

## Attachment C – Response to community group submissions – car parking management Brooklyn

### Dangar Island League (DIL)

Theme	Issue	Response
The problem reframed	Visitors are creating the parking problem, not residents	Council has land management responsibilities under the Crown Lands Management Act and the Local Government Act. The land that encompasses McKell Park and Parsley Bay is reserved for the purpose of public recreation – the car parking on that land needs to support its use for recreation.
An alternative approach		
a) Critical consensus	Strong enforcement on abandoned cars	Compliance of abandoned vehicles is managed the relevant legislation. Registered vehicles are legally entitled to park in unrestricted areas. To remove long stay parking, timing restrictions are recommended.
	Move trailers from prime parking areas	Consistent with recommended approach. Council has consulted the community on how to appropriately manage this. Recommendation is to remove trailers from destination parking areas (excluding Parsley Bay for cars with attached trailers).
	Reconfigure Parsley Bay to facilitate parking during weekdays	Consistent with recommended approach. Council has Crown land management responsibilities to facilitate access to this land.
	Open up Long Island causeway for parking	Approaches by Council have been made to Transport for NSW.
b) Strong support	A more finessed approach to any introduction of timed parking, including options for 72-hour parking and untimed weekday parking in certain areas	Council is considering feedback from the community and weighing this feedback with land management responsibilities. A more finessed roll out schedule has been recommended.
	Parking permits of some form for residents with limited or no parking	Noted, matter addressed in the Council Report.
	Long term trailer storage options on the village outskirts	Noted, matter addressed in the Council Report.
	Timetable the delivery of built form car park solutions	This is subject to the private individuals or community groups wishing to progress this outcome. Matter addressed in the Council Report.
	Consider maritime/mooring solutions	Council has zoned land throughout Brooklyn to allow for the development of marinas.
c) Enhanced public transport	Visitors arrive by train	Council's wholistic approach to car parking management in Brooklyn is to support and promote active transport solutions. Council has also made approaches to TfNSW advocating for enhanced public transport services.
	Increase train frequency	Advice from Transport for NSW is that greater use of the train on its current timetable will be a necessary precursor to increasing the frequency of service.
d) Built parking solutions	DIL endorse the Brooklyn Hawkesbury Parking Collaboration submission	Noted, matter addressed in the Council Report.
Feedback on draft plan	1. No social needs/impact assessment	Council resolved to consult the community on the proposed car parking changes. Through this consultation process, the social impact of the proposed changes has been expressed by the community and weighed against land management responsibilities.
	2. Recommendations contained in prior plans not addressed	Council adopted the Shire-wide Car Parking Management Study in 2020 upon which all future car parking management consultation was to be based. In preparing the recommendations for car parking management changes, staff have reviewed and considered over 20 past reports, studies, consultations and surveys Council has

		conducted over the past 30 years into appropriate measures to address car parking concerns in Brooklyn.
	3. Parking associated with mooring facilities not addressed	Council has zoned land throughout Brooklyn to allow for the development of marinas.
	4. Upper McKell and on street parking solutions not realistic alternatives	Council has consulted the community on the proposed changes and the matter is addressed in the Council Report.
	5. Resident parking permit concept discounted without sound basis	Noted, matter addressed in the Council Report.
	6. Not consistent with the adopted vision for Brooklyn	Council has tested the proposed changes against the vision with the community during the consultation period. Council has proposed parking management changes that are consistent with its land management responsibilities and the adopted guiding principles and working vision for Brooklyn.
	7. No long-term plan	Noted, matter addressed in the Council Report.
Policy implications/Local Government Act	Carry out functions in a way that provides the best possible value for residents and ratepayers	Council is required to carry out its functions to the benefit of all rate payers. It is not considered to be best possible value for other rate payers in the Shire if Council were to build a private car park for offshore residents using rate payer funds collected from across the Shire. This is why it has been recommended that a user pays approach is taken on the construction of a new car park.
	Plan strategically...for the provision of effective and efficient services and regulation to meet the diverse needs of the local community	The Community Strategic Plan identifies our community's main priorities and aspirations for the future and sets the broad strategic direction for Council's operations. In relation to car parking provision in Brooklyn, Council has a broad framework of legislative requirements, adopted strategies and plans including Car Parking Management Study.
	Manage lands and other assets so that current and future local community needs can be met in an affordable way	The proposal seeks to manage the public land in Brooklyn in a manner consistent with land management requirements and to the benefit of all rate payers.
	Work with others to secure appropriate services for local community needs	Council has worked with other agencies including Crown Lands, Central Coast Council and Transport for NSW to progress an approach to resolving car parking in Brooklyn.
	Act fairly, ethically and without bias in the interests of the local community	Council is required to manage its resources for the entire Shire of Hornsby – not just one discreet group. It would not be fair, ethical or unbiased if Council put public resources into providing parking for private individuals.
	Recognise diverse local community needs and interests	Council has recognised the diverse community needs in Brooklyn, through the Discussion Paper – Brooklyn Place Planning and in relation specifically to car parking - through evaluating feedback received from a large range of stakeholders during the consultation period of the Discussion Paper and the recent car parking management exhibition period.
	Consider social justice principles (i.e. equal access to essential services, fair distribution of resources, prioritising the health and safety of all community members and recognition of different groups within the community).	Social justice, as applied to access to car parking, is managed by the NSW Mobility Parking Scheme with the Disability Parking Permit. Council has also considered the demand for accessible car parking in the crafting of recommended car parking management changes.
Non-conformance with Guiding Principles set out in Community Strategic Plan	Access and inclusion, equity, rights to community participation, public health and safety, and civic leadership	Access – fair access to services – timed parking provides access to all members of the community. Current uses of parking precludes access to parking for all community members – especially when demand is high on weekends.

		<p>Equity – community stakeholders from across the Shire have provided feedback on the proposed plans. Equity has also been considered in terms of who should pay for the private parking of those that do not have parking on their own land.</p> <p>Rights to participation – Councillors and Council staff have met with the community on numerous occasions, both before, during and after the nine week exhibition period.</p> <p>Public health and safety – the proposed car parking changes will ensure that everyone has access to recreational areas which provide vital connections to the river foreshore and developed park areas.</p> <p>Civic leadership – Council has been asked to consider policy frameworks, legislative requirements, adopted strategies, community feedback and the future vision for Brooklyn in making a decision on car parking. This exemplifies a best practice approach as outlined in the new State Government Movement and Place Framework.</p>
	Non-conformance with Council's strategy Healthy Ageing Hornsby 2022-2026	The Strategy outlines a need to a) provide for more mobility parking that is accessible, safe and near venues; b) ensures that parks are age-friendly environments and c) that Council explores the opportunity for the Shire to become a tourist destination for older people. These considerations have been included in the proposed changes to car parking management in Brooklyn in respect of park users. The upcoming Destination Management Plan will explore c) further.

#### Brooklyn Mooring Co-operative (BMC)

Theme	Issue	Response
Hot berthing	Council encouraged hot berthing arrangement. Moving cars daily is not consistent with hot berthing arrangements	Noted, the proposed changes to car parking management offer a range of locations to suit hot berthing arrangements.
Development consent	Council did not require car parking associated with the BMC development	Council's records indicate that the conditions of consent do not confer any rights for the parking of vehicles at or near the facility as part of the development consent.
Diverse membership	Parking solution should not discriminate against non-HSC residents	Noted, any potential provision of Crown land for a leased car park will not discriminate against non-HSC residents.
Safety and accessibility	Long walks to boats, concern regarding safe access from further away.	Right of access (either pedestrian or vehicular) is maintained for BMC members to their pontoons. Car parking recommendations offer a range of locations for BMC.
Consultation	No contact or consultation with BMC	BMC have been members of the Brooklyn Hawkesbury Parking Collaboration group with whom Council staff, including the General Manager, met with on a fortnightly basis during the exhibition period. BMC was also notified of the consultation period.
Bias	Proposals are biased towards one group of residents – visitors	Current arrangements appear to be favouring offshore residents/long stay parking due to the absence of time restrictions. This parking management approach limits visitor access to the Crown Reserve – as evidenced by Council's parking data and the DIL community survey. Council seeks to find an appropriate balance between all competing users.

## Dangar Island – Community First Responders

Theme	Issue	Response
Social and economic needs analysis	Social and economic needs analysis not completed prior to recommendations being put on exhibition.	Council typically completes a social and economic assessment of a project through a Statement of Environmental Effects (SEE) for a development application (DA) or a Review of Environmental Factors (REF) if Council is required under the relevant legislation. In this instance, the proposal is to time restrict parking in existing carparks in a manner that is consistent with the land usage and Council's legislative requirements. It is noted that changes to car parking management in a precinct are typically dealt with at an officer level under delegation and a DA, REF or Council resolution is not required. During the consultation period Council sought community feedback in order to understand the community's views on the proposals and associated impacts. The recommended changes have been developed to respond to the survey and other written feedback Council received from the community during the exhibition period.
Ageing in place	Long stay parking not provided for families or carers of people with a disability or trades.	The offshore community has encouraged visitors to Brooklyn to arrive by train. Long stay parking requirements for trades and support workers etc. are noted and recommended changes address this concern. It is also noted that current car parking turnover rates in high demand areas means that these workers and visitors are already required to park elsewhere in Brooklyn – as evidenced by community submissions.
Cost of parking for seniors	Capital costs of a new car park are not affordable for senior residents	Community participation in a leased car park for private use is not compulsory. Through the consultation period, Council tested the idea of a leased car park with the community in Upper McKell Park and has given an indicative likely capital cost if the car park were to be progressed in this location. Recommended changes to car parking consider and respond to this issue.
Access to the ferry	Parking further from the ferry is not safe	The provision of car parking for public transport users is a responsibility of the NSW Government (TfNSW). The proposed changes to car parking near the Brooklyn Public Wharf have been raised with TfNSW. TfNSW currently provides a car park for public transport users at the intersection of Brooklyn Road and Dangar Road.
Required infrastructure to make Upper McKell carpark viable	Upgrades to footpaths etc. required to facilitate access	Noted, matter addressed in the Council Report. If a leased car park is progressed by the community, the access arrangements would be managed by the proponents of the carpark.
Provision of additional parking station	Needs to be located between BMC and ferry	Noted, as part of the consultation process, Council sought feedback from the community on where alternate, preferred locations for a resident parking area could be.
Resident parking passes	Needed before timed parking is implemented	Noted, matter addressed in the Council Report.

## Brooklyn Hawkesbury Parking Collaboration

Theme	Issue	Response
Prioritise resident solution	Resident numbers are fixed and easier to solve – visitor numbers are growing	Council's approach to resolving private parking for off shore residents is to nominate an appropriate location for them to design, develop and fund the construction of a private parking solution. Council has land management responsibilities in McKell Park and Parsley Bay that requires it to facilitate access for visitors to the reserves. Managing visitor demand for car parking is managed in the short-medium term by the introduction of timed parking and in the longer term, through smart parking solutions/paid parking.
Visitor parking demand	Deliver a visitor parking solution in the long term	Managing visitor demand for car parking is managed in the short-medium term by the introduction of timed parking and in the longer term, formalising car parking in Upper McKell Park with smart parking solutions/paid parking.
Access to railway land	Access to the land for the entire community and commuter parking	Approaches have been made to Transport for NSW – there are ongoing discussions with Council advocating on behalf of the community.
Interface with maritime		Council has zoned land throughout Brooklyn to allow for the development of marinas.
Create a sense of urgency with other levels of government		Approaches have been made to Transport for NSW – there are ongoing discussions with Council advocating on behalf of the community.

## Brooklyn Community Association

Theme	Issue	Response
Brooklyn Community Association principles applied to recommended parking 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.	Consistent with recommended approach. Council has made approaches to TfNSW advocating for enhanced commuter car parking and resident access to transport lands for private carparking.
	Minimised parking on foreshore land, to provide increased green space.	Consistent with recommended long term approach.
	Improved management of existing parking capacity, to ensure the viability of businesses.	Consistent with recommended short term approach.
	Increased availability of different time-restricted parking types to support different user groups.	Timing interventions are recommended to be kept consistent – 4 hours and ½ hour to improve compliance and minimise user confusion. The introduction of smart parking solutions/paid parking will provide greater flexibility for the diversity of users longer term. Timing of the whole village centre on street is unlikely to respond to the current demand for long stay parking in the village centre.
	Short-term parking aligned to better support access to businesses and services	The focus has been on off street, reserve parking. Recommended introduction of several ½ hour car parking spaces in each precinct may assist.
	On-street parking not consumed by long-term car and boat trailer parking.	Compliance of abandoned vehicles is managed through the relevant legislation. Registered vehicles are legally entitled to park in unrestricted, on street areas. Timing of the whole village centre on street is unlikely to respond to the current demand for long stay parking in the village centre.

	Retained and increased longer-term parking availability outside peak demand times.	Longer term, the introduction of smart parking solutions/paid parking will provide greater flexibility for the diversity of users.
	Paid parking introduced to encourage more sustainable parking and travel behaviour.	Noted, consistent with recommended long term approach.
	Residential and commercial development to provide sufficient off-street parking.	Beyond scope of current proposal. Council planning controls manage this issue.
	Medium and long-term parking solutions driven by place-planning outcomes.	Consistent with recommended approach.
	Increased opportunities for car sharing schemes and on street charging bays.	Car share spaces have been recommended for inclusion in the village centre following consultation and subject to market interest. Parameters subject to Council's Electric Vehicle Charging Stations on Public Land Policy April 2020 and Car Share Parking Policy April 2020.

### Hawkesbury River Dragons

Theme	Issue	Response
Turn over of car parking in Parsley Bay	Proposed restrictions will not require parking to turn over before members arrive. Suggest 3P parking on Saturday morning and 6P the rest of the time.	Following community consultation, the recommended changes to car parking in Parsley Bay address this concern. Longer term, the introduction of smart parking solutions/paid parking will provide greater flexibility for the diversity of users.

### Hornsby Ku-ring-gai Sailing Club

Theme	Issue	Response
Duration of stay	Need 4-12 hour parking – starting at 9am	Following community consultation, the recommended changes to car parking in Parsley Bay address this concern. Longer term, the introduction of smart parking solutions/paid parking will provide greater flexibility for the diversity of users.
Maximise use of parking	Stacked parking – with a permit	Noted, matter addressed in the Council Report.
	Trailers parked on George Street	Following community consultation, the recommended changes to car parking in Parsley Bay address this concern with an increase in car only parking. Compliance of abandoned vehicles is managed through the relevant legislation. Registered vehicles are legally entitled to park in unrestricted areas.
	Paid parking shouldn't apply to the club	The introduction of smart parking solutions/paid parking will provide greater flexibility for the diversity of users. If installed on Crown land, paid parking would be applied to all user groups equitably.
	Create headland walk to improve access to Dead Horse Bay	Beyond the scope of car parking management consultation. Currently land not managed by Council.

**Parsley Bay – mooring holders/boat owners**

<b>Theme</b>	<b>Issue</b>	<b>Response</b>
Duration of stay	Multi day stays are required as mooring owners can be offshore for extended periods.	Following community consultation, the recommended changes to car parking in Parsley Bay address this concern. Longer term, the introduction of smart parking solutions/paid parking will provide greater flexibility for the diversity of users.

**Lower Hawkesbury Aquatic and Recreation Association (LHARA)**

<b>Theme</b>	<b>Issue</b>	<b>Response</b>
Car only parking	Timed parking	Following community consultation, the recommended changes to car parking in Parsley Bay address this concern. Longer term, the introduction of smart parking solutions/paid parking will provide greater flexibility for the diversity of users.
Seasonal parking	Focus on peak boating season in December	Following community consultation, the recommended changes to car parking in Parsley Bay address this concern. Longer term, the introduction of smart parking solutions/paid parking will provide greater flexibility for the diversity of users.
Permits	Permits for 12 hour and stacked parking	Noted, matter addressed in the Council Report.

**Brooklyn Community Hall Committee**

<b>Theme</b>	<b>Issue</b>	<b>Response</b>
Future hall	Require 30-40 car parking spaces	Allocating parking for a facility that Council has not resolved to build is not warranted. Any parking requirements for future community venues would be considered within the context of a development application.

# BROOKLYN

## CAR PARKING MANAGEMENT

### SURVEY RESULTS



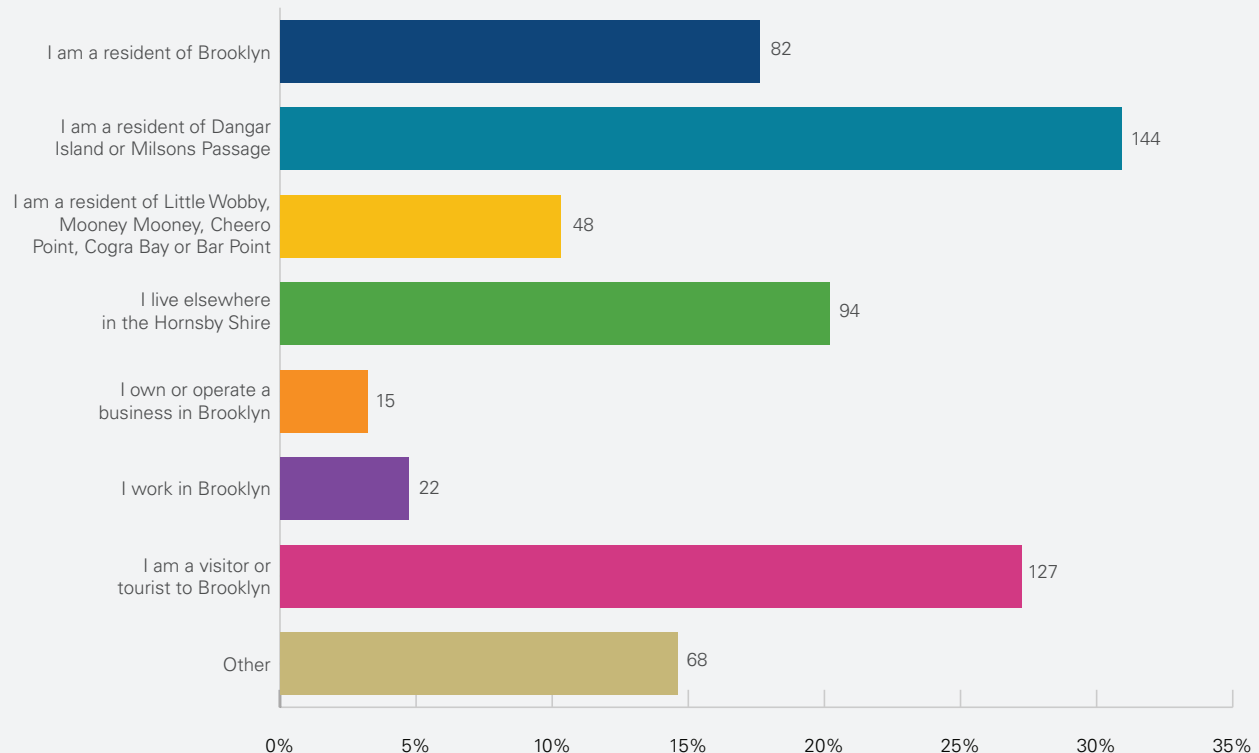
In September and October 2022 we invited the community to have 'Your Say' on proposed changes to car parking management in Brooklyn. The proposed changes were based on the adopted Car Parking Management Study and Council's requirements as land managers.

We proposed to introduce additional time restricted parking in Brooklyn to make car parking spaces available for people visiting and using McKell Park and Parsley Bay and for people wishing to access the businesses in the village centre. We also wanted to identify a location or locations where the river community may park their cars for extended stays.

Council letter box dropped survey promotional material to all residences in Brooklyn, Dangar Island and Milsons Passage. Email correspondence was also forwarded to civic organisations in the Lower Hawkesbury area inviting stakeholders and residents to complete the survey. Fixed and digital signage was installed in prominent locations across the village centre, encouraging visitors to Brooklyn to have their say as well.

Below is a snapshot of the results. A total of 466 surveys were completed both online and in paper-based form. Respondents did not necessarily answer all questions.

## Stakeholders



Please note: Total number of responses exceeds total number of respondents as participants were able to select more than one answer e.g. resident of Brooklyn and own or operate a business in Brooklyn.



## Lower McKell Park

We proposed 4 hour parking in this area	Percentage agreement
4 hour parking	23%
Other timing restrictions	30%
Unrestricted parking	42%
Other*	5%

\*Refers to a survey response that does not respond to the question asked.

## Dangar Road/Wharf Carpark

We proposed 4 hour parking in this area	Percentage agreement
4 hour parking	24%
Other timing restrictions	32%
Unrestricted parking	32%
Other*	12%

\*Refers to a survey response that does not respond to the question asked.

## Upper McKell Park (East)

We proposed 4 hour parking in this area	Percentage agreement
4 hour parking	24%
Other timing restrictions	31%
Unrestricted parking	38%
Other*	7%

\*Refers to a survey response that does not respond to the question asked.

## Parsley Bay – Car only parking

We proposed 6 hour parking for cars only in this area	Percentage agreement
6 hour parking	19%
12 hour parking	25%
Other timing restrictions	20%
Unrestricted parking	29%
Other*	7%

\*Refers to a survey response that does not respond to the question asked.

## Parsley Bay – Car with attached trailer parking

We proposed 12 hour parking for cars with attached trailers in this area	Percentage agreement
12 hour parking	32%
24 hour parking	22%
Other timing restrictions	15%
Unrestricted parking	24%
Other*	7%

\*Refers to a survey response that does not respond to the question asked.

## Flexible parking

We proposed 13 flexible parking spaces in Parsley Bay- car only or car with attached trailer (this is approximately 10% of parking spaces). On average, survey respondents wanted 60% of the parking spaces to be available for flexible parking.

## Short term parking

We proposed 2 x 30 minute parking spaces for loading/unloading in Lower McKell Park and the Wharf Carpark. On average, survey respondents wanted 3 x 30 minute parking spaces in these locations. In Parsley Bay, we proposed 4 x 30 minute parking spaces for loading/unloading with 84% of respondents indicating a desire for at least 4 x 30 minute spaces.



## Short term storage lockers

We asked whether short term storage lockers would be beneficial for the temporary storage of goods. On average across the parking precincts 52% of survey respondents said no, 39% said not sure/maybe and 9% said yes, lockers would be beneficial.

## Car share

We proposed 2 car parking spaces on Dangar Road to be dedicated car share parking spaces. 53% of survey respondents said 2 or more car share parking spaces is appropriate, 34% said not sure and 13% said 2 spaces is too many.

## Leased car parking area

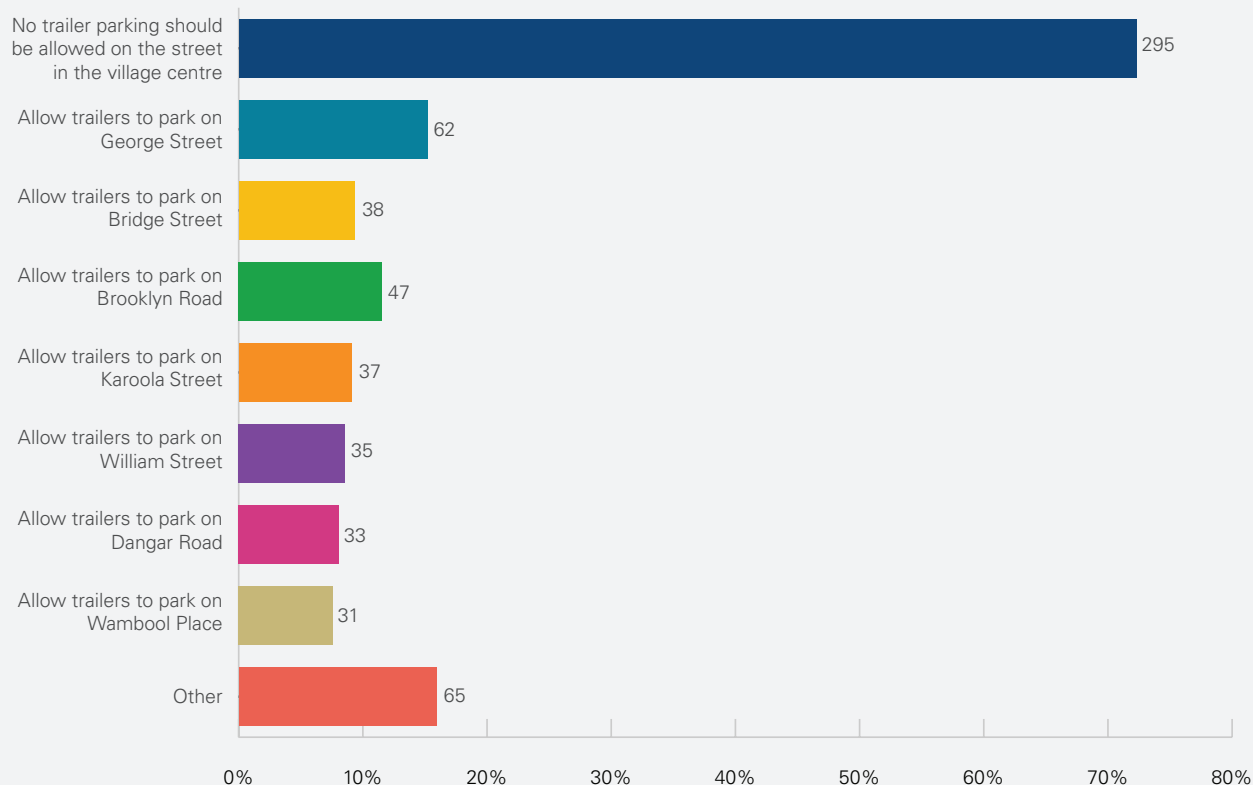
Would you be interested in potentially leasing a space in Upper McKell Park overflow area if this proposal goes ahead?	Count
Yes	69
No	271
Maybe	52
Unsure	54

How many car parking spaces would be of interest?	Count
1 car space	60
2 car spaces	26
3 car spaces	2
Unsure	20
Depends on cost	37

We asked your preferred location for a potential leased car parking area. Locations nominated included Transport for NSW land (railway land), slip road/marina, Dangar Road, Bridge Street, Parsley Bay and Lower McKell Park.

## Trailers

We asked on which streets, if any, trailers should be allowed to park on within the Brooklyn village centre.



Please note: Total number of responses exceeds total number of respondents as participants were able to select more than one answer.

Should Council offer trailer storage elsewhere in Brooklyn at a cost to those wishing to use it?	Count
Yes	179
No	65
Maybe, depending on the location	121
Maybe, it depends on the cost	68
Trailer parking should be provided for free on public land	0
Unsure	60

Please note: Total number of responses exceeds total number of respondents as participants were able to select more than one answer.



If Council does offer trailer storage at a cost, where should it be?	Count
Saltpan Reserve	150
Brooklyn Oval	55
Tom Richmond Oval (old dairy site)	64
Rest Park	70
Council should not offer trailer storage on public land	116

Please note: Total number of responses exceeds total number of respondents as participants were able to select more than one answer.

## Next steps

Council will consider all survey feedback received and it is anticipated that the matter will be considered further by Council in 2023.