



**FORESTVILLE HOCKEY CLUB
UNLEY HIGH SCHOOL, NETHERBY**

TRAFFIC AND PARKING REPORT



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DOCUMENT CONTROL

Report title: Forestville Hockey Club – Unley High School, Netherby
Traffic and Parking report

Project number: 22578

Client: Moto Projects

Client contact:

Version	Date	Details/status	Prepared by	Approved by
Draft 1	5 Apr 23	For review	BNW	BNW
V1.0	26 Apr 23	For submission	BNW	BNW

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1. INTRODUCTION

The Forestville Hockey Club, in collaboration with the Office for Recreation, Sport and Racing and the Education Department, is proposing to build a hockey new pitch and associated facilities at Netherby. CIRQA has been engaged to provide advice in respect to traffic and parking aspects of the proposal.

This report provides a review of the subject site, the proposed development, its access and parking provisions and the associated traffic impact on the adjacent road network. The traffic and parking assessments have been based upon plans prepared by DASH Architects (Drawing DA224339 SK01, dated 20 April 2023).

2. BACKGROUND

2.1 SUBJECT SITE

The subject site comprises are parcel of land within the north-western corner of Unley High School at Kitchener Street, Netherby. The site is bound by the high school to the south and east, Urrbrae High School to the north and Balham Reserve (tennis courts) to the west. Figure 1 illustrates the location of the subject site with respect to the adjacent road network.

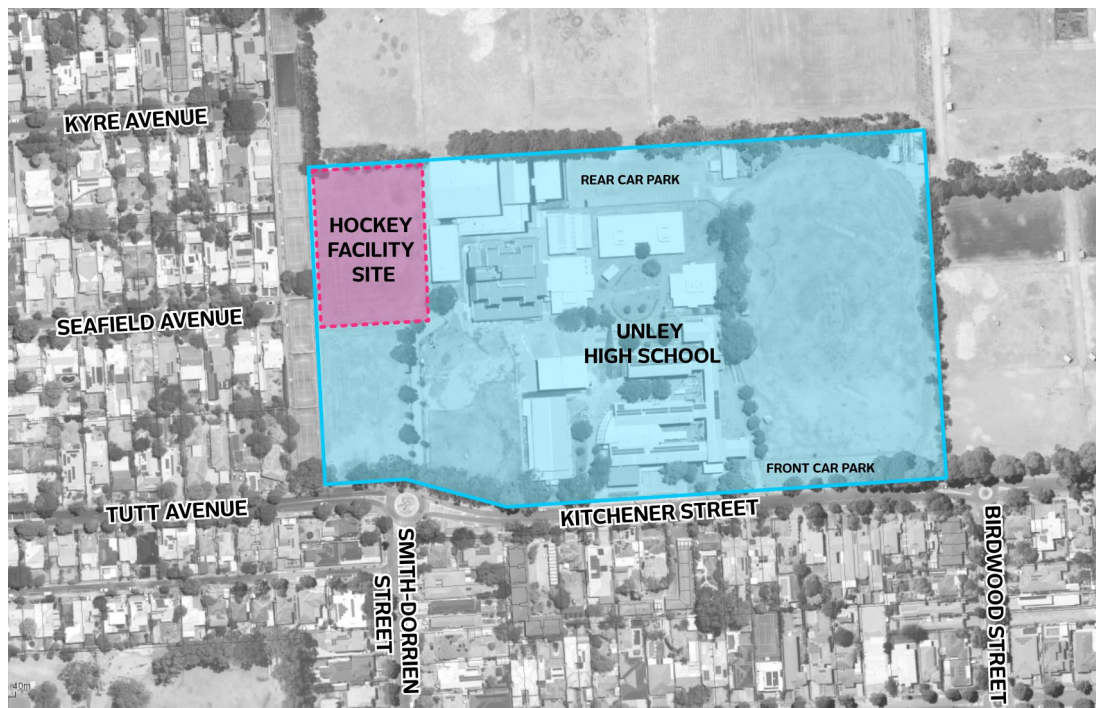


Figure 1 – Location of the subject site with respect to the adjacent road network

The Planning and Design Code identifies that the site is located within a Community Facilities Zone, with the following Overlays applicable:

- Airport Building Heights (Regulated) (All structures over 45 metres);
- Hazards (Flooding - Evidence Required);
- Prescribed Wells Area; and
- Regulated and Significant Tree.

The subject parcel of land is currently utilised as a sports field for Unley High School. Vehicle access for the High School is provided via five access points on Kitchener Street. The access points provide access to/from parking areas as well as circulation areas for maintenance, service/delivery and emergency vehicle access. There are three primary parking areas within the site with a total of 209 car parking spaces. These include a large 'rear' car park with 111 spaces and a large 'front' car park with 66 spaces (and an additional 26 spaces within a connected staff car park).

Typical peak parking demands at the High School are associated with the periods associated with student set-down (morning) and pick-up (afternoon) movements as well as staff parking demands. Secondary parking demand peaks occur outside of these times as a result of school and community use of the site's sporting facilities (including the gym adjacent to the rear car park utilised by 'Life Be In It' and the football/cricket oval).

2.2 ADJACENT ROAD NETWORK

Kitchener Street is a local street under the care and control of the City of Mitcham. Adjacent the site, Kitchener Street comprises a 9.6 m wide carriageway (approximate) accommodating two-way traffic movements. On-street parking is permitted on both sides of Kitchener Street, albeit is restricted by various parking controls. Specifically, on the southern side of Kitchener Street (opposite the subject site), parking is restricted to 30 minutes at all times. With regard to the northern side, between Smith Dorrien Street and 'Gate 2', parking is restricted to two hours from 9:00 am to 2:00 pm (school days) and 15 minutes from 2:00 pm to 4:00 pm (school days), with 'No Parking' permitted between 8:00 am and 9:00 am (school days). A 20 m 'No Stopping' parking control applies east of 'Gate 2', with a 'Bus Zone' applicable beyond (up to 'Gate 1') between 8:00 am and 4:30 pm on school days. Kitchener Street is identified as a 'Secondary Road' as part of the BikeDirect Network. Adjacent the site, a 50 km/h default urban speed limit applies on Kitchener Street, with the exception of 'When Children Present' at which times a 25 km/h speed limit applies (i.e. School Zone speed restrictions).

2.3 WALKING AND CYCLING

Paved footpaths are provided on both sides of Kitchener Street, accommodating both pedestrian and bicycle movements. Bicycle movements are also

accommodated on Kitchener Street under a standard shared arrangement. Pedestrian access to the School is provided via Kitchener Street and the unmade road reserve, with numerous pedestrian gates along the site's southern and western frontages. Internal connections are available for access to/from the subject parcel of land.

It should be noted that an off-street shared path is located within the unmade road reserve, providing a pedestrian and cyclist link between Tutt Avenue and Cross Road. A Pedestrian Actuated Crossing (PAC) is also provided on Cross Road, facilitating pedestrian and cyclist crossing movements on Cross Road. Whilst no formal crossing facilities are provided immediately adjacent the shared path on Tutt Avenue, crossing movements are facilitated at the nearby Tutt Avenue/Kitchener Street roundabout with the accompaniment of pedestrian holding rails and tactile markings.

2.4 PUBLIC TRANSPORT

The site is also well serviced by public transport with frequent services operating along Kitchener Street and Cross Road (with stops within walking distance).

3. PROPOSED DEVELOPMENT

The proposed development comprises the construction of a new all-weather, multipurpose playing surface at Unley High School. The facility will be suitable for hockey, netball, and touch football. It will include single storey changerooms, a small licenced clubroom, storage facilities, fencing, lighting as well as technical and team benches. The pitch will be shared between Forestville Hockey, Unley High School and other schools in the area.

Minor alterations to the adjacent internal maintenance access road will be undertaken to accommodate the pitch. No other alterations vehicle access or parking provision will be undertaken. It is proposed that parking demands associated with the site be accommodated via the existing off-street parking within the School and shared with other uses within the overall site (and, in the event of high demands within the site, on-street parking in Kitchener Street, if needed).

Given the shared parking arrangements on-site and that the access for the primary parking area (rear car park) is somewhat removed from the hockey pitch, it is recommended that clear wayfinding signage be provided at the access point to direct drivers to/from the rear car park (this could also include wayfinding for the other sporting/community uses on the site). Additionally, pedestrian connections between the pitch and the parking areas should be adequately lit and provided with additional wayfinding signage.

4. PARKING ASSESSMENT

The Planning and Design Code identifies a rate of 4.5 spaces per 100 m² of gross leasable floor area associated with indoor recreation facilities (which could apply to the clubroom, changerooms and storage buildings). However, the Code does not identify a rate applicable to pitch itself. If assessed on the basis of the above 'indoor recreation centre' applying to the proposed buildings, there would be a requirement for approximately five spaces associated with the proposal.

In reality, higher demands would be anticipated to be associated with the proposed use. CIRQA has previously undertaken a number of surveys at hockey facilities within Adelaide which have identified the following peak demands:

- Adelaide Hockey Club – 48 vehicles;
- Seacliff Hockey Club – 51 vehicles and 55 vehicles (surveyed on two separate occasions);
- North East Hockey Club – 46 vehicles; and
- State Hockey Centre – 115 vehicles (two pitches)..

These surveys suggest typical demands for a single pitch facility would be in the order of 50 parking spaces. These demands relate to match related activity (typically weekends and potentially Friday nights) with demands during training sessions typically slightly lower. The proposal would not provide such a level of additional parking, however, would share existing provisions within the site.

Unley High School has provided information in respect to the various uses of the gym and sporting facilities within the site. The information indicates that high demand for the rear car park typically occur on Monday to Thursday evenings (after 6 pm) and on Saturday afternoon.

Peak demand periods associated with the front car park (outside of the school related usage) occur on Tuesday and Thursday evenings (for training associated with the Unley Old Scholars Soccer Club) and Saturdays (for matches associated with the Soccer Club). These demands only occur during Terms 2 and 3 (Winter season). It is also noted that, based on scheduling information, soccer matches are not played at the School every weekend during the season. In addition, the Unley Cricket Club utilises the front car park on Saturdays during the Summer season (Terms 1 and 2) albeit this would not conflict with the primary Hockey (Winter) season.

Spot checks of parking demands within and adjacent the School have been undertaken during March as well as review of available aerial photography (MetroMaps and Google Earth) for additional weekend information. The spot

checks have indicated demands in the order of 50% to 60% within the rear car park with very low demands (less than 5 vehicles in the front car park). A peak of eight vehicles was observed for vehicles parked on the northern side of Kitchener Street adjacent the School's frontage. Anecdotally, the School has advised higher demands are experienced at times in the rear car park. In addition, during the spot checks no notable use of the front car park occurred but the School has indicated demands of up to 75% of its capacity occurs at times (associated with the Soccer Club and Cricket Club).

Based on the checks undertaken, the additional demand associated with the hockey facility could generally be accommodated in the rear car park. There may be some overflow (in the order of 5 vehicles either associated with the hockey use or displaced from other existing uses) which may need to be accommodated elsewhere within or adjacent the site. Nevertheless, demands associated with training on weeknights are typically slightly lower than peak match related demands and the peaks of the hockey use will generally be offset from the peak periods associated with the gym.

It is acknowledged that higher demands may be experienced on occasion within the rear car park (as anecdotally advised by the School). In such event, there would be greater use of front car park (which typically has a reasonable level of vacancy) to accommodate overflow demands (either associated with the hockey facility or displaced 'existing' demands associated with the gym).

On the infrequent occasion that demands associated with all on-site sporting and community uses peak, a proportion of parking demand will likely need to be accommodated on-street. During peak periods that would be associated with the proposed facility, there is a reasonable capacity on Kitchener Street to accommodate additional overflow demands, however, at times demands may extend into adjacent 'residential' sections of the surrounding road network. It is also noted that there are also opportunities for informal parking to occur within the School site without notable impact on traffic flow or accessibility and it is likely that a portion of demand would be accommodated informally within the site during such occasions.

While it is anticipated that demands associated with the facility can typically be accommodated either within the site and along its immediately frontage on Kitchener Street, as noted above, there may be potential for demands to be distributed to other surrounding 'residential' sections of the road network (noting that some sections of Tutt Avenue and side streets abutting Balham Reserve will be closer to the facility than the on-site parking areas). If needed to minimise impacts on surrounding residents, Council could easily implement parking controls to address use of these areas by users of the hockey facility and encourage use of the on-site parking areas.

It is also recommended that scheduling of future activities associated with the hockey facility consider conditions associated with the broader use of the School and seek to minimise direct alignment of peak demand periods. For instance, usage of the other facilities within the School is relatively high on Saturdays, but much lower on Sundays. The scheduling of matches played on the hockey pitch could be weighted more towards Sundays when there would be ample on-site parking. A review of scheduling of hockey matches at other small to medium sized club facilities indicates that it is common for matches to be only played on one day of the weekend.

As noted above, there are also opportunities within the School to accommodate additional parking if required in the future. Conditions associated parking demands for all uses of the site could be monitored over time and additional parking provision could be formalised if needed.

5. TRAFFIC ASSESSMENT

There would be little or no change in traffic generation associated with the existing peak periods associated with the school (i.e. set-down/pick-up periods) as a result of the proposal. There would, however, be increases in traffic movements during weeknights (associated with training) and on weekends (associated with matches).

The duration of hockey matches (over 75 minutes for senior matches including half-time) minimises the turnover of parking spaces and the number of traffic movements generated. During weekends, the proposal would therefore be forecast to generate up to 50 peak hour movements. While parking demands associated with training sessions (weekday) are typically lower, the duration of training sessions is typically shorter and there can be greater turnover of spaces within an hour. In the order of 60 to 75 additional peak hour movements would be forecast to be associated with training use of the facility.

The hourly volumes associated with training and matches as well as the other 'out of school hours' uses (gym and sports fields) would be well below the level of movements generated by the School during the morning set-down and afternoon pick-up periods. Accordingly, there would be more than adequate capacity within the School's circulation areas, its access points and on the adjacent road network to accommodate the increase in movements associated with the proposal. It is noted there may be some increase in movements during the set-down/pick-up periods associated with junior training, however this would not be associated with the facility's peak generation period and the impact of a slight increase in movements would be minimal.

6. SUMMARY

The proposal comprises the development of a new hockey pitch and associated facilities for the Forestville Hockey Club at Unley High School. The proposal will have minimal change in the access and parking arrangements associated with the school (i.e. it will utilise and share existing provisions with other uses within the site).

There is no specific requirement identified in the Planning and Design Code for the provision of parking for a hockey pitch, albeit there is a small requirement applicable to the clubrooms and changerooms (of approximately 5 spaces). In reality, based on surveys of other hockey pitches in Adelaide, realistic demands would be in the order of 50 parking spaces. Given no additional spaces will be provided, such demands will need to be accommodated on-site and in a shared manner with other site uses and/or on-street (i.e. in Kitchener Street). It is considered that there is sufficient capacity within the site and immediately adjacent the site on Kitchener Street to generally accommodate overall demands associated with the hockey pitch and other uses that would generate demands during similar times. There may, however, be times when higher demands are experienced (when all of the sporting and community uses peak at once) and additional overflow on the adjacent road network may be experienced. This would typically be able to be accommodated along the northern section of Kitchener Street in front of the School, however, there may be infrequent occasions when overflow beyond the frontage of the School occurs. These demands would be able to be accommodated without significant impact on surrounding residents, however, may require parking controls to be implemented by Council. Conditions could also be monitored over time and there is opportunity for additional formalised parking within the School should it be needed in the future.

The proposal will generate additional traffic movements that would be distributed via the car park access points as well as the adjacent roads. The peak generation associated with the facility would occur outside of (and be well below) that associated with the School's set-down/pick-up period. The additional movements would be within the capacity of the School's access points and the adjacent roads and the additional volumes could be accommodated without significant impact.