

Reference: #N125510

28 March 2018

Inner West Council
7-15 Wetherill Street
LEICHHARDT NSW 2040

Attention: Ms Sandra Chin (Urban and Landscape Design Coordinator)

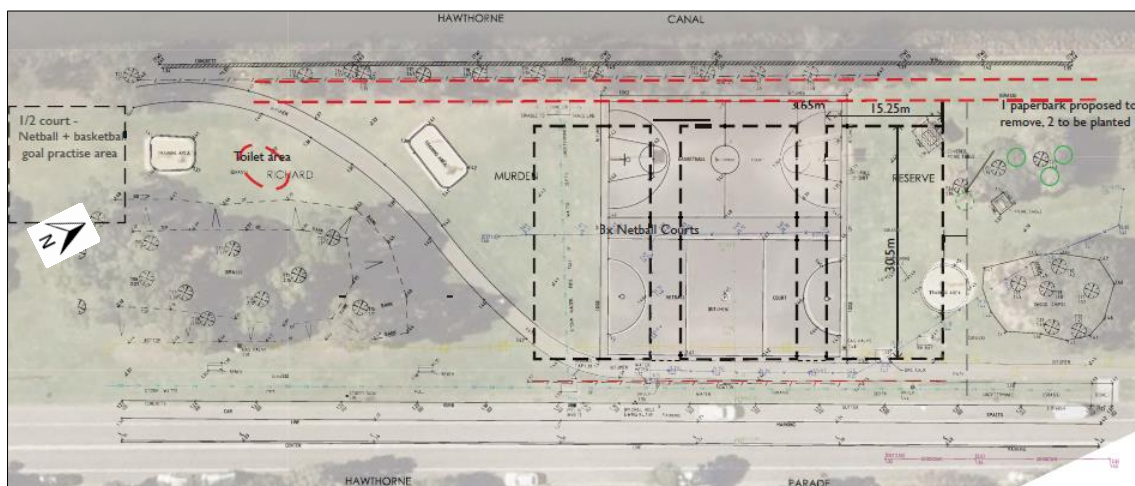
Dear Sandra

RE: RICHARD MURDEN RESERVE NETBALL COURTS

Background and Proposal

A new netball court facility and associated amenities are proposed within the Richard Murden Reserve in Haberfield. The proposal includes three netball courts replacing the existing netball and basketball courts, three new courts for netball and one new half-court basketball goal practice area, on the northern side of Richard Murden Reserve. It is understood that the courts are to be used for weekday training only, typically between 4pm and 9pm. The development proposal is shown in Figure 1.

Figure 1: Proposed netball courts and half-court basketball goal practice area



Source: Richard Murden Reserve Netball Courts, Ashfield – Netball + Amenities Block Site Plan, Option B - Inner West Council, dated 22 March 2017

GTA Consultants (GTA) prepared a traffic and parking study¹ for Inner West Council in December 2017 for the proposed development. During the public consultation period, a concern was raised that the traffic and parking assessment did not consider the cumulative impact of when both the existing netball courts were being used as well as Blackmore Oval, which is located on the eastern side of the Hawthorne Canal and accommodates Leichardt Wanderers Football Club.

The concern raised the point that due to the existing pedestrian/ cyclist bridge that provides a connection between Hawthorne Parade and Canal Road, Hawthorne Parade's parking demand will be higher than the 2017 GTA assessment when both the existing netball courts are being used as well as Blackmore Oval.

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¹ GTA Consultants – Richard Murden Reserve Netball Courts, dated 4 December 2017

This letter addresses the traffic and parking concern raised by assessing the cumulative impact with the use of Blackmore Oval.

Subject Site

The subject site includes one existing netball and one basketball court within the Richard Murden Reserve in Haberfield. The site is bounded by Hawthorne Parade to the west and Hawthorne Canal to the east. Richard Murden Reserve currently includes public open space, a children's play area, one netball court, one basketball court, four tennis courts, picnic areas and a fitness course, and is zoned 'Public Recreation' (RE1) in the Inner West Council - Ashfield Local Environmental Plan 2013 (LEP 2013).

Richard Murden Reserve includes a shared path running from Marion Street, south of the site, to the Parramatta River, north of the site, with links to the Hawthorne light rail stop and Canal Road to the east.

The surrounding properties in the wider area predominantly include residential uses, except for the light rail line and Shields Playground to the east of the site.

The location of the subject site and its surrounding area is shown in Figure 2.

Figure 2: Subject site and its environs



Basemap source: Sydney

Car Parking

Car parking occupancy and turnover/ duration of stay surveys were undertaken by GTA in the following locations:

- Hawthorne Parade between Waratah Street and the existing netball/ basketball courts
- Hawthorne Parade between the existing netball/ basketball courts and Dobroyd Parade
- Tillock Street between Learmonth Street and Waratah Street
- Waratah Street between Hawthorne Parade and Tillock Street
- Canal Road.

The surveys were undertaken on days when both the netball courts and Blackmore Oval were being used, during the following periods:

- Wednesday 14 March 2018: 4pm to 8:30pm
- Thursday 15 March 2018: 3:30pm to 9pm.

During the surveys, it was observed that the netball courts were being used at a similar demand to when the surveys were undertaken for the previous study (GTA, 2017), with nine half courts being used by teams of approximately seven players each.

Occupancy

The parking occupancy results are summarised in Figure 3 to Figure 7.

Figure 3: Hawthorne Parade (between Waratah Street and the existing netball/ basketball courts) car parking demands

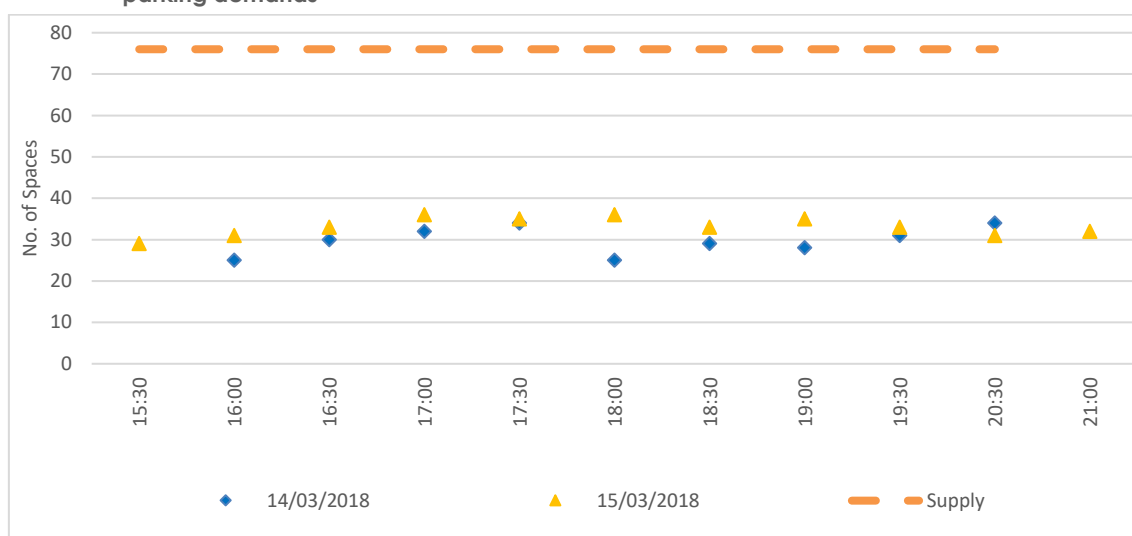
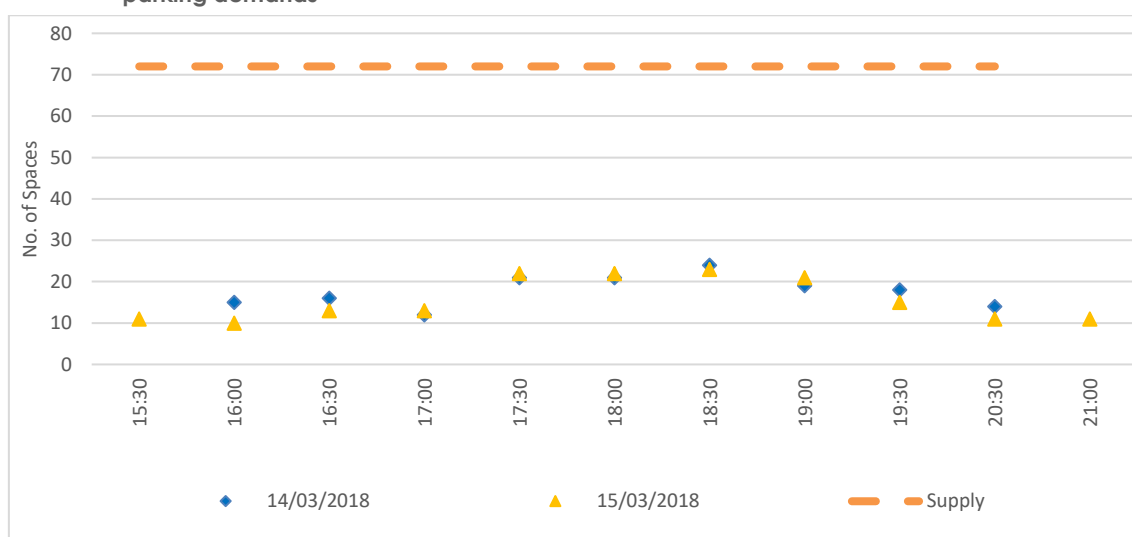


Figure 4: Hawthorne Parade (between the existing netball/ basketball courts and Dobroyd Parade) car parking demands



The surveys along Hawthorne Parade indicate that parking demands on Hawthorne Parade near the existing netball/ basketball courts are generally low to moderate, with peak demands observed in the evening periods, when the public open space, children's play area, tennis courts and fitness course are expected to be used. The peak demands were corresponded to 59 spaces (40 per cent occupancy) with a minimum of 89 vacancies.

Figure 5: Tillock Street (between Learmonth Street and Waratah Street) car parking demands

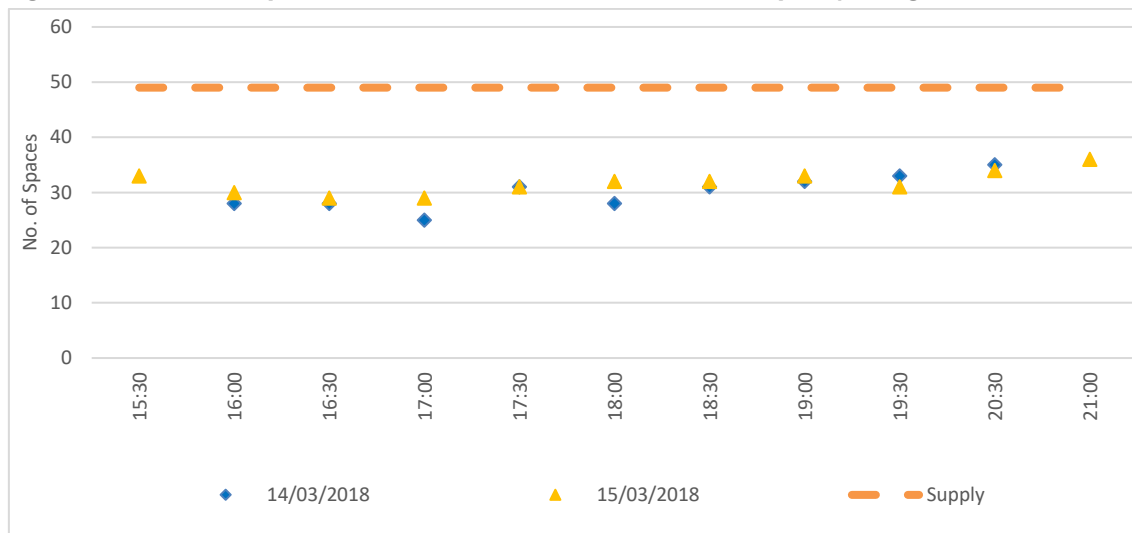
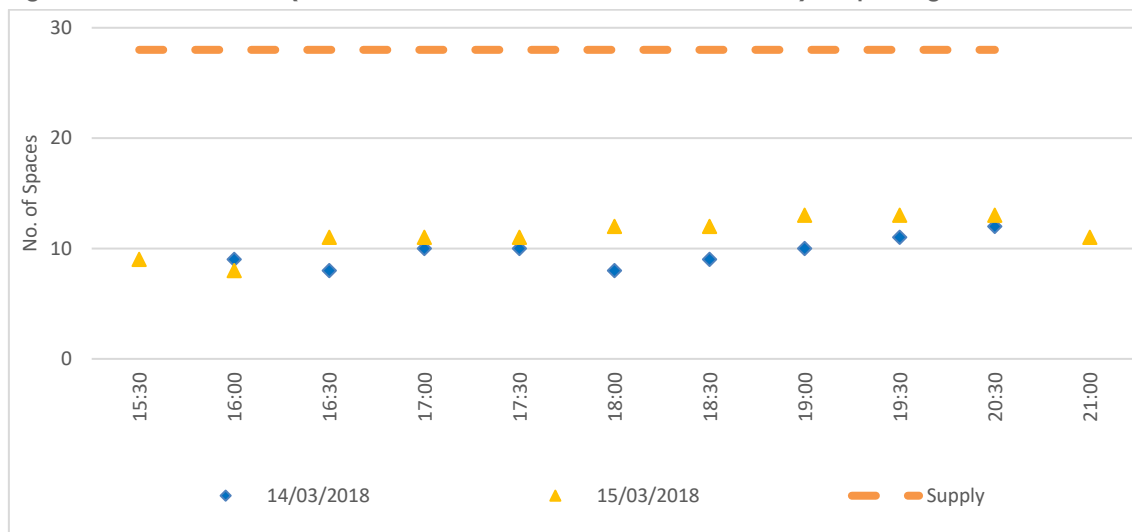
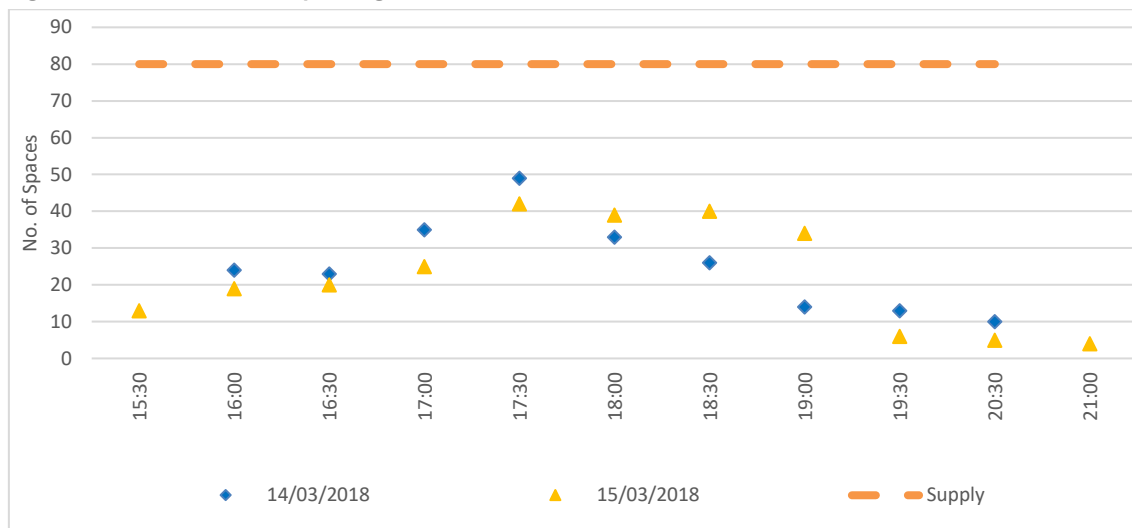


Figure 6: Waratah Street (between Hawthorne Parade and Tillock Street) car parking demands



The surveys along streets next to Hawthorne parade indicate that parking demands on Tillock Street and Waratah Street are also generally low to moderate, with peak demands generally observed in the evening periods. The peak demands were corresponded to 36 spaces (73 per cent occupancy) with a minimum of 13 vacancies on Tillock Street and 13 spaces (46 per cent occupancy) with a minimum of 15 vacancies on Waratah Street.

Figure 7: Canal Road car parking demands



Parking demands on Canal Road are also generally low to moderate, with peak demands generally observed in the evening periods. In terms of evening periods when the Richard Murden Reserve and Blackmore Oval is expected to be used, the peak demands were corresponded to 49 spaces (61 per cent occupancy) with a minimum of 31 vacancies on Canal Road.

Duration of Stay

In addition to car parking demand surveys, turnover/ duration of stay surveys were also undertaken. These surveys help understand whether on-street car parking demands are short-stay or long-stay demands.

The results indicate that the majority of vehicles parking on Hawthorne Parade between Waratah Street and Dobroyd Parade are short-term parking demands, where vehicles were parked for under two hours of the surveyed periods. Specifically, 70 per cent of peak parking demands on Hawthorne Parade were short-stay demands and are likely serving the users of the Richard Murden Reserve facilities.

On the above basis, about 30 per cent of peak parking demands on Hawthorne Parade between Waratah Street and Dobroyd Parade could be considered as providing for resident car parking demands.

This is similar to the short term/ long term split that was observed in the previous traffic and parking study (GTA, 2017) of 65 per cent short term parking and 35 per cent long term parking.

The existing parking activity are shown in Figure 8 to Figure 11.

Figure 8: Parking activity along Hawthorne Parade (looking north)



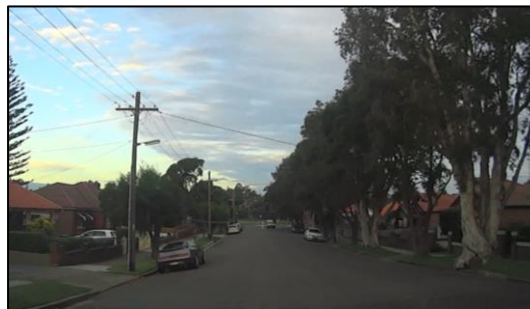
Figure 9: Parking activity along Hawthorne Parade (looking south)



Figure 10: Parking activity along Canal Road (looking south)



Figure 11: Parking activity along Waratah Street (looking east)



Mode Choice

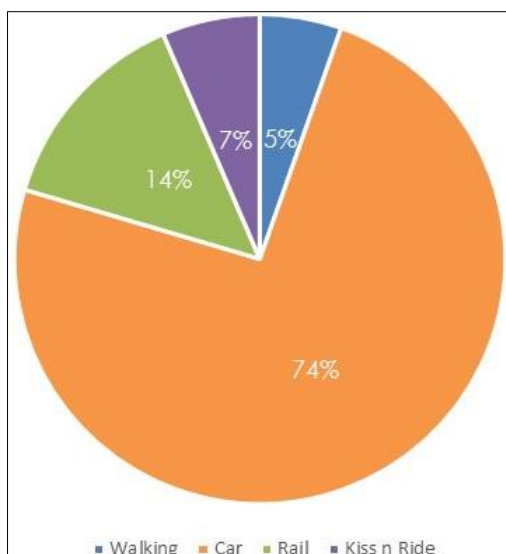
Mode choice interview surveys for the users arriving at the six existing netball courts near the intersection of Hawthorne Parade/ Barton Avenue, were undertaken by GTA on Tuesday 2 May 2017, between 3:30pm and 8pm. The interview survey was conducted to better understand the current travel modes for the existing netball court users in the area.

Figure 12 indicates travelling to the courts by private vehicle is the most popular mode choice which accounts for 74 per cent of the 94 court users interviewed. The survey data also indicates 14 per cent of users travel to the courts using light rail, given the existing courts are within 350 metres of Hawthorne light rail stop.

A considerably small number of users were dropped off at the site (accounting for seven per cent of trips) or walked to the courts (five per cent).

It is expected that with the proposed courts, private vehicles will continue to remain the dominant mode choice for the proposed courts.

Figure 12: Travel modes by users to the exiting netball courts



Car Parking Requirements

Development Control Plan requirements

The car parking requirements for different development types are set out in Inner West Council - Ashfield's Development Control Plan (DCP 2007). A review of this document indicates that no specific car parking rate is nominated for netball courts under the recreation facilities land use.

Car Parking Assessment

An empirical desktop assessment of similar facilities (on a per game basis) indicates the following:

- Willoughby Leisure Centre: 19 vehicles per court (GTA, 2012)
- Throsby Playing Fields, Canberra: 11 vehicles per court (AECOM, July 2011)
- Bungarribee Parklands, Blacktown: 9 vehicles per court (Maunsell AECOM, August 2007)
- Meadowbank Park Netball Courts, Ryde: 10 vehicles per court parking demand (Ryde Council, December 2009)
- Woodward Park Complex, Liverpool: 10 vehicles per court parking demand
- John Fisher Park, Warringah: 20 vehicles per court
- Canoon Road, Ku-ring-gai: peak parking demand of 30 vehicles per court (KMC, November 2005).

A review of the above sites and their proximity to public transport, surrounding residential areas and metropolitan Sydney indicates a parking rate of approximately 10 spaces per court per game could be expected. This is also confirmed with the car parking survey carried out at the existing courts, which indicates about nine vehicles per court per game.

It is noted that the above rates are based on a 'per court per game' basis and that the proposed netball courts are intended for training purposes only. On this basis, the site's car parking generation characteristics are expected to be lower than 10 spaces per court, noting that there would also be some changeover activity and therefore a localised parking peak could also occur.

For the purposes of this assessment, 10 spaces per court rate has been adopted and considered appropriate for planning and parking management purposes.

The three netball courts with half courts for netball and basketball goal practice area, could therefore be expected to generate a car parking demand of up to 35 spaces.

Car Parking Availability

During proposed weekday evening training times, the minimum number of vacancies available near the site when training is occurring both at Blackmore Oval and at the existing netball courts include:

- 89 spaces on Hawthorn Parade between Waratah Street and Dobroyd Parade
- 15 spaces on Waratah Street between Hawthorne Parade and Tillock Street
- 13 spaces on Tillock Street between Learmonth Street and Waratah Street.

These survey results are consistent to those presented in the previous traffic and parking assessment (GTA, 2017).

Furthermore, it should be noted that Canal Road was found to have a minimum of 31 spaces still available at its peak parking demand and as a result, any additional visitors to Blackmore Oval would likely park on Canal Road rather than parking on Hawthorne Parade and walking over the Hawthorne Canal bridge.

In terms of the parking demand along Hawthorne Parade, the previous study (GTA, 2017) observed a higher parking demand along Hawthorne Parade of 80 vacancies.

Car Parking Assessment Summary

With a car parking demand of up to 35 spaces, the minimum number of vacancies during the proposed netball courts during training sessions would be 45 spaces along Hawthorn Parade between Waratah Street and Dobroyd Parade based on the 2017 surveys. Disregarding the vacancies along Tillock Street and Waratah Street, it is evident that car parking demand for the proposed courts could be accommodated along Hawthorne Parade alone.

As such, it is expected that sufficient parking will be available for the proposed netball courts during the proposed weekday evening training periods.

Car Park Layout

Notwithstanding the above, it is recommended to implement two-hour car parking restrictions (from 8am to 8pm, Monday to Friday) with associated signage on each end of the proposed 35 existing parallel parking spaces along Hawthorne Parade, as illustrated in Figure 13. The proposed car parking restrictions are to support the proposed netball courts by ensuring that parking adjacent to the proposed courts is available during weekday evening periods for the residents along Hawthorne Parade and to provide parking for the proposed courts users during the day.

The proposed 35 parking space modifications shall be delineated to ensure drivers park within the designated spaces. The delineation shall be in accordance with the Australian Standard for On-Street Car Parking (AS2890.5:1993), with a minimum length of:

- 6.3 metres for end space which is obstructed at one end by a kerb or barrier
- 6.0 metres for intermediate space
- 5.4 metres for end space where vehicles may enter or leave the space directly.

It is recommended that one disabled car space be provided in accordance with the Australian Standard for On-Street Car Parking (AS2890.5:1993) and Parking Facilities Off-street Parking for People with Disabilities (AS2890.6:2009).

It is also recommended that existing faded bicycle logos are restored, and additional bicycle logos are marked within the travel lanes adjacent to the parking spaces to maximise the awareness of the bicycle route and the visibility of cyclists.

During the site visit, no specific traffic congestion or safety concerns were observed with the existing parallel parking arrangement.

Figure 13: Proposed car parking amendments (immediately west of proposed courts)



Basemap source: Nearmap

Traffic Impact Assessment

As mentioned previously, it is expected that the proposed netball courts would generate 10 vehicles per court at any one time (i.e. 20 vehicle movements). Assuming training sessions turn over every one to two hours, it is expected that each court could generate 20 vehicle movements in any hour during the weekday evening periods. The development proposal would therefore be expected to generate in the order of 70 vehicle movements in any hour during weekday evening periods when training is being held.

This level of traffic (i.e. an average of one vehicle per minute) is not expected to adversely or notably impact the safety or operation of the surrounding road network. The intersections along Hawthorne Parade at Waratah Street, Turner Street, Barton Avenue, Darragh Lane, Tressider Avenue and Marion Street, have appropriate additional capacity for any increase in turning movements and associated with the netball courts.

Other Considerations

Bicycle End of Trip Facilities

DCP 2007 states that bicycle parking should be provided at the following rates for 'recreational facility' land uses:

- One space per 20 employees
- One visitor space plus one space per 100 square metres gross floor area (GFA).

Noting that staff are not expected at the netball courts given that the courts are to be used for training purposes, and that each netball court is approximately 465 square metres (i.e. three courts with half courts for netball and basketball goal practice area, give a total 1,627 square metres)², the proposed netball courts could be considered to generate a bicycle parking requirement of 18 visitor bicycle parking spaces.

It is therefore recommended to provide 18 parking spaces for bicycles.

Conclusion

On the basis of this assessment, the following conclusions are made:

- i Three new netball courts replacing the existing netball and basketball courts, with three new courts for netball and one new half-court for basketball goal practice area, are proposed on the northern side of Richard Murden Reserve in Haberfield.
- ii 65 to 70 per cent of peak parking demands on Hawthorne Parade could be considered as short-stay demands and are likely there to use the Richard Murden Reserve facilities.
- iii Based on an empirical assessment and the car parking data, the three netball courts, with a half court for netball and basketball goal practice area, could generate a car parking demand of up to 35 spaces.
- iv The proposed two-hour parking restriction for the 35-existing parallel parking along Hawthorne Parade (west of the courts) would make short-stay parking spaces available for park users including the netball/ basketball courts.
- v It is expected that with the proposed courts, private vehicles will continue to remain the dominant mode of choice.
- vi The proposed 35 parking space modifications shall be line-marked in accordance with the Australian Standard for On-Street Car Parking (AS2890.5:1993).

² Based on site plan supplied by Inner West Council issued 22 March 2017.
180328ltr - N125510 Richard Murden Reserve Netball Courts - Draft.docx

- vii It is recommended that one disabled car space be provided in accordance with the Australian Standard for On-Street Car Parking (AS2890.5:1993) and Parking Facilities Off-street Parking for People with Disabilities (AS2890.6:2009).
- viii It is also recommended that existing faded bicycle logos are restored, and additional bicycle logos are marked within the travel lanes adjacent to the parking spaces to maximise the awareness of the bicycle route and the visibility of cyclists.
- ix The anticipated additional traffic is not expected to have any significant impact on the adjacent road network.
- x It is recommended to provide 18 bicycle parking spaces in accordance with DCP 2007.

I trust the above is clear and consistent with your expectations. Should you have any questions or require any further information, please do not hesitate to contact Siew Hwee Kong or myself in our Sydney office on (02) 8448 1800.

Yours sincerely

GTA CONSULTANTS

Nicole Vukic

Director

encl.

Attachment 1 – GTA Traffic and Transport Assessment Letter (December 2017)

Attachment 1

GTA Traffic and Transport Assessment Letter (December 2017)

Reference: #N125510

4 December 2017

Inner West Council
7-15 Wetherill Street
LEICHHARDT NSW 2040

Attention: Ms. Sandra Chin (Urban & Landscape Design Coordinator)

Dear Sandra

RE: RICHARD MURDEN RESERVE NETBALL COURTS

Background and Proposal

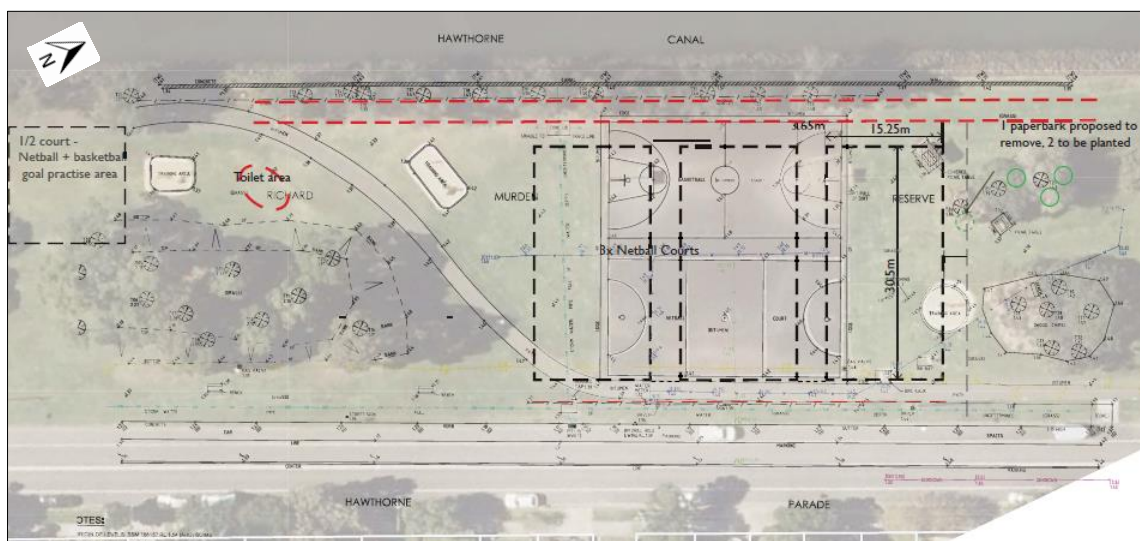
A new netball court facility and associated amenities are proposed within the Richard Murden Reserve in Haberfield. The proposal includes three netball courts replacing the existing netball and basketball courts, with three courts for netball and one half-court basketball goal practice area, on the northern side of Richard Murden Reserve.

It is understood that the courts are to be used for weekday training only, typically between 4pm and 9pm.

GTA Consultants (GTA) was engaged by Inner West Council in April 2017 to undertake a car parking and traffic assessment for the development proposal. This letter summarises the findings from this assessment.

The development proposal is shown in Figure 1.

Figure 1: Proposed netball courts and half-court basketball goal practice area



Source: Richard Murden Reserve Netball Courts, Ashfield – Netball + Amenities Block Site Plan, Option B - Inner West Council, dated 22 March 2017

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Subject Site

The subject site includes one existing netball and one basketball court within the Richard Murden Reserve in Haberfield. The site is bound by Hawthorne Parade to the west and Hawthorne Canal to the east. Richard Murden Reserve currently includes public open space, a children's play area, one netball court, one basketball court, four tennis courts, picnic areas and a fitness course, and is zoned 'Public Recreation' (RE1) in the Inner West Council - Ashfield Local Environmental Plan 2013 (LEP 2013).

Richard Murden Reserve includes a shared path running from Marion Street, south of the site, to the Parramatta River, north of the site, with links to the Hawthorne light rail stop and Canal Road to the east.

The surrounding properties in the wider area predominantly include residential uses, except for the light rail line and Shields Playground to the immediate east of the site.

The location of the subject site and its surrounding area is shown in Figure 2.

Figure 2: Subject site and its environs



Basemap source: Sydney

Car Parking

Car parking occupancy and turnover/ duration of stay surveys were undertaken by GTA in the following locations:

- Hawthorn Parade between Waratah Street and Tillock Street
- Tillock Street between Learmonth Street and Waratah Street
- Waratah Street between Hawthorne Parade and Tillock Street.

The surveys were undertaken during the following periods:

- Tuesday 2 May 2017 3:30pm to 8:00pm
- Wednesday 3 May 2017 3:30pm to 8:00pm.

Occupancy

The parking occupancy results are summarised in Figure 3 to Figure 6.

Figure 3: Hawthorne Parade (between existing netball/ basketball courts and Tillock Street) car parking demands

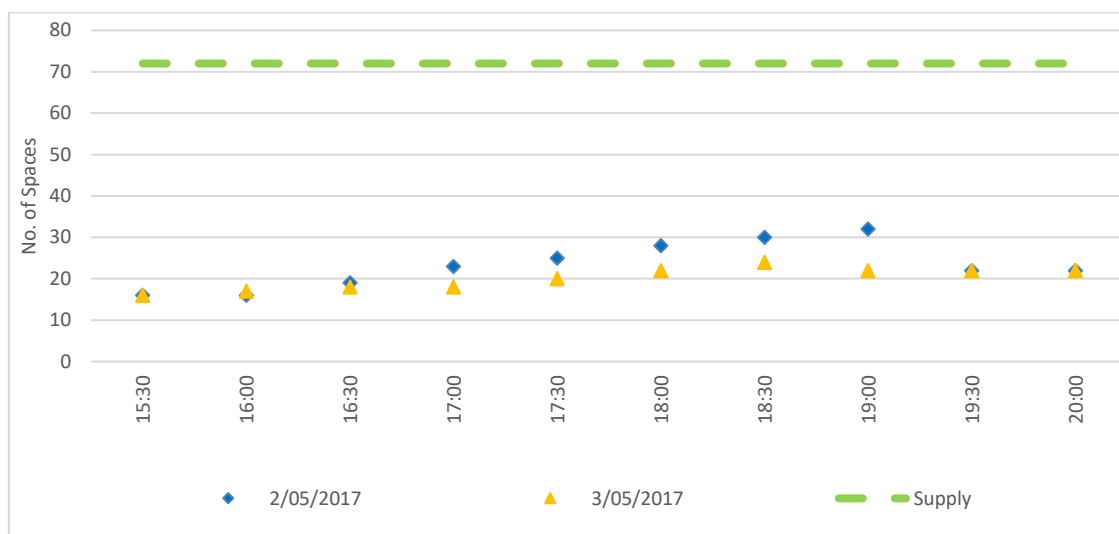
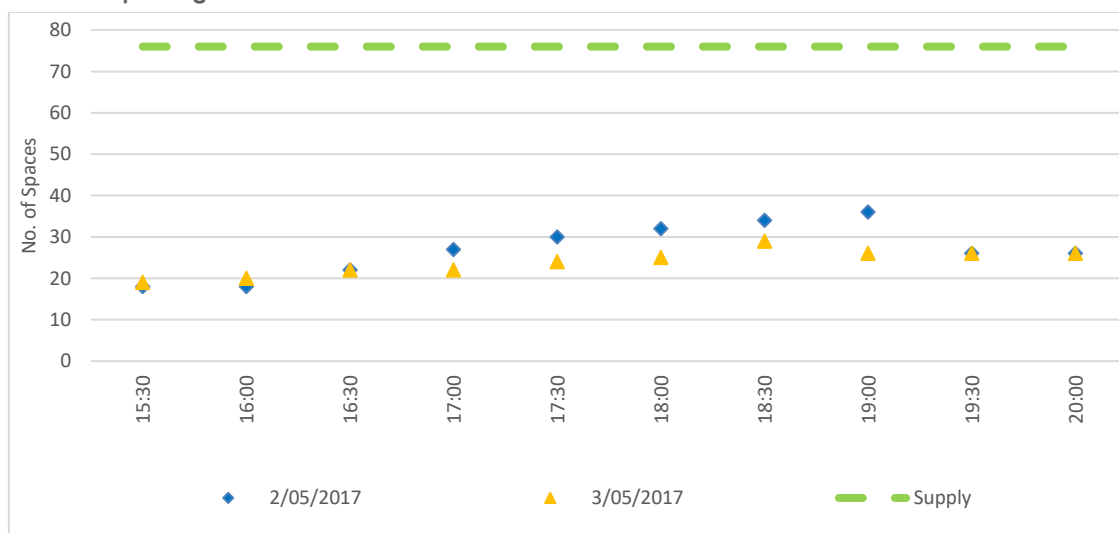


Figure 4: Hawthorne Parade (between Waratah Street and existing netball/ basketball courts) car parking demands



The surveys indicate that parking demands on Hawthorne Parade are generally low to moderate, with peak demands observed in the evening periods, when the public open space, children's play area, tennis courts, picnic areas and fitness course are expected to be used. The peak demands were equal to 68 spaces (46 per cent occupancy) with a minimum of 80 vacancies.

Figure 5: Tillock Street (between Learmonth Street and Waratah Street) car parking demands

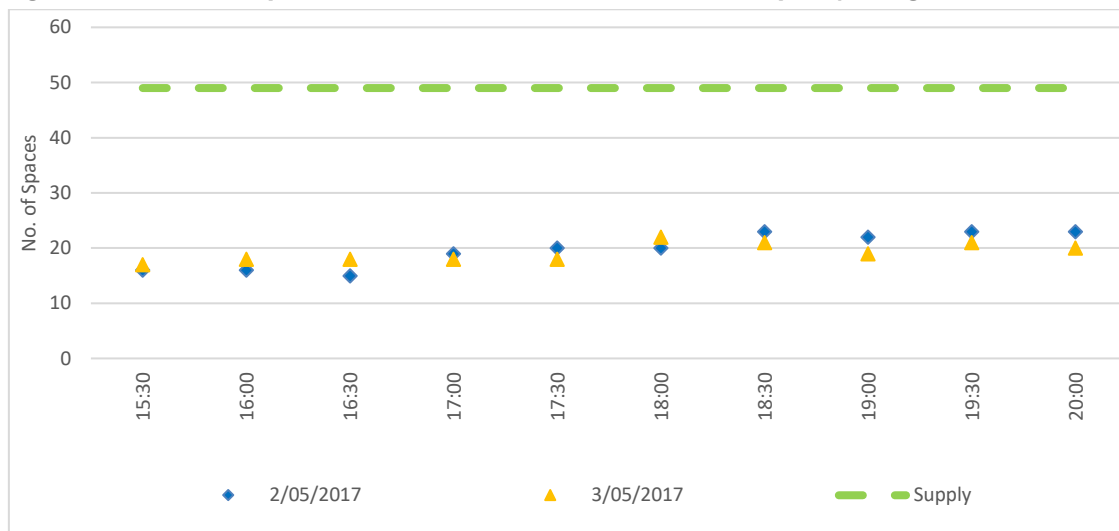
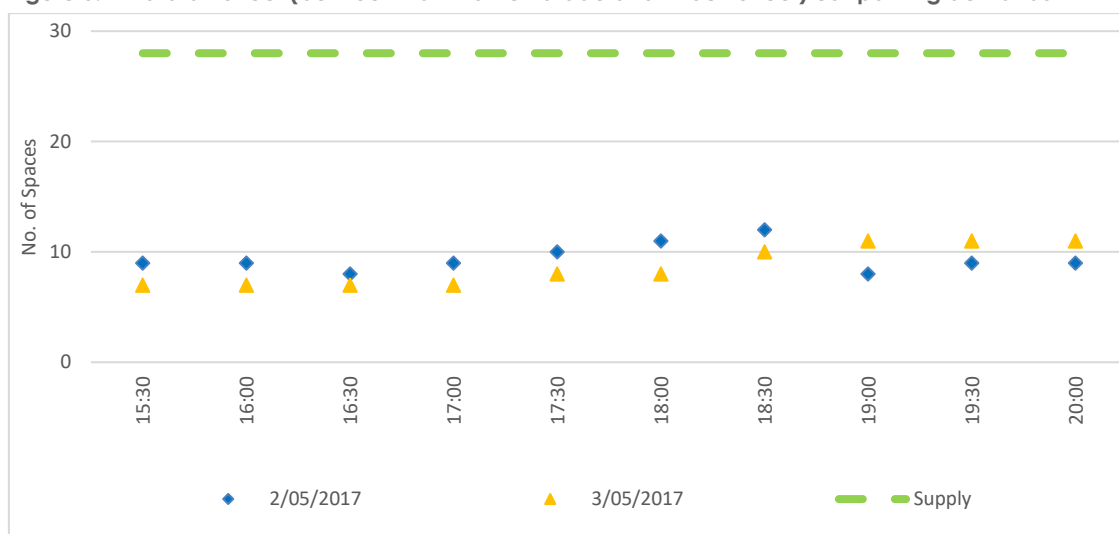


Figure 6: Waratah Street (between Hawthorne Parade and Tillock Street) car parking demands



Parking demands on Tillock Street and Waratah Street are also generally low to moderate, with peak demands generally observed in the evening periods. In terms of evening periods when the Richard Murden Reserve is expected to be used, peak demands were equal to 23 spaces (47 per cent occupancy) with a minimum of 26 vacancies on Tillock Street and 12 spaces (43 per cent occupancy) with a minimum of 16 vacancies on Waratah Street.

Duration of Stay

In addition to car parking demand surveys, turnover/ duration of stay surveys were also undertaken. These surveys help understand whether on-street car parking demands are short-stay or long-stay demands.

The results indicate that the majority of vehicles parking on Hawthorne Parade between Waratah Street and Tillock Street are short-term parking demands, where vehicles were parked for under two hours of the surveyed periods. Specifically, 65 per cent of peak parking demands on

Hawthorne Parade were short-stay demands and are likely serving the users of the Richard Murden Reserve facilities.

On the above basis, about 35 per cent of peak parking demands on Hawthorne Parade between Waratah Street and Tillock Street could be considered as providing for resident car parking demands.

The existing parking activity are shown in Figure 7 to Figure 10.

Figure 7: Parking activity along Hawthorne Parade (looking north)



Figure 8: Parking activity along Hawthorne Parade (looking south)



Figure 9: Parking activity along Tillock Street (looking south)



Figure 10: Parking activity along Waratah Street (looking east)



Mode Choice

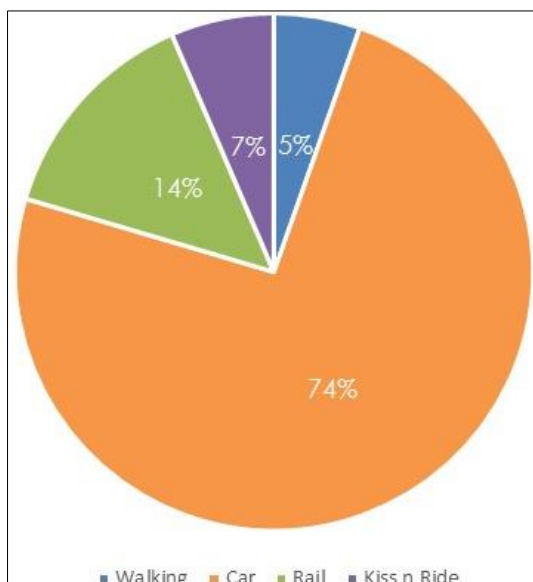
Mode split interview surveys for the users arriving at the six existing netball courts near the intersection of Hawthorne Parade/ Barton Avenue, were undertaken by GTA on Tuesday 2 May 2017, between 3:30pm and 8pm. The interview survey was conducted to better understand the current travel modes for the existing netball court users in the area.

Figure 11 indicates travelling to the courts by private vehicle is the most popular mode choice which accounts for 74 per cent of the 94 court users interviewed. The survey data also indicates 14 per cent of users travel to the courts using light rail, given the existing courts are within 350 metres of Hawthorne light rail stop.

Considerably small number of users were dropped off (kiss and ride, accounting for seven per cent of trips) or walked to the courts (five per cent).

It is expected that with the proposed courts, private vehicles will continue to remain as the popular mode choice for the proposed courts.

Figure 11: Travel modes by users to the exiting netball courts



Car Parking Requirements

DCP requirements

The car parking requirements for different development types are set out in Inner West Council - Ashfield's Development Control Plan (DCP 2007). A review of this document indicates that no specific car parking rate is nominated for netball courts under the recreation facilities land use.

Car Parking Assessment

An empirical desktop assessment of similar facilities (on a per game basis) indicates the following:

- Willoughby Leisure Centre: 19 vehicles per court (GTA, 2012)
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A review of the above sites and their proximity to public transport, surrounding residential areas and metropolitan Sydney indicates a parking rate of approximately 10 spaces per court per game could be expected. This is also confirmed with the car parking survey carried out at the existing courts, which indicates about nine vehicles per court per game.

It is noted that the above rates are based on a 'per court per game' basis and that the proposed netball courts are intended for training purposes only. On this basis, the site's car parking generation characteristics are expected to be lower than 10 spaces per court, noting that there would also be some changeover activity and therefore a localised parking peak could also occur.

For the purposes of this assessment, the 10 spaces per court rate has been adopted and considered appropriate for planning and parking management purposes.

The three netball courts with half courts for netball and basketball goal practice area, could therefore be expected to generate a car parking demand of up to 35 spaces.

Car Parking Availability

During proposed weekday evening training times, the minimum number of vacancies available on Hawthorn Parade between Waratah Street and Tillock Street is 80 car spaces, with 26 vacancies on Tillock Street between Learmonth Street and Waratah Street and 16 vacancies on Waratah Street between Hawthorne Parade and Tillock Street.

Car Parking Assessment Summary

With a car parking demand of up to 35 spaces, the minimum number of vacancies during the proposed netball courts' training session would be 45 spaces along Hawthorn Parade between Waratah Street and Tillock Street. Disregarding the vacancies along Tillock Street and Waratah Street, it is evident that car parking demand for the proposed courts could be accommodated along Hawthorne Parade alone.

As such, it is expected that sufficient parking will be available for the proposed netball courts during the proposed weekday evening training periods.

Car Park Layout

On the above basis, it is recommended to implement two-hour car parking restrictions (8am to 8pm, Monday to Friday) with associated signage on each end of the proposed 35 existing parallel parking spaces along Hawthorne Parade, as illustrated in Figure 12. The proposed car parking restrictions are to support the proposed netball courts by ensuring that parking adjacent to the proposed courts is available during weekday evening periods for the residents along Hawthorne Parade and to provide parking for the proposed courts users during the day.

The proposed 35 parking space modifications shall be delineated to ensure drivers park within the designated spaces. The delineation shall be in accordance with the Australian Standard for On-Street Car Parking (AS2890.5:1993), with a minimum length of:

- 6.3 metres for end space which is obstructed at one end by a kerb or barrier
- 6.0 metres for intermediate space
- 5.4 metres for end space where vehicles may enter or leave the space directly.

It is recommended that one disabled car space be provided in accordance with the Australian Standard for On-Street Car Parking (AS2890.5:1993) and Parking Facilities Off-street Parking for People with Disabilities (AS2890.6:2009).

It is also recommended that existing faded bicycle logos are restored and additional bicycle logos are marked within the travel lanes adjacent to the parking spaces to maximise the awareness of the bicycle route and the visibility of cyclists.

During the site visit, no specific traffic congestion or safety concerns were observed with the existing parallel parking arrangement.

Figure 12: Proposed car parking amendments (immediately west of proposed courts)



Basemap source: Nearmap

Traffic Impact Assessment

As mentioned previously, it is expected that the proposed netball courts would generate 10 vehicles per court at any one time (i.e. 20 vehicle movements). Assuming training sessions turn over every one to two hours, it is expected that each court could generate 20 vehicle movements in any hour during the weekday evening periods. The development proposal would therefore be expected to generate in the order of 70 vehicle movements in any hour during weekday evening periods when training is being held.

This level of traffic (i.e. an average of one vehicle per minute) is not expected to adversely or notably impact the safety or operation of the surrounding road network. The intersections along Hawthorne Parade at Waratah Street, Turner Street, Barton Avenue, Darragh Lane, Tressider Avenue and Marion Street, have appropriate additional capacity for any increase in turning movements and associated with the netball courts.

Other Considerations

Bicycle End of Trip Facilities

DCP 2007 states that bicycle parking should be provided at the following rates for 'recreational facility' land uses:

- One space per 20 employees
- One visitor space plus one space per 100 square metres gross floor area (GFA).

Noting that staff are not expected at the netball courts given that the courts are to be used for training purposes, and that each netball court is approximately 465 square metres (i.e. three courts with half courts for netball and basketball goal practice area, give a total 1,627 square metres)¹, the proposed netball courts could be considered to generate a bicycle parking requirement of 18 visitor bicycle parking spaces.

It is therefore recommended to provide 18 parking spaces for bicycles.

Conclusion

On the basis of this assessment, the following conclusions are made:

- i Three new netball courts replacing the existing netball and basketball courts, with three courts for netball and one half-court for basketball goal practice area, are proposed on the northern side of Richard Murden Reserve in Haberfield.
- ii 65 per cent of peak parking demands on Hawthorne Parade could be considered as short-stay demands and are likely there to use the Richard Murden Reserve facilities.
- iii Based on empirical assessment and the car parking data, the three netball courts, with half courts for netball and basketball goal practice area, could generate a car parking demand of up to 35 spaces.
- iv The proposed two-hour parking restriction for the 35 existing parallel parking along Hawthorne Parade (west of the courts) would make short-stay parking spaces available for park users including the netball/ basketball courts.
- v It is expected that with the proposed courts, private vehicles will continue to remain as the popular mode choice.
- vi The proposed 35 parking space modifications shall be line-marked in accordance with the Australian Standard for On-Street Car Parking (AS2890.5:1993).
- vii It is recommended that one disabled car space be provided in accordance with the Australian Standard for On-Street Car Parking (AS2890.5:1993) and Parking Facilities Off-street Parking for People with Disabilities (AS2890.6:2009).
- viii It is also recommended that existing faded bicycle logos are restored and additional bicycle logos are marked within the travel lanes adjacent to the parking spaces to maximise the awareness of the bicycle route and the visibility of cyclists.
- ix The anticipated additional traffic is not expected to have any significant impact on the adjacent road network.
- x It is recommended to provide 18 bicycle parking spaces in accordance with DCP 2007.

¹ Based on site plan supplied by Inner West Council issued 22 March 2017.

I trust the above is clear and consistent with your expectations. Naturally, should you have any questions or require any further information, please do not hesitate to contact Siew Hwee Kong or myself in our Sydney office on (02) 8448 1800.

Yours sincerely

GTA CONSULTANTS



Nicole Vukic
Director