

Bayside Netball Centre

Stage 1 - Community Engagement Summary



February 2021

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Overview

The purpose of the consultation was to engage with the community regarding the draft Traffic Management Plan, proposed parking restrictions, hours of operation and mitigation strategies associated with noise generated from play.

Due to the confidential nature of the discussions between Council and VSBA, the community first heard of the full proposal on release of the agenda five days prior to the September 2021 meeting. Media releases and social media updates may have alerted some community members of discussions to consider an alternate location for the Netball proposal; however, it is recognised that this would be the minority of affected residents.

Concerns from residents were amplified by the Council election period with restrictions imposed limiting community engagement immediately following the September meeting. Throughout this period the proposal's 'Have your Say' page provided opportunity for feedback while officers responded to written communication from residents in line with the election caretaker period restrictions. The timing was perceived by residents as a deliberate act by Council to circumvent the statutory planning process required at the Wangara site, but exempt at the College site.

Development of State Government land is at the discretion of the Minister for Education and does not seek community feedback on proposed works, with stakeholders outside of the development agreement having no influence in the change process.

While a level of support was demonstrated regarding the construction of sporting facilities, specifically netball facilities within Bayside and improvements to the existing school traffic congestion and parking along Holloway Road, the majority of the immediate abutting residents posed concerns, including:

- why this site located in a residential area has been selected
- approaches for monitoring and enforcing Centre operations
- game times and parking restrictions
- access to reliable research (i.e. traffic, acoustic, and environment protection assessments)
- how actions proposed to mitigate peak car park demands, noise pollution and light spill will work and likely effectiveness, and
- plans for further communications and consultation with the community.

While responses to these questions have been provided and specialists consultants engaged to produce informed reports relating to the site, the community are expressing their distrust in Council and questioning the validity of such reports and instead basing feedback on unsubstantiated commentary from vocal objectors to the proposal and assumptions.

Requests for Council to address the following themes were communicated:

- anticipated negative impacts on resident amenity and quality of life
- proposed operating hours being too long
- proposed on-site car parking provision being inadequate, and
- traffic congestion, car movements and pedestrian safety.

For Council to formalise an approach that meets the needs of the sports community and mitigates the known impacts on residential amenity, consideration to the following is required:

- accelerate planning for additional parking at the Wangara Road site
- decrease the proposed hours of use, particularly Sunday and evening outdoor courts
- measures to reduce noise emission from the proposal
- manage court lighting operation via timers, and
- promote active transport, walking and cycling.

Next Steps

The findings of the community engagement process will be published via the Have Your Say page, along with the revised Traffic Management Plan prior to publishing the agenda for 16 February Ordinary Meeting of Council.

Finalisation of the acoustic consultation report and environmental impact report, for release via the Have Your Say page. Both reports were subject to the finalisation of the schematic design package being finalised (early February).

Officers to respond to any new questions raised as part of the consultation process and prepare a report for consideration of Council.

1 Background

In 2014 the Stadiums Needs Assessment recommended that 8 or 9 outdoor courts with night match floodlighting are required to meet the projected future need of netball in Bayside. This need may be complemented by the inclusion of two indoor courts that would facilitate representative team/squad training and matches and provide flexibility to move some activities indoors during rain and extreme heat events.

Following site investigations, officers deemed the Wangara Road site as the preferred location for the Bayside Netball Centre. Due diligence identified the site as a previous landfill, which presents some obstacles and challenges for the construction of the proposed netball facility. The need for extensive concrete piers and other requirements to build a large scale indoor and outdoor court complex has resulted in significant cost escalations. Despite constant cost management exercises by the project team the current budget for the netball centre at the previous landfill site has escalated to \$26.9 million (February 2021).

As a previous landfill the site is also subject to various elements of the Environmental Protection Authority (EPA), its associated Act and regulations. As such Council has engaged an EPA approved auditor who has commenced work on a 12-month site audit (as approved by the EPA) that will examine possible issues including gas migration and storm water impacts. The audit is currently tailored to address the possible construction of the netball centre and subsequent high intensity use of 3,000 netballers each week. The outcomes of this audit will likely be known in July 2021.

Council continues to work through the Town Planning Permit process and is focussing on the legal response to several objections received during the initial consultation process. It is likely that further built measures will need to be implemented at the site to respond to resident issues such as noise. The Town Planning Permit and EPA audit processes are proving lengthy and causing significant delays to the delivery of this project.

The outcome of the EPA audit and Town Planning Permit process may further increase the already significant cost of this project. In turn these costs will be further increased by construction industry cost escalations brought about by State and Federal Government economic stimulus projects that will see supply and price pressure on specialist trades and materials such as concrete and steel. This cost increase could total several million dollars by the time Council finalises design in response to the various issues identified above and commences construction.

In recent years Council and the College have explored opportunities to develop the Holloway Road site to deliver facilities that address the School's need for additional classrooms and modern sports facilities while providing opportunities for Council to access fit-for-purpose sports infrastructure.

In May 2020 the State Government announced \$10 million funding to complete Stage 1 of the College's masterplan, focusing on sports and music facilities. Soon after Council officers engaged with the School Principal to discuss opportunities for Council co-investment as part of this Stage 1 development.

The Government structure to deliver school projects resulted in officers engaging with representatives of the Victorian Schools Building Authority (VSBA) to formally discuss the various opportunities at the College. Subsequently a proposal was submitted to the VSBA detailing Council's desire to construct two indoor and nine outdoor sports (netball) courts as part of the implementation of Stage 1 of the College's masterplan (noting that a third indoor court is proposed as part of the Schools development).

At the 15 September 2020 Ordinary Meeting of Council, it was resolved that Council provide in-principle support to enter discussions with the VSBA to develop sports facilities (Netball and natural turf sportsground) at the Holloway Road campus.

This consultation focuses specifically on the impacts on nearby residents, including traffic throughout the local area; parking arrangements and restrictions; pedestrian movement; light spill relating to evening gameplay; and noise related to gameplay.

We want to know if the nearby residents and users of the site including the school and communities support the proposed mitigations to project impacts and if they have any unmet requirements for consideration.

The future of the current netball facility site at Thomas Street and previous proposed location at Wangara Road are not included within this project.

2 Definitions and scope

The consultation period focused specifically on the impacts on nearby residents, including:

- traffic throughout the local area
- parking arrangements and restrictions
- pedestrian movement, and
- light spill relating to evening gameplay; and noise related to gameplay.

While the focus lay with affected resident's other stakeholders of this consultation period included:

- The netball community
- Sandringham District Netball Association
- Sandringham College faculty and student body
- Friends of Bayside Heathland Sanctuary
- Victorian School Building Authority
- Netball Victoria

3 Consultation process

From 7 to 23 December 2020, Council conducted a community engagement process to gather community feedback on residential impact of the proposal.

Due to the Victorian Government COVID-19 restrictions, this engagement process was conducted online and submissions were accepted via email and post. The engagement plan for the project considered the project's complexity (what can and cannot be influenced), the level of change/impact, and reputational risks.

The project was assessed as being a high priority project. The following online activities were undertaken:

- Project information and online survey hosted on the online engagement platform *Have Your Say*;
- Promotion of the project using Council communication channels, including social media.
- Mail to just under 2,000 households
- Social media, especially 'sponsored' posts to increase audience
- Digital advertising targeting key demographics
- Council's e-newsletter *This Week in Bayside*
- Email notification to subscribed participants
- Direct emails to key stakeholder groups, and
- Online live stream and recording of project information and response to questions.

The consultation was designed to provide stakeholders with an opportunity to provide input into nine discussions areas:

- Car parking proposed for the School site

- Parking restrictions proposed around the School site
- Managing traffic conditions on Holloway Road
- Monitoring of parking
- Staggering match game times to reduce car parking demands
- Managing pedestrian safety around the school site
- Proposed operating hours for the Centre
- Managing noise impacts from sporting activity, and
- Managing light spill.

The survey also provided an opportunity to provide general feedback to the proposal.

Officers conducted weekly meetings with Sandringham District Netball Association (SDNA) to discuss design development and determine SDNA's usage requirements at the proposed site to inform the Community Joint Use Agreement (CJUA) between Council and the College.

3.1 Glossary

Item	Definition
EPA	Environmental Protection Authority
FoBHS	Friends of Bayside Heathland Sanctuary
NV	Netball Victoria
SDNA	Sandringham District Netball Association
Stakeholders	Refer to stakeholder list above
The College	Sandringham College – Holloway Road
VSBA	Victorian School Building Authority

4 Participant profile

4.1 Have Your Say page

The Have Your Say page was updated following the September Council meeting to reflect the proposal at the College, while still retaining historical data relating to the design development at the Wangara Road. Between 26 September to 23 December 2020, the page generated the following traffic:

Views	Visits	Visitors	Contributions	Contributors	Followers
<u>6,364</u>	<u>3,032</u>	<u>1,841</u>	<u>284</u>	<u>215</u>	<u>138</u>

Views – the cumulative number of times a visitor visits the page;

Visits – the number of end-user sessions associated with a single visitor;

Visitors – the number of unique public or end-user in a site. A visitor is only counted once;

Contributions – the total number of responses of feedback collected;

Contributors – the unique number of visitors who have left feedback; and

Followers – the number of visits who have subscribed to the page using the follow button.

The consultation collected participant data as only *Have Your Say* members were able to participate in the engagement.

The survey collected the participant's connection to Bayside, year of birth and gender data. The paid social media campaign also collected age and gender data.

Demographic characteristics		Participants (%)
Gender	Male (48%: 2016 Census)	40%
	Female (52%: 2016 Census)	58%
	<i>Not stated</i>	2%
Connection to Bayside – 162 persons		100%
Connection to Bayside	I am a Bayside City Council ratepayer	6%
	- I live in Bayside	48%
	- I live in Bayside; I am a Bayside City Council ratepayer	24%
	- I live in Bayside; I own/operate a business in Bayside	1%
	- I live in Bayside; I own/operate a business in Bayside;	1%
	- I am a Bayside City Council ratepayer	1%
	- I live in Bayside; I work/study in Bayside	1%
	- I live in Bayside; I work/study in Bayside; I am a Bayside City Council ratepayer	11%
	- I live in Bayside; I work/study in Bayside;	
	- I own/operate a business in Bayside;	
	- I am a Bayside City Council ratepayer	7%
	- I visit Bayside but live outside the area	1%
	- I work/study in Bayside	1%
	- Sandringham	159 (78%)
Suburb of residence	- Hampton North	14 (6%)
	- Beaumaris	14 (5%)
	- Highett	10 (4%)
	- Brighton	7(4%)
	Other suburbs	3 (3%)

A large majority of those who provided feedback are property owners (24.7%). More than half (52%) of those were female and many residing in Sandringham (78%).

4.2 Survey

- 197 respondents provided feedback to the survey online
- 2 hard copy surveys were submitted
- No residents of Aveo Freedom or BlueCross Aged Car Sandringham provided feedback to the proposal

5 Consultation findings

The following section summarises the community sentiment regarding the Bayside Netball Centre as currently proposed for the Sandringham Secondary College site in Holloway Road, Sandringham. Key

themes emerging from the analysis of participant personalised feedback are presented by topic of enquiry. In the interest of participant privacy, individual quotes have not been included within this public document. Where applicable, the number of responses or references to a topic is specified in brackets and italics. Themes apparent in the feedback are generally presented as statements in the tables. The statements represent a blending or synthesis of the verbatim responses.

5.1 Support for actions

Participants generally indicated support for the construction of sporting facilities, specifically netball facilities, to support the high level of participation by females and address current inadequacies within Bayside.

SDNA and the netball community unwavering support the proposal and the benefits it will provide to the sports community.

5.2 Localised Objection

Strong localised objection was received to the proposal, particularly from the residents of Sandy Hill Apartments and Holloway Road residents, who will be directly impacted by noise generated from sport and vehicular movements within the area.

5.3 Bayside Netball Centre

5.3.1 Car parking proposed for the School site

The proposed site plans currently include 98 car parks on the School site. Overflow parking will be available at the existing carpark at the Wangara Road site and on-street parking will be permitted on Wangara Road and the non-residential section of George Street between Bay Road and Wangara Road.

Survey respondents were asked “Do you have any further questions/comments you would like to make regarding the proposed plans for car parking?” Comments submitted by **170 respondents** have been synthesised and summarised in the table below along with relevant feedback from the individual email submissions:

Response to proposal	Themes
Concerns about anticipated negative impacts on resident amenity (114 comments)	Concerns about resident and visitor on-street parking. Concerns about residents needing parking permits, monitoring and enforcement. Concerns about how it will affect resident amenity and quality of life. Concerns about increased car movements in narrow streets. Concerns about the completeness and reliability of the traffic assessment report. Concerns about on-street parking spilling into neighbouring streets. Concerns about pedestrian safety due to increased traffic movement. Concerns about centre operating hours.
98 on-site car parks is inadequate (65 comments)	Proposed car parking spaces are insufficient for the netball community. Car parking looks insufficient based on the number of courts/ players. 98 car parks plus overflow options will not be enough to cover the people coming to the site plus parking for residents and visitors. Parking plan is inadequate and doesn't consider the parking requirements of nearby residents.
Generally oppose the proposed parking plan, project or site	Strongly oppose the proposed netball centre in what is currently a quiet residential area. Clearly not enough parking, the old driving range is a much better site.

(21 comments)	Relocate to the original site at Wangara Road or alternatively build on another more suitable location recommended in the original assessment.
Comments on the proposed overflow parking at the Wangara Road site (14 comments)	<p>Mixed views:</p> <ul style="list-style-type: none"> – Proposed overflow parking may not be utilised. – Car parking at a different location to the venue will cause chaos. – Walking distance from the overflow parking site is too great for some spectators. – Allow more room for parking on the Wangara Road site.
Comments about proposed on-street parking on Wangara Road and George Street (9 comments)	<p>George Street and Bay Road is extremely dangerous any time, it will become worse with this proposal.</p> <p>Have the overflow in Wangara Road and George Street in commercial areas.</p>
No questions, comments or issues (7 comments)	<p>No questions.</p> <p>No comments.</p> <p>No issues.</p>
Generally supportive or positive feedback (3 comments)	<p>Parking will be more than ample.</p> <p>In favour of the netball centre and will happily walk.</p> <p>More car parking proposed than at the existing Thomas Street centre.</p>
Concerns about consultation process (3 comments)	<p>Lack of due process.</p> <p>Inadequate reporting, due diligence and consultation with residents.</p>
Other (13 comments)	<p>No public transport to this facility, cars will be required.</p> <p>Control and securing of the car park.</p> <p>Provide more car parks or build fewer netball courts.</p> <p>Improve lighting and security along Wangara Road and at the car park.</p> <p>Need a parking area for College staff and students.</p> <p>Street signage directing players/spectators and residents where to park.</p> <p>Have trees near car parks for shade.</p> <p>Limit onsite car parking to certain teams (i.e. home team and officials).</p> <p>Incorporate a 'smart parking system' with signage showing real time car park availability.</p>

A total of **63 participants** posed questions regarding a variety of topics. The questions relating to the car parking proposed for the School site referred to topics including:

- Resident access to on-street parking, parking restrictions and monitoring
- Benefits for the School, School staff access to on-site parking, control and securing of the car park
- Number of car parking spaces at Wangara Road
- How the proposed 98 car spaces were determined and calculated as the traffic report recommends 114 car spaces
- Managing car park availability and when the car park is full
- Viability of more parking further down George Street as an option

5.3.2 Parking restrictions proposed around the School site

The proposal for parking currently includes implementing new parking restrictions in the local residential area. These restrictions will prioritise resident parking and guide Bayside Netball Centre users to the spaces on the School site and along the non-residential sections in Wangara Road and George Street:

- Permit Zone 4pm-9pm Monday to Friday and 8am-5pm Saturday and Sunday one side of the street
- 1 hour parking 4pm-9pm Monday to Friday and 8am-5pm Saturday and Sunday other side of the street
- Existing parking restrictions outside of these times would remain as they are now

Survey respondents were asked “Do you have any further questions/comments you would like to make regarding the proposed parking restrictions?” Comments submitted by **154 respondents** have been synthesised and summarised in the table below along with relevant feedback from the individual email submissions:

Response to proposal	Themes
Concerns about anticipated negative impacts on resident amenity (68 comments)	Concerns about access to resident, worker and visitor on-street parking and own property. Concerns about how it will affect resident amenity and quality of life. Concerns about increased car movements in narrow streets. Concerns about potential impact on property values in this area. Concerns about disruption, inconvenience and traffic congestion.
Comments on the proposed resident permit system (45 comments)	All street parking in the vicinity of the Netball Centre to be residential permit only, issue households with an adequate supply of permits. Extend the on-street permit only areas to Holloway Road, all streets off Holloway Road, Balmoral Avenue, Clarke Street, Cooke Street, George Street, Wangara Road and Green Parade. Residents should not have to pay for any sort of parking permit including visitor parking permits. Those with permits are able to park anywhere for any amount of time. Incorporate disabled parking spaces.
Comments on length of on-street parking restrictions (19 comments)	1hr parking restrictions are too short for residents and netball participants, two a 2hr limit may be more reasonable. 1hr limit on Spring Street will greatly affect the baseball participants. 1hr limit on Balmoral Avenue and Cooke Street should be revoked. Provide 5 to minute drop-off/pick-up areas. Consider whether time limits apply to residents with permits. Restrictions to apply game days only.
Generally oppose the proposed restrictions, project or site (16 comments)	This project is not appropriate and should not happen in a residential location. Stop the project, we are against the project.
Extend parking restrictions to other nearby streets (15 comments)	Consider extending parking restrictions to other nearby streets (Bluff Road, Cooke Street, Green Street, side streets across Bay Road, D’Arcy Avenue, Regent Court and Forrest Court), opposite Aveo The George retirement village and the Sandy Hill complex. Coaches/buses should park on the Wangara Road site, with restricted access to Cooke Street and Green Parade.
Proposed parking restrictions are confusing and overly complex (11 comments)	Plan looks overly complex and may require fine-tuning. The colour coded zones are complicated and having different restrictions within the one street is confusing, especially for Centre users unfamiliar with the area.
Parking restrictions will need to be monitored and enforced (7 comments)	Ensure participants do not park on nearby residential streets. Ensure parking officers or someone is monitoring car parking and enforcing parking restrictions on weekdays and weekends.

No questions, comments or issues (7 comments)	No questions. No comments. No issues.
Concerns about consultation process (4 comments)	Lack of due process. Inadequate reporting, due diligence, and consultation with residents.
Generally supportive or positive feedback (2 comments)	It is a good idea and a good plan.

A total of **41 participants** posed questions regarding a variety of topics. The questions relating to the parking restrictions proposed around the School site referred to topics including:

- How permits will be allocated, number per household, arrangements for visitors and whether there will be a cost to residents
- The rationale behind the proposed approach
- How parking will be managed for Regent Court and Forrest Court as there are no proposed parking restrictions
- How the 1hr parking zones work and whether the time limits apply to residents
- How residents are expected to park in Cooke Street and Green Street
- How parking restrictions will be monitored and how many parking officers are being employed to police parking restrictions
- Arrangements for school coaches/buses parking in the street to pick-up or drop-off students
- Budget and mechanisms planned to educate the population about the parking restrictions

5.3.3 Managing traffic conditions on Holloway Road

A Traffic Assessment Report has been prepared and suggests several changes to traffic conditions on Holloway Road to manage the flow of traffic associated with the proposed Bayside Netball Centre:

- Restrict access to Holloway Road by introducing one-way traffic within the carpark, entering via Holloway Road, and exiting via Wangara Road to reduce congestion and traffic volumes.
- ‘No Stopping’ restrictions are recommended along the south side of Holloway Road to maintain two-way traffic flow and allow bus access to the School. Additional ‘No Stopping’ restrictions are recommended on the south side of Wangara Road opposite the eastern on-site carpark access to allow safe bus movement.

Survey respondents were asked “Do you have any further questions/comments you would like to make regarding the proposed traffic conditions?” Comments submitted by 145 respondents have been synthesised and summarised in the table below along with relevant feedback from the individual email submissions.

Response to proposal	Themes
Concerns about anticipated negative impacts on resident amenity (65 comments)	Concerns about access to resident, worker and visitor on-street parking and own property. Concerns about how it will affect resident amenity and quality of life. Concerns about increased car movements in narrow streets. Concerns about disruption, inconvenience and traffic congestion. Concerns about the completeness and reliability of the traffic assessment report. Concerns about potential impact on property values in this area.
Concerns about congestion, safety and accidents	Concerns the proposed increased traffic flow will make an already congested area more dangerous.

(52 comments)

Concerns the proposed traffic flow in the car parking area will create a through road and potentially dangerous conditions in the car park.
Concerns traffic on both roads will increase at all times of the day and pedestrian safety will suffer.
Concerns about extra congestion around school drop-off and pick-up times and the potential danger for the many young children in the area.

Comments about restricted access to Holloway Street and one-way traffic flow
(45 comments)

Holloway Road should be a residential only thoroughfare on weekends. Holloway Road is already congested and not suitable for the current volume of traffic.
A two way flow of traffic cannot be maintained with "No stopping" on the south side of Holloway Road.
Holloway Road is a narrow road and two cars cannot pass a parked car, when parked cars are not close to the curb or a driver is parking, traffic cannot move either way.
People will continue to use the turning circle at the end of Holloway Road.
Concerns that a one way system won't work and will cause confusion and further congestion in Holloway Road and the car park, some drivers will seek to avoid entering if they have to exit via Wangara Road.
The traffic flow into and along Holloway Road and exiting Wangara Road needs further investigation.

Generally oppose the proposed restrictions, project or site location
(18 comments)

This project is not suited to a residential area and the Wangara Road site is a more suitable location.
Stop the project, we are against the project.

New suggestions for pedestrian safety
(15 comments)

Reduce speed to 20km/hr and install a parking island or divider to reduce speed and avoid collisions at entry/exit of on Holloway Road, Cooke Street, Green Parade and Spring Street.
Reduce speed to 20km/hr in Wangara Road and install speed humps to better manage traffic.
Install a mechanism to prevent the new car park being used as a thoroughfare and have a manned boom gate during the netball games.
Consider all traffic entering from, and exiting to, Wangara Road.
Prepare a new traffic assessment study.
Erect 'residents only' signage at the lower part of Holloway Road to reduce U-turns.

Comments relating to Wangara Road
(10 comments)

Wangara Road is a narrow, dead end street and was blocked due to volume of traffic, safety concerns and amenity.
Concerns traffic exiting on to Wangara Road will cause accidents.
Access only from Wangara Road would provide better traffic management.
There are no non-residential sections in Wangara Road, only non-residential sides.
Reduce the speed limit, Wangara Road has historically been used as a drop-off zone for students.

Comments about 'No stopping' restrictions
(9 comments)

No stopping on Holloway Road will inconvenience residents and reduce on-street parking spaces.
Concerns about whether this restriction will work, some people won't read signage and it may increase congestion.
Need clear signage for parking restrictions, policing and enforcement.

No questions, comments or issues
(7 comments)

No questions.
No comments.
No issues.

Concerns about consultation process (5 comments)	Lack of due process. Inadequate reporting, due diligence, and consultation with residents.
Generally supportive or positive feedback (4 comments)	Proposed flow is logical and diverts traffic to avoid congestion. Good suggestion.

A total of **26 participants** posed questions regarding a variety of topics. The questions relating to the managing traffic conditions on Holloway Road and one-way traffic flow referred to topics including:

- Whether school traffic and the movements of 500 students of the Japanese school on Saturday mornings have been included in the traffic report
- Whether the traffic management plan considers Miller Street, the impact on Bay Road, traffic lights being installed at the George Street/Wangara Road and George Street/Bay Road intersections and widening Holloway Road
- How Holloway Road residents will exit their driveways with an increased amount of traffic in a narrow street
- The future projections of traffic flowing along Holloway Road and whether the break between Holloway Road and Wangara Street may need to be removed to ensure continuous traffic flow

5.3.4 Monitoring of parking

The proposal for parking currently suggests Council monitor parking demands in the area following the opening of the Bayside Netball Centre and consider the following changes if required:

- Potential inclusion of additional Permit Zone parking restrictions if parking availability is an issue within the residential streets.
- Potential modifications of the days/times that the restrictions apply.

Survey respondents were asked “Do you have any further questions/comments you would like to make regarding the continued monitoring of parking?” Comments submitted by **135 respondents** have been synthesised and summarised in the table below:

Response to proposal	Themes
Comments on effectiveness of monitoring system (40 comments)	It is appropriate for Council to monitor car parking as traffic problems are anticipated and people don't always follow rules. Concerns about how often monitoring will occur and that the only monitoring Council will do is issue fines. Concerns that once the Centre is built, it will be too little too late, and difficult to make changes. Council should commit to carrying out long term (at least 5 years) comprehensive traffic monitoring.
Concerns about anticipated negative impacts on resident amenity (33 comments)	Concerns about access to resident, worker and visitor on-street parking and own property. Concerns about how it will affect resident amenity and quality of life. Concerns about increased car movements in narrow streets. Concerns about disruption, inconvenience, and traffic congestion. Concerns about the completeness and reliability of the traffic assessment report.
Generally oppose the proposed restrictions, project or site location (24 comments)	This project is not suited to a residential area and the Wangara Road site is a more suitable location. Stop the project, we are against the project. The parking restrictions are too much, don't see how this will help.

Comments about consultation process (16 comments)	Keep communicating and consulting with residents, listen and act on residents' views. Lack of due diligence and consultation with residents.
New suggestions relating to monitoring of parking (8 comments)	All streets off Holloway Road to become a permit zone and if impractical, change the proposed 1hr parking to 15 minutes. Provide residents with a free parking permit for each vehicle registered at the address. SDNA to advocate Wangara Road and require all members/ players to park there. Consult with the residents around SDNA in Thomas Street to understand their issues. Roll out a balanced education and enforcement program. Keep these arrangements under review, permanent parking officers to police the entire area, enforce restrictions and issue fines.
Not necessary if more on-site parking spaces were provided or simplified restrictions (8 comments)	If sufficient on-site car parks were provided, monitoring would not be necessary. Additional permit zones or restrictions wouldn't need to be monitored if the rules surrounding permits are simplified. Don't allow people to park in the residential side streets off Holloway Road.
No questions, comments or issues (8 comments)	No questions. No comments. No issues.
Comments on enforcement being about revenue raising (5 comments)	Council should monitor parking, not only make revenue from issuing fines.
Generally supportive or positive feedback (2 comments)	Yes, this would be a good idea. Will definitely be needed if the Netball Centre goes ahead.

A total of **32 participants** posed questions regarding a variety of topics. The questions relating to the monitoring of parking referred to topics including:

- How often parking will be monitored, who will do the monitoring, for how long and how Council will enforce parking restrictions
- Whether Council will act upon residents' views, concerns and complaints of illegal parking and blocked driveways
- Whether residents will be fined for parking on or partially on nature strips to prevent damage to vehicles
- How parking permits will work and how many will be issued per household
- How often and who will be consulted during this process

5.3.5 Staggering game times to reduce peak car parking demands

A Traffic Assessment Report has been prepared and suggests the staggering of scheduled commencement times of netball matches could reduce peak car parking demands as follows:

- Four netball courts to start at commencement of session.
- Four netball courts to start 15 minutes after commencement of session.
- Four netball courts to start 30 minutes after commencement of session.

Survey respondents were asked "Do you have any further questions/comments you would like to make regarding the proposed staggering of games?" Comments submitted by 153 respondents have

been synthesised and summarised in the table below along with relevant feedback from the individual email submissions:

Response to proposal	Themes
It is not a solution and does not address the main parking issues (60 comments)	This action will be insufficient to positively impact anticipated car parking issues. No amount of staggering of start times will help. This is not a solution and will not address the anticipated traffic and safety concerns in relation to parking.
There will be implementation challenges as players, coaches and supporters are in attendance beyond game time (45 comments)	Coaches often require players to arrive 30 minutes prior to game time to warm up and some will be coaching more than one team. Some players and parents stay after the game or for more than one game and take time to vacate the facilities. Games may run over-time or be delayed due to an injury.
It will not improve traffic conditions and may make car movement and pedestrian safety worse (35 comments)	There will be constant traffic movement for the duration of the opening times. Staggering the games will result in traffic challenges continuing throughout the day. There will still be lots of people coming and going from the area, not sure it will be a safer option for pedestrians.
Concerns about anticipated negative impacts on resident amenity (35 comments)	Concerns about car movements in narrow, quiet residential streets. Concerns about access to on-street parking. Concerns about the completeness and reliability of the traffic assessment report. Concerns about how it will affect resident amenity and quality of life.
Concerns about constant noise and light pollution (34 comments)	Concerns about the constant noise from whistles, PA systems, sirens and shouting in the evenings and on weekends. Concerns about the continual traffic noise. Concerns about light pollution.
Concerns about compliance and enforcement (22 comments)	Concerns about how game times and the scheduling of matches will be monitored and enforced. Concerns about this action being altered or changed in the future and how non-adherence will be addressed. Concerns that it is not possible to regulate the arrival and departure of players.
Generally supportive or positive feedback (15 comments)	It seems to be a sensible and logical approach. Staggering game times appears to be a good idea.
Reduce the number of games and scope of playing hours (11 comments)	Consider resident amenity when deciding starting and finishing times. There should be an overall reduction in the number of matches. Games need to end before 6pm and start after 9am.
Generally oppose the proposed, project or site (9 comments)	Choose a bigger, better site in a less residential area. This project should not happen in this location.
No questions, comments or issues (9 comments)	No questions. No comments. No issues.
Concerns about consultation process (7 comments)	Lack of due process. Need for consultation with residents, SDNA, netball players and Japanese School.

A total of **47 participants** posed questions regarding a variety of topics. The questions relating to the staggering games times to reduce peak car parking demands referred to topics including:

- How the sirens will work for staggered game times
- Other locations and associations where staggered games times have been implemented
- Whether the staggered game times will be formalised into an agreement
- How to ensure adherence to the proposed staggered game time guidelines and penalties that will apply for non-compliance

5.3.6 Managing pedestrian safety around the school site

The proposed site plans currently recommend the following actions and upgrades to improve pedestrian safety in the area:

- Installing raised zebra crossing with kerb extensions on Wangara Road (west side).
- Installing raised zebra crossings on George Street with supporting speed humps to slow cars on approach.
- Reducing the speed along George Street from 60km/h to 50km/h.

Survey respondents were asked “Do you have any further questions/comments you would like to make regarding the proposed plans for car parking?” Comments submitted by 126 respondents have been synthesised and summarised in the table below along with relevant feedback from the individual email submissions:

Response to idea	Themes
Concerns about the road conditions, volume and type of traffic will make it unsafe for pedestrians (47 comments)	The existing roads are narrow and not designed for the proposed increase in volume of traffic, which creates a pedestrian safety issue. The overall traffic effects are not being carefully considered. Accidents are more likely when cars are constantly arriving and leaving, particularly when some drivers are in a rush. Congestion leads to driver frustration and is a threat to pedestrian safety.
Generally oppose the proposed, project or site (28 comments)	This project is not appropriate and should not happen in this location. Stop the project, we are against the project.
Concerns about George Street and intersections (27 comments)	Reduce the speed limit on George Street as it is already a dangerous road, is used by many trucks and has speeding traffic. Accidents are already common at the corner of George Street/Wangara Road, consider installing lights. The George Street/Bay Road intersection is already a dangerous intersection, do not direct more traffic there and consider installing traffic lights.
Concerns the proposed actions and upgrades will have little positive impact (17 comments)	Zebra crossings or speed humps are not going to make it safer and will not solve the problem of small children running onto the street. Unsuitable for the heavy trucks using George Street and Wangara Road. Not all children will use the proposed pedestrian crossings.
Concerns about anticipated negative impacts on resident amenity (15 comments)	Concerns about increased traffic and congestion. Concerns about access to on-street parking. Concerns about how it will affect the quality of life for residents. Concerns about the completeness and reliability of the traffic assessment report.

New suggestions for pedestrian safety (13 comments)	<p>Consider pedestrian safety along Holloway Road and in the car park.</p> <p>Consider diverting traffic to Reserve Road as there are traffic lights at the corner of Bay Road.</p> <p>Reduce speed to 20 km/hr on Holloway Road, Cooke Street and Green Parade.</p> <p>Add a pedestrian island at the entry to Cooke Street and Green Parade.</p> <p>Install a Bay Road zebra crossing opposite the heathland.</p> <p>Consider pedestrian safety at major intersections (Bluff/Holloway Roads, George Street/Bay Road).</p> <p>Move the crossings further from the corner, out of the intersection.</p> <p>Add speed humps to Spring Street.</p>
Proposed actions and upgrades are not necessary or may worsen traffic movement and noise (11 comments)	<p>Speed humps and zebra crossings will make drivers more frustrated and increase traffic noise.</p> <p>Speed cushions will not slow traffic down sufficiently.</p> <p>These actions are not necessary, people aren't going to park that far away.</p>
No questions, comments, or issues (8 comments)	<p>No questions.</p> <p>No comments.</p> <p>No issues.</p>
Generally supportive or positive feedback (7 comments)	<p>Sounds good, agree.</p> <p>Crossings are important.</p>
Consider lighting and personal safety (7 comments)	<p>Consider installing clear signage and additional street lighting.</p> <p>Consider lighting and security monitoring to support safe movements to and from vehicles.</p>
Consider cyclists (3 comments)	<p>Consider making provision for cyclists, road cyclists and school children cycling to and from school.</p>
Concerns about consultation process (3 comments)	<p>Lack of due process.</p> <p>Extend the consultation time and consult with the transport industry and local manufacturers/commercial industry.</p>

A total of **23 participants** posed questions regarding a variety of topics. The questions relating to managing pedestrian safety around the school site referred to topics including:

- How trucks and factory workers will handle the speed humps and whether there will be extra noise for residents
- How buses and passengers will access the Centre
- Assessment of the effect of crossings at the intersection of Wangara Road
- Pedestrian safety at other major intersections (Bluff/Holloway Roads, George Street/ Bay Road)
- The recommendation for zebra crossings without flashing lights
- Pedestrian safety along Holloway Road

5.3.7 Proposed operating hours for the Centre

It is currently proposed that the Centre could operate for organised community sport during the following hours*:

- Weekdays: 4pm to 9.30pm (outdoor) 4pm to 10.30pm (indoor).
- Weekends: 8am to 9.30pm (outdoor) 8am to 10.30pm (indoor).

*Any organised community use during school hours will be subject to further negotiation with the relevant stakeholders.

Survey respondents were asked “Do you have any further questions/comments you would like to make regarding the proposed operating hours?” Comments submitted by 152 respondents have been synthesised and summarised in the table below along with relevant feedback from the individual email submissions:

Response to proposal	Themes
Concerns about anticipated negative impacts on resident amenity (111 comments)	Concerns about constant traffic movement and congestion. Concerns about excessive disruption, noise and light pollution. Concerns about visitor access to on-street parking, 7 days per week. Concerns about how it will affect the quality of life for residents. Inconsiderate and will impact residents’ leisure time and sleep, especially for young families, shift workers and the elderly. Concerns about the safety of children riding bikes around the block. Concerns about potential impact on property values in this area.
Operating hours are too long, starting too early and finishing too late (107 comments)	Proposed hours do not adhere to current EPA requirements. Proposed operating hours seem excessive are unreasonably long for a residential area. Too early and too late, 8am is too early for netball to start on weekends. Any activity after 8.00pm weekdays and 5.30pm weekends is unsatisfactory, especially in the winter months.
Generally oppose the proposed, project or site (19 comments)	This project is not suited to a residential area, an industrial area or the Wangara Road site would be a more suitable location. Stop this project, we object to this project.
No questions, comments or issues (11 comments)	No questions. No comments. No issues.
Generally supportive or positive feedback (2 comments)	Happy for the indoor courts to operate until 10.30pm. This is fair as schools have functions until 9pm and most tennis courts operate until 10.30pm in the Bayside area.

A total of **23 participants** posed questions regarding a variety of topics. The questions relating to the proposed operating hours for the Centre referred to topics including:

- Whether the proposed operating hours comply with EPA regulations
- How adherence with the operating hours will be monitored and whether penalties will be imposed if matches are played beyond the proposed times
- Why the proposed operating hours for the Holloway Road site differ from those proposed for Wangara Road site
- Whether residents have any influence on the timing of the operating hours
- When the community will have access to the netball courts and facilities
- Whether the operating hours apply every day and weekend for the entire year

5.3.8 Managing noise impacts from sporting activity

Prior feedback has indicated the noise that will be generated from sporting activity is a concern for adjacent residents. Sports facilities generate a level of noise from their activities and steps will be taken to mitigate this by complying with EPA noise regulations through volume management of audible systems and restricting use of whistles. The actions proposed to mitigate noise impact include:

- Complying with EPA noise regulations through volume management of audible systems.
- Minimise use of whistles during evening training sessions.

- Where possible landscaping will be included to reduce the impact of noise.

Survey respondents were asked “Do you have any further questions/comments you would like to make regarding the impact of noise?” Comments submitted by **162 respondents** have been synthesised and summarised in the table below along with relevant feedback from the individual email submissions:

Response to proposal	Themes
Concerns about anticipated negative impacts on resident amenity (87 comments)	Concerns about constant traffic movement and congestion. Concerns about excessive disruption and noise pollution in a residential area. Concerns about potential impact on property values in this area. Concerns it will impact the residents’ leisure time and sleep, especially for young families, students, shift workers and the elderly. Concerns about how it will affect the quality of life for residents.
Concerns about noise impact from whistles and minimising the use of whistles (64 comments)	Noise from high-pitches whistles will travel and be intolerable. Concerns about whether it will be possible to minimise use of whistles in training sessions, matches and practice games, especially on weekends. Concerns there will be constant whistle blowing throughout the games, especially with multiple games being played at once.
Concerns about other sport-related noise impacts (58 comments)	Concerns about how loud noises from sirens and PA speakers will be minimised. Concerns about how noise made by referees, balls bouncing, players and cheering spectators will be minimised and what restrictions will be put in place. Concerns about how to minimise noise from traffic movements, cars arriving and departing and people closing car doors.
Concerns about compliance and enforcement (29 comments)	Concerns that it will not be possible to monitor and enforce the minimal use of whistles at training sessions. Concerns about how noise outputs from audible systems, sirens, games, spectators, and vehicles noise will be monitored. How will residents report issues, how non-adherence will be addressed and who will be fined. Need to strictly enforce appropriate behaviour after matches and when leaving the car park.
Comments about landscaping (26 comments)	Provide more landscaping information and ensure landscaping is done as soon as possible. Provide additional tree foliage and have trees lining the entire facility. Unsure how the landscaping will act as a noise buffer and concerns it will not be effective.
Generally oppose the proposed, project or site (16 comments)	This project is not appropriate and should not happen in this residential location. Stop the project, we are against the project.
Mitigate noise impact by reducing operating hours to be compliant with EPA regulations (14 comments)	Concerns the proposed operating hours are not compliant with Environment Protection (Residential Noise) Regulations 2018. Concerns that noise impact will occur before scheduled game times and that sporting activity may occur beyond suggested EPA times. Concerns that EPA noise levels may not be satisfied.
Concern about impact on birds, wildlife, heathland and dogs (12 comments)	Concerns about the noise impacts on birds, wildlife and the Bay Road Heathland Sanctuary. Concerns about the effects of sporting activity noise on domestic dogs.

No questions, comments or issues (12 comments)	No questions. No comments. No issues.
New suggestions to mitigate noise (10 comments)	Consider acoustic barriers and noise reduction barriers such as screening, fences, green walls, and vegetation. Consider sound-proofing the courts. Consider installing signage asking patrons to respect resident amenity when walking and driving around the centre
Request for access to more information and research (9 comments)	Concerns about lack of access to an acoustic assessment report and detailed independent information on anticipated noise for this site. Consider noise in the Environmental Impact Assessment for Bay Road Heathland Sanctuary. Concerns about the lack of solid evidence that the proposed actions will work. Provide a landscaping plan.
Concerns about consultation process and scope for resident influence (5 comments)	Lack of due process and consideration by Council. Concerns about residents' views not being heard or influential.
Generally supportive or positive feedback (1 comment)	It is good to hear children participating in outdoor physical activity and should be celebrated.

A total of **48 participants** posed questions regarding a variety of topics. The questions relating to managing noise impacts from sporting activity referred to topics including:

- How the use of whistles will be minimised at training sessions and matches, and the number of whistles per match and matches per session
- What is being proposed for landscaping, where it will be located and how it will mitigate noise impact
- The strategies that will be taken to restrict and monitor sport-associated noises such as sirens, PA systems and cheering spectators
- Whether an acoustic assessment and an environment protection assessment will be prepared for the reserve
- How noise impact on animals in the local area including the heathland sanctuary will be addressed
- How residents can raise complaints and whether noise-related fines will be issued

5.3.9 Managing light spill

Prior feedback has indicated that light spill is a concern for adjacent residents. The height and specific locations of lights will be determined during the design process and will be subject to court layout and meeting relevant Australian standards. It is proposed:

- Court lighting will operate between 5pm and 9.30pm from Monday to Friday and will supplement light from 5pm to 9.30pm on weekends.
- Modern court lighting systems, globes and reflectors will be designed to direct light to the court surface only, with minimal light spill and glare outside of this area.
- The effect of the directional lighting will create a dome-like effect over the court and the light spill will be less than the glare from a mobile phone.
- A standard streetlight will generate more spill and have greater impact on residential amenity than court lighting.

Survey respondents were asked “Do you have any further questions/comments you would like to make regarding the impact of light spill?” Comments submitted by 131 respondents have been synthesised and summarised in the table below along with relevant feedback from the individual email submissions:

Response to proposal	Themes
Concerns about anticipated negative impacts on resident amenity (61 comments)	Concerns about how the light pollution will affect the quality of life for residents. Concerns about the excessive light spill in a residential area. Concerns about potential impact on property values in this area.
Concerns about light spill being under-estimated (32 comments)	Concerns that the impact of light spill has been under-estimated, due to exterior lighting and outdoor court light reflections. Concerns the light spill will be inappropriate even if lighting satisfies Australian standards.
Lights will be required and concerns that actions will not mitigate light spill (18 comments)	Lighting will be required for the courts to operate, personal safety and safe movements around the Centre. Concerns about the proposed actions will not mitigate light spill.
No questions, comments or issues (18 comments)	No questions. No comments. No issues.
Generally oppose the proposed, project or site (16 comments)	This project involves a loss of open space and is not appropriate for a residential area. The Wangara Road site is a more suitable location. Stop the project, we are against the project.
Concern about impact on birds, wildlife and heathland (14 comments)	Concerns about the light spill impacting birds, wildlife, flora, fauna, and the Bay Road Heathland Sanctuary.
Mitigate light spill by reducing non-daytime operating hours (10 comments)	It is not acceptable to have outdoor courts lit until 9.30pm, finish operations by 8pm with all lights off by 8.30 pm. Concerns that light spill will extend beyond approved finishing times, until the facility is vacated.
Request for access to more information and research (10 comments)	Consider light spill in the Environmental Impact Assessment for Bay Road Heathland Sanctuary. Concerns about the lack of solid evidence on the full extent of light pollution and that the proposed actions will work. Request reports prepared for the Wangara Road site to be repeated for the proposed site. Request for a review of complaints by residents living nearby other netball centres.
New suggestions relating to light spill (7 comments)	Facility lighting to be solar powered or powered by renewable energy. Incorporate tree foliage, an appealing or natural barrier/ wall and thick landscaping to reduce light spill. Make all courts indoor or cover the courts with a roof.
Need for further consultation and concerns about the consultation process (4 comments)	Request to further consult with, and listen to, affected and neighbouring residents. Concerns about lack of due process and consideration by Council.
Generally supportive or positive feedback	The lights are not generally of concern.

(1 comment)

A total of **19 participants** posed questions regarding a variety of topics. The questions relating to managing light spill referred to topics including:

- When an environment protection assessment and environmental impact study will be prepared for the reserve
- How light spill will impact on wildlife, particularly nocturnal animals, in the local area including the heathland sanctuary and how this will be addressed
- The extent to which light may shine upwards and into neighbouring residences, and strategies that will be taken to rectify unexpected light spill
- Times that the Centre, netball court and car park lighting will be turned off
- Whether some courts need to be positioned outdoors
- Other light mitigation options that may be possible and implemented
- Responsibility for paying lighting bills.

5.3.10 Other comments

Survey respondents were asked “Do you have any other comments?” Comments submitted by 169 respondents have been synthesised and summarised in the table below along with relevant feedback from the individual email submissions.

Only comments relating to other or new topics are reported. Responses reflecting the sentiment previously presented are not reported here:

Response to idea	Themes
New ideas for other potential sites and ways to create netball facilities for Bayside (9 comments)	Build a sporting precinct in the old Elsternwick golf club land (corner of Glenhuntly Road and Nepean Highway) Where space is in limited supply, disperse netball facilities across at least two sites Retain or refurbish all or some of the Thomas Street courts and install fewer courts at Sandringham Secondary College to spread the impact on local residents and fauna. Build a few courts at the very East end of the school grounds and fix the Wangara Road site. Relocate the baseball complex in Tulip Street and place the Netball Centre on this site. Build an athletics track facility at Sandringham Secondary College and then expand the Thomas Street netball facility on to the existing Athletics Track site. Build only netball courts, no cafes, club rooms or showers.
Comments on future consultation (4 comments)	Conduct a public meeting so everyone to be heard. Provide a letterbox drop of the entire suburb. Consult with households on the other side of Bluff Road from Holloway Road including Victoria Street, Medhurst Street and Rose Street as they will be impacted. Residents to have a say on the implementation of the research and design process of this project.
Concerns about loss of green/open space (3 comments)	Save the oval at Sandringham Secondary College for green space. Retain open grassy areas and precious green space at the school for the community.
Other (3 comments)	The water table on this land is very low, with multiple streams under the surface.

Council needs to take action to improve facilities for the female sporting population.

Challenges are anticipated managing the varying requirements of the school, Department of Education and the Netball Association.

A total of **55 participants** posed questions regarding a variety of topics. The questions referred to new topics including:

- Why this is being rushed and the decision on the Holloway site cannot be delayed pending technical reports and assessments (amenity impact assessment, sustainability report; environmental assessment; vegetation assessment, traffic assessment)
- How covering the green space with asphalt courts fits with Council's environmental stance
- Looking to the future, where netball will expand to if this precinct becomes too small
- Whether there will be access to the Netball Centre from Bay Road
- Why more detailed information has not been provided
- Why Council rejected the proposal at Firbank Grammar School on planning grounds
- Why Council would not want to upgrade or refurbish the Thomas Street facility, or incorporate it within this project to have fewer courts at Sandringham Secondary College
- What other locations that have been reviewed and why this proposal is not being built at the original Wangara Site, funds have already been invested
- Why significant ratepayer funding is being invested into a development that will be used by a minority of residents and is being constructed on non-Council land
- Why this facility is being built at Sandringham Secondary College when there is no College netball team
- Timelines for the project
- Whether any trees on the school site to the southern boundary of the conservation zone will be removed
- What further communications and consultation is planned a series of consultation for those directly affected by this proposal (i.e. letterbox-drop, meetings, forums with local residents, sporting clubs and organisations), in line with Council's Community Engagement Policy
- Whether Council will extend the consultation period until at least the end of January to allow for genuine consultation including public meetings which are now allowed under COVID restrictions
- Plans for the cricket clubs who currently play matches on the site
- Whether "organised community sport" refers to the sport of netball only

5.3.11 Discussion on social media

The discussion on the Council Facebook page largely related to concerns about the proposed location and impact on residential amenity. There were 35 Facebook user actions. A total of 16 (or 45.7% of) actions were not analysed as they were deemed unusable, duplicates or edits of a post or posts made by Council officers.

The sentiment in the remaining 19 (or 54.3% of) actions comprised:

- Holloway Road is inappropriate and the wrong location for the Netball Centre (7 or 36.8%)
- Concerns about impact on resident amenity (5 or 26.3%)
- Concerns about loss of green space (4 or 21.1%)
- Concerns about increased traffic and insufficient parking (4 or 21.1%)

6 Project evaluation

In terms of stakeholder reach, it was proposed that at least 100 contributions would be made via the online engagement platform *Have Your Say* (achieved – 197 contributions).

The conversion outcomes for visits to the *Have Your Say* project page are shown below:

Engagement Conversations

Information regarding how well your engagement websites converted Visitors to perform defined key actions.

