

29 April 2024

P2848 EJE East Maitland Bowling Club parking assessment

East Maitland Bowling Club
C/- EJE Architecture
King Street,
NEWCASTLE NSW 2300

Attn: Michael Rodgers

Dear Michael,

Proposed modifications to East Maitland Bowling Club, Banks Street, East Maitland NSW

Further to your email, we have now completed our review of the documentation provided and undertaken an assessment of the potential parking demands for the proposed modifications to the East Maitland Bowling Club (Club).

Background and Proposed Development

The East Maitland Bowling Club is located on Banks Street, East Maitland with access from Banks Street and exit from the carpark to Grant Street to the rear.

The Club is part of a local entertainment precinct that offers a number of attractions including live entertainment, dining, hotel and sporting facilities and is located in a predominately residential/business area.

The proposed development sees the third bowling green being reduced in area with the surrounding outdoor area being modified to provide additional seating/dining, a children's play area and storage. This modification to the site will add 790m² licensed floor area but no additional area to the club and provides no additional parking.

The purpose of this assessment is to determine the extent of parking available for use by the club and to determine the suitability of this to accommodate any changes in demand associated with the club modification.

To inform this assessment parking beat surveys were undertaken on Saturday 6th and Sunday 7th April 2024 to determine the current parking demands in the locality during hours of peak patronage. Parking in the general locality is a mixture of private parking and public parking on street or within public car parking areas. Club parking is provided in a multi-deck carpark with the upper level available for public parking. The location of the site is shown below in Figure 1.

Patron counts were also undertaken to coincide with the hourly counts.

We have reviewed the survey data and provide the following comments in support of the proposed club modifications.

Parking

The parking surveys were completed on Saturday 6th April (3PM-9PM) and Sunday 7th April (4PM-8PM). Surveys were undertaken to determine the parking demands of the existing on-site Club parking as well as the on street and public parking within the locality. Saturday and Sunday were chosen as these represent typical peak periods of demand for this facility. Friday 5th April had flood warnings which precluded it being included in the surveys with the Sunday confirmed as being suitable instead.

On the Saturday there were two events/functions at the Club with a bowls tournament and a wedding with 90 guests. Wedding guests were noted separately in the head count as they were using the function room upstairs whilst bowls players were included in the club head count as they moved through various part of the club.

The parking surveys covered the general area as shown in Figure 1 below. The parking survey results are detailed in **Attachment B** with a summary of peak demands shown below.



Figure 1 – Parking beat survey zones

■ Table 1 Peak parking surveys, Saturday 6th and Sunday 7th April 2024

	Patrons	Occupied Club Parking	Peak Demand			Peak Time
			Vacant Club Parking	On Street Occupied	On Street Vacant	
Saturday	492	78	72	121	66	6pm
	464	81	69	116	71	7pm
Sunday	219	48	102	88	99	6pm

From the surveys the following is noted:

- The surveys showed that the precinct is popular with high parking demands observed along Banks Street but a high number of vacant spaces along Grant Street.
- The Club carpark was at 47-56% occupancy between 3pm and 8pm on Saturday but only 32% on Sunday. This corresponded with the headcounts recorded during the survey periods.
- The at grade carpark opposite the Club (I) was also popular with peak demands at 3pm and 7pm Saturday.
- The club operates two courtesy buses providing alternate travel options.
- Arrivals in groups, particularly for functions and friends travelling together, reduced parking demands
- People being dropped off by friends or family
- The Banks Hotel carpark, whilst popular with hotel patrons had vacant spaces at all times (5 in the Saturday peak period).

From this it can be seen that parking in the Club car park as well as kerbside parking on the local road network is not at capacity and offers space for additional parking within the immediate vicinity of the Club.

Seca Solution has previously completed similar parking beat surveys for several developments in the vicinity of the site (2015 and 2021). These each showed similar results across the precinct.

Parking Demands and Utilisation

The Maitland DCP provides a parking rate for Bowling greens of 30 spaces for the first green and 15 spaces for each additional green. The DCP notes that this rate is only for registered clubs.

This is consistent with the Guide to Traffic Generating Developments published by TfNSW, which provides a rate of 30 spaces for first green and 15 spaces for each additional green.

The proposed development does not increase the number of greens and so based on the DCP would not generate additional parking demands. The third green is reduced in playing area and the area surrounding the green is expanded to provide additional viewing space along with the inclusion of a children's playground and some additional dining space.

Whilst in principle, based on the DCP rate for 3 bowling greens, this would see no change to the parking demands, the additional outdoor space does provide an alternate dining space subject to the weather. It would particularly appeal to families who can sit there and watch the children play or participate in barefoot bowls.

Observations of the playing greens confirm that players and their guests typically congregate around the greens with some 98 bowlers during the Saturday survey. These patrons move into and out of the various parts of the club

throughout the survey period, being on the greens to play bowls and moving into and out of the bar area and possibly staying for a meal.

In a similar manner, visitors to clubs typically move from the bar area to the dining room, outside if the weather is pleasant, to the live music area or to the gaming area with some moving in and out of outdoor smoking areas. Throughout the club there are subsequently areas that are empty or have minimal (1 of 2) patrons depending upon the time of day.

If the area associated with the modification is instead assessed as generating additional parking, the DCP provides a rate for registered clubs outside the Maitland CBD of 1 space per 10m² of public or licensed floor area (bar, lounge, dining room, games room).

Applying this would see a demand for 34 parking spaces based on the following:

- 500 m² covered open area (assumed 50% usage based on people choosing to site here instead of inside on a fine day and not during bad weather)
- 170m² – open area subject to the impact of weather (assume 50% usage)
- 70m² – children's play area - considered ancillary

No change to staff numbers would be associated with the modifications.

There is adequate parking available to accommodate this.

This rate also does not recognise the use of alternate travel modes and the increased awareness of drink driving legislation and breath testing which has seen reduced demands for vehicles associated with patrons attending clubs and hotels (acknowledged in the Guide to Traffic Generating Developments).

This is consistent with observations on site where two courtesy buses provide regular services both with arrivals and departures.

Conclusion

From the survey it can be seen that there is significant vacant parking available for use by people attending the Club, both within the club parking area and within the local precinct.

The impact of the proposed modifications, whilst considered minimal due to the complimentary nature of the area to provide an alternate family dining and viewing area, can be accommodated within the available club parking supply.

During the absolute peak periods the vacant club parking (69 spaces) can accommodate the demands of the additional 34 spaces required.

Parking within the precinct also provides 71 vacancies which can be used without impacting the amenity of local residents.

Overall, it is considered that the proposed modifications to the club can be made without requiring an increase in parking supply with the existing supply suitable to accommodate the club demands. The proposed development can be supported with the modifications not impacting the amenity of local residents or others parking within the vicinity of the subject site.


Please feel free to contact me on 4032-7979 should you have any queries.

Yours sincerely,

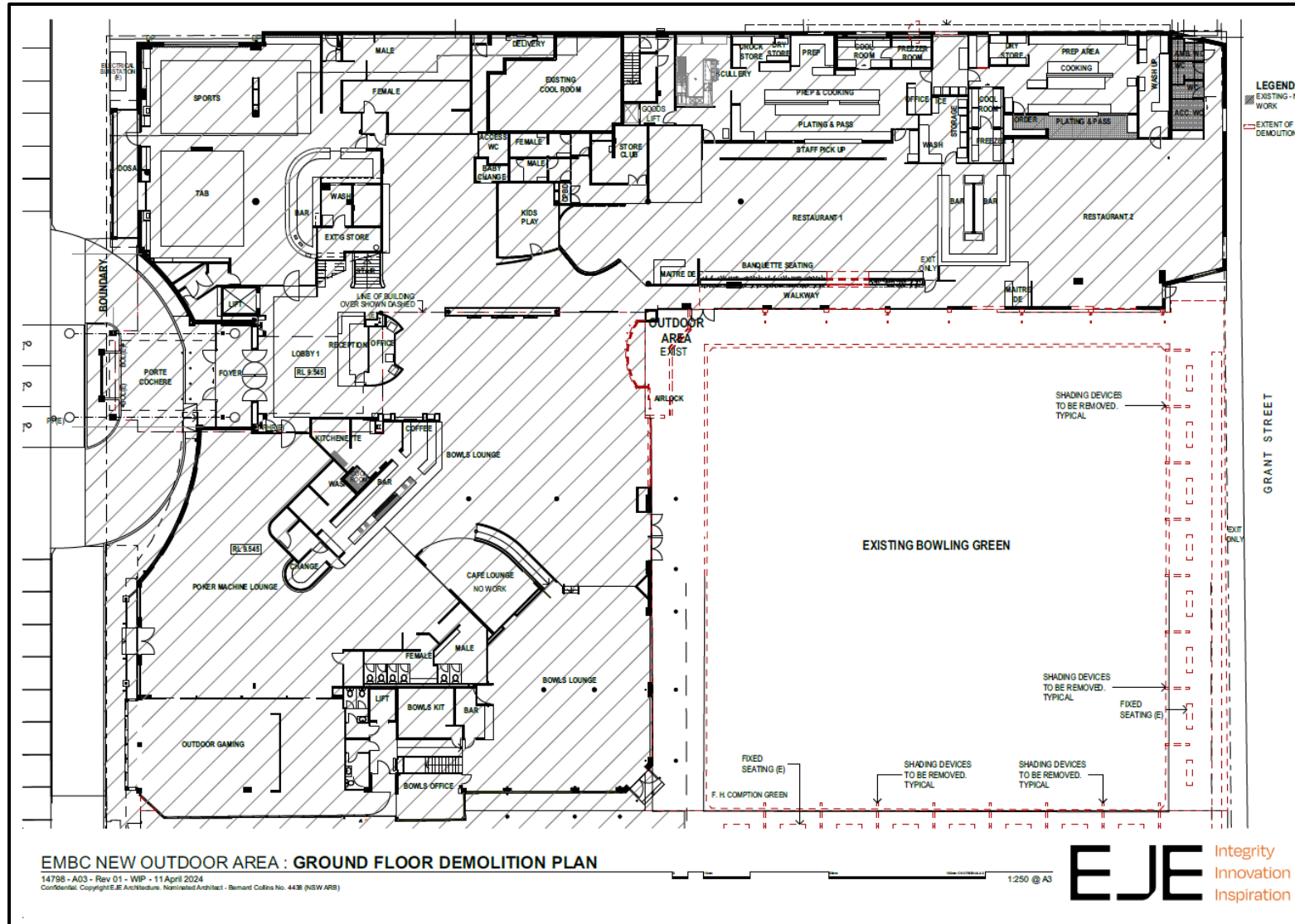


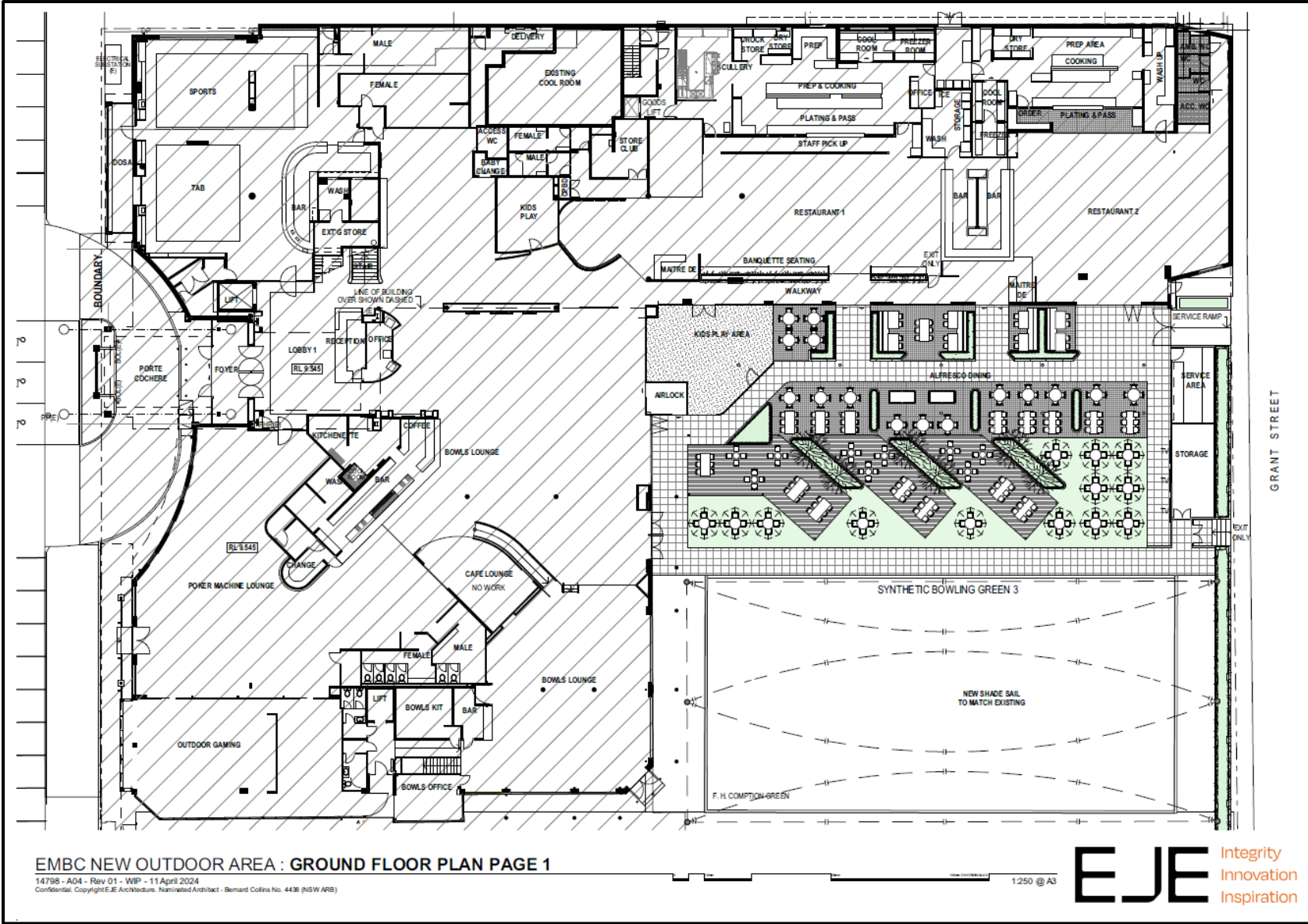
Cathy Thomas

Director

Version	Date	Description	Prepared by	Reviewed and Approved for Issue
Ver01	29/4/24	Draft	C. Thomas	S. Morgan 

Attachment A – Site Plan (existing/proposed)





EMBC NEW OUTDOOR AREA : GROUND FLOOR PLAN PAGE 1

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Attachment B – Parking Counts

Occupied/Vacant			SATURDAY 6/4							SUNDAY 7/4				
	TOTAL spaces	Zone	3pm	4pm	5pm	6pm	7pm	8pm	9pm	4pm	5pm	6pm	7pm	8pm
Grant St east/club side	29	A	11/18	5/24	5/24	9/20	9/20	7/22	4/25	2/27	2/27	5/24	3/26	3/26
Grant St east/field side	34	B	7/27	7/27	5/29	4/30	4/30	4/30	4/30	4/30	1/33	4/30	6/28	5/29
Banks St west/club side	20	C	19/1	17/3	20/0	22 (2 parked illegally)	20 (2 parked illegally)	19/(2 parked illegally)	17/1 (2 parked illegally)	16/4	20/0	20/0	20/0	8/12
Banks St west/field side	23	D	5/18	5/18	10/13	13/10	16/7	15/8	9/14	2/21	1/22	3/20	4/19	1/22
Banks St east	23	E	20/3	17/6	20/3	21/2	21/2	21/2	20/3	17/6	19/4	21/2	21/2	15/8
Multi storey Carpark	150	F	84/66	77/73	78/72	78/72	81/69	71/79	52/98	33/117	38/112	48/102	46/104	20/130
Supplementary Carpark (across road)	58 (including 4 EV charging spaces)	G	49/9	41/17	46/12	52/6	46/12	44/14	29/29	14/44	25/33	35/23	34/24	18/40
TOTALS	337		195/142	169/168	184/153	199/140	197/140	181/156	135/202	88/249	106/231	136/201	144/203	70/267
Head count	-		351	326	319 + 90	402 + 90	374 + 90	288 + 90	236 + 90	116	147	219	205	82