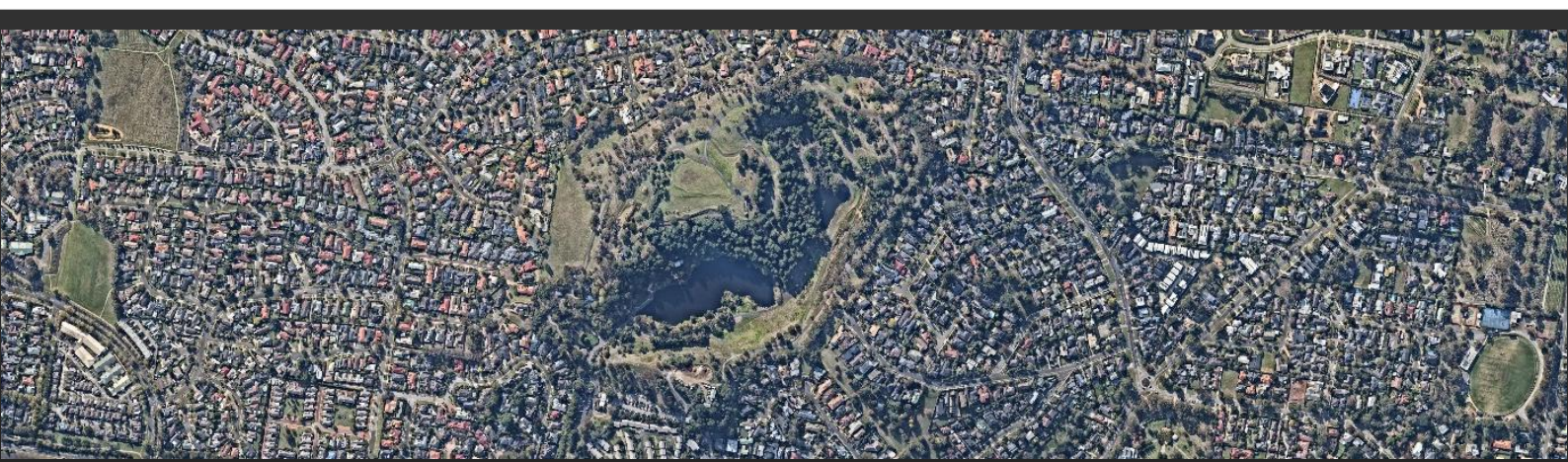


Wilson Botanic Park, Berwick

Temporary Car Park – Transport Impact Assessment



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EXECUTIVE SUMMARY

Proposal

It is proposed to construct a temporary car park at the eastern end of Wilson Botanic Park, accessed via Kramer Drive, with a supply of 100 car parking spaces. The car park is proposed to function as an overflow car park to increase the on-site parking provisions during weekends, school holidays, public holidays and on-site special events. It is not proposed to be permanent car park and will not be open and available for use at all days/times.

The car park is proposed to operate between 10:00am and 4:00pm, with the gate from Kramer Drive being open during these times on all weekends, school holiday days and public holidays. Special events may occasionally be held on-site (typically during the evening) that may require the use of the temporary car park, limited to a maximum of 6 events a year. It is understood that prior to these ad hoc events, letters are distributed to residents in the immediate area to inform them of the event details.

Existing Car Park Conditions

Wilson Botanic Park currently provides a total of 131 car parking spaces towards the southern end of the park; including 113 spaces (inc. 4 DDA spaces) in two off-street parking areas and 18 parallel spaces along the main access road and entrance via Princes Highway.

The existing car parking conditions were reviewed from a number of different sources, including:

- A previous assessment undertaken by Salt3 on Grand Final Day in 2020;
- Up to date car parking surveys undertaken during the school holidays on a weekday and Saturday in July 2025;
- Casey City Council correspondence, advice, anecdotal evidence and visitation data provided for the last 7 years; and
- Review of aerial photography of parking availability within the on and off-site parking areas, using the latest available Nearthmap imagery.

Based on all the information gathered and reviewed, it is understood that the existing car parking demands for the site are highly variable, with some days having all car parking demands accommodated primarily within the on-site car parking areas, whilst other days experiencing demands that far exceed the provision of parking and spill into the surrounding on-street areas (Kramer Drive, Bournevale Drive, southern side of Princess Highway, etc.).

It is noted that no car parking surveys have been undertaken during a peak day in the summer months in recent years, however, for the purposes of the assessment peak parking demands for Wilson Botanic Park are expected to range from 400 to 500 spaces.

Car Park Design

The primary design for the temporary car park contains a total of 100 spaces. The car park has been designed to avoid the majority of existing trees (though some tree removal will be required) and utilises the available grassed area to the north of the Kramer Drive access point.

It is understood that the car park will be constructed using grass reinforcement mesh to provide a more organic and non-permanent surface for the entire car parking area. Furthermore, the primary design provides for the car park to terminate just short of the steeper grades on the site in an effort to avoid extensive civil works.

An alternative design for the temporary car parking has also been prepared to demonstrate the maximum potential car parking yield should the entire grassed area be utilised. The alternative design extends the full length of area available and results in a total car parking supply of 185 spaces. This alternative design is likely to involve more extensive civil works due to the complex topography of the land as well as additional tree removal when compared to the primary car park design.

Car Parking Impact

The proposal does not seek to introduce new uses or alter the existing use of the site. The purpose of the temporary car park is to serve the existing parking demands of Wilson Botanic Park and to alleviate the existing utilisation parking in surrounding local streets during occasional peak periods, when parking demands are higher than those typically observed.

It is anticipated that the new temporary car park would be well utilised on peak days as it provides an on-site parking opportunity for visitors that would currently either park on the south side of Princes Highway or on-street in the surrounding local streets such as Kramer Drive or Bournevale Drive. The supply of 100 spaces is not expected to alleviate all on-street parking that occurs during these peak days, nonetheless, this supply allows for the removal of 100 spaces from the surrounding streets and brings them onto the site. A key benefit of the additional on-site parking is its potential to reduce (or even remove) the number of vehicles that park on the south side of Princes Highway when visiting the site. There is a lack of pedestrian connectivity across Princes Highway to the subject site and having more formal parking opportunities closer to the park improves accessibility and safety for visitors.

It is however worth noting that whilst the temporary car park will be open on numerous days throughout the year, it is not anticipated that it will be heavily utilised each and every day it is open and available for use. Car parking demands for the site are highly variable and only peak days (weekends and/or school/public holidays when the weather is favourable) experience the large parking demands and therefore require the use of the temporary car park. On days during winter or unfavourable weather conditions, the temporary car park could be open but likely only experience light usage throughout the day.

Traffic Impact

The proposed temporary car park is not expected to generate additional traffic movements to the site, rather redistribute the traffic that is already on the road network. Therefore, the car park will generate and distribute additional traffic along Kramer Drive, and at the nearby intersections, on peak days when the car park is most heavily utilised.

Traffic surveys were undertaken in July 2025 and then factored up to account for the seasonal variation of vehicle movements (due to surveys occurring in winter) to establish a baseline operation that represents a more critical analysis of the road network.

The redistributed traffic volumes to the temporary car park were then analysed and determined that overall, the operation of the Kramer Dr / Harkaway Rd intersection and Lyall Rd / Harkaway Rd / Brisbane St roundabout are expected to continue to operate within capacity during the critical peak hour.

Of note, average delays to the right turn movement out of Kramer Drive onto Harkaway Road is expected to increase by 10 seconds during the peak hour. In addition, queues along Lyall Road in both directions at the Harkaway Road / Brisbane Street roundabout are anticipated to increase in the peak hour, however, will still be contained prior to the upstream intersections (Peel Street and Roundhay Court) and is therefore not expected to adversely affect the surrounding network.

Kramer Drive is a local road which has an indicative capacity of between 2,000 and 3,000 vehicles per day. Accounting for the existing traffic volumes along Kramer Drive and adding the anticipated traffic movement generated by the temporary car park on a peak day, it can be determined that the future daily traffic volumes on Kramer Drive would be in the order of approximately 1,500 vehicles per day. It is therefore considered that there is sufficient capacity on Kramer Drive to accommodate the redistributed traffic movements to and from the temporary car park.