

Proposed Boronia Park Sports and Community Facility, Reserve, Park Road, Hunters Hill

Traffic and Parking Impact Assessment

Ref: 666/2020

Date: June 2021

Issue: B

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1.0 Introduction

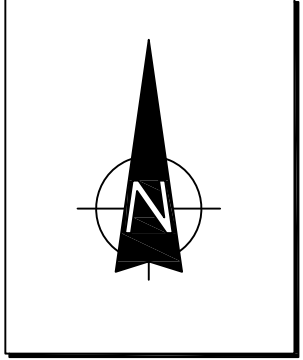
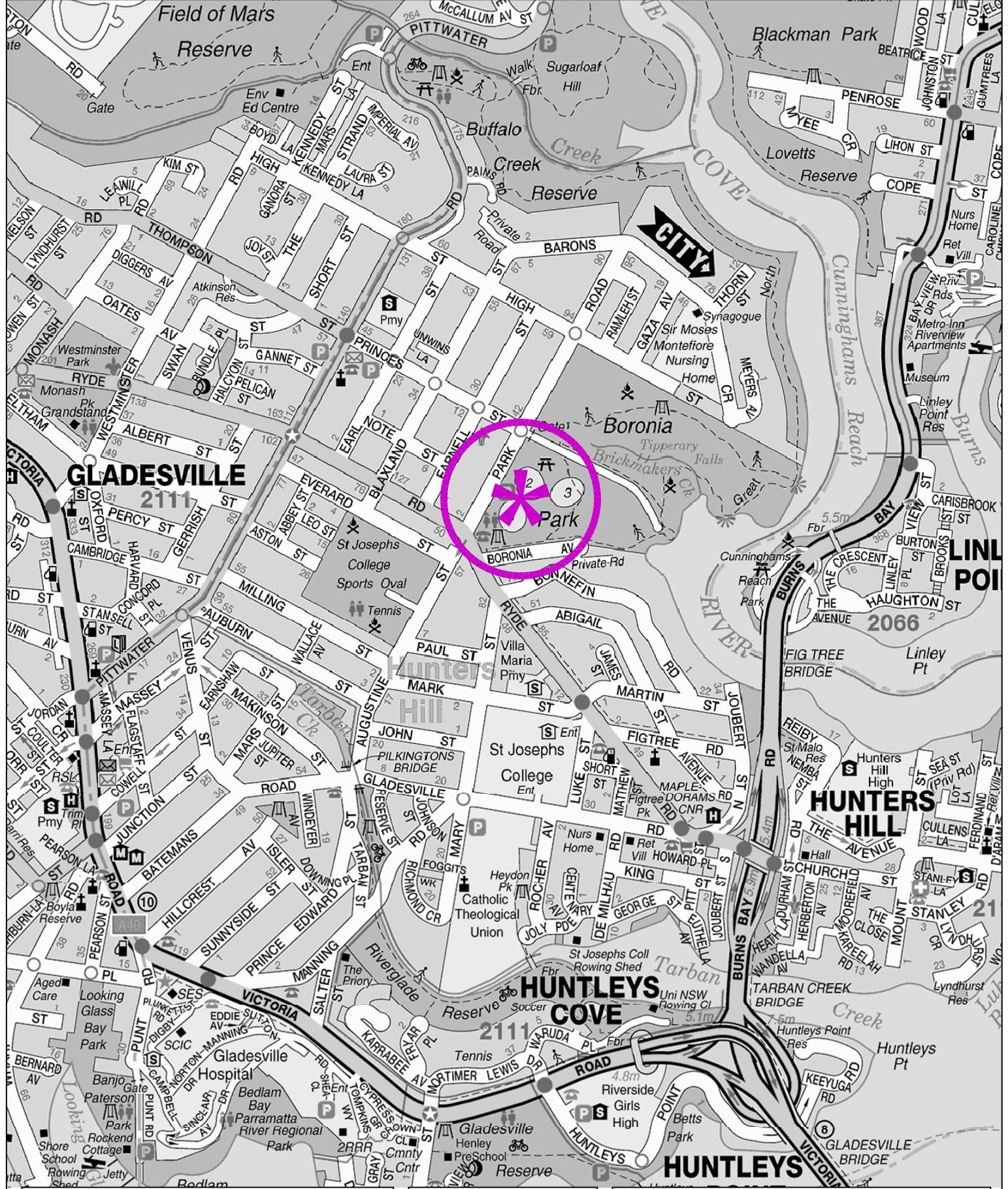
This report has been prepared to accompany a Development Application (DA) to Hunter's Hill Council for the proposed Boronia Park Sports and Community Facility at Park Road, Hunter's Hill (Figure 1).

The purpose of the proposed facility is to:

- enhance the user experience of Boronia Park sporting and community precinct and Boronia Park Village
- provide greater community amenity, enabling both sporting clubs and the broader community to participate, watch and enjoy organised sport at Boronia Park.

The purpose of this report is to:

- * describe the site, its context, the existing uses and the proposed development scheme
- * identify the activities associated with the development
- * describe the road network and traffic conditions in the area
- * assess the adequacy of the existing Boronia Park Reserve Carpark and surrounding on-street parking provision
- * assess the potential traffic implications
- * assess the proposed servicing arrangements.



LOCATION

FIG 1

2.0 Proposed Development Scheme

2.1 Site & Context

The site (Figure 2) is on Lot 7352 of DP 1156319, located within Boronia Park Reserve on the east side of Park Road, Hunters Hill. The proposed facility is located east of the Boronia Park Reserve carpark between Ovals 1 and 2. The site where the future building will occupy is of rectangularly-shaped allotment of 534m² and is currently vacant. The immediate surroundings comprise low-density residential dwellings.

2.2 Proposed Facility and Associated Use

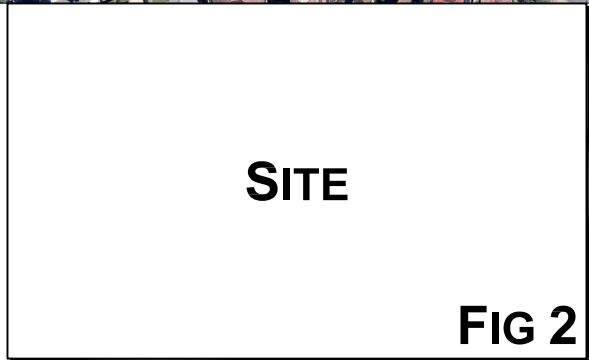
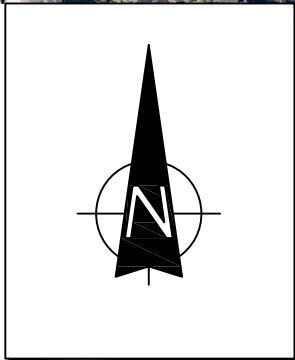
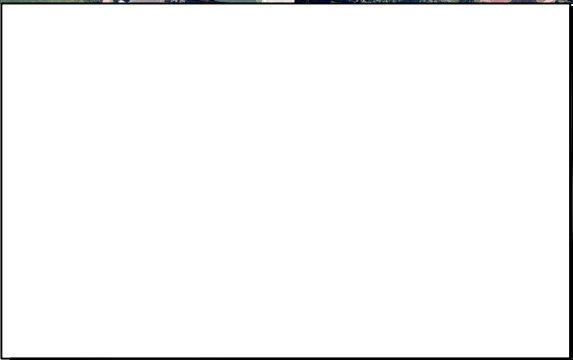
The proposed facility comprises:

- accessible toilets and new change rooms
- additional storage
- a kiosk
- a community room for use by the sporting clubs, local schools and other community groups.

Details of the events/functions for the proposed facility are as follows:

- * Fitness class: Monday to Sunday from 6:00 am (maximum 40 people).
- * Functions such as weddings and birthdays: Monday to Sunday up to 5:00 pm (maximum of 150 people).
- * Functions such as fundraising dinners, etc.: Monday to Saturday 5:00 pm to 10:00 pm (maximum of 150 people).

Details of the proposed scheme are provided on the architectural plans prepared by DJRD Architects, which accompany the Development Application and are reproduced in part in Appendix A.



3.0 Existing Road Network and Traffic Conditions

3.1 Road Network

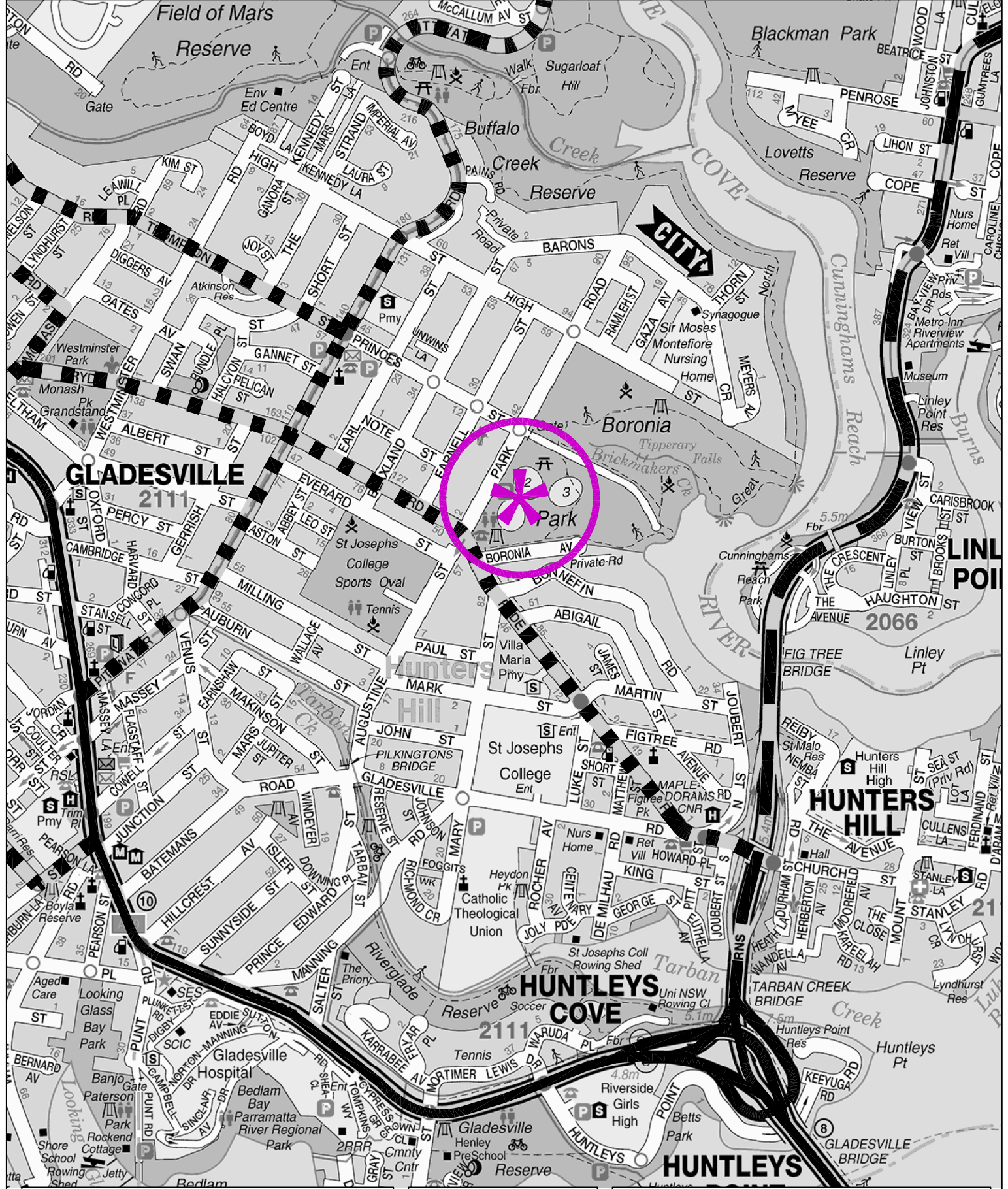
The road network in the vicinity of the development site (Figure 3) comprises:

- * *Burns Bay Road* – a sub-arterial route which links between Lane Cove and Huntleys Point.
- * *Victoria Road* – a State Road and arterial route which links between Rozelle and Parramatta.
- * *Pittwater Road* – a Regional Road and major collector road route connecting between Victoria Road and Epping Road.
- * *Park Road* – a local access road connecting between Barons Crescent and Ryde Road.
- * *Princes Street* – a local access road connecting between Park Road and Pittwater Road, with Authorised Vehicle Access only along the eastern approach intersecting Park Road.
- * *Ryde Road* – a Regional Road and collector road route linking Gladesville and Hunter's Hill.
- * *Boronia Avenue* – a local access road providing access to Ryde Road.




3.2 Traffic Controls

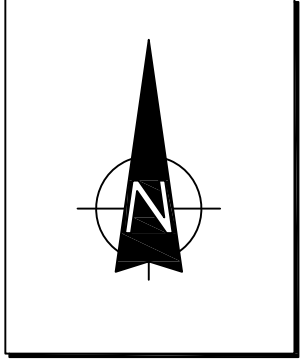
The existing traffic and parking controls in the vicinity of the site (Figure 4) include:

- * the STOP sign control on Park Road intersecting with Ryde Road
- * the numerous bus zones along Park Road, Ryde Road and Princes Street



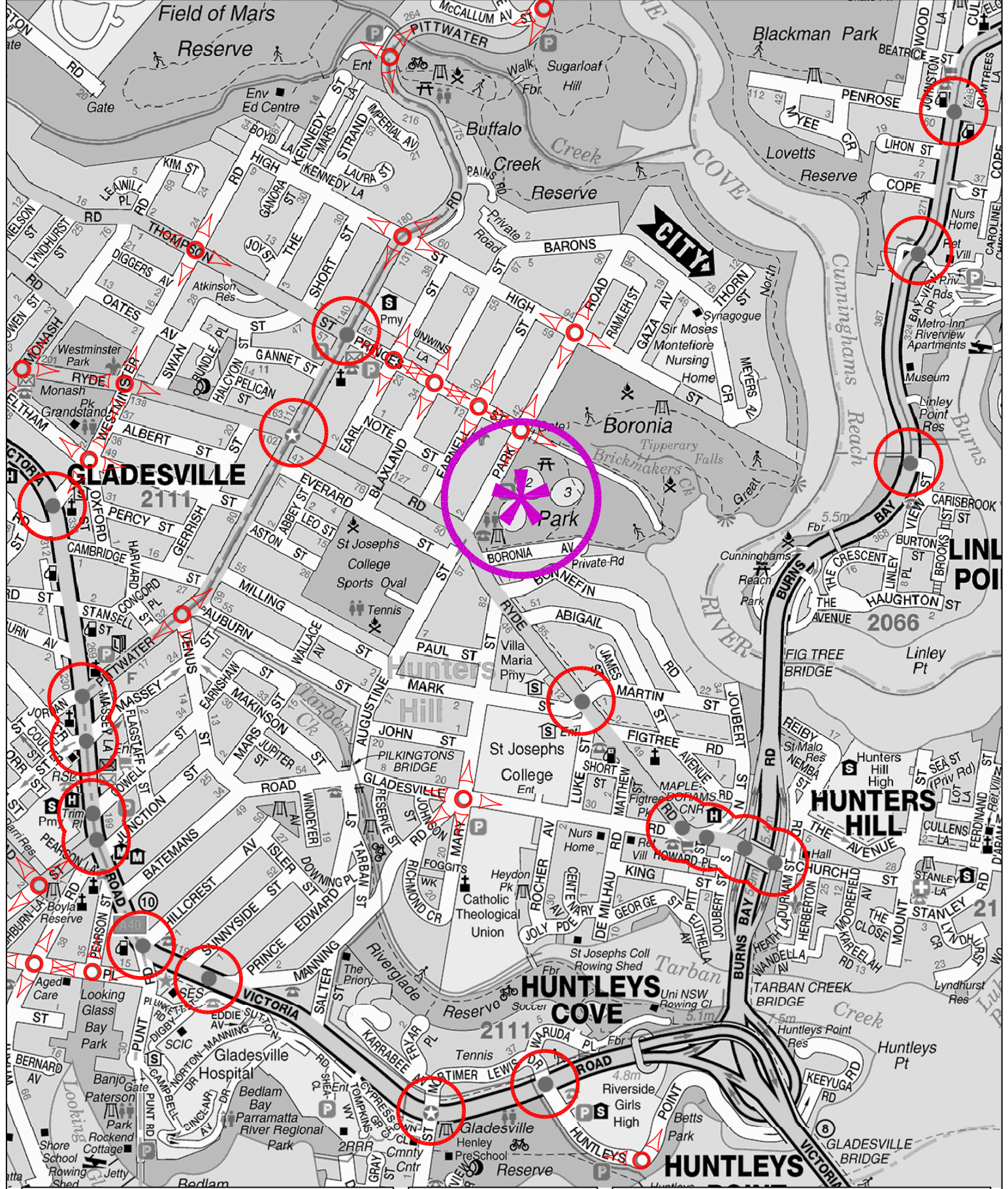
LEGEND

-  ARTERIAL
-  SUB-ARTERIAL
-  COLLECTOR





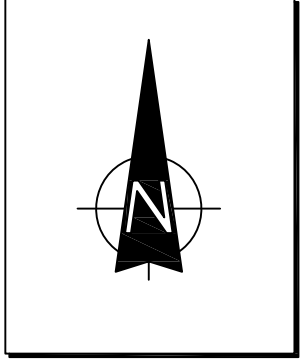
ROAD NETWORK

FIG 3



LEGEND

-  TRAFFIC SIGNAL CONTROL
-  ROUNDABOUT



**TRAFFIC
CONTROLS**

FIG 4

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- * the roundabouts along Princes Street intersecting Park Road and Farnell Street
- * the unrestricted kerbside parking along Park Road, Princes Street, Augustine Road, Boronia Avenue and Ryde Road
- * the numerous NO STOPPING restrictions along Ryde Road, Augustine Road and Boronia Avenue
- * the 60 kmph speed restriction on Ryde Road and Pittwater Road
- * the 50 kmph speed restriction on the local road system, including Park Road.

3.3 Traffic Conditions

Observations of traffic activity along Park Road and the surrounding local road network indicate relatively light activity during the weekday peak hours.

There is no existing congestion along Park Road in the vicinity of the site.

Vehicles from the Boronia Park Reserve Carpark and surrounding on-street car parking spaces are readily able to ingress and egress with the benefit of gaps in the Park Road traffic flows.

3.4 Transport Services

The site is well serviced by public transport. Access to the Metropolitan Transport Network for the site is currently provided by the bus services which run along Park Road, Ryde Road and Princes Road (with bus stops within 200m walking distance west and southwest of the site).

These services provide connections to surrounding suburbs, Gladesville, North Sydney, Macquarie and Sydney CBD, as well as Macquarie Park and Chatswood Sydney Metro Stations. These bus routes provide frequent services during the weekday peak hour periods.

Details of the bus services available are provided in Appendix B.

4.0 Travel Mode

An indication of the proposed facility's mode of travel, i.e., by car, foot, or public and active transport, is provided by empirical studies completed by TTPA for similar use at Gladesville Road Community Centre.

Details of the survey outcome reveal the following distribution:

Travel Mode	Percentage
Bus	10%
Walk	2%
Car Driver	46%
Car Passenger	40%
Others (Bicycle, Motorcycle, Taxi, Ride Share)	2%
Total	100%

The results indicate that 46% of attendees drive while another 40% carpool or are being dropped off and picked up. 10% of the attendees utilise public transport (bus) to/from the facility, facilitated by the established footpaths in the facility's vicinity and convenient/easy access to the bus stops. The already established bus network presents a valuable opportunity to manage/reduce private vehicle usage through the provision of a transport access guide.

5.0 Traffic

It is understood (and as is normal for a community facility) that vehicle occupancy is particularly high because of family and friends' attendance and carpooling habits. This is confirmed by the travel mode survey, where 40% of the attendees are passengers.

It is advised from the survey that 46% drive to the site.

Based on the above, with the maximum capacity of 150 people, the proposed facility is expected to generate up to 69 vtpm for attendees during the community facility's peak hour, with most of the traffic generated occurring outside of the weekday peak periods (after 6:00 pm) and weekend (before 12:00 pm) peak periods.

These movements, being equivalent to 1-2 trips every minute, is minor, and will not result in any adverse environmental, capacity or traffic-related consequences on the surrounding road network.

It is relevant that this level of traffic activity represents a worst-case circumstance as it assumes that all trips associated with the proposed facility are new and does not take into account existing movements associated with the existing park/reserve generated by users who, irrespective of the proposed facility would normally use the park for special functions and events.

6.0 Parking and Servicing

6.1 Existing Parking Demand

A survey of the Boronia Park Reserve Carpark and surrounding on-street parking spaces (within convenient walking distance of 400m), as shown in the following figure, indicates parking availability for 187 cars:



The existing off-street and on-street parking spaces were surveyed on Saturday, 8 May 2021 (between 10 am and 12:00 pm) and Tuesday, 11 May 2021 (between 6:00 pm and 8:00 pm).

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The surveys were completed to provide an indication of their utilisation during the existing park/reserve peak periods as well as to capture the car parking demand associated with the surrounding residential developments.

Details of the surveys are provided in Appendix C, while its outcome is summarised as follows:

	Capacity	Maximum Occupancy Level		Minimum Vacancy Level	
		Tuesday	Saturday	Tuesday	Saturday
Boronia Park Reserve Car Park	41	6	3	35	38
Augustine St	15	9	7	6	8
Ryde Rd	14	0	0	14	14
Boronia Ave	25	4	3	21	22
Park Rd	75	16	10	59	65
Princes St	17	10	7	7	10
Total	187	45	30	142	157

Based on the above, it is apparent that the site benefits from the ample spare parking capacity (a minimum of 142 spaces) within the Boronia Park Reserve Carpark and the surrounding on-street parking.

6.2 Council's DCP and RMS Parking Rate

Council's DCP and RMS 2002 Guidelines do not specify any parking requirements for a community facility.

6.3 Car Parking Demand

Based on the travel mode survey data, which indicates that 46% of the attendees travel to/from the site with private vehicles, a maximum of 150 attendees will result in a car parking demand of 69 cars.

6.4 Adequacy of Off-Street and On-Street Parking Provision

As discussed, there is a minimum vacancy of 142 off-street and on-street spaces during the facility's peak period.

It is apparent based on the above that the additional parking demand associated with the proposed facility and community facility of 69 cars can be easily accommodated within the available existing off-street and on-street parking spaces.

The use of the Boronia Park Reserve Carpark and surrounding on-street parking along Park Road, Ryde Road, Princes Street, Augustine Road and Boronia Avenue by vehicles assessing the proposed facility is entirely appropriate and consistent with its functional role and forms a typical environment surrounding a public facility.

6.5 Servicing

Consistent with the current arrangement, refuse collection by Council's waste truck will continue to occur within the Boronia Park Reserve Carpark, with bins to be wheeled to the kerbside for collection.

Smaller service vehicles (i.e., deliveries, courier activity, maintenance, etc.), which typically involves vans, utes, etc., can be reliant on the Boronia Park Reserve Carpark and available on-street parking in the vicinity of the site.

7.0 Conclusion

A Development Application is to be submitted to Hunter's Hill Council for the proposed Boronia Park Sports and Community Facility at Park Road, Hunter's Hill.

The traffic, transport and parking assessment provided in this report has concluded that:

- * the traffic generation of the proposed development will not have an adverse impact on the operation of the surrounding road network as the traffic generated will generally occur outside of the weekday PM peak and weekend midday commuter hours.
- * the peak parking demand will be adequately accommodated in the existing Boronia Park Reserve Carpark and surrounding on-street parking within the convenient walking distance of the site
- * the site benefits from the high-frequency public transport services along Park Road, which link to the surrounding suburbs and Macquarie Park and Chatswood Sydney Metro Stations.

Appendix A

Architectural Plans

BORONIA PARK SPORTS AND COMMUNITY FACILITY

PARK ROAD HUNTERS HILL

DEVELOPMENT APPLICATION JUNE 2021

DRAWING LIST - DA			
DWG #	REV	Current Revision Date	DRAWING TITLE
DA-000	F	11/06/21	COVER SHEET AND LOCATION PLAN
DA-001	F	11/06/21	SITE PLAN
DA-005	F	11/06/21	SITE ANALYSIS PLAN
DA-006	G	11/06/21	EXTERNAL WORKS PLAN
DA-101	H	11/06/21	LOWER LEVEL PLAN
DA-102	G	11/06/21	UPPER LEVEL PLAN
DA-103	F	11/06/21	ROOF PLAN
DA-200	G	11/06/21	ELEVATIONS
DA-250	F	11/06/21	SECTIONS
DA-901	F	11/06/21	SHADOW DIAGRAMS
DA-902	C	11/06/21	SHADOW DIAGRAMS SHEET 2
DA-920	F	11/06/21	PHOTOMONTAGES
DA-921	D	11/06/21	3D VIEWS
DA-950	F	11/06/21	MATERIALS SCHEDULE

SUBJECT SITE



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ISSUE	DATE	SUBJECT	AUTHORISED
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B	03/05/21	LOWER LEVEL REPLANNED	ARH
C	11/05/21	ISSUED FOR DA REVIEW	LV
D	20/05/21	DRAFT DA FOR REVIEW	ARH
E	24/05/21	DRAFT FOR COMMENT	NK
F	11/06/21	DEVELOPMENT APPLICATION	ARH

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PROJECT
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PARK ROAD HUNTERS HILL

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SIGNED

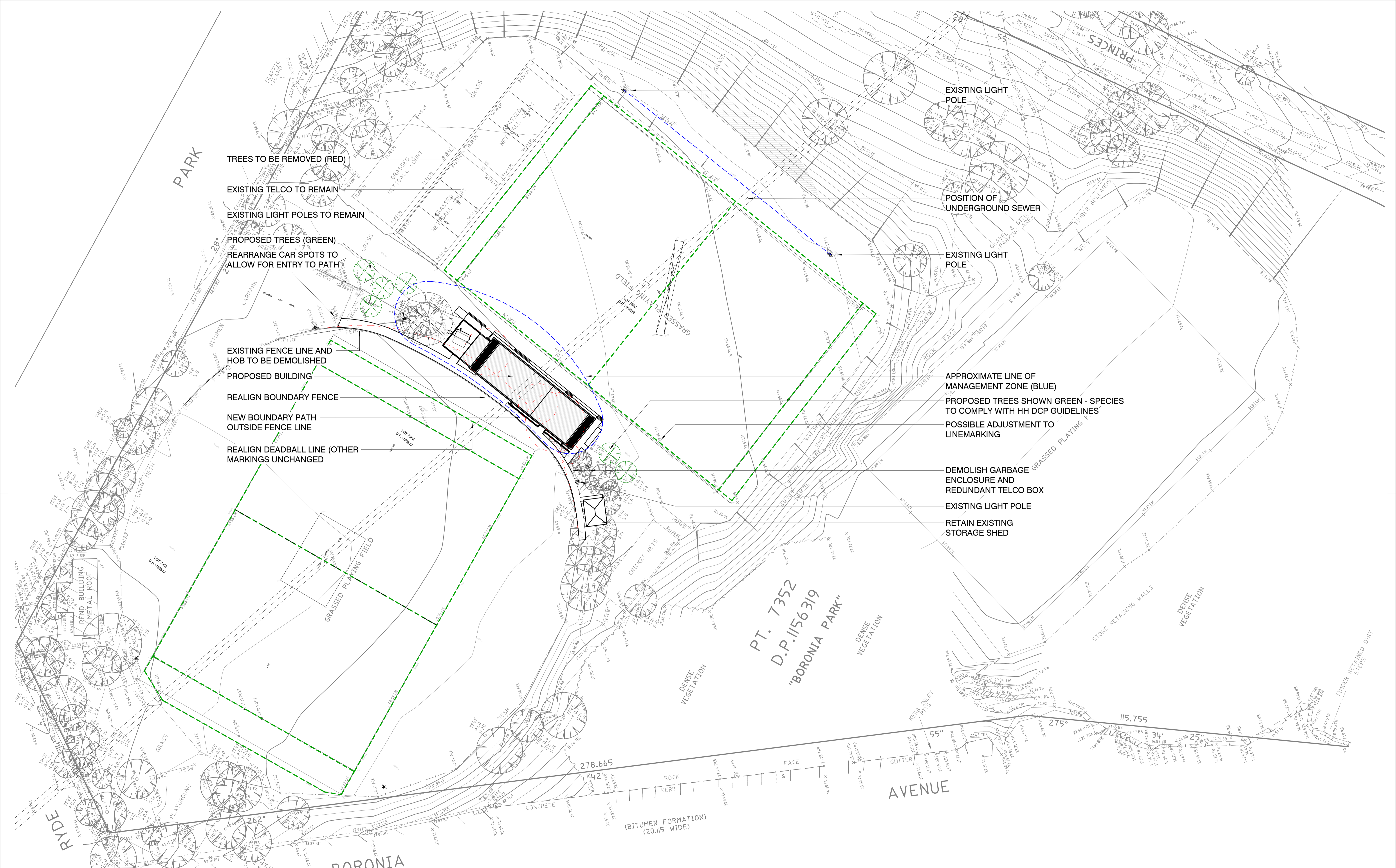
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DESCRIPTION		
COVER SHEET AND LOCATION PLAN		
PROJECT No	DRAWING No	REVISION
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PARK ROAD HUNTERS HILL

CLIENT APPROVAL

SIGNED

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MUNICIPALITY OF HUNTERS HILL

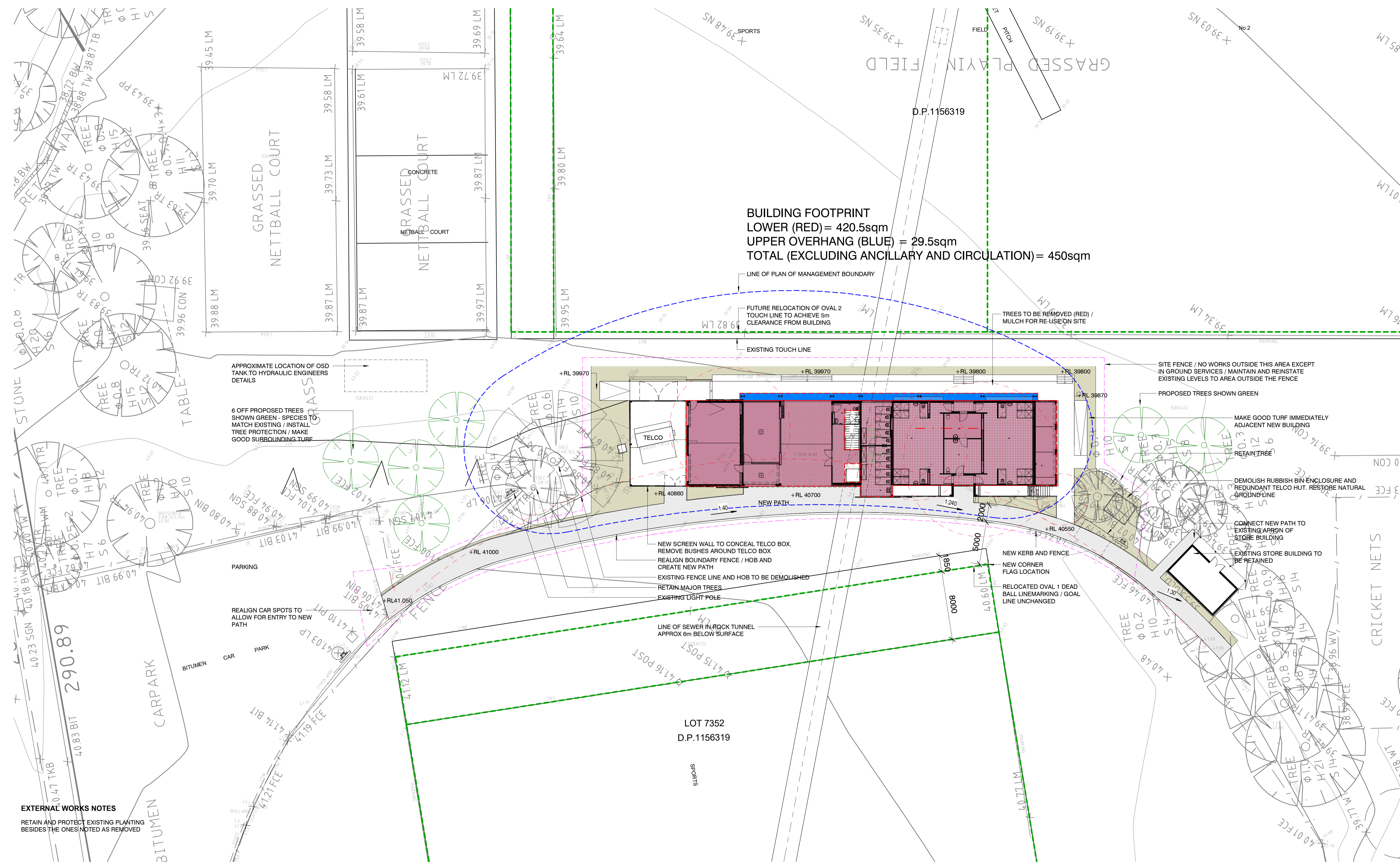


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 PARK ROAD HUNTERS HILL

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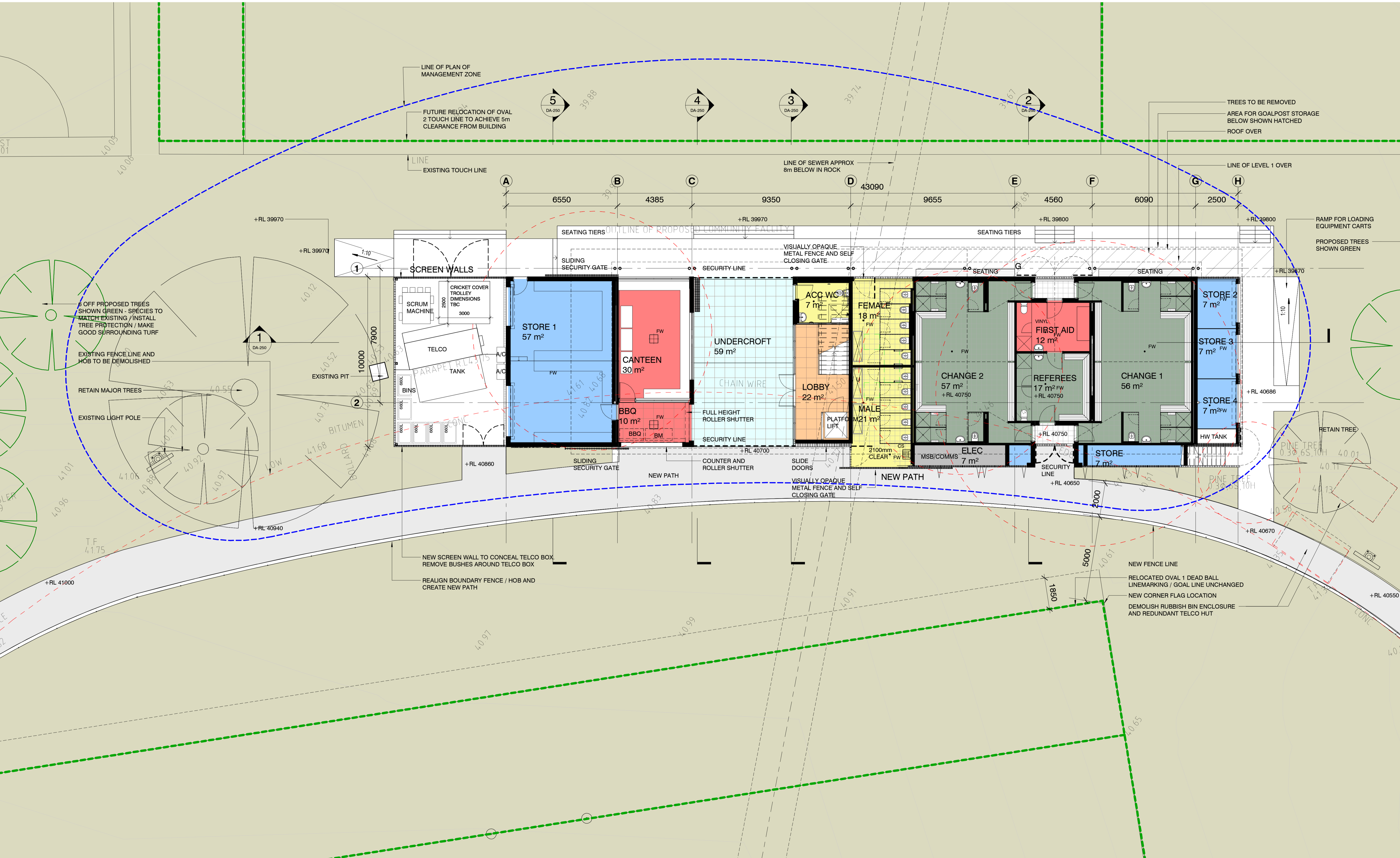
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PARK ROAD HUNTERS HILL

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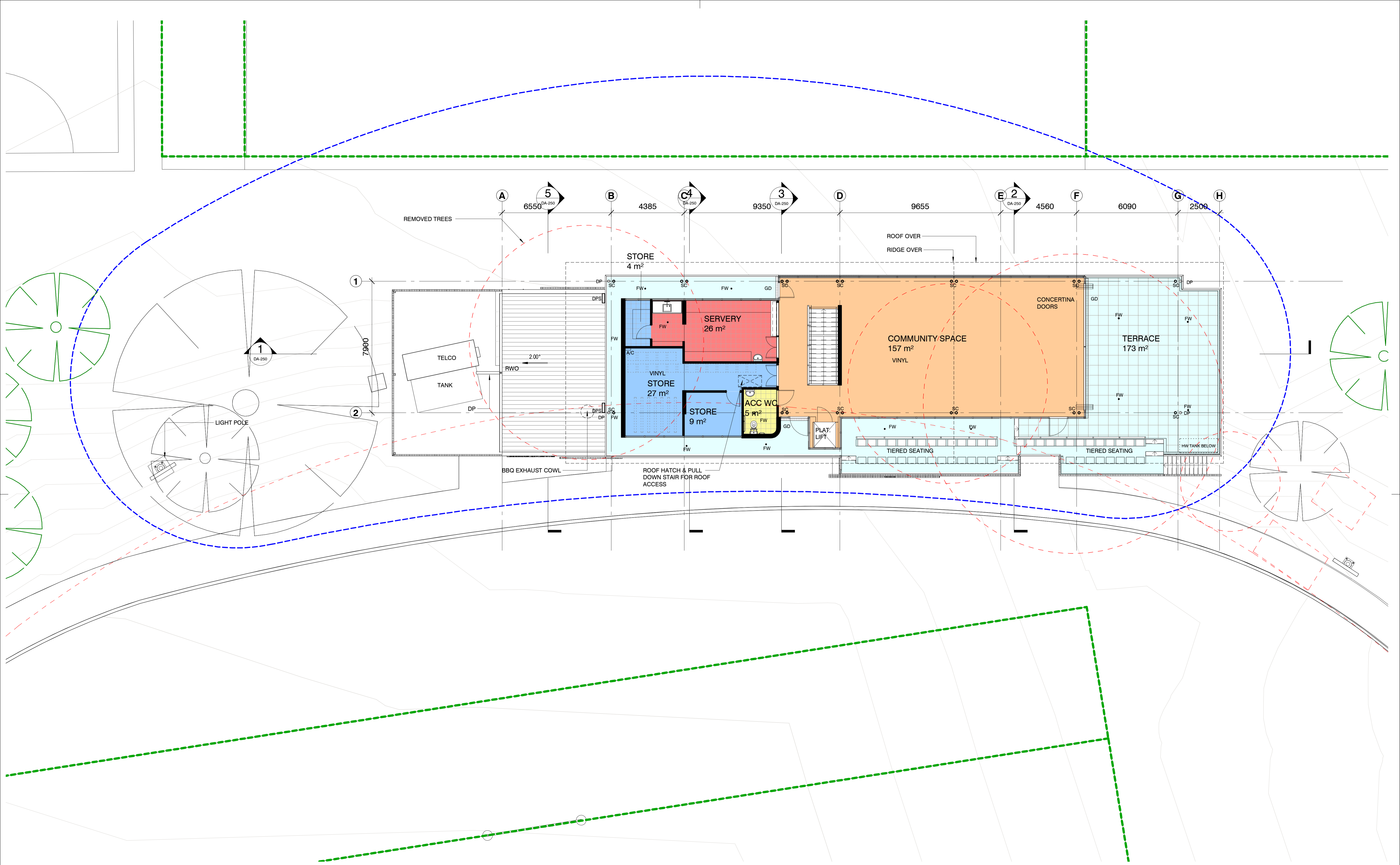
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PARK ROAD HUNTERS HILL

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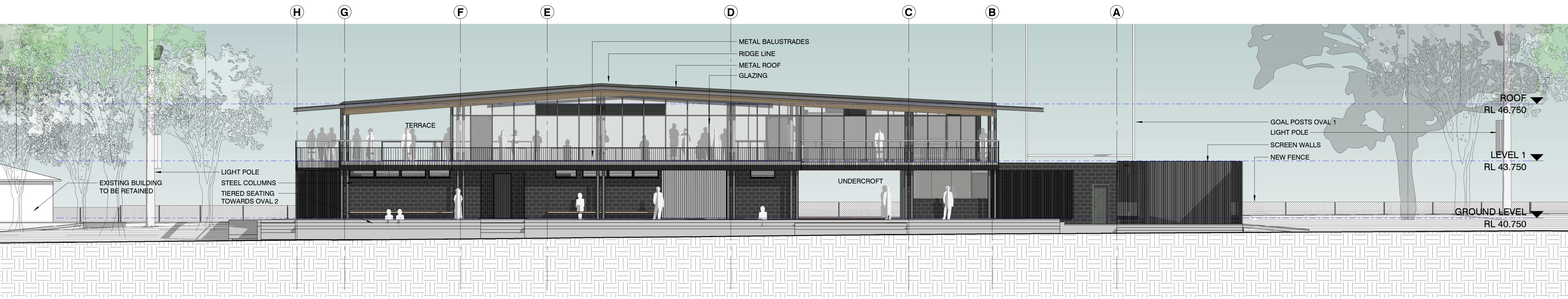
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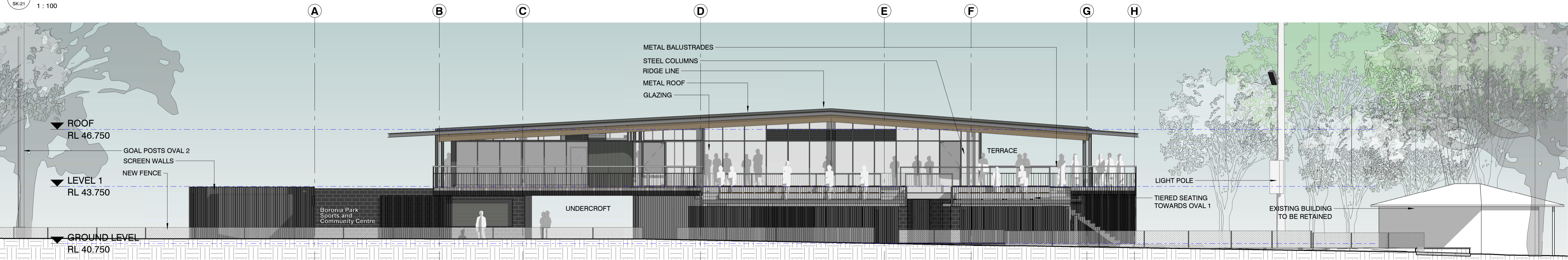
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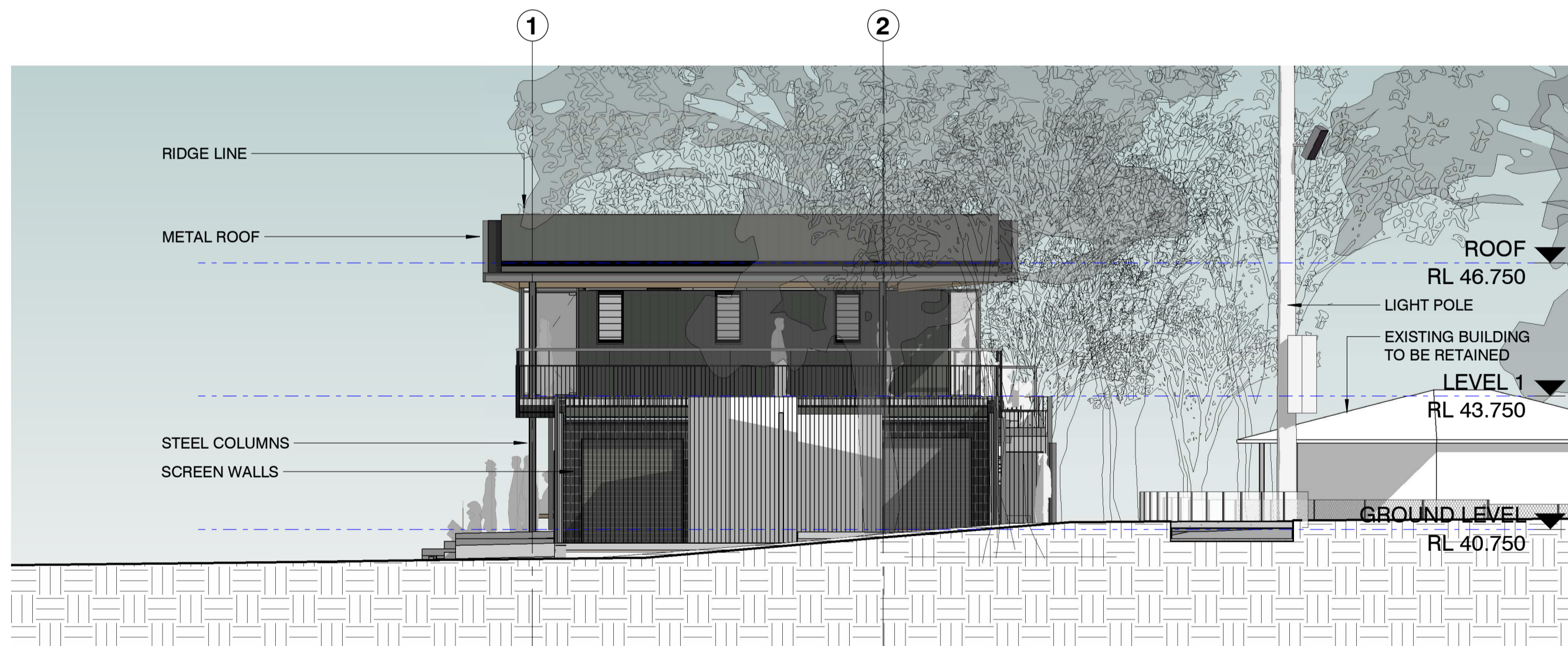
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2 SOUTH ELEVATION
1:100



3 EAST ELEVATION
SK-21 1:100



4 WEST ELEVATION
SK-21 1:100

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DEVELOPMENT APPLICATION				

PROJECT	BORONIA PARK SPORTS AND COMMUNITY FACILITY PARK ROAD HUNTERS HILL
CLIENT APPROVAL	SIGNED

CLIENT	MUNICIPALITY OF HUNTERS HILL
ARCHITECT	djird architects

ARCHITECT	djird architects
CLIENT	MUNICIPALITY OF HUNTERS HILL
PROJECT No	20 425
DRAWING No	DA-200
REVISION	G

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Appendix B

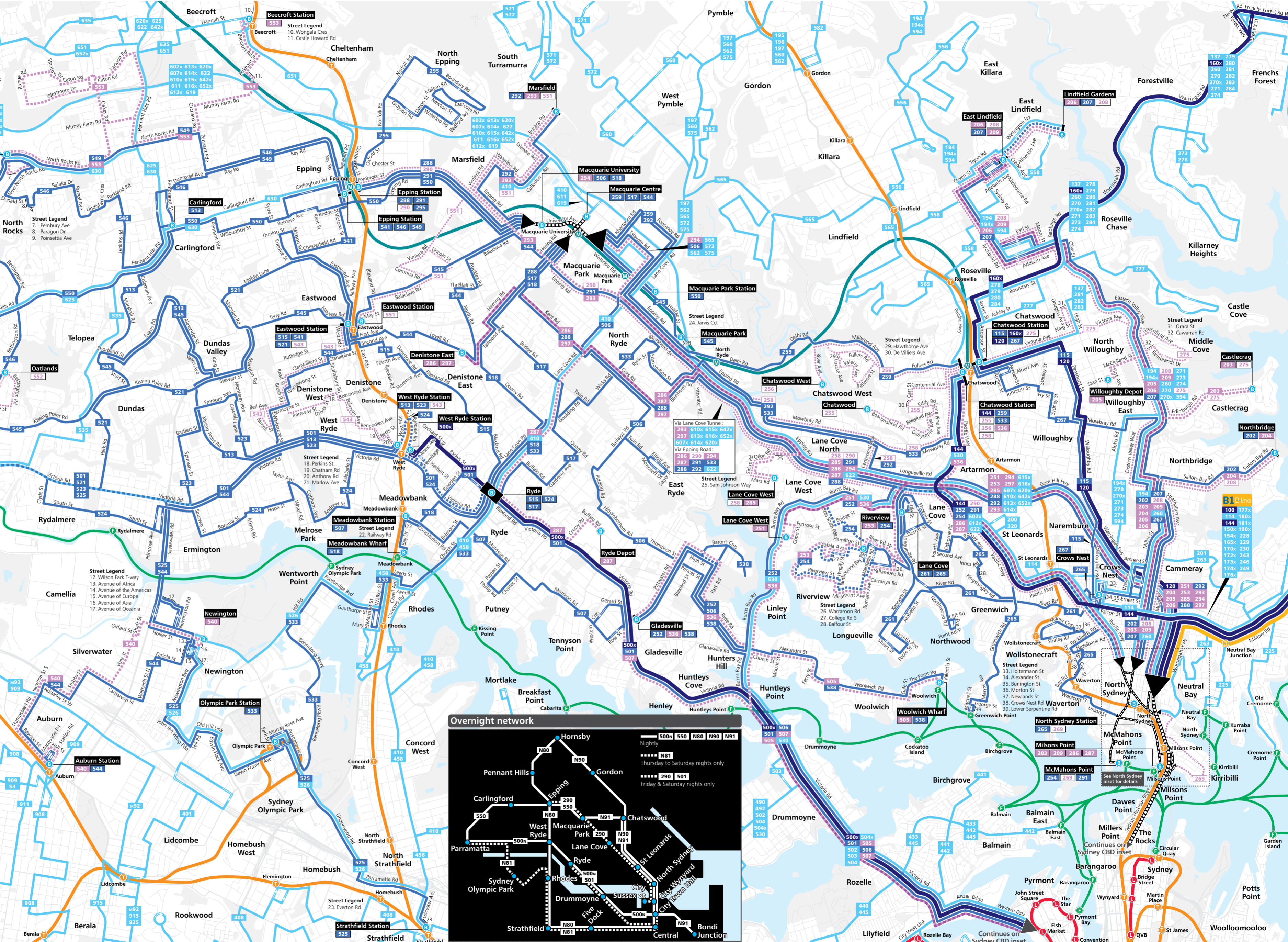
Existing Public Transport Services

North Sydney inset

Continues on main map

Sydney CBD inset

Continues on main map



Overnight network

500m 550 N80 N90 N91

Nightly

..... N81
Thursday to Saturday nights only

..... 290 501
Friday & Saturday nights only

- Bus - service types**
- B-Line
 - Frequent
 - Local
 - Peak only
 - Limited
 - Bus services in other regions
- Bus - common routes**
- Multiple service types
 - Local
 - Peak only
- Bus - details**
- 120 Route number
 - Terminus
 - B-Line stop
- Other transport modes**
- Metro line & station
 - Train line & station
 - Ferry route & wharf
 - Light rail line & stop
- North

Appendix C

Parking Survey

Boronia Park Parking Survey - MK-2.xlsx



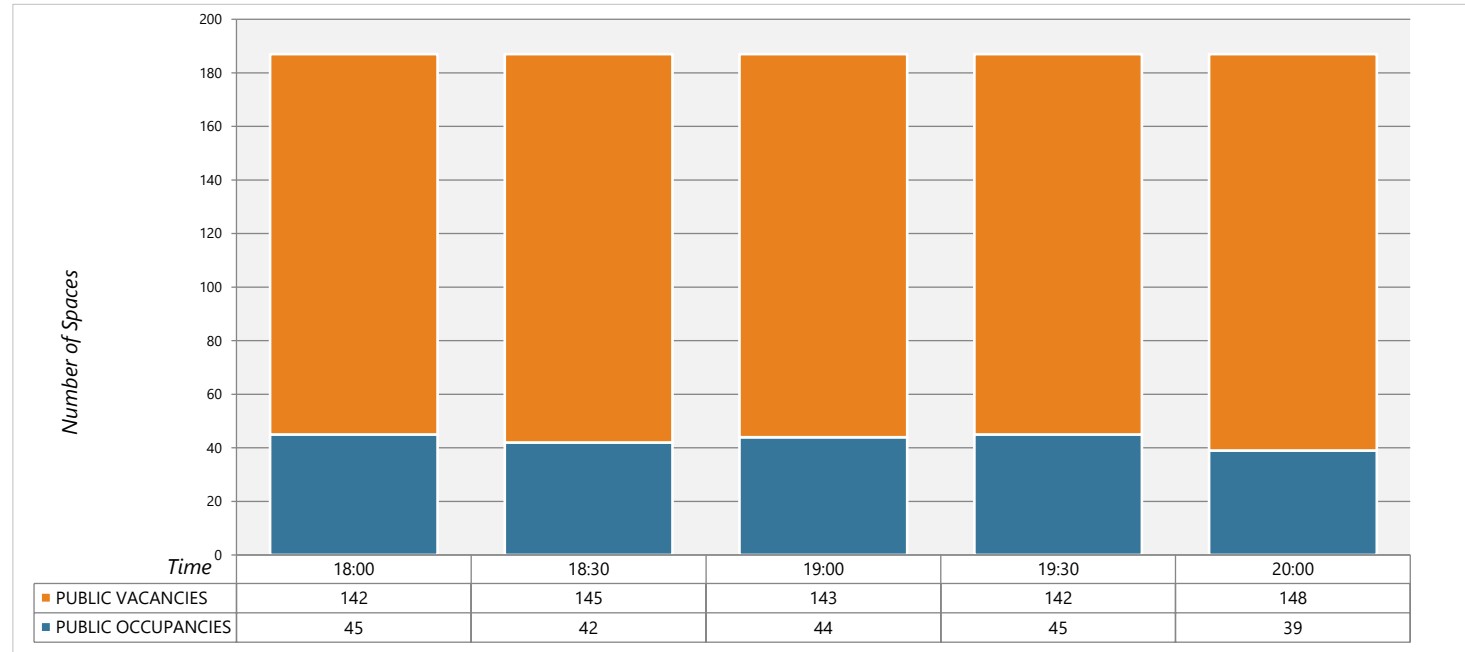
Parking Occupancy Survey

Date:	Tuesday, 11 May 2021
Location:	Boronia Park
GPS:	-33.82521687431668, 151.13851906627764
Weather:	Fine
Customer:	TTPA

Public Parking (1/0)	Map Ref	Street	Section (GPS/Street Address if Off-Street Car Park)	Side	Restriction	Capacity	Parking Occupancy				
							18:00	18:30	19:00	19:30	20:00
1		Augustine St	Everard St to Ryde Rd	W	Unrestricted	7	3	4	4	4	4
1		Augustine St	Ryde Rd to Everard St	E	Unrestricted	8	6	5	5	5	5
1		Ryde Rd	Augustine St to Farnell St	S	Unrestricted	7	0	0	0	0	0
1		Ryde Rd	Farnell St to Park Rd	N	Unrestricted	7	0	0	0	0	0
1		Boronia Ave	Ryde Rd to End	N	Unrestricted	25	4	5	5	5	5
1		Park Rd	Ryde Rd to Princes St	W	Unrestricted	7	5	4	4	5	4
1		Park Rd	Ryde Rd to Princes St	W	Unrestricted	13	4	3	5	5	5
1		Park Rd	Ryde Rd to Princes St	W	Unrestricted	2	0	0	0	0	0
1		Park Rd	Princes St to Property 54	W	Unrestricted	13	2	1	1	1	0
1		Park Rd	Property 54 to Princes St	E	12-Hour Parking	20	3	2	2	2	2
1		Park Rd	Princes St to Ryde Rd	E	Unrestricted	20	2	3	4	4	2
1		Princes St	Farnell St to Park Rd	N	Unrestricted	7	4	5	4	4	4
1		Princes St	Park Rd to Farnell St	S	Unrestricted	10	6	6	6	6	6
1		Boronia Park Reserve Car Park		E	Unrestricted	39	6	4	4	4	2
1		Boronia Park Reserve Car Park		E	Disabled Parking	2	0	0	0	0	0
PUBLIC CAPACITY							187	187	187	187	187
PUBLIC OCCUPANCIES							45	42	44	45	39
PUBLIC VACANCIES							142	145	143	142	148
PUBLIC % OCCUPANCIES							24%	22%	24%	24%	21%

Boronia Park Parking Survey - MK-2.xlsx

Available on-site parking



Boronia Park Parking Survey - MK-2.xlsx




Parking Occupancy Survey

Date:	Saturday, 8 May 2021
Location:	Boronia Park
GPS:	-33.82521687431668, 151.13851906627764
Weather:	Fine
Customer:	TTPA

Public Parking (1/0)	Map Ref	Street	Section (GPS/Street Address if Off-Street Car Park)	Side	Restriction	Capacity	Parking Occupancy				
							10:00	10:30	11:00	11:30	12:00
1		Augustine St	Everard St to Ryde Rd	W	Unrestricted	7	2	2	3	3	2
1		Augustine St	Ryde Rd to Everard St	E	Unrestricted	8	2	3	4	3	2
1		Ryde Rd	Augustine St to Farnell St	S	Unrestricted	7	0	0	0	0	0
1		Ryde Rd	Farnell St to Park Rd	N	Unrestricted	7	0	0	0	0	0
1		Boronia Ave	Ryde Rd to End	N	Unrestricted	25	2	4	3	4	3
1		Park Rd	Ryde Rd to Princes St	W	Unrestricted	7	2	2	2	4	2
1		Park Rd	Ryde Rd to Princes St	W	Unrestricted	13	3	2	3	2	2
1		Park Rd	Ryde Rd to Princes St	W	Unrestricted	2	0	0	0	0	0
1		Park Rd	Princes St to Property 54	W	Unrestricted	13	1	1	1	1	0
1		Park Rd	Property 54 to Princes St	E	12 Hour Parking	20	2	1	1	1	1
1		Park Rd	Princes St to Ryde Rd	E	Unrestricted	20	1	2	3	3	1
1		Princes St	Farnell St to Park Rd	N	Unrestricted	7	2	2	3	2	3
1		Princes St	Park Rd to Farnell St	S	Unrestricted	10	3	4	4	4	4
1		Boronia Park Reserve Car Park		E	Unrestricted	39	2	3	3	2	1
1		Boronia Park Reserve Car Park		E	Disable Parking	2	0	0	0	0	0
PUBLIC CAPACITY							187	187	187	187	187
PUBLIC OCCUPANCIES							22	26	30	29	21
PUBLIC VACANCIES							165	161	157	158	166
PUBLIC % OCCUPANCIES							12%	14%	16%	16%	11%

Boronia Park Parking Survey - MK-2.xlsx

 Available on-site parking

