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7 December 2023

Enquiries: Karen McNatty
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Turner and Townsend
Level 19, One Wharf Lane
171 Sussex Street
SYDNEY NSW 2000

Attention: Josh Johnston (Senior Project Manager)

Dear Josh

**RE: West Ryde Multi-Sports Facility – Response to Joint Regional Planning Panel
Response to request for additional information**

A Joint Regional Planning Panel (JRPP) was held on Wednesday 6 December 2023 for the West Ryde Multi-Sports Facility Project. The following queries were raised, and this letter seeks to provide a response.

Summary of analysis of parking/ court ratio for the facility

Benchmarking analysis was undertaken as part of the Planning Proposal by Bitzios Consulting, this reviewed several existing and approved facilities including:

- Eastwood Ryde Netball Association netball courts at Meadowbank Park
- Manly Warringah Netball Association (John Fisher Netball Courts)
- Liverpool City Netball Association (Whitlam Leisure Centre)
- Sutherland Shire Netball Association (Bellingara Netball Courts).

The analysis also included the following ‘persons per court’ data obtained by the proposed operator Otium.

Table 1: Persons per court

Scenario	Number of players per court	Number of spectators per court ¹	Number of referees/ coaches per court ²	Total persons per court
Weeknight training	~16	16	4	~36
Saturday competition	~16	10-30	1-4	~27-50

Source: Otium operation data

1 Spectators expected to be affiliated with players or other games (pre or post) and therefore do not add to vehicular traffic

2 Referees would be expected to attend multiple games concurrently

The Transport Assessment for the Development Application referred to the analysis already undertaken as part of the Planning Proposal, which reviewed five similar facilities and referenced an average parking provision rate of 8.18 parking spaces per court, which resulted in the required parking provision of 232 parking spaces, with the development proposing to provide a total of 295 parking spaces. Based on the development proposing a total of 33 courts the proposal is providing a rate of 8.9 parking spaces per court. As outlined in the Transport Report it is expected that some use of on-street parking in the immediate vicinity of the site is also anticipated, mostly through perceived convenience (or

preference). Parking surveys for on-street parking as outlined in the Transport Assessment indicate there is capacity in available on-street parking to accommodate some additional demand if required for the proposed facility.

How does staggered times reduce carparking requirements

Operational management measures such as staggered times and longer time periods between games assist with traffic management through minimising the impact of vehicles arriving and departing at the same time, it allows vehicles to depart as the next game round arrives providing available parking spaces for the next game slot. It also assists to reduce traffic congestion at game start and finish times. This type of operational management would be recommended based on the current parking provision and is not a measure to seek to reduce parking numbers further.

Assessment of impact to local roads

The Transport Assessment outlines the expected traffic distribution split of where vehicles are expected to arrive and depart to/ from, with the majority of vehicles arriving and departing via Marsden Road/ Windbourne Street. It is noted that Brush Street and Hermoyne Street and Windbourne Street to the north of the site only have a carriageway width of around seven metres, however currently there are no restrictions on parking on both sides of the road. This will need to be monitored and potentially parking restrictions installed on one side of the road during peak periods of operation of the sports facility (Saturdays during Netball season) to ensure two-way traffic flow is able to be maintained.

Summary of impact of the facility throughout the rest of the day

Traffic analysis undertaken in the peak periods seeks to understand the worst case scenario on how the surrounding key intersections would operate. With the sport facility expected to be operating all day Saturday, the traffic flow to and from the netball facility is expected to be generally constant throughout the day, with peaks occurring at game start and finish times.

Relocation of north-western section of the 3m high acoustic wall to 1.5 metres from the northern boundary.

In locating the proposed 3m high acoustic wall 1.5m into the site from the northern boundary it will still be located around 8 metres from the site access driveway and therefore not expected to impact sight distances. In order to assess properly we need to understand how far the wall extends towards the footpath. To improve/ maintain sight distances our recommendation is that the 3m wall does not proceed past the current site fence line, noted as the yellow line in the Figure below to ensure visibility of approaching pedestrians.



Should you have any further questions, please do not hesitate to contact me directly.

Yours sincerely

Stantec Australia Pty Ltd



Karen McNatty
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