

Waverley Women's Sports Centre Precinct Plan Additional Clarification on Draft Report Feedback

Background:

Following presentation of the final draft Waverley Women's Sports Centre Precinct Plan to Council in December 2020 for consideration of adoption, several issues were raised seeking additional clarification. Specifically, *Insight Leisure Planning* has been asked to provide a brief summary of the options considered in response to the major issues raised by local residents and the key rationale behind why we landed where we did, in particular in relation to:

- Traffic management & car-parking.
- Perceived over-development.
- Vegetation and tree removal impacts.

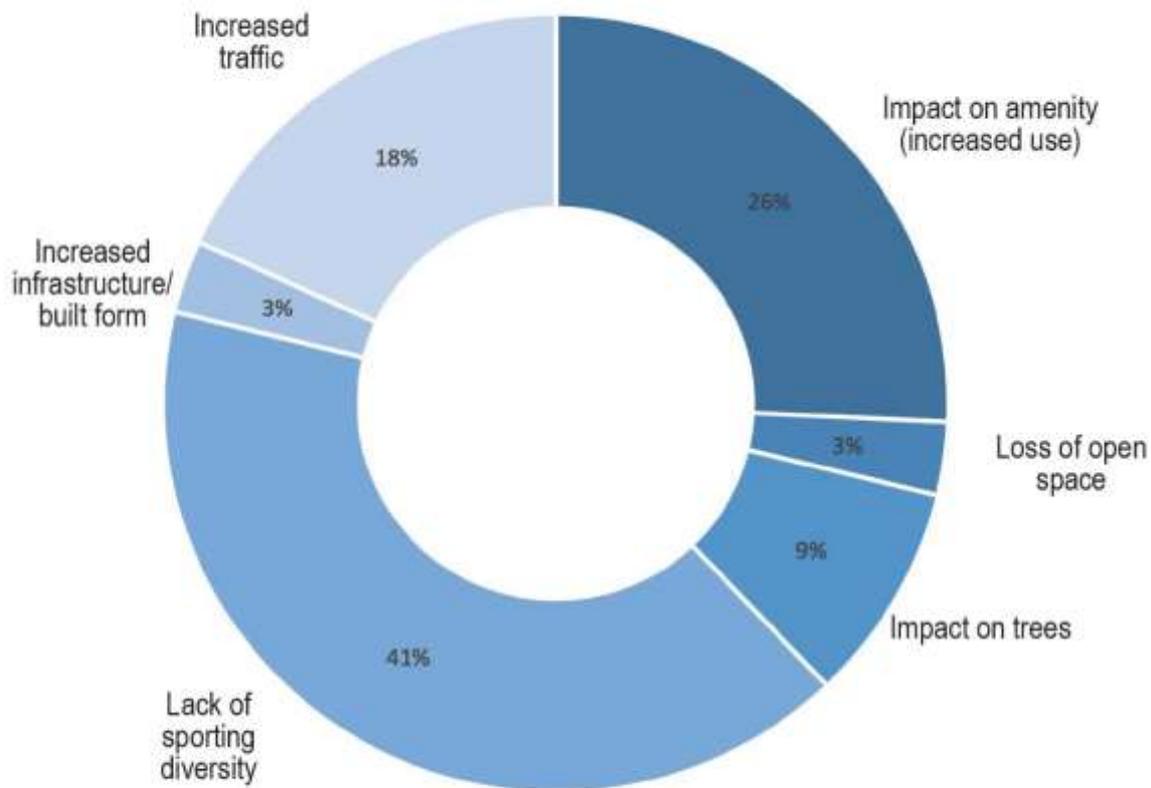
Context:

Following an extensive community engagement process that attracted amongst the highest level of responses ever received for projects of this nature in Monash City – both at initial and draft report stages¹ - it is important to acknowledge the high level of stakeholder and community support expressed for the Precinct Plan as presented.

Almost three quarters (**73%**) of respondents indicated support for the key directions outlined in the Draft Precinct Plan.

However, community survey and written submissions (#3 received) were assessed to identify common negative/unsupportive themes mentioned in feedback. Most responses indicated more than one element; however, the *main* comments are reflected in the graph below.

¹ Community Survey responses – Initial Survey = 426 responses; Draft Report Survey = 254 responses.



Summary of themes arising from negative/unsupportive feedback

A lack of Sporting Diversity (41%) reflects comments suggesting the Precinct should cater for more sports other than just Softball and Netball. In particular opportunities for basketball and tennis were commonly raised, even as casual use facilities (e.g. basketball rings and hit-up wall). The Precinct has a deliberate focus on Netball and Softball as a State significant venue. However, multi-use is encouraged, including the netball courts and playing fields. At least one of the two proposed new outdoor netball courts will be multi-use (i.e. including basketball rings). These will be adjacent to the proposed new amenities building and play/fitness hub.

Twenty-six percent (26%) of negative feedback were concerned that improvements to the Precinct would lead to increased use which would have detrimental impacts on local amenity. This can be coupled with respondents who indicated Increased Traffic (18%) as their main concern. The Precinct Plan identifies opportunities to maximise effective car parking and traffic management within the study area, however a broader review of traffic management across the entire Jells Park precinct will need to be considered in future planning (Council and VicRoads) - this is already identified as Package 2c: “Broader traffic investigations (encompassing golf course and shared creek trail) to be undertaken to consider vehicle access & circulation, a potential Jells Road pedestrian crossing and drop off zones”, therefore no changes are proposed to the Plan.

Remaining feedback were concerned about impacts on trees (9%), perceived loss of open space (3%) and extent of built form/infrastructure proposed (3%).

Key Issues

The table below outlines a summary of key information in response to the request for additional clarification on the main issues raised in negative feedback. Additional information is provided in the suite of planning documents that record the planning process, study findings and support the Precinct Plan, including but not limited to:

- Waverley Women’s Sports Centre Precinct Plan Background Report (revision B), Nov 2019.
- Waverley Women’s Sports Centre ISP & Development Options report (revision E), Feb 2020.
- Waverley Women’s Sports Centre Precinct Plan Draft Report, June 2020.
- Waverley Women’s Sports Centre Precinct Plan Final Report, Nov 2020.
- Waverley Women’s Sports Centre Precinct Plan Strategic Business Case, Nov 2020.

Key Issue	Design Rationale	Options Considered	Precinct Plan Response	Other Comments
Traffic management & car-parking	<ul style="list-style-type: none"> • Improve safety of current arrangements. • Respond to stakeholder needs (#1 request) and evidence of demand. • Maximise capacity within known constraints. • Support alternative transport options. • Consider options within the defined Study Area. • Support partnership with Parks Victoria to improve visitor amenity and capacity. 	<ul style="list-style-type: none"> • A range of design options were considered to improve the functionality, capacity and safety of car parking and pedestrian movement throughout the site. • However, existing constraints (i.e. vegetation, topography and site character) dictated that enhancements be largely confined to existing trafficable footprints. • The initial Draft Precinct Plan included provision for a short-term vehicle drop-off zone to service the Precinct fronting Jells Road. It is anticipated that such a facility would help spread traffic peak demands and unnecessary vehicle circulation within existing car parks, however it is acknowledged that construction would have some further impacts on trees and require VicRoads approval. Therefore, this option has been 	<ul style="list-style-type: none"> • Creation of sealed and lit pedestrian path network between Jells Park car park and the Precinct facilities. • Integration of the Jells Park car park with the Waverley Women’s Sports Centre car park, including creating additional linking roads between them to improve traffic management and functionality • Formalisation of Jells Park car park (including sealing, lighting and line marking) to increase capacity and safety. • Improved pedestrian and cycling access throughout the site – including connections to Jells Road. • Support pedestrian connections to access Public Transport options on Jells Road (i.e. Bus). • Establish a designated bus drop-off / parking zone within the Precinct 	<ul style="list-style-type: none"> • Over 95% of initial survey respondents indicated that they currently drive to access the venue. • Planned improvements will result in enhanced user experience – safety, amenity, accessibility. • Increased car parking capacity within existing disturbed footprints (approx. 80-100 spaces pending detailed designs). • Improved functionality – traffic and pedestrian networks. • Defined (formalised) paths provide opportunities for increased community use (i.e. walking) and improved amenity for players and spectators.

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		<p>removed from the final Precinct Plan pending further traffic management planning with VicRoads in relation to Jells Road and the broader catchment.</p> <ul style="list-style-type: none"> • A shared path connection to Jells Road has been included to support recreational use and broad community access. <p>Refer to: Waverley Women's Sport Centre Precinct - Background Report, Nov 2019:</p> <ul style="list-style-type: none"> • 2.3 Parking Analysis Plan, p7 <p>Waverley Women's Sport Centre Precinct Integrated Site Plan & Development Options, Feb 2020:</p> <ul style="list-style-type: none"> • 2.7 Transport Context p12-16. • 3.9 Site Potential Analysis, p29-30 • 5.0 Potential Development Options, p33-43 	<p>(e.g. event/school use rather than public bus route).</p>	<ul style="list-style-type: none"> • Benefits apply for both the Waverley Women's Sports Centre Precinct and Jells Park users.
<p>Perceived over-development (i.e., Package 3 community spine works – amenities block and extra 2 courts).</p>	<ul style="list-style-type: none"> • Support the regional significance of the site, existing facilities and use for formal sport (i.e. consistent with classification as a Regional Active Recreation Reserve in the Monash Open Space Strategy). • Enhance facilities to support its ongoing role as a premier event venue for netball and softball, including 	<ul style="list-style-type: none"> • The ISP & Options Report outlines several options that were considered to respond to identified needs and overall enhancement opportunities. • The background material outlined evidence of demand for additional netball courts based on existing usage, ratio analysis and Netball Victoria facility planning recommendations (i.e. an additional 5-7 outdoor lit courts and 7 indoor courts within the City of Monash by 2041). 	<ul style="list-style-type: none"> • Package 3 involves all works through the Community Spine incorporating improvements to the existing eight outdoor netball courts (to address Compliance and Safety issues), two new outdoor courts (one multi-use), spectator facilities, lighting, electrical works and establishment of the outdoor fitness hub. • The scope of works also includes establishment of the new shared use amenities building to service 	<ul style="list-style-type: none"> • Planned improvements will help address identified stakeholder needs as well as support broad community health and well-being by providing additional physical activity participation and social gathering options. • Activation of underutilised space and potential alternative access for emergency vehicles (i.e. ambulance accessing

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	<p>State/international standard use.</p> <ul style="list-style-type: none"> Respond to stakeholder needs and evidence of demand. Consider opportunities to support increased use by the community. Consolidate built form and encourage Shared use facilities where appropriate. Respond to the amenity, character and location of the reserve. 	<ul style="list-style-type: none"> Netball court options that were considered included additional indoor courts, outdoor covered courts and outdoor netball courts. Stakeholder feedback, demand assessment and site constraints informed the preferred development scenario, in particular demand for two additional outdoor courts (one multi-use), improved spectator facilities, amenity, safety, connections and support facilities. A range of options were also considered to provide additional toilet and change room facilities to service netball, softball and general community users of the Precinct. It should be noted that the existing eight outdoor netball courts are not currently serviced by toilet and change room facilities. Users are required to access the existing indoor stadium (Netball Centre) toilet and change facilities; however these were not designed to cater for <u>both</u> indoor & outdoor participants, resulting in issues with capacity, safety, amenity and <i>fit for purpose facilities</i> to service the Precinct. <p>Refer to: Waverley Women's Sport Centre Precinct - Background Report, Nov 2019:</p> <ul style="list-style-type: none"> 2.0 Demand Assessment p5-6. 	<p>netball, softball and community hub facilities and new play space / community gathering facilities.</p> <ul style="list-style-type: none"> Subject to future planning (e.g. Jells Park precinct Traffic Management Plan – or similar), consideration could be given to formalising a vehicle drop-off point from Jells Road which could provide an alternative means of accessing the site that helps reduce the amount of traffic using internal car parks during peak times. 	<p>outdoor courts from Jells Road).</p> <ul style="list-style-type: none"> Improved functionality, amenity and capacity to host events and sporting competitions. The scale of development is considered appropriate based on 'normal' usage demands whilst retaining the core capacity to cater for major events. Additional temporary facilities (i.e. seating, shelter, toilets, catering, etc) may be required to support major events on a case by case basis (i.e. bump-in and bump-out).

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		Waverley Women’s Sport Centre Precinct Integrated Site Plan & Development Options, Feb 2020: <ul style="list-style-type: none"> 3.9 Site Potential Analysis, p29-30 5.0 Potential Development Options, p33-43 		
Vegetation and tree removal impacts.	<ul style="list-style-type: none"> Accepting the primary function of the reserve as an <i>Active Recreation Reserve</i>, respect and enhance the existing native character of the reserve. Improve the functionality, capacity and safety of the reserve as a regionally significant active sports precinct whilst minimising any potential negative impacts on trees and vegetation. Wherever practical work within the existing disturbed footprint of the Study Area (e.g. Jells Park car park and existing trees). 	<ul style="list-style-type: none"> As outlined in the ISP Report, an assessment of existing trees within the Study Areas was undertaken by a qualified arborist (Axiom Tree Management) in February 2020 to determine tree retention values. A total of 426 trees were assessed across the Waverley Women’s Sport Centre Precinct and the adjacent Jells Park car park. The analysis confirmed that there are indigenous and high retention value trees spread across many parts of the site not currently used for active recreation or car parking purposes. The breakdown of retention values recorded were: <ul style="list-style-type: none"> Very high 49 (12%) High 87 (20%) Medium 248 (58%) Low 42 (10%) All potential development options explored have considered impacts on existing trees. <p>Refer to: Waverley Women’s Sport Centre Precinct Integrated Site Plan & Development Options, Feb 2020:</p>	<ul style="list-style-type: none"> Given the extent of existing tree coverage across the site it is acknowledged that any expansion of sport, recreation, car parking or other infrastructure may impact on existing trees. The preferred design minimises impacts on existing trees by: <ul style="list-style-type: none"> Increasing car parking capacity within existing footprints. Location and siting of proposed additional elements (e.g. two netball courts, playground and community hub facilities) seeks to minimise impacts on high retention value trees whilst addressing the identified functionality, capacity and infrastructure needs of the Precinct. Subject to detailed designs, two trees with high retention value may be impacted by additional community infrastructure. 	<ul style="list-style-type: none"> Detailed designs for car parking and associated works will allow for incorporation of Water Sensitive Urban Design (WSUD) and other initiatives to support tree health, particularly in the Jells Park car park. This has the potential to improve overall tree health in this area having regard to existing compaction and root damage caused by uncontrolled car parking and vehicle movement.

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		<ul style="list-style-type: none"> • 2.3 Vegetation Communities & Biodiversity p7-8. • 3.4 Existing Vegetation Review p21-22. • 3.9 Site Potential Analysis, p29-30 • 5.0 Potential Development Options, p33-43 		