

# **Brooklyn Car Parking Management Consultation Paper**

The document below outlines recommended car parking management changes in Brooklyn east of the railway bridge

The “Feedback sought” section for each precinct outlines the nature of the feedback that Council will seek from the community.

Council will use this exhibition period to trial the new “The HiVE” online feedback and engagement platform to elicit feedback from the community. The community will be surveyed based on the “Feedback sought” questions below. Hard copy surveys will be made available for those residents that do not have internet access.

The Car Parking Management Study (CPMS) acts as the basis of the recommendations being consulted upon. It is noted that the adopted priority of car parking management actions have been amended to ensure that a consistent, wholistic approach aligns with the adopted vision and guiding principles for Brooklyn.

## **Dangar Road/Wharf Carpark – 1 Dangar Road**

Purpose: The CPMS identifies this car park as the main carpark used by visitors to service the village centre businesses and restaurants and recommends a 4 hour length of stay. It is recommended that this regime be in place between 6am and 6pm.

The timing regime recommended will require the first turn over of spaces to occur at 10am for vehicle that would have parked at 6:00am. Vehicles commencing their 4P parking time at 2pm will be able to stay up to 6pm when the parking restrictions will end. 12pm is the peak afternoon arrival time. The proposed timing supports the use of the space for morning tea and lunchtime visitors. The proposed timing of the car park will also allow for overnight use by offshore residents from 2pm until 10am the next day.

Owner – Hornsby Shire Council

Classification: Operational Land – *Operational land would ordinarily comprise land held as a temporary asset or as an investment, land which facilitates the carrying out by a council of its functions or land which may not be open to the general public, such as a works depot or a council garage* – Local Government Act 1993.

Zoning: RE1 – Public Recreation

### **1 Objectives of zone**

- To enable land to be used for public open space or recreational purposes
- To provide a range of recreational settings and activities and compatible land uses
- To protect and enhance the natural environment for recreational purposes
- To protect and maintain areas of bushland that have ecological value.

Short term objectives – Review carpark layout

Provide 31 x timed parking – 4 hour parking (6am-6pm) (blue area)

Provide 2 x car share spaces in current unrestricted parking spaces (pink area)

Retain existing accessible parking spaces

Long term objective – Create public open space/community connection to the river.



Feedback sought:

1. Length of carparking stay (4P) – too long, too short, just right
2. Commencement of timing restrictions (car parking turn over required at 10am, overnight parking can commence from 2pm)
3. Location of carshare spaces
4. Number of car shares spaces
5. Long term objective, consistent with the vision, of transforming the car park into river side public open space subject to provision of sufficient parking supply elsewhere

## **Lower McKell Car Park**

Purpose: The CPMS identifies this car park as a potential site for multi level car park in the longer term and 4P parking in the shorter term – with a section of a 15 minute loading zone for Brooklyn Mooring Coop and the installation of storage lockers for offshore residents and/or park visitors.

It is recommended that this regime be in place between 6am and 6pm. The timing regime recommended will turn over car parking at peak morning arrival time (10am) and then turn it over again by 2pm. 12pm is the peak afternoon arrival time. The proposed timing supports the use of the space for morning tea and lunchtime visitors. The proposed timing of the car park will also allow for overnight use by offshore residents from 2pm until 10am the next day.

Owner - Crown Land reserved for public recreation

Classification: Community Land - *Community land would ordinarily comprise land such as a public park* - Local Government Act 1993

Categorisation – Park under Council's Plan of Management

The core objectives for management of community land categorised as a park are:

- (a) to encourage, promote and facilitate recreational, cultural, social and educational pastimes and activities, and
- (b) to provide for passive recreational activities or pastimes and for the casual playing of games, and
- (c) to improve the land in such a way as to promote and facilitate its use to achieve the other core objectives for its management.

Zoning: RE1 – Public Recreation

### 1 Objectives of zone

- To enable land to be used for public open space or recreational purposes
- To provide a range of recreational settings and activities and compatible land uses
- To protect and enhance the natural environment for recreational purposes
- To protect and maintain areas of bushland that have ecological value.

Short term objectives – Provide 84 x timed parking – 4 hour parking (6am-6pm) (blue area)

Provide 2 x 30 minute parking to facilitate loading/unloading (red area)

Retain accessible parking spaces

Install short term storage lockers

Long term objective – Remove riverside parking to return to public open space/community connection to the river consistent with the vision for Brooklyn.



Feedback sought:

1. Length of carparking stay (4P) – too long, too short, just right
2. Commencement of timing restrictions (car parking turn over required at 10am, overnight parking can commence from 2pm)
3. Number of 30 minute parking spaces to facilitate loading/unloading
4. Are lockers required?
5. Long term view of returning the riverside for use by people subject to provision of sufficient parking elsewhere in Brooklyn

## **Parsley Bay Boat Ramp**

Purpose: The CPMS recommends that investigations be undertaken into paid parking in the Parsley Bay Car Park and also investigations into multi-level car parking to increase parking supply.

Prior to implementing paid parking, timed parking is recommended. 12P parking for cars with attached trailers and 6P parking for cars only. A small section of 6P flexible parking is also recommended – which will allow for cars only or cars with trailers. The timing would still allow for overnight car parking – requiring parkers to move their vehicles by 12pm.

Land Owner - Easten end - Crown Land reserved for public recreation  
Western end – Council (15x George Street, Brooklyn)

Classification: Community Land - *Community land would ordinarily comprise land such as a public park* - Local Government Act 1993

Categorisation – General Community Use (car park) and Park (green space behind boat preparation area) under Council's Plan of Management

The core objectives for management of community land categorised as general community use are to promote, encourage and provide for the use of the land, and to provide facilities on the land, to meet the current and future needs of the local community and of the wider public

- (a) in relation to public recreation and the physical, cultural, social and intellectual welfare or development of individual members of the public, and
- (b) in relation to purposes for which a lease, licence or other estate may be granted in respect of the land (other than the provision of public utilities and works associated with or ancillary to public utilities).

The core objectives for management of community land categorised as a park are:

- (a) to encourage, promote and facilitate recreational, cultural, social and educational pastimes and activities, and
- (b) to provide for passive recreational activities or pastimes and for the casual playing of games, and
- (c) to improve the land in such a way as to promote and facilitate its use to achieve the other core objectives for its management.

Zoning: RE1 – Public Recreation

### 1 Objectives of zone

- To enable land to be used for public open space or recreational purposes
- To provide a range of recreational settings and activities and compatible land uses
- To protect and enhance the natural environment for recreational purposes
- To protect and maintain areas of bushland that have ecological value.

Short term objectives – Provide car and trailer parking – 12P (6am-6pm) (yellow areas)

Provide car only parking 6P (6am-6pm) (green areas)

Provide flexible parking for cars or cars with trailers 6P (6am-6pm) (light blue areas)

Provide 30 minute parking – to facilitate loading/unloading (red area)

Provide shared use storage lockers

Long term objective – Provide paid parking throughout for cars with boat trailers and cars.



Feedback sought:

1. Length of car parking stay (6P) – too long, too short, just right
2. Length of stay (12P) car and trailer parking – too long, too short, just right
3. Number of flexible car only and car and trailer parking spaces (13 total) – too many, too few, just the right amount
4. Commencement of timing restrictions (car parking turn over required at 12pm, overnight parking can commence from 12pm)
5. Number (3-4) and timing 30min parking spaces to facilitate loading/unloading on breakwall
6. View of longer term paid parking plans
7. Are lockers required

## **Upper McKell Car Park and Overflow Area**

Purpose: The CPMS identifies the overflow area as a potential site for a multi level car park in the longer term and 4P parking in the shorter term in a formalised car park. The study also recommends the removal of informal boat and trailer parking. In the area servicing Upper McKell Park it is recommended that parking capacity be increased by converting parallel parking to angle parking.

It is recommended that this regime be in place between 8:30am and 6pm. Upper McKell Park will turn over car parking at 12:30pm – freeing up the space for lunch time visitation albeit slightly after the 12pm peak afternoon arrival time. The proposed timing of the car park will also allow for overnight use by offshore residents from 2pm until 12:30pm the next day.

Owner - Crown Land reserved for public recreation

Classification: Community Land - *Community land would ordinarily comprise land such as a public park* - Local Government Act 1993

Categorisation – Park under Council's Plan of Management

The core objectives for management of community land categorised as a park are:

- (a) to encourage, promote and facilitate recreational, cultural, social and educational pastimes and activities, and
- (b) to provide for passive recreational activities or pastimes and for the casual playing of games, and
- (c) to improve the land in such a way as to promote and facilitate its use to achieve the other core objectives for its management.

Zoning: RE1 – Public Recreation

### 1 Objectives of zone

- To enable land to be used for public open space or recreational purposes
- To provide a range of recreational settings and activities and compatible land uses
- To protect and enhance the natural environment for recreational purposes
- To protect and maintain areas of bushland that have ecological value.

Short term objectives – Upper McKell Park – Provide timed parking on northern/footpath side of access road – 4 hour parking (8:30am-6pm) (purple line)  
Provide new accessible parking space to service new accessible picnic shelter (mustard line)

Overflow area (orange oval)– investigate suitable land area and consult on the establishment of resident only parking area. Formalisation of the resident only parking area would be subject to agreement from residents that this was desired and subject to a leasing arrangement with Crown Lands. The costs of the scheme would be borne by those seeking to benefit from its use.



Long term objective – Investigate additional car parking supply to meet the visitor needs as per CMPS recommendation – subject to resident only parking area not proceeding.



Feedback sought:

8. Length of carparking stay (4P) – too long, too short, just right
9. Number of 4P parking spaces – too many, too few, just the right amount
10. Commencement of timing restrictions (car parking turn over required at 12:30pm, overnight parking can commence from 2pm)
11. Inclusion of accessible parking space
12. Interest in resident only parking area in overflow area – user pays.



**General trailer parking excluded from village centre (except Parsley Bay)**

Purpose: The CPMS identifies that trailer parking should not be permitted either on street or off street in the Brooklyn Village Centre east of the railway bridge – excepting Parsley Bay car park.

It is proposed that all trailers be excluded from being parked on public land within the village centre – with the exception of the timed parking in Parsley Bay. This approach has been proposed due to the scarcity of available car parking and the need for public land to serve the purpose for which it is provided – which, in the case of Brooklyn, is predominately related to public recreation.

It is acknowledged that some residents in the village centre may not have access to park their trailers on their own land. As such, Council will consult on whether some streets in the village centre should be exempt from the trailer ban – noting that it is not Council's intention to implement a sticker scheme for effected residents.

The red sections below indicate proposed trailer parking exclusion zones. The green section indicates timed trailer parking.



Feedback sought:

13. General exclusion of trailers from the village centre versus exclusion from specific streets only?
14. If specific street exclusions are preferred, where should the exclusions be?
15. Should trailer parking be provided at a cost elsewhere in Brooklyn? If so, where?