

**POYNTER PRIMARY SCHOOL
FARMERS' MARKET**
Poynter Primary School P & C Assoc. Inc
39 Poynter Drive
Duncraig WA 6023
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POYNTER FARMERS' MARKET CHARTER

19 July 2016

Aims

- Engage and interact with the local and broader community.
- Provide funds for the purposes of the Poynter Primary School Parents and Citizens Association (P & C)
- Provide a variety of high quality, local, seasonal and fresh produce for sale which is mutually beneficial and at an affordable price to the local and wider community

1. Rules

- 1.1. All stallholders must abide by the Poynter Farmers Market (PFM) Rules (Attachment A)
- 1.2. The PFM sub-committee has the power to change the rules as need be, under the proviso that any such changes be reported to the P & C.
- 1.3. The P & C has the power to overrule any changes made by the PFM
- 1.4. Failure by any stallholder to adhere to these rules may result in trade suspension or termination.

2. Operating Times

- 2.1. The operating times for the market shall be every second Saturday between the hours of 9.00am and 12.00pm only
- 2.2. Stallholders shall not commence setting up before 8.00am
- 2.3. The market will operate every second Saturday only.

3. Stalls

- 3.1. The number of stalls shall not exceed 30.
- 3.2. The stalls shall be located in the designated area (Attachment C).
- 3.3. All temporary structures associated with the market shall be removed at the completion of the Market.
- 3.4. The area containing the Market is to be kept in a clean and tidy condition at all times during and following the operation of the Market

4. Vehicle and Traffic Management

- 4.1. Customer parking of 40 bays shall be provided free of charge in the eastern staff car park without seeking any donation for parking at all times the market is operating.
- 4.2. The parking bays shall be marked in accordance with the Australian Standard for Off-street Car Parking (AS/NZS 2590.1 – 2004) and the marking is to be maintained thereafter.
- 4.3. The Principal's bay at the northern end of the car park is to be marked "No Parking" to enable vehicles to turn around and exit in a forward direction.
- 4.4. Stallholders may only use cars, vans and utilities, but may not use larger vehicles, such as trucks to transport goods to or from the market.
- 4.5. All stallholders parking shall be provided on the school oval located to the west of the school.
- 4.6. All stallholder vehicles shall enter the site between the netball/basketball courts off Griffel Way and shall be parked by no later than 8.45 am.
- 4.7. Access to this parking area shall be permitted to market customers, at the discretion of the Market Manager, when designated car parks reach capacity.
- 4.8. The access way between the netball/basketball courts is to be stabilised and defined and thereafter maintained by gravel or other suitable surface treatment acceptable to the City of Joondalup.
- 4.9. Signage shall be provided within Poynter Drive for vehicles approaching from both the north and south, directing customers to the eastern staff car park accessed off Poynter Drive. Provide a sign in Griffell Way for the small amount of vehicles approaching from the west advising that parking is provided off Poynter Drive.
- 4.10. Signage and traffic cones shall be provided to ensure customers refrain from parking on verges along Lionel Court, Griffell Way and Poynter Drive.
- 4.11. The gate will be closed in staff car park 3 off Griffell Way, with additional signage directing customers to the Poynter Drive car park.
- 4.12. Provide a sign in Griffell Way to identify access point for stallholders and rope off this access after 8.45am to ensure no customers attempt to access the site at this location.
- 4.13. A parking attendant is to be provided in Griffell Way from 8 am to direct stallholders to the appropriate access point and parking area.
- 4.14. A parking attendant will be provided at the main car park from 8.45am to ensure full utilisation of the on-site car park and to advise customers of alternative parking when this car park has reached capacity

5. Rates and Fees

- 5.1. Rates (Attachment B) are subject to variation in accordance with the market rules.

6. Management

- 6.1. The P & C shall appoint a sub – committee (PFMC) to be responsible for the establishment and management of the market.
- 6.2. The PFMC shall report to the P & C at each scheduled P&C meeting.
- 6.3. The P & C is accountable for all decisions made by the PFMC.
- 6.4. The P&C shall appoint a market manager.

6.5. The PFMC shall meet on a monthly basis.

6.6. The P & C shall have the final say in any disputes, appeals and matters relating to the PFM

6.7. The minimum composition of the Poynter Farmers Market committee shall be:

Market Manager

Treasurer of the P & C

President of the P & C

A Grounds Committee member

A School representative (Principal or Delegate)

7. Publicity

7.1. No information, publication, document or article for publication concerning the PFM shall be issued without the consent of the P&C

8. Electrical testing and tagging requirements

8.1 All equipment must comply with the Act and bear electrical test tags as required by the City of Joondalup.

8.2 Generators are not to be used on site

9. Noise

9.1 Amplified sound and public address systems shall not be audible at the nearest residence. Noise omissions are required to comply with the environmental protection (noise) regulations 1997.

10. Insurance.

10.1. The Poynter Farmers' Market site is covered by Public Liability Insurance Policy.

10.2. It is the responsibility of each stallholder to ensure they hold a current Product & Public Liability Insurance whilst they are trading at the PFM.

10.3. The stallholder is required to provide a copy of their insurance Certificate of Currency with their stall application.

11. Amendment of this Charter.

11.1. This Charter shall only be amended by the P & C

11.2. One months notice must be given for any meeting of the P & C at which an amendment of this charter is considered.

11.3. Stallholders, who are not members of the P & C, are not permitted to attend any P & C meeting at which an amendment to this Charter is being considered.

11.4. Stallholders or employees who are members of the P & C do not have voting rights on any issue raised at the P & C relating to the farmers market.

12. Exceptions to Amendments.

12.1 Clauses listed below can only be amended by The State Administration Tribunal:

Clause 2.1

Clause 2.2

Clause 2.3

Clause 3. In its entirety

Clause 4 In its entirety

Clause 8 In its entirety

Clause 9 In its entirety

13. Disclaimer.

The Poynter Farmers' Market, its directors, employees, servants or agents will not be under any liability in tort or contract or otherwise (including but not limited to acts of negligence, breach of duty and/ or admissions) for any loss of income by any stallholder as a result of any stallholder participating in the PFM in anyway and for any loss of life and/or personal injury to any person and/or damage to any property (where-so-ever occurring) arising from or out of any accident, occurrence or event at the :

Poynter Farmers' Market
Poynter Primary School
39 Poynter Dr,
Duncraig WA 6023

Attachment A
FARMERS MARKET RULES
(28 JUNE 2016)

1. Location and Time

- 1.1. Poynter Farmers' Market (PFM) will be held every fortnight at Poynter Primary School, Duncraig.
- 1.2. Market trading is between 9.00am and 12.00 pm every second Saturday.
- 1.3. Set-up is to be no earlier than 8.00am each Saturday out of respect for nearby residents.
- 1.4. Public sales must not take place prior to 9.00am.

2. Applications for Stalls

- 2.1. Payment is required at the time of application.
- 2.2. Payment must be made a minimum of two (2) weeks in advance.
- 2.3. An Application to trade must be renewed annually.
- 2.4. If the number of applications exceed the available stalls, the order of priority will be given to those stallholders who:
 - 2.4.1. Currently trade in the Poynter Farmers' Market.
 - 2.4.2. Those who have traded at the Poynter Farmers' Market during the previous 12 months.
 - 2.4.3. Those newly approved applicants by order of receipt.
- 2.5. A minimum of one (1) stall to be reserved for a refreshment stall.
- 2.6. One stall per week to be reserved for community service organisations.
- 2.7. If a stallholder decides to vary their application they must:
 - 2.7.1. Resubmit a new Application to Trade.
 - 2.7.2. A \$10 resubmission fee is required with the new Application to Trade.
 - 2.7.3. A minimum of one (1) week notice is required prior to the variation taking effect.

3. Insurance

- 3.1. All stallholders must provide the Market Manager with Product Liability Insurance "Certificate of Currency" prior to commencing trade.
- 3.2. It is the responsibility of the stallholder to ensure a renewal copy is forwarded to the Market Manager annually.
- 3.3. If insurance is not current, stallholders will not be allowed to trade.

4. Stallholder and Produce Eligibility

- 4.1. Priority will be given to stallholders who are farmers, growers, producers, bakers, cooks or gardeners who produce what they offer for sale
- 4.2. If a stallholder wishes to sell produce on behalf of another producer they may do so at the discretion of the PFM Committee.
- 4.3. Priority will be given to producers supplying biodynamic, organic and minimal spray produce and practice ethical farming methods.
- 4.4. All produce sold at the PFM must originate in WA as the aim is to support a variety of regional growers. If a stallholder wishes to sell produce from outside of WA it will be considered by the PFM Committee.
- 4.5. To ensure diversity no more than 20% of stalls will be allocated to any one item. This may be varied from time to time at the discretion of the PFM Committee.
- 4.6. Any changes to stalls and produce must be approved by the Market Manager and be covered by the appropriate permits.

5. Stall assignment

- 5.1. Assignment of stalls will be on a first come first served basis although priority will be given to regular weekly stallholders.
- 5.2. If a stall holder has a permanent site and leaves for more than 3 consecutive weeks the space could be forfeited (unless seasonal holidays have been pre-arranged with the Market Manager). The Market Manager will try to re-allocate the original space, however, if a new regular stallholder has filled that space, they will not be asked to move.
- 5.3. Stall distribution and location is at the discretion of the Market Manager in line with the best interests of the PFM.
- 5.4. There will be a seasonal plan of the set-up kept by the Market Manager available for viewing every week.
- 5.5. The PFM reserves the right at any time to alter the size, shape and position of stall sites as may be necessary for the best interests, risk management and legal requirements of the market.
- 5.6. Stallholders are to provide their own stall tables, shade and all equipment required to trade.
- 5.7. There is no storage available at the School.

6. Access and Setup

- 6.1. Access to site is from 8.00am, Stallholders must display PFM access permit on dash of vehicle for quick access.
- 6.2. Vendors are required to have their site ready, with all exhibits displayed and ready to trade from 9.00am.
- 6.3. Stalls must be properly staffed by a competent representative during operating hours.
- 6.4. Limited parking is available for stallholders in an allocated area.
- 6.5. Stalls cannot be dismantled before 12.00pm.
- 6.6. Vehicles cannot be moved between 9am and 12.00pm for public safety reasons.

6.7. All canopies/tents/umbrellas must be properly secured with appropriate weights/ropes to prevent them from moving or causing damage in windy conditions.

7. Quality Assurance

7.1. All stallholders are expected to maintain the Market's standard of freshness and high quality, reflecting the ethos and branding of the PFM.

7.2. Vendors are responsible for the presentation and maintenance of their site. Stalls must be in a clean and neat condition at all times.

7.3. The Market Manager reserves the right to refuse the sale of goods not considered of an acceptable standard under the new ANZFA food safety regulations.

8. Waste Management

8.1. Rubbish bins are to be provided for the public to use only.

8.2. All stallholders are responsible for the storage and removal of their own rubbish.

8.3. PFM has a plastic bag free policy and strongly encourages biodegradable packaging.

8.4. "Reduce, Reuse, Recycle" is our mantra and will be adopted at all times.

8.5. General rubbish and recycle bins will be provided for public use.

9. Signage

9.1. All stallholders must have clear signage that displays their name and address or the name and address of the producer they represent in a prominent location.

10. Labelling

10.1. All stallholders must comply with the appropriate labelling regulations and acquire any necessary licences or permits for selling or producing their products. Copies of these licences must be given to the Market Manager prior to trading at the PFM.

11. Weights and Measures

11.1. Stallholders must weigh all goods on site on certified scales as required under the Weights and Measures Act.

12. Food Safety

12.1. Stallholders must understand and comply with their obligations under the Food Safety Act as stipulated by the Health Department of the City of Joondalup. All food stalls will be required to obtain a Temporary Food Premises License from the City of Joondalup prior to trading.

13. Fees

13.1. All stallholders who sell goods at the PFM are required to pay rent for the space they use.

13.2. Rent will be charged on an allocated area.

Refer to the Schedule of Fees in Attachment B.

13.3. Multiple space may be rented. No membership/loyalty program is in place at this stage.

14. Cancellation Policy

14.1. Stallholders must notify the Market Manager no later than 12.00 pm on the Monday prior to trading for a missed Saturday otherwise full fees will be charged.

15. Orientation

15.1. Stallholders will be required to attend an orientation of the PFM prior to trading. This is to ensure that stallholders are familiar with the operational layout, facilities and requirements.

16. Complaints

16.1. Any complaints are to be reported to the Market Manager and to the vendor to whom the complaint is directed.

16.2. When any vendors believe that the selling practices of another vendor are detrimental to the Market, the complaint must be addressed firstly to the Market Manager in writing. Failure to do so may be cause for loss of rights to hold a stall at PFM.

16.3. If the issue cannot be resolved by the Market Manager a special meeting of the Committee will be called to deal with the matter. A majority vote can be cause for immediate cancellation of the right to hold a stall at PFM.

17. Termination

17.1. Stallholders are required to give and receive two (2) weeks notice in writing.

17.2. PFM reserves the right to suspend from trading or terminate stallholders without notice in the event of gross misconduct or continued contravention of PFM rules.

18. Disclaimer of Liability

18.1. Stallholders will indemnify the organiser from any damage, expenses or liability arising from any injury or damages to any person, including the general public, the vendor or others, occurring either in the space occupied by the participant or elsewhere arising out of its occupancy or any thing connected with occupancy.

18.2. The organiser will not be liable for any loss or damage to the property of the participants due to fire, robbery, accidents or any cause whatsoever that may arise from use and occupancy of the site.

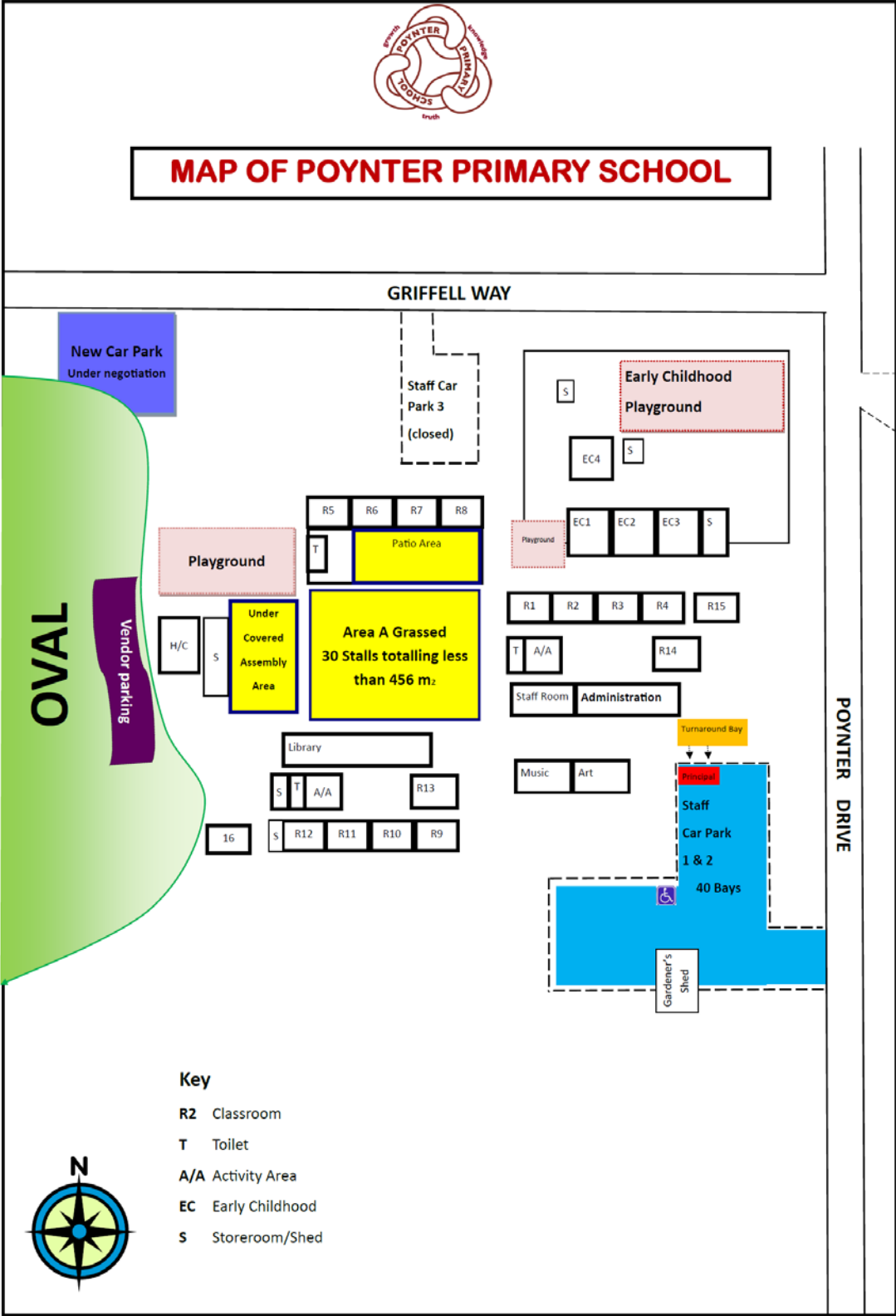
18.3. The organiser assumes no liability for any damages or losses resulting from or relating to the failure of the participant complying with the provisions of this agreement

18.4. The organiser will not be responsible if a current „Certificate of Currency“ is not provided to the Market Manager.

Attachment B
Schedule of fees:

\$50 per 3m x 3m stall space per week
\$100 per 6m x 6m stall space per week
\$150 per 9m x 9m stall space per week
\$5 extra for a powered site

Attachment C



Proposed Expansion of Poynter Farmer's Market

TRAFFIC AND PARKING ASSESSMENT

Prepared for
POYNTER PRIMARY SCHOOL

Prepared by
Uloth and Associates
12 April 2016



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1. INTRODUCTION

The Poynter Farmers Market, at Poynter Primary School in Duncraig, was approved through the State Administrative Tribunal in June 2010, and commenced operation in February 2011.

Conditions of Approval were made to ensure that the on-site car park accessed off Poynter Drive was fully utilised, in order to “reduce the extent of use of the on-street parking spaces and verges”, including the provision of signage and parking attendants within both Poynter Drive and Griffell Way. The conditions also specified a maximum number of 20 stalls to be permitted, although it is understood that occasional applications for an increase to 30 stalls have been made (and approved) for special occasions such as Mother’s Day.

An application has now been lodged with City of Joondalup to permanently increase the permitted number of stalls to 30. Uloth and Associates has been commissioned to undertake a traffic and parking assessment to review the existing situation, and to determine the impact of an additional 10 stalls.

2. EXISTING SITUATION

The existing situation regarding the Poynter Farmers Market is presented in this Chapter.

2.1 ROADS AND ACCESS

- Poynter Primary School is located at the corner of Poynter Drive and Griffell Way in Duncraig. The site is bounded on three sides by Poynter Drive, Griffell Way and Lionel Court, with residential development immediately to the south.
- Poynter Drive is classified in the MRWA Functional Road Hierarchy as a Local Distributor Road. It provides good accessibility to and from the major road network, with links to Beach Road at the southern end and to Warwick Road (via Chessell Drive) at the northern end, and also accommodates two Transperth bus routes. Under the “Function and Characteristics of Local Streets” guidelines specified in Liveable Neighbourhoods, Poynter Drive would be classified as Neighbourhood Connector B, with an ‘indicative maximum traffic flow’ of 3,000 vehicles per day.
- Griffell Way and Lionel Court are classified as Local Access Streets under the MRWA Functional Road Hierarchy, providing connections from Poynter Drive to the local residential areas. Under Liveable Neighbourhoods, Griffell Way would be classified as Access Street C, while Lionel Court would be classified as Access Street D. The ‘indicative maximum’ traffic flows acceptable under Liveable Neighbourhoods are therefore 3,000 vehicles per day for Griffell Way and 1,000 vehicles per day for Lionel Court.

2.2 EXISTING SITE LAYOUT

- The existing situation at Poynter Primary School is shown in the aerial photograph in Figure 1, with notations identifying the area used for the Poynter Farmers Market, together with the various available parking areas and access.
- There are currently 2 approved on-site car parks within the Primary School site, with Car Park 1 (providing 41 spaces) accessed off Poynter Drive, and Car Park 2 (6 spaces) accessed off Griffell Way, resulting in a total formal parking supply of 47 spaces on-site.
- There are also existing on-street parking spaces along both Poynter Drive (13 spaces) and Griffell Way (24 spaces), together with a parking capacity for approximately 60 vehicles along the Lionel Court verge immediately adjacent to the site.
- It is important to note that the School has recently converted a former netball court to an additional on-site car park, near the corner of Griffell Way and Lionel Court (identified as Car Park 3 in Figure 1), with a total capacity for 25 parking spaces. Approval for the use of this car park for normal school operations is currently being sought, but has not yet been granted.
- It is also important to note that the access to this proposed car park is currently used as the access for parking on the School Oval, both for stallholders and overflow parking on busy Market Days, as noted below in Section 2.3.

SOURCE: NEARMAP PTY LTD.

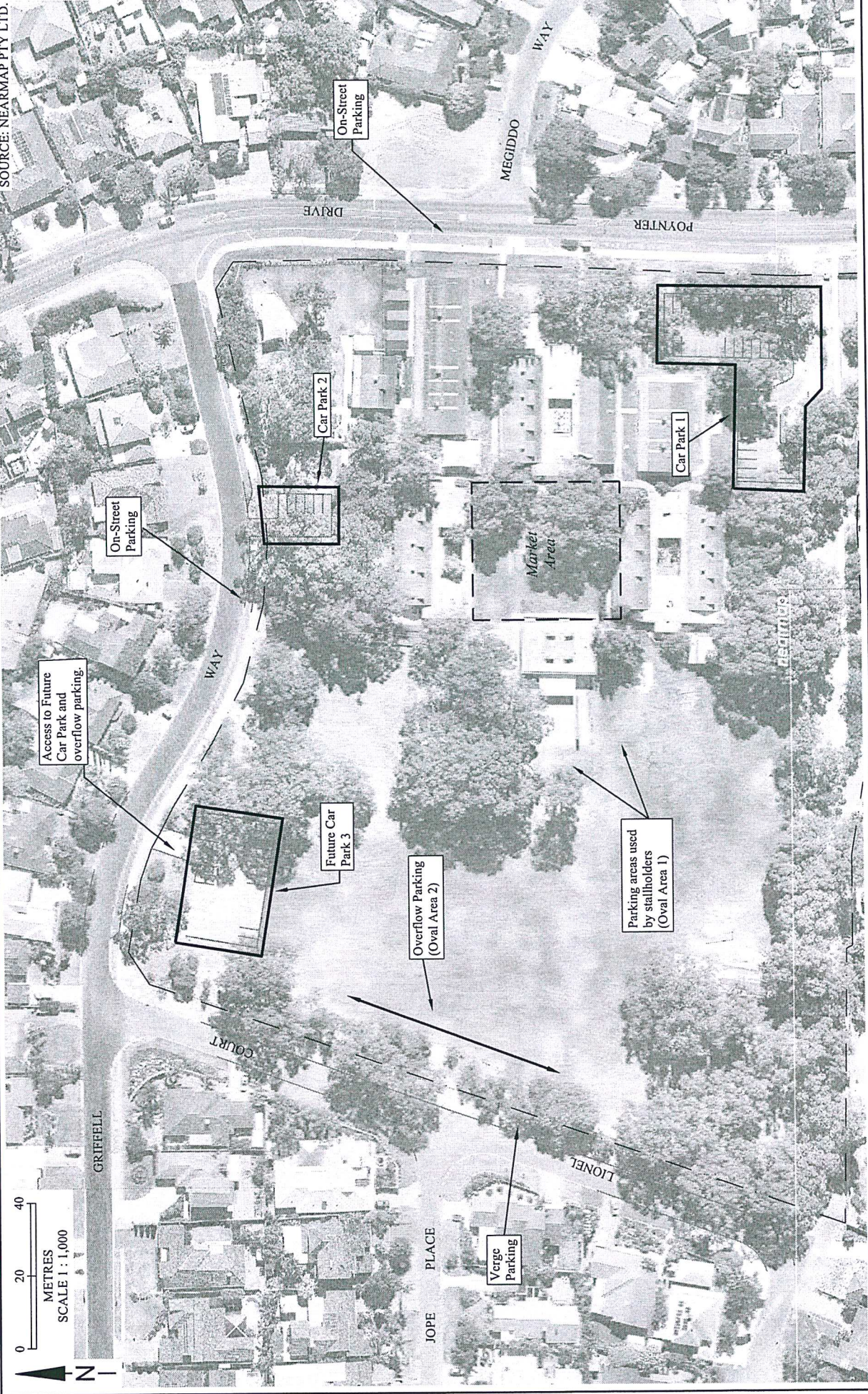


FIG. 1

Existing Situation

POYNTER PRIMARY SCHOOL AND FARMERS MARKET

2.3 EXISTING MARKET OPERATION

The Poynter Farmer's Market operates fortnightly on Saturdays between 9am and 12noon. In order to assess the existing Market operation, a site visit was carried out on Saturday 13 February 2016, between 8am and 12 noon, while traffic and parking surveys were also undertaken. General observations regarding the traffic and parking situation during the operation of the Market are summarised in this Section, while the detailed analysis of the parking and traffic surveys are documented below in Chapters 3 and 4.

It is important to note that the surveyed Saturday was the 5th anniversary of the Market's commencement, and was therefore a special occasion with 30 Market Stalls in operation. General observations on the day were as follows:

- While Market stalls were being set up on the site, vehicles were parked primarily within the specified stallholder parking area in 'Oval Area 1', with a few vehicles (assumed to be those of the Market organisers) parked in Griffell Way and Car Park 2 (the small car park accessed off Griffell Way).
- Patrons began arriving prior to the Market opening, and increased steadily to a peak period between approximately 9³⁰am and 10³⁰am, before reducing again through to the close at 12 noon.
- Parking initially filled up in Griffell Way, followed by Car Park 1 (off Poynter Drive) and the verge parking in Lionel Court.
- 'No Parking' signs were in place along the eastern side of Poynter Drive and the northern side of Griffell Way, together with directional signs to the off-street Carpark 1 and the verge parking in Lionel Court. There were also witches hats along the western side of Lionel Court to prevent parking along the residential verges.
- Parking attendants were observed throughout the morning, with 1 attendant at the entry to Car Park 1 (off Poynter Drive) and 2 attendants patrolling Griffell Way and Lionel Court.
- The attendant at Car Park 1 assisted customers by advising them of available parking, and by also holding up a 'Car Park Full' sign when necessary and directing vehicles to overflow parking. Meanwhile, the attendant in Lionel Court directed customers to available parking along the verge. However, once the verge was full, access onto the School oval was opened up and vehicles were directed to the overflow parking area identified as 'Oval Area 2' in Figure 1.
- The process was very well managed, and well timed. Not one vehicle was observed to park on the opposite side of the road on either Griffell Way or Lionel Court. (Although a handful of vehicles did park on the opposite side of Poynter Drive in Megiddo Way, where there is a vacant block of land at the corner).
- There was no congestion at all, and nothing that caused any safety concern or any amenity issues for adjacent residents.

3. TRAFFIC SURVEYS & ANALYSIS

The traffic surveys carried out adjacent to the Poynter Farmer's Market are presented in this Chapter.

- In order to identify the existing traffic flows adjacent to the school site, and the traffic impact of the existing Farmers Market, traffic counters were placed in 3 locations, as follows:
 - Poynter Drive, south of Griffell Way;
 - Griffell Way, west of Poynter Drive; and,
 - Lionel Court, south of Griffell Way.
- The counters were in position from Friday 12 February until Monday 22 February, recording 9 full days of data, including both the surveyed Market Day on Saturday 13 February and the following non-Market Saturday (20 February).
- Table 1 identifies the recorded daily traffic flows at each location on each of the 2 surveyed Saturdays, together with the Average Weekday traffic and Average Sunday traffic.
- It can be seen in Table 1 that traffic flows on Poynter Drive increased by 444 vehicle trips as a result of the Market (with 2,179 vehicles on Saturday 13 February compared to 1,735 vehicles on Saturday 20 February), while traffic on Griffell Way increased by 652 vehicle trips to 1,053 vehicles per day, and traffic on Lionel Court increased by 263 vehicle trips to 468 vehicles per day.
- As a comparison, Poynter Drive carries 2177 vehicles per day on an Average Weekday and 1416 vehicles per day on a Sunday. Griffell Way carries 821 vehicles per Average Weekday and 335 vehicles per day on a Sunday, while Lionel Court carries 413 vehicles per day and 186 per day, respectively, on an Average Weekday and a Sunday.
- It can therefore be seen that with the current Market operation on Saturday 13 February, each of the affected roads still operated well below the acceptable maximum flows identified in *Liveable Neighbourhoods*, noting again that there were 30 Market Stalls in operation on the surveyed Saturday.
- Even if we assume that the surveyed Saturday is representative of a Market Day with 20 stalls, and therefore assume a worst-case increase of Market traffic by 50 percent as a result of the proposed increase to 30 stalls, the resulting traffic flows would only be expected to increase to 2,400 vehicles per day on Poynter Drive and 1,380 vehicles per day on Griffell Way, which is still well below the acceptable maximum flows defined in *Liveable Neighbourhoods*.
- Traffic flows on Lionel Court are not expected to increase at all, since the verge parking was already fully utilised on the survey day, and additional parking resulting from the increased number of stalls would all be accommodated within the overflow parking area on the School Oval, as discussed below in Chapter 4.

TABLE 1
 COMPARISON OF SURVEYED TRAFFIC FLOWS
 ADJACENT TO POYNTER FARMERS MARKET - POYNTER PRIMARY SCHOOL, DUNCRAIG

| TRAFFIC COUNT LOCATION | SURVEYED DAILY TRAFFIC FLOWS | | |
|-------------------------------------|--|---------------------------------------|---------------------------------------|
| | Poynter Drive South of Griffell Way | Griffell Way West of Poynter Drive | Lionel Court South of Griffell Way |
| <u>Saturday Traffic</u> | | | |
| - Surveyed Market Day (13 Feb 2016) | 2,179 | 1,053 | 468 |
| - Non-Market Day (20 Feb 2016) | 1,735 | 401 | 205 |
| - Difference Due to Market | + 444 | + 652 | + 263 |
| Average Weekday Traffic | 2177 | 821 | 413 |
| Average Sunday Traffic | 1416 | 335 | 186 |

Source: Uloth and Associates

4. PARKING SURVEYS & ANALYSIS

Detailed parking surveys were also carried out on Saturday 13 February 2016, from 8am to 12noon, as described in the following.

- Table 2 shows the surveyed number of vehicles parked in each of the various parking areas in 30-minute intervals throughout the survey period.
- It can be seen that the maximum overall parking demand occurred at 9:30am, with a combined demand of 167 vehicles. However, it can also be seen that the peak parking demand in each individual area occurred at slightly different times. In order to assess the maximum parking impact at each individual location, we have therefore combined the peak individual demands as if they had all occurred simultaneously, resulting in an overall peak parking demand of 187 vehicles.
- The distribution of this overall peak parking demand is then shown diagrammatically in Figure 2.
- As discussed above in Chapter 3, it could be argued that the surveyed parking situation on Saturday 13 February is already representative of the proposed situation with an increase to 30 stalls. However, in order to assess the worst-case scenario, it is assumed that the surveyed situation could increase by 50 percent (based on an increase from 20 stalls to 30 stalls). This would result in an overall increase of approximately 90 vehicles at the peak time, to a total of approximately 280 vehicles.
- In this absolute worst-case scenario, these additional 90 vehicles could easily be accommodated on the School Oval. However, a more realistic situation is that the proposed increase from 20 stalls to 30 stalls could increase the surveyed peak parking demand by perhaps 10 to 20 percent, resulting in a maximum increase of approximately 30 to 40 vehicles on the busiest days.

- It is important to note that once the additional parking in Car Park 3 is approved for use, this carpark could also be used for Market parking. This would reduce the number of vehicles that would otherwise have to park on the oval, with no impact on the overall traffic flows since the access to the oval is through the car park.

TABLE 2
 SURVEYED PARKING DEMAND - SATURDAY 13 FEBRUARY 2016
 POYNTER FARMERS MARKET - POYNTER PRIMARY SCHOOL, DUNCRAIG

| PARKING AREAS ¹⁾ | SURVEYED PARKING DEMAND (Number of Vehicles) | | | | | | | | | Overall Peak Demand ²⁾ |
|-----------------------------|--|-----------------|-----------------|-----------------|------------------|------------------|------------------|------------------|------------------|-----------------------------------|
| | 8 ⁰⁰ | 8 ³⁰ | 9 ⁰⁰ | 9 ³⁰ | 10 ⁰⁰ | 10 ³⁰ | 11 ⁰⁰ | 11 ³⁰ | 12 ⁰⁰ | |
| - Car Park 1 | 1 | 0 | 20 | 35 | 37 | 32 | 34 | 24 | 13 | 37 |
| - Car Park 2 | 3 | 3 | 4 | 4 | 5 | 5 | 5 | 4 | 5 | 5 |
| - Poynter Dve | 0 | 0 | 12 | 18 | 14 | 14 | 14 | 7 | 0 | 18 |
| - Griffell Way | 5 | 20 | 25 | 24 | 24 | 24 | 24 | 21 | 14 | 25 |
| - Lionel Ct | 0 | 3 | 47 | 58 | 46 | 39 | 23 | 15 | 6 | 58 |
| - Oval Area 1 | 14 | 30 | 30 | 28 | 29 | 32 | 29 | 29 | 23 | 32 |
| - Oval Area 2 | 0 | 0 | 0 | 0 | 5 | 12 | 9 | 3 | 1 | 12 |
| • Grand Total | 23 | 56 | 139 | 167 | 160 | 158 | 138 | 103 | 62 | 187 |

Notes: 1) Parking Areas are as shown in Figure 1.
 2) Overall peak parking demand is worst-case scenario, combining individual peaks for each parking area.

Bold figures denote peak parking demand for each individual area.

Source: Uloth and Associates, Saturday 13 February 2016

SOURCE: NEARMAP PTY LTD.

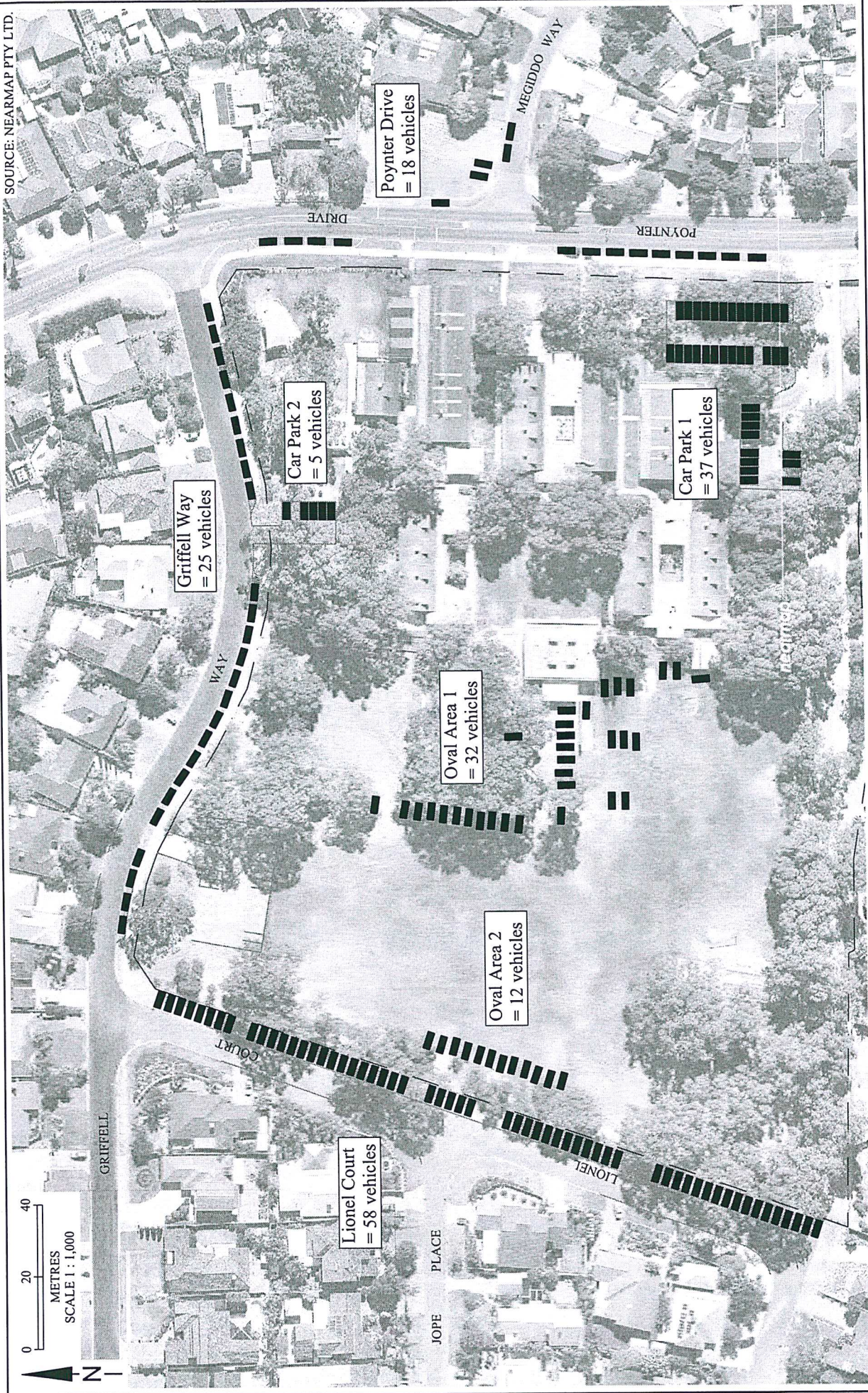


FIG. 2
Surveyed Peak Parking Demand
POYNTER FARMERS MARKET - SATURDAY 13 FEBRUARY 2016

5. OVERALL CONCLUSIONS

The overall conclusions regarding the existing Market operations and the proposed increase for 20 stalls to 30 stalls are as follow:

- The existing Poynter Farmer's Market operations are very well managed to ensure that the available on-site car parking is fully utilised, in accordance with the initial conditions of approval.
- The on-street parking, verge parking and overflow parking onto the School Oval are also very well controlled to ensure that any impact on adjoining residential areas is minimised.
- Traffic flows experienced on each of the adjacent streets are below the maximum volumes specified by *Liveable Neighbourhoods* for each type of road, and will remain below the specified maximum even if the surveyed traffic generation of the Market increases by 50 percent.
- Increased parking demand from the proposed increase in the number of stalls can also be easily accommodated as overflow parking within the School Oval, and within the future Car Park 3 (once this is formally approved), noting that the use of Car Park 3 will not have any effect on the overall traffic impact since vehicles parking either on the oval or in Car Park 3 will still enter and exit the site at the same location.
- On the basis of the surveys and analyses carried out, it is concluded that the traffic and parking impacts of the proposed increase from 20 stalls to 30 stalls at the Poynter Farmer's Market will be acceptable and should be approved.