Rail line (both sides).
- 24 X 4-hour parking spaces [S1, R1, R2, R3] in Bridge Street (both sides).
- 3 X 72-hour parking spaces [T1] and 6 4-hour spaces [T2] in Brooklyn Road east of Bridge Street.
- 20 X untimed “commuter parking” spaces [V] on rail land on Brooklyn Road.
- 13 X paid Parking Permits for Brooklyn Road, Bridge Street and Karoola Road (Brooklyn Village residences) that historically have no off-street parking.

Note: this is equivalent to number of paid permits that are issued to river residents in the Dangar Road Car Park and will ensure equality between Brooklyn and River Communities.

Max 1 parking permit per household at comparable reduced cost to the Dangar Road Car Park (rationale – Dangar Road car park behind senior citizens is exclusive use. Residents with parking permits may not be assured of a parking space in proximity to their residence or at all during peak times.

These permits are not to be assigned or transferred.

Reason: To provide for some paid Parking Permits like those currently issued to river residents while avoiding the pandora box of parking permits for all.

- 1 X Accessibility Parking space (already in place).

Wambool Place

- 6 X 8-hour parking space [R4].

P1 6-10 Dangar Road

- The Brooklyn Community overwhelmingly support a hands-off approach for additional parking. The BCA does not support a built car park on properties owned by Council within this heritage strip including the Cottage, Fitzie's, Seniors Centre, Medical Centre and surrounding green space. Reason: Heritage streetscape must be retained (and upgraded) in accordance with the Community's and Council Vision (following earlier master plan and place planning initiatives) for an interconnected town centre with green space on the waterfront.
- 13 X Parking Permit spaces [X] allocated to river residents located behind buildings (already in place).

Dangar Road South to North (parallel to the rail line to the corner of P2)

- 1 X 15-minute parking space [W] outside Fitzie's– to support takeaway collection or to collect a train/bus commuter.
- 7 X 4-hour parking spaces [W] in Dangar Road South to North.

Alternative Views Received from Brooklyn Residents and Businesses

- *All residents of Brooklyn ought to retain their historical parking where private residential parking is not accessible. It is easy to identify those who need parking with individual consultation. Permits as required (car, van, trade, trailer, motorbike, boat).*
- *Suggestion for 8-hour parking spaces in Bridge Street.*
- *No 4-hour parking as it disadvantages residents and businesses and only supports tourists.*
- *Paid parking throughout Brooklyn village – further consultation with the community once other more important issues noted above are sorted.*
- *Encourage business owners and their employees to park outside the Village Centre on weekends/Public holidays to free parking for local residents and visitors.*
- *Introduce paid parking throughout the village to encourage greater use of public transport.*
- *Reconfigure intersection of Brooklyn and Dangar Roads to improve safety, and introduce improved "traffic calming", by reducing the speed limit within the village.*
- *Council to consider the use of smaller commuter buses to service the 592 route.*
- *1 X Ambulance parking adjacent medical centre (Mon to Fri).*

Brooklyn Residents and Businesses Consolidated Position – Stage 2

- Commence process of an interconnected village with emphasis on walking and the removal of cars from the waterfront.
- Relocate bus stop and coach set down area away from Shared Zone.

P2. Dangar Road/Wharf Car Park

Identified Key Users

- River residents
- Local residents attending the Cottage
- Tourists/Day Visitors
- Commuters
- Café and restaurant customers
- Ferry passengers

Brooklyn Residents and Businesses Consolidated Position – Stage 1

- 6am to 6pm seven days per week to allow for greater turnover of car places.
- 72-hour car parking space expires at 11.59pm on Day 3.
- Support shared zone, with a 10kph speed limit.
- Identify and mark all potential parking spaces (where marking would increase utilisation).
- Install directional signage.
- Enforcement of car parking restrictions
- Progressively install smart technology to support parking strategy.
- Lockers are not supported (reasons – vandalism and trading public space for an alternative off-shore storage option).
- Exclude all trailer parking in P2.
- 11 X 72-hour parking spaces [G] on the southern side Dangar Road (Palm Trees) - the car space expires at 11.59pm on Day 3.
Reason: to accommodate river residents and longer stay tourists.
- 31 X 4-hour parking spaces [A] in triangle area.
- Support retaining existing 4 accessibility spaces.
- Support 2 X car share parking spaces, “Go-get” accessible to all residents [G – navy colour].
2 X 15-minute parking spaces [F] opposite marina (western side of Slip Road) Reason: to allow for short visit to pick up take-outs, loading and unloading including small craft moored at the marina or visiting the public toilets.
- 10 X 4-hour parking spaces [F] (balance of parking) adjacent to the public toilets.
- Wherever possible, identify undersized space for motorcycle parking use, applying the same time limitations.

Alternative Views Received from Brooklyn Residents and Businesses

- *Parking in P2. Triangle should be available to commuters only.*
- *Installing a roundabout and relocating the bus stop back to the northern side of Brooklyn Road, opposite the Anglers Rest, would allow for better utilisation of the Wharf Carpark. This area ought to be for Disabled, tourist and business use only, car share and open space and lockers and ambulance, short term load.*
- *Implement time parking for bus/coach drop zone/parking in defined (and marked) area at the northern end of Dangar Road near the Riverboat Postman. Prohibit all day / multiple day parking and require buses and coaches to not idle engine more than 5 minutes in these zones.*

Brooklyn Residents and Businesses Consolidated Position – Stage 2

- Support long-term vision to transform triangle area into river front open space/piazza.
- Commence process of an interconnected village with emphasis on walking and the removal of car parking on the waterfront.
- Relocate bus stop and coach set down area.
- If warranted increase commercial base car share spaces.

P3. Lower McKell Park (East of the Slip Road)

Identified Key Users

- Residents visiting children's playground, baths, barbeques, and Flat Rock Point walking path
- River residents, particularly those with boats at the BMC.
- Marina business customers (including Marina berthing, jet ski day trips, Barbeque boat hire, laundrette, general store).
- Tourists/Day Visitors including cyclists
- Short Term Accommodation Clients
- Café and restaurant customers
- Local business clients
- Fisherman
- Tourist businesses
- Special needs groups
- Tradies
- Carers

Brooklyn Residents and Businesses Consolidated Position – Stage 1

****There is support from the Brooklyn community and businesses for the following options for a maximum 3 years.** A period of three (3) years would allow for alternative paid parking and/or built car park to be identified and constructed.

If an alternative is not progressed, the Brooklyn community supports the long-term objective that northern (river facing) area would be returned to open space for recreational use and would support that the southern side parking to be designated as short-term parking to ensure continued access to businesses, playground, the baths, the BMC, the picnic area, service and delivery vehicles.

- 6am to 6pm seven days per week to allow for greater turnover of car places.
- 72-hour car parking space expires at 11.59pm on Day 3.
- Support shared zone.
- Identify and mark all potential parking spaces.
- Install directional signage.
- Enforcement of car parking restrictions
- Progressively install smart technology to support parking strategy.
- Lockers are not supported (reasons – vandalism and trading public space for an alternative off-shore storage option).
- Exclude all trailer parking in P3.
- Wherever possible, identify undersized space for motorcycle parking use, applying the same time limitations.

P3 Lower McKell Park – Opposite Marina Eastern End

- 6 X 72-hour parking spaces [E] - the car space expires at 11.59pm on Day 3.
- Reason: This would allow river residents, carers and visitors/tourists providing care or other services or using land and the river-based facilities/activities to have sufficient time to provide care or services or enjoy river related recreation before being required to vacate a car parking space.
- This also acknowledges the parking related Sect 94 contributions made by nearby businesses who also rely on parking for their business operations.

P3 Lower McKell Park

- ****44 X 4-hour parking spaces [C] northern side (river facing).**

Reason: to facilitate greater turnover of car parking spaces to support the use of the baths, children's playground, access to improved walking path and local businesses.

****38 X 72-hour parking spaces [D] on the southern side of the existing car park - the car space expires at 11.59pm on Day 3.**

Reason: This would allow river residents, carers and visitors/tourists providing care or other services or using land and the river-based facilities/activities to have sufficient time to provide care or services or enjoy river related recreation before being required to vacate a car parking space.

This also acknowledges the parking related Sect 94 contributions made by nearby businesses who also rely on parking for their business operations.

- Retain existing 3 accessible spaces in Lower McKell Park.
- No additional loading/unloading spaces
- ****2 X Authorised parking spaces [C shown in light brown colour) for shift workers utilising Council's identified loading/unloading spaces R4.**
- Note: Trial 2 X authorised parking spaces for use by genuine shift workers at times of active night shifts...to be discussed and monitored by river community.
- ****Support continued access to BMC pontoons for loading.**

Alternative Views Received from Brooklyn Residents and Businesses

- *HSC allocate all its residents including offshore households, 1 car permit sticker. This will allow offshore HSC residents to park 1 vehicle in prime waterside car parking (being Dangar Rd and Parsley Bay) for a limited time of say, max 48hrs.... not widely supported by the Brooklyn community as it doesn't substantially change the current situation in these contested areas.*
- *HSC and State Gov. investigate options whereby Dangar Island residents can transport and park their vehicles on Dangar Island i.e. User pay Car ferry.*
- *The access provided to the BMC pontoons including Federation display occupy significant open space. (Federation display could eventually be relocated along the river promenade. The current loading zones in the current parking area are not utilised as river residents cars use the access road to offload shopping etc. My preference is to resume the access to the pontoons as open space for visitors to lower McKell Park. Off shore residents would continue to use the current loading zones. It is reasonable to assume that residents who purchase shopping at a supermarket and take their shopping to their car in a car park is equivalent. If this is not acceptable, then the loading zones could easily be removed and returned to short term 4 hour parking spots.*
- *Do not build a multi-story car park within lower McKell Park.*
- *Prohibit Long vehicles (cars and trailers, caravans etc).*
- *Charge fees for tourist businesses using the facilities (barbeques etc)*

Brooklyn Residents and Businesses Consolidated Position – Stage 2

- Return Lower McKell Park to open space for recreational use within three years and provide a restricted short term parking within Lower McKell Park.

P4. Upper McKell Park – Slip Road and No through Road

Identified Key Users

- Residents using Upper McKell Park for exercise and recreational and social activities incl barbeques, picnics, walking and meditation
- River residents
- Marina business customers (including Marina berthing, jet ski day trips, Barbeque boat hire, laundrette, general store)
- Overflow for Tourists/Day Visitors; Short Term Accommodation Clients; and Café and restaurant customers
- Special needs groups

Brooklyn Residents and Businesses Consolidated Position – Stage 1

- 6am to 6pm seven days per week to allow for greater turnover of car places.
- Identify and mark all potential parking spaces (where marking would increase utilisation).
- Enforcement of car parking restrictions
- Progressively install smart technology to support parking strategy.
- Install directional signage.
- Exclude all trailer parking in P4.

Slip Road

- 26 X 8-hour parking spaces [H] (Corner Dangar Road and Slip Road (top of hill)).

This provides parking for residents, carers and visitors that require longer parking for activities such as water-based sports (i.e., fishing), and day trippers who may use of picnic and recreation facilities.

Also acknowledges the parking-related Sect 94 contributions made by nearby businesses who also rely on parking for their business operations.

No Through Road – Upper McKell Park

- Reconfigure northern side of no through road from parallel parking to angle parking to double available parking spaces.
- 15 x 4-hour angle parking spaces [J1] (eastern end closest to picnic area).
- 16 x untimed angle parking spaces [J1] (western end).
- Support installation of 1 X accessibility parking space at eastern end.
- Utilise excess sandstone blocks from Parsley Bay to prevent parking on the southern side in areas of risk – potential to drive over the edge.

Alternative Views Received from Brooklyn Residents and Businesses

- *Untimed resident parking by permit for HSC rate payers.*
- *Charge fees for tourist businesses using the facilities.*
- *Picnic tables rather than or as well as sandstone blocks for southern side.*

P5. Upper McKell - Overflow Area

Note: this area extends onto the land adjacent to the eastern end of William Street.

Identified Key Users

- Local and river residents as an overflow parking area.
- Visitors and tourists

Brooklyn Residents and Businesses Consolidated Position – Stage 1

- Identify and mark all potential parking spaces (where marking would increase utilisation).
- Install directional signage, more visible signs directing traffic to Upper Mackell Pk.
- Exclude all trailer parking in P5.
- No permanent gated car park should be constructed - Most Brooklyn residents do not support the loss of this open space to construct a gated, paid parking area for river residents only. The Brooklyn residents thank Council officers for putting forward this option – it is acknowledged that this was a huge “gesture” however, it is not considered to be the right location.
- The overflow area [I] is generally supported as a natural overflow parking area similar to the current usage for approximately 67 untimed car parking spaces.
- The Brooklyn community does not wish to see this natural open space area lost through leasing long term, but could consider supporting shorter-term leases.
- Prohibit trailer and long-term car storage.

Alternative Views Received from Brooklyn Residents and Businesses

- *No long-term parking or storage.*
- *No multi-level car park in this area.*
- *If Upper McKell Park is developed as a gated car park and/or storage area for River residents a lift should be installed for ease of access.*
- *Improved lighting.*
- *Slip Road and Karoola St one way for ease of traffic flow.*

Brooklyn Residents and Businesses Consolidated Position –Stage 2

- This area will require extensive community consultation with respect to the usage beyond Stage 1.

P6. Parsley Bay

Identified Key Users

- Sailors and boaties with vessels on swing moorings
- Non-motorised recreational water users i.e. kayakers, fisherman etc
- Water based clubs including junior and senior sailing, dragon boaters
- River residents
- Tourists/Day Visitors including bush walkers
- Local walkers
- Short Term Accommodation Clients
- River based tourist operators including Kayak hire, floating restaurants, eco boat tours, fishing charters etc
- Special needs groups
- Tradies
- Loading and unloading of service vessels such as garbage, building product delivery for river residents etc
- Water taxi users
- Carers

Brooklyn Residents and Businesses Consolidated Position – Stage 1

- Identify and mark all potential parking spaces (where marking would increase utilisation).
- Install directional signage.
- Progressively install smart technology to support parking strategy.
- Enforcement of car parking restrictions
- Lockers not supported (reasons – vandalism and trading public space for an alternative off-shore storage option).
- Exclude all trailer parking in P6.
- 4 X untimed car parking spaces [P10] on the southern side of the break wall.
- 2 X authorised parking spaces [P10 shown in light brown] to support Water Sport Hire businesses at eastern end of the break wall, max stay 72 hours see attached photo example.
- 4 X 30-minute parking spaces [P10 beyond map boundary] at eastern end of the break wall to facilitate loading and unloading.
- 94 X 12-hour car and trailer parking spaces [P1, P2, P3 to P4] Weekends and Public Holidays.
- 35 X 4-hour car parking spaces currently car parking spaces [P5, P8 and PT]; includes north and south side of George Street; Weekends and Public Holidays only.
- ***13 X 12-hour parking spaces [P6 and P7] (allow stacked parking which would provide up to 26 spaces) spaces for cars only to facilitate non-motorised water sports, such as recreational sailing with friends, sailing club events and dragon boating and river-based business pickups; Weekends and Public Holidays only.
- Unrestricted Parking Monday to Friday for cars and cars and trailers within Parsley Bay carpark.
- 2 X accessibility spaces - outside toilet (already in place).
- HSC to consider opening western end of car park (adjacent to the unformed George St) [P9] for overflow untimed car parking for residential use.
- Reason: Weekend and Public Holiday only restrictions would encourage greater utilisation of this area as current signage has resulted in reduced and inadequate parking spaces available to tradies and cars without trailers who utilise Parsley Bay on weekdays for passive water sports and recreation or as a pickup point to travel to “work” for the river communities.
- Wherever possible, identify undersized space for motorcycle parking use, applying the same time limitations.

Alternative View(s) Received from Brooklyn Residents and Businesses

- *Residents and visitors comment that there has been an overuse of large sandstone blocks resulting in damage to cars and causing a distraction from the natural environment.*
- *Commence charging for parking ASAP.*
- *Loss of “informal” parking spaces (incl. grassed areas) utilised by drivers at peak times forcing inappropriate displacement parking into surrounding Village residential and commercial areas.*
- *Visitors to the Parsley Bay report that the signage is confusing.*
- *Specific comments relating to removing the excess sandstone blocks in George Street heading west beyond toilet block.*
 - *The placement of these blocks has caused damage to parked cars when a car door has been opened and collided with the blocks.*
 - *To park on the grass area isn't possible if the L shaped (4) blocks are maintained and cars are parked parallel to the gutter.*
 - *The grass area narrows heading west, and the sandstone blocks prevent safe passage of a person walking on this grass with a stroller.*
- *There needs to be an equivalent for commercial businesses using the BBQs and facilities in lower McKell (to be charged) for the Parsley Bay area as well, unless they are for strictly community club use.*
- *Placement of sandstone blocks at the eastern end of the carpark has received very positive feedback by creating a safe area for picnicking under the trees with visual contact to Parsley Bay.*
- *Given the proposed rate increases and special rate variation the residents of Brooklyn request that any superfluous sandstone block is removed to reduce/eliminate the extra costs to upkeep the area around the sandstone blocks i.e. individually mow around and whipper snipper around each block.*
- *Stacked parking on either side of the toilet facility is time limited for Stage 1 to enable a disability access footpath to be provided from Parsley Bay foreshore through to the beginning of George Street. This area is congested and dangerous for pedestrians, those with mobility requirements and families with strollers and prams.*

Brooklyn Residents and Businesses Consolidated Position – Stage 2

- *Parsley Bay was generally supported as the preferred location for a user pay built car park against the northern cliff face of the current car park with the eastern end providing for existing water sport's - this would require extensive community consultation.*

Note: not supported is a built car park that would cover much of the existing car park or be extremely visible and intrusive from Upper McKell Park and Karoola Street residences.

- *No increase in the overall BMC mooring facility numbers within Parsley Bay without extensive community consultation, giving consideration of relocating BMC members who only access their cars and do not use public transport.*

Parsley Bay Aerial Photo - Image by Jeff Potts



Parsley Bay Car Usage Photo - Images by Jeff Potts



P7. Trailer Parking Exclusion

Identified Key Users

- Brooklyn residents
- River residents
- Recreational boaties
- Tradies

Brooklyn Residents and Businesses Consolidated Position – Stage 1

- It is widely supported by the Brooklyn Community that trailer parking should not be permitted either on street or on public land within the Brooklyn Village Centre east of the railway bridge. The exception would be a car and trailer parked within the Parsley Bay car park. This approach has been supported due to the scarcity of available public car parking.
- Residents within the Brooklyn Village Centre, east of the railway bridge, be permitted to park their trailers wholly within their own land.
- Trailer share scheme is tentatively supported including the inclusion of a box trailer within the scheme.
- HSC to investigate and implement paid trailer parking within the perimeter sections of Tom Richmond Oval complex (or another location).
- Enforcement of car parking restrictions

Alternative Views Received from Brooklyn Residents and Businesses

- *What about boats and trailers owned by residents?*

Brooklyn Residents and Businesses Consolidated Position – Stage 2

- Support in the longer-term HSC suggestion to pair a paid parking arrangement in Parsley Bay with a smart notification system that alerts incoming boat launchers to the absence of available parking prior to launching their boat.

P8. Karoola Street and North William Street

Identified Key Users

- Local homeowners and renters
- River residents
- Overflow parking for tourists and boaties

Brooklyn Residents and Businesses Consolidated Position – Stage 1

- Identify and mark all potential parking spaces (where marking would increase utilisation).
- Install directional signage.
- Trial “Resident Parking” or “Local Traffic Only” signage.
- Exclude all trailer parking in P8.
- Enforcement of car parking restrictions

Alternative Views Received from Brooklyn Residents and Businesses

- *60% households who provided opinions disagreed with Slip Rd/Karoola St being one-way. A frequent concern was having to enter one-way Slip Road and then Karoola St via the already congested Dangar Road and in the future a shared zone.*
Resident permits, accompanied by resident parking restrictions, would alleviate the issues in the street. Suggestions included provision paid Parking Permits Karoola Road that historically have no off-street parking.
Max 1 per household at comparable cost (or be reduced cost as it is not exclusive) to Dangar Road Car Park.
These permits are not to be assigned or transferred.
Reason: To provide for paid Parking Permits like those currently issued to River Residences while avoiding the Pandora box of parking permits for all.
- Need resident stickers in Karoola St. (Steet has historic homes).
- East Brooklyn is a small residential area and as such each household should be consulted and have their parking needs met individually, appropriately and reasonably.
- Brooklyn East Residents ought not have any parking restrictions at all! Council should not introduce a resident parking permit scheme, or leasing spaces for a fee (part of the economics of choosing your residence).
- The "public" land is overgrown, unable to be maintained and space taken by long-term storage. Some spaces being claimed "as their own".
- Cars and boat trailers have a "broken window" effect, everyone leaves their vehicles regardless of where they live.

Brooklyn Residents and Businesses Consolidated Position – Stage 2

- Karoola Street and North William Street will require careful monitoring and extensive community consultation with respect to the management/usage beyond Stage 1 to ensure residents enjoy a quiet and safe environment.

P9. South William and George Streets

Identified Key Users

- Local homeowners and renters
- River residents
- Overflow parking for tourists and boaties

Brooklyn Residents and Businesses Consolidated Position – Stage 1

- Identify and mark all potential parking spaces (where marking would increase utilisation).
- Install directional signage.
- Trial “Resident Parking” or “Local Traffic Only” signage on William Street south of George Street as this is a private road.
- Progressively install smart technology to support parking strategy.
- Enforcement of car parking restrictions
- Exclude all trailer parking in P9.
- 11 X 72-hour parking spaces [M1 and M2] - the car space expires at 11.59pm on Day 3.
- Reason: This would allow residents and visitors to enjoy consecutive days being required to vacate a car parking space.
- 37 X 8-hour car park spaces [N1 and N2] on both sides of George Street.

Alternative Views Received from Brooklyn Residents and Businesses

- *No timed parking in George Street.*
- *Resident permits, accompanied by parking restrictions, would alleviate the unforeseen issues that may result in the street.*

Brooklyn Residents and Businesses Consolidated Position – Stage 2

- No specific feedback has been received.

P10. Transport & Rail Land

Brooklyn Road Rail Carpark, Rail Causeway and Rail Carpark Extension

Identified Key Users

- Commuters
- Businesses
- Overflow parking for tourists and Brooklyn and River residents

Brooklyn Residents and Businesses Consolidated Position – Stage 1

- State Rail identify and formalise current parking area [V] for commuters through marking all parking spaces and the use of smart technology (Monday to Friday).
- Integrate ferry access with overall transport services through the use of the Opal Card system.
- HSC continue to lobby State Rail and Transport for access to rail land for additional parking.
- The Causeway is considered the most achievable, less costly option that could be expedited for parking as part of Stage 1. This area is now widened and received a recent bitumen coating making it safe and viable.

Alternative Views Received from Brooklyn Residents and Businesses

- *Prioritise the extension to the Rail Carpark, or any other rail land must be lobbied for access to secure parking into the future.*
- *Investigate the Railway Cottage land west of the bridge for overflow cars and cars and trailers.*
- *Parking on the Causeway is not supported. It is highly visible from the water, re-instates the principle of parking on a foreshore is permissible. It is highly dangerous for pedestrians navigating cars and trucks with no footpath provided. It is not a shared zone.*
- *Public transport is the solution, not environmental vandalism and increased congestion.*

P11. Built Car Park Options – Stage 2

Identified Key Users

- River residents
- Local residents (very limited)
- Investors

Brooklyn Residents and Businesses Consolidated Position – Stage 2

Currently the Brooklyn Community, to varying extents, have been made aware by Council and/or River Community Focus Groups of five (5) separate Built Carpark Options. All the options remain in their infancy with limited detail. In no particular order:

- **Dangar Road Car Park:** The construction of a tiered, split level, five-level car park for approximately 160 cars with access at the Brooklyn Road end (past the medical centre) and exit to William Street (unformed Road).
 - This location is not supported for a built car park and the Brooklyn Community holds a long-term view of “hands-off” this area on properties owned by Council within this heritage strip including the Cottage, Fitzies, Seniors Centre, Medical Centre and surrounding green space. The community believes that the heritage streetscape must be retained (and upgraded) in accordance with the Community’s Vision for a vibrant interconnected village centre with green space on the waterfront celebrating our maritime and rail heritage.
 - This land is Operational Land owned by HSC and highly valued by the Brooklyn Community for a continuous community use that dates back to the turn of the century.
 - Heritage structures would be removed/moved – Seniors Centre (originally 1950’s, not heritage listed), Railway Shelter Shed (heritage listed) and the Cottage (heritage listed).
- **Dangar Rd/Slip Rd Car Park:** This option was presented to the BCA within the final week of Exhibition and has not been explored with the Community.
 - The construction of a tiered, four-level car park on-ground car park for approximately 190 cars with access off the Slip Road on mostly undeveloped bush land owned by Crown Land immediately behind the Hawkesbury River Marina extending from Dangar Road up to William St in Upper McKell Park.
 - This incorporates the carpark in the Upper McKell land that HSC’s current management plan suggests the river communities negotiate with Crown Lands to develop. It extends this proposed land area down to Dangar Road. The parcel of land fronting Dangar Road is owned by HSC and currently provides 12 car park spaces and has a small park, toilet block and rubbish collection area.

Initial discussions that this proposal is not supported for the following reasons: the loss of bushland, highly visible from the river, excessive area occupied, and loss of amenities and business car parking spaces. Contours would not support the location of this carpark.
- **Upper McKell Park:** It is proposed by HSC that river residents be offered space in the overflow area of Upper McKell Park to develop a resident only gated parking area – at their cost. See P5. Upper McKell - Overflow Area.
 - This is not supported by the Brooklyn community as stated in P5.
- **Parsley Bay:** was supported by some community members as a location for a user-pay built car park against the northern cliff face of the current car park. However, this may not find support from Parsley Bay residents, who would need to be extensively consulted. The appropriateness of a sizeable built car park in this waterfront location would be subject to environmental impact studies. The eastern end of the car park should provide for existing water sports eg: sailing, kayaking and dragon boating.

- **Central Marina Car Park:** This option was presented to the BCA in the last three days of the Exhibition period and has not been explored with the Community.
 - This car park is located to the south of Dangar Rd opposite the Marina, with access from the Slip Road.
 - The proposal is for 146 covered car parking spaces on staggered levels within a confined area.
 - It is not proposed to remove the current carpark, small park, toilet block and rubbish collection area.
 - This proposal retains Upper McKell park as an overflow parking area.
- On preliminary indications, this could be the most acceptable built carpark proposal for businesses, river residents and the Brooklyn community.

Some Observations by the Brooklyn Community relating to Built Carparks.

For Long-term parking options:

- *Any built or exclusive carpark should be paid for by the users not financed by the rate payers.*
- *Operational public land should not be donated to support private car parking and storage arrangements.*
- *The focus of the Brooklyn Community Association has been to consider how to accommodate parking within available space and provide for more efficient and responsive parking arrangements than currently exists. It also acknowledges that there may be unintended consequences and all options need to be considered in terms of their impact, for example, having the effect of moving long term car storage or other into the western end of Brooklyn township.*
- *A car park may be considered a quick fix but it will inherently encourage more cars into what is considered as a finite land base.*
- *International evidence suggests that behaviour change of users in the longer term with restrictions will assist to curb continued growth of accommodating vehicles in a relatively confined environment. Better coordination and frequency of transport modes/uses need to be implemented of the near and long term.*
- *Some have expressed that it isn't fair that people who live on an island should take up prime real estate around Brooklyn Village and areas close to the foreshore.*
- *Building more car parks will encourage people to have/bring more cars.*
- *Built car park options...will there be a substantial need in 10 years plus.*

P12. West Brooklyn – Overflow Parking for Trailers and Cars

Identified Users Groups

- Brooklyn and river residents (trailers)
- Locals and visitors/tourists (overflow parking)

Brooklyn Residents and Businesses Consolidated Position – Stage 1

- Brooklyn Road is a residential road and needs to be considered in that way. People along the road need to safely get in and out of their driveway. On a Sunday, it takes a long time to exit driveways and some residents have reported close calls with incidents with vehicles travelling at speed up and down Brooklyn Rd.
- Hornsby Council carefully monitor unintended impact of parking changes on “West Brooklyn” and implement appropriate strategies.
- It is noted by the Brooklyn Community that the potential exclusion of trailer parking on local roads east of the Rail Bridge in the Brooklyn Village precinct will mean that capacity of the boat ramp is capped i.e. capped at 94 car and trailer parking spaces. Potentially, overflow car with trailer parking will be limited to west of the rail bridge outside of the village centre. The impact of this approach will need to be monitored.
- Paid trailer parking on the perimeter of Tom Richmond Oval is supported by the Brooklyn community, subject to community consultation.

Alternative Views Received from Brooklyn Residents and Businesses

- *The congestion that is currently experienced within the Brooklyn Village and the waterfront areas will likely be experienced by those living west of the Rail Bridge.*

Brooklyn Residents and Businesses Consolidated Position – Stage 2

- Salt Pan Oval is considered appropriate for paid overflow car parking only at times of high demand

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Inventory Summary: Proposed Reallocation of Parking Spaces

No	Precinct Name	Current Parking Space Types	New Parking Space Types	Current	Stage 1
P1	P1. Brooklyn Village Centre & Surrounds				
		Medium-term Parking (4hrs)	Very Short-term Visitors (15mins*) Medium-term Parking (4hrs) Medium-term Parking (8hrs) Long-term Parking (72hrs)	- 33 - -	4 56 6 3
		Untimed Parking	Untimed Parking	36	-
		Leased Parking	Leased Parking	8	8
		Accessibility Parking	Accessibility Parking	1	1
Total	P1. Brooklyn Village Centre	Totals	Totals	78	78
P2	P2. Dangar Road/Wharf Car Park				
		Medium-term Parking (4hrs)	Very Short-term Visitors (15mins*) Medium-term Parking (4hrs) Long-term Parking (72hrs)	- 23 -	2 41 11
		Untimed Parking	Untimed Parking	33	-
		Accessibility Parking	Accessibility Parking	4	4
			Car Share	-	2
Total	P2. Dangar Road/Wharf Car Park	Totals	Totals	60	60
P3	P3. Lower McKell Park				
		Medium-term Parking (4hrs)	Medium-term Parking (4hrs) Long-term Parking (72hrs)	6 -	44 44
		Untimed Parking	Untimed Parking	84	-
		Accessibility Parking	Authorised shift workers Accessibility Parking	- 3	2 3
Total	P3. Lower McKell Park	Totals	Totals	93	93
P4	P4. Upper McKell Park & Slip Rd				
			Medium-term Parking Angle (4hrs) Medium-term Parking (8hrs)	- -	15 26
		Untimed Parking	Untimed Parking	61	-
		Accessibility Parking	Untimed Parking Angle Accessibility Parking	- -	15 1
Total	P4. Upper McKell Park & Slip Rd	Totals	Totals	61	57
P5	P5. Upper McKell Overflow Area				
		Untimed Parking	Untimed Parking	52	67
Total	P5. Upper McKell Overflow Area	Totals	Totals	52	67
P6	P6. Parsley Bay				
		Medium-term Parking (4hrs)	Short-term Visitors (30min) Medium-term Parking (4hrs) Medium-term Parking (12hrs)^	- - -	4 35 26
		Untimed Parking	Untimed Parking	56	8
		Accessibility Parking	Authorised parking only# Accessibility Parking Boating Parking (12hrs)~	- 2 -	2 2 94
		Boating Parking (24hrs)	Boating Parking (24hrs)	100	-
Total	P6. Parsley Bay	Totals	Totals	158	171
P7	P7. Trailer Parking Exclusion				
Total	P7. Trailer Parking Exclusion	Totals	Totals		
P8	P8. Karoola & North William				
			Resident Only (72hrs)	-	32
		Untimed Parking	Untimed Parking	32	-
Total	P8. Karoola & North William	Totals	Totals	32	32
P9	P9. South William & George				
			Medium-term Parking (8hrs) Long-term Parking (72hrs) Resident Only (72hrs)	- - -	37 7 4
		Untimed Parking	Untimed Parking	48	-
Total	P9. South William & George	Totals	Totals	48	48
P10	P10. Railway Land				
		Untimed Parking	Untimed Parking Commuter Parking	20 -	- 20
Total	P10. Railway Land	Totals	Totals	20	20
P11	P11. West Brooklyn				
Total	P11. West Brooklyn	Totals	Totals		

Inventory Summary: Proposed Reallocation of Parking Spaces (continued)

No	Precinct Name	Current Parking Space Types	New Parking Space Types	Current	Stage 1
Total	All Precincts				
			Very Short-term Visitors (15mins*)	-	6
			Short-term Visitors (30min)	-	4
		Medium-term Parking (4hrs)	Medium-term Parking (4hrs)	62	176
			Medium-term Parking (12hrs)^	-	26
			Medium-term Parking Angle (4hrs)	-	15
			Medium-term Parking (8hrs)	-	69
			Long-term Parking (72hrs)	-	65
			Resident Only (72hrs)	-	36
		Untimed Parking	Untimed Parking	422	75
			Untimed Parking Angle	-	15
			Authorised shift workers	-	2
			Authorised parking only#	-	2
			Commuter Parking	-	20
		Leased Parking	Leased Parking	8	8
		Accessibility Parking	Accessibility Parking	10	11
			Car Share	-	2
			Boating Parking (12hrs)~	-	94
		Boating Parking (24hrs)	Boating Parking (24hrs)	100	-
Total	All Precincts	Totals	Totals	602	626
Totals	All Precincts	Totals	Totals	602	626

Check

OK

OK

^ Area P6 & 7 Medium-term Parking: Cars only, stacked, weekends/public holidays

Area P10 Authorised parking only: Businesses who operate in Parsley Bay

~Area P1,P2,P3 & P4: 12 hours parking weekends and public holidays,
unrestricted parking for cars & trailers at other times

Filename: BCA Inventory of
Parking Areas XL V1 30
October 2022