

Kissing Point Progress Association

31 January 2018

General Manager
Ku-ring-gai Council
'Canoon Road Plan of Management'
Locked Bag 1006
Gordon NSW 2072

Dear General Manager,

This submission is for the Amendment to the Plan of Management (PoM) for the Canoon Road Recreation Area, reference S09042.

Kissing Point Progress Association (KPPA) is a group of community volunteers who represent the concerns of the local community in the South Turramurra area. The KPPA is opposed to the PoM amendment for the Cannon Rd Recreation Area for weeknight netball. The case presented in this document supports this position.

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Executive Summary

The Canoon Rd Recreation Area Plan of Management 2015 (PoM) identifies the Saturday traffic and safety issues caused by netball. These traffic and safety issues are used to support the PoM's stated objective to provide relief from Saturday traffic congestion. Relieving Saturday traffic congestion is used to justify installing lights for weeknight netball.

Unfortunately, relief from Saturday netball traffic issues cannot be delivered without pushing local roads to capacity or beyond capacity on week-nights. This renders the PoM incapable of delivering on its objective of Saturday traffic relief and alternative solutions must be found.

The 2015 PoM includes an action to undertake a precinct wide traffic study to assess netball traffic impact on Saturdays and week-nights. A precinct wide traffic study has not been done while the draft traffic report 2017 (Lyle Marshall & Partners draft report August 2017) has deficiencies, its scope is too limited and appears to under-report netball traffic impact. The draft traffic report 2017 is not in a state to inform the decision to intensify usage at the Canoon Rd facility.

Netball lights risk displacing up to 3 pairs of breeding Powerful Owls (threatened-vulnerable species), some as close as 160m from the courts. The Powerful Owl is meant to be a treasured symbol of Ku-ring-gai and a symbol of responsible environmental management, however, adding netball lights may cause the Powerful Owls to abandon the area. A thorough environmental impact assessment of netball lights at Canoon Rd is critical to protect the Powerful Owl and Ku-ring-gai's environmental credentials.

The KPPA is opposed to amending the PoM to increase week-night netball from 2 to 4 nights per week while there is insufficient traffic analysis and no environmental impact assessment to inform the approval of night lights at the facility. Further the local community has not had a chance to assess the impact of 2 nights per week.

Other reasons why the PoM amendment must not be approved are as follows:

- The PoM amendment adds training only Monday to Wednesday nights 4:30pm to 8pm which does not remove a single vehicle from Saturday netball games and therefore does not contribute the 2015 PoM's objective to reduce Saturday netball congestion.
- Reducing the netball traffic volumes on Saturdays is a must to reduce traffic issues, safety risks and amenity impacts. However, the draft traffic report 2017 advises against moving netball games to week-nights as it will push local roads beyond capacity thresholds during the evening peak hour (4:30pm-8pm).
- The PoM amendment must not be approved without the evidence of a precinct wide traffic study modelling the proposed court usage scenarios.
- Netball traffic volumes present very real safety issues for the local community. Traffic volumes go beyond RMS guidelines for local roads as greater than 300vphr (vehicles per hour) is a safety risk for elderly and less able pedestrians.
- Bus passengers are forced to walk through queued traffic to board and alight the bus on Saturdays. This is why Saturday relief is so important. Bus timetables are impacted by netball traffic.



It is time for the Ku-ring-gai Netball Association (KNA) to modernise, be flexible and adapt their model for a fast-growing population by distributing access to netball. The high-density single facility model for netball is out-dated and unsustainable to support netball growth. In the past KMC and the KNA have tried to locate an alternative primary netball location but failed to secure an appropriate site. KMC and the KNA must shift their focus to identifying additional netball facilities rather than alternative facilities.

Ku-ring-gai Council (KMC) and the Ku-ring-gai Netball Association (KNA) have an opportunity to be leaders and modernise netball operations. In the long-term netball will be better placed to grow and flourish.

Content in this submission is also available on the KPPA web site:

- <http://www.kppa.org.au/netball-courts/>

Week-night Netball Traffic Impact

The Ku-ring-gai Netball Association (KNA) promised in 2015 netball lights would be used just for 1 or 2 nights per week only with the stated objective of moving games from Saturday to provide relief from Saturday traffic congestion and safety issues (see the History of Broken Promises section). This promise is now broken with the KNA wanting to further intensify usage without a precinct wide traffic study and without a trial of 2 nights per week. Adding 2 nights of training does not contribute to Saturday traffic relief. Why are the 2015 PoM's objectives being ignored?

This PoM amendment represents another example of the KNA repeatedly intensifying the usage of the Canoon Rd Recreation Area despite assurances to contrary. There is a KNA pattern of promising small then up-size later.

There is insufficient analysis and due-diligence to inform the decision to expand week-night netball from 2 to 4 nights per week.

Games weeknights

The draft traffic report 2017 (Lyle Marshall & Partners draft report August 2017) has recommended against netball games on Thursday nights as it will significantly degrade peak week-night traffic flows through the Comenarra Pkwy and Kissing Point Rd intersection. It appears KMC is ignoring this advice and rushing the PoM amendment through without the due diligence of a precinct wide traffic study that models the scenarios in the amendment.

It would have made more sense to commission a traffic study before finalising the parameters of the PoM. KMC now has a PoM that is unworkable given the advice of the draft traffic study 2017.

The PoM amendment to move games for one age group only to Thursday night does not deliver the objective of Saturday traffic relief. Moving 1 age group slightly reduces Saturday traffic impact for 1 time slot. Unfortunately, the draft traffic study 2017 advises against moving games to week-nights thus limiting relief from Saturday traffic. This is not an acceptable outcome.

The proposed 9 courts with lights across 3 time slots on weeknights adds capacity for up to 27 games per night (for now KNA will only have 21 games). This has potential to generate ~500



vehicle movements per hour (based on 30 vehicles per game). Traffic impact of this scale would stop any other development on a suburban street and sets a worrying precedent. To put this in context, netball under lights would generate more traffic than the major two storey Bunnings at Chatswood.

Is KMC setting a precedent for other developments to ignore traffic impact with no consequences? Why should the KNA be treated any differently?

Is it worth significantly degrading week-night traffic flows to gain very little traffic improvement on Saturdays? The draft traffic report recommends against it.

Bus timetables would be impacted due to traffic delays caused by the extra traffic load. Transdev were contacted and they expect a timetable change would most likely be required if netball games were held on week-nights.

There is a 52 place long day care centre coming to Canoon Rd with pickups during the evening peak hour. Has KMC considered the combined traffic impact? The draft traffic study 2017 has not considered the long day care traffic impact.

Training weeknights

The PoM amendment adds netball training on 9 courts Monday-Wednesday 4:30pm to 8pm. Adding training to week-nights does not provide any relief from Saturday traffic congestion (one of the PoM's objectives).

The draft traffic study 2017 does not model training so there is no information available to assess the impact and therefore does not sufficiently inform the community or KMC to approve the PoM amendment.

The PoM amendment must not be approved without the evidence of a precinct wide traffic study modelling the proposed court usage scenarios.

Inappropriate Location for High Intensity Netball Traffic

Canoon Rd Recreation Area is an inappropriate location to absorb unbounded netball growth for such a sport than generates such high intensity traffic congestion. Canoon Rd Recreation area is located in a peninsula suburb lacking the road infrastructure, with intense traffic on suburban streets causing traffic and safety issues.

Each netball court generates up to 30 cars per court as per Ku-ring-gai Council's own analysis. 9 netball under lights means additional traffic of up to 540 vehicle movements per hour (30 cars in and 30 cars out per game).

South Turramurra is a peninsula suburb with a single main access road to service incoming and outgoing netball traffic. The local roads cannot cope with the traffic generated by netball. Maxwell St is a local road providing an alternative route without traffic light access to the Comenarra Pkwy and presents safety issues when congested with netball traffic. The draft traffic report 2017 ignores Maxwell St and other local roads.



The only way to provide meaningful relief from Saturday traffic congestion is to reduce the number of courts at Canoan Rd and convert them to additional parking to reduce the parking overflow.

Given the traffic generated by 9 netball courts under lights it would be more reasonable to light 4 courts. This provides the KNA with additional training in the area while minimising traffic impact. This and other scenarios must be modelled in a traffic study. Adding lights for 4 courts should still be subject to an environmental impact assessment.

Adding lights to 4 courts is a sensible compromise for the community and the KNA.

Relief from Saturday Netball Traffic is Ignored

The Canoan Rd Recreation Area Plan of Management (PoM) acknowledges the significant traffic and parking issues many times throughout the document. Saturday netball traffic congestion is used to justify netball under lights on weeknights to relieve Saturday congestion.

The 2015 PoM notes the following Key Actions on pages 39 and 40:

Action 33. Implement sports lighting on a maximum of 9 courts for mid-week use in order to reduce the number of Saturday games so as to reduce local impacts on Saturdays in terms of traffic, parking and noise.

Action 39. Investigate operating some fixtures and training sessions under lights on Thursday and/or Friday evenings, possibly between 5pm and 7.30pm, which would enable times between Saturday fixtures to be maximised allowing for more efficient movement of pedestrians and traffic in the surrounding streets.

The PoM amendment changes Action 39 above to increase operating hours from Thursday and/or Friday to Monday to Thursdays and extend the time from 4:30pm to 8pm. The additional 2 nights is for training only which does not provide any Saturday relief, only more week-night traffic. Why is this change put forward after repeated assurances by the KNA in 2015 they will only ever need 1 or 2 nights (see the History of Broken Promises section below)?

The recently prepared draft traffic report (Lyle Marshall & Partners draft traffic report August 2017) notes that the intersection of Comenarra Pkwy and Kissing Point Rd on Saturdays has a level of service of "F" (exceeds maximum capacity). Saturday traffic of 468vphr (vehicles per hour) exceeds the maximum environmental capacity of a local road (300 vphr), after which there are significant safety issues for pedestrians, particularly seniors and less able residents. It is highly negligent of Ku-ring-gai Council to allow this situation to continue in the full knowledge such safety thresholds are breached.

Note: The Lyle Marshall & Partners draft traffic report August 2017 appears to count traffic in one direction only of 468vphr. Actual traffic movements are likely to be closer to 1000vphr.

Moving one age group to Thursday provides very minor traffic relief in one time slot (the hour when U9 games are on), only reducing the Comenarra Pkwy-Kissing Point Rd intersection from a level of service "F" (beyond capacity) to an "E" (roads at capacity) for a short period on Saturdays, the remainder of Saturday traffic congestion is unchanged at a level "F". This is the draft traffic



report's findings despite the report's deficiencies and under-reporting. This is not a satisfactory outcome.

The draft August 2017 traffic study recommends against moving games to week-nights but instead split Saturday games between Saturday and Sunday. Neither the KNA or residents are in favour of Sunday games leaving the PoM between a rock and hard place where Saturday relief can only be achieved by:

1. Degrading weeknight traffic flows
2. Move games to Sunday which the KNA and residents don't want

The Saturday traffic impacts from the draft August 2017 traffic report appear to be under stated, however, further analysis would be required to verify this. See the Deficiencies in the Draft Traffic Study section below for details.

The PoM amendment does not deliver its stated objective to provide relief from Saturday traffic congestion and cannot be approved on this basis alone.

Failure to respond to safety and bus issues

By failing to reduce Saturday traffic congestion the KMC is failing to respond to safety issues and bus access issues caused by traffic flows running beyond capacity thresholds and safety standards for local roads. More than 300 vehicle movements per hour presents a serious safety risk to older and less able pedestrians as per RMS guidelines.

See the video on the KPPA web site capturing the safety and bus access issues at Canoon Rd.

- <http://www.kppa.org.au/netball-courts/#video>

Note: The draft traffic report 2017 is based on traffic volumes when 20% of netball courts were not used, so vehicles numbers are typically higher. The KMC traffic study from 2005 reports 30 vehicles per court thus generating 1260 vehicle movements per hour (21 courts x 30 vehicles in + 30 vehicles out).

Serious safety and bus access issues caused by netball traffic congestion are:

1. Pedestrians unable to safely cross local suburban roads due to constant streams of traffic.
2. Pedestrians sharing the roads with cars and buses due to no footpaths around the Barwon Ave and Canoon Rd intersection. The roads around this intersection feature constant streams of moving traffic and queued traffic (unable to access the car park) hindering visibility and creating blind spots (watch the video). The rocky uneven verges force pedestrians onto the roads, including people with prams.
3. Netballers dropped off in the middle of the congested Barwon Ave and Canoon Rd intersection. Numerous close calls have been observed around this intersection (watch the video). The inadequate infrastructure is causing high risk driver behaviour.
4. Bus passengers are forced to board and alight through queued traffic as the bus cannot access the curb (watch the video). This is particularly hazardous for less able passengers who are forced to negotiate the high step up/down to enter/exit the bus. It is highly negligent for KMC to keep ignoring these risks.



5. The buses at times get stuck, unable to negotiate the Barwon Ave and Canoon Rd intersection due to the persistent traffic queues waiting to access the car park. The buses are unable to reverse or go forward. This prompts other vehicles to reverse down Barwon Ave risking collision with pedestrians who are forced to share the road (watch the video).

By failing to reduce Saturday traffic congestion the KMC is failing to respond to safety bus access and accessibility issues.

Deficiencies in the Draft Traffic Study

The draft traffic report (Lyle Marshall & Partners draft report August 2017) is a draft, it is not in a state to inform development decisions. The draft traffic study under-reports traffic volumes and does not consider other local roads, other local sports and the long day care facility under construction in Canoon Rd.

The PoM has an Action Plan on page 37 listing the “key actions to be investigated in order to address the identified issues and meet the core objectives for the site”.

The PoM Action Plan on page 38, Action 18 states:

Action 38: Undertake a precinct wide traffic study which would identify opportunities to better manage the current traffic movements and parking associated with the multiple sporting fixtures that occur throughout the year (soccer, cricket, baseball, netball).

The issues with the draft August 2017 traffic report prepared by Lyle Marshall & Partners for KMC are as follows:

1. The draft traffic report states Saturday netball traffic produces 468 vphr (vehicles per hour) which exceeds the 300 vphr threshold set for local roads as defined by RMS. The draft traffic report’s stated vehicle movements appear to differ significantly to the findings of 2005 traffic study which found each netball court generates 30 vehicles per court that would translate to 1260 vehicle movements (21 courts, 30 vehicles in and 30 vehicles out) per hour if the facility is run at capacity. It is believed the 468vphr rate reported is in just one direction, not accounting for both the entry and exit movements of vehicles.
2. The traffic sampling date was Saturday 29 July 2017 when 20% of the courts were not used. Hence this does not provide an accurate snapshot of impact when the courts are typically run closer to 100% capacity on Saturdays at selected time slots.
3. The modelling for Thursday night games is based on 21 games per night, however, this does not reflect maximum capacity of the time slots which is 27 games. While the KNA may say they will only play a certain number of games, the modelling must consider potential maximums as netball court usage rates naturally climb due to growth demands.
4. The traffic study scope does not consider traffic entering and leaving via Maxwell St and does not report on Canoon Rd traffic metrics.
5. There is no current or expected traffic flow metrics for Monday, Tuesday or Wednesday. The study does not model games or training on these days.
6. The traffic report does not provide evidence for the number of parked cars impacting safety and amenity.



7. The traffic report does not consider the scenarios for netball training, yet the PoM amendment adds training Monday to Wednesday weeknights. The only information available is the KNA stating training only generates 30% of traffic compared to games. This is not based on robust analysis and is insufficient to inform the community or KMC to approve the PoM amendment.
8. The traffic report does not consider the traffic impact of the new child care facility being built at the corner of Canoon and Kissing Point roads. A long day care facility will generate traffic at the same time as night netball (4:30pm to 8pm).

Only the hard evidence of a precinct wide thorough traffic study with accurate parameters covering the proposed scenarios is acceptable.

Misinformed and Opaque Council Process

It appears some at KMC are trying to rush this change through while ignoring common sense and due diligence on traffic and environmental impacts. The PoM and the amendment process appears rushed, opaque and contains misinformation.

The PoM amendment's public exhibition does not adequately inform the community and Ku-ring-gai Council decision makers.

- Some KMC Councillors are downplaying the very real impacts in the draft netball traffic study (Lyle Marshall & Partners draft traffic report Aug 2017).
- The draft traffic study has many deficiencies and cannot accurately inform KMC, the community and Comenarra Pkwy and Kissing Point Rd commuters to assess the Canoon Rd flood light development.
- KMC have a netball traffic study from 2005 which to date has not been released. One can only assume the 2005 traffic study concludes the local road infrastructure cannot cope with continued expansion of netball capacity at Canoon Rd. If there is nothing to hide why not release the 2005 traffic study in the interests of a transparent Public Exhibition process?
- During the B2/3 lands development (Turramurra Way) community consultation in 2008/2009 KMC knocked back an option for an additional football (soccer) field in South Turramurra due to traffic concerns. KMC seems to think it reasonable to knock back a soccer pitch with capacity for 22 players on the grounds of traffic impact and then approve expanded usage of a netball facility with capacity for 210 players.

Why the lack of transparency? Why deliberately try to downplay traffic impacts on the community? Why withhold or delay the very instruments required for an adequately informed development process?

This rushed process is totally unacceptable and is certainly not representing the interests of South Turramurra residents and commuters on Comenarra Pkwy and Kissing Point Rd. KMC needs to serve the local community while supporting sporting bodies, but it appears impact on the community is being flagrantly ignored.



To date no action has been taken to address the inadequacies and under reporting in the draft traffic study. It is critical a precinct wide traffic study (not just a rushed draft) is done before any further commitments to increase usage at the Canoon Rd Recreation Area. KMC must honour its commitment in the 2015 PoM to commission a full precinct wide traffic study (PoM Action Plan on page 38 Action 18).

Is Ku-ring-gai's Powerful Owl Really Treasured?

The Powerful Owl is listed as threatened (category Vulnerable) in the NSW Threatened Species Conservation Act. Ku-ring-gai's Powerful Owls need to be respected, they are a treasured symbol of Ku-ring-gai with the local primary school featuring the Powerful Owl.

Netball lighting during the winter season is aligned with the Powerful Owl's nesting and breeding season which runs from May to October. Netball lights risk the Powerful Owls abandoning the area as discussed in a Birdlife Australia submission lodged with KMC.

BirdLife Australia has lodged a submission to Ku-ring-gai Council detailing the risks of artificial light to 3 breeding pairs of Powerful Owls in close proximity to the Canoon Rd facility (some within 160m of the netball courts). That submission states the flood lights could prompt the Powerful Owls to abandon the area.

BirdLife Australia currently manages the Powerful Owl research project throughout Sydney and notes the Canoon Rd Recreation Area sits within a hotspot for Powerful Owl breeding.

History of Broken Promises

The 2015 PoM stated the KNA would only use netball lights at Canoon Rd a maximum of 2 nights per week (Key Actions on page 40, action 39 in the PoM) on Thursday and/or Friday. This PoM amendment currently on exhibition breaks this promise before the community gets a chance to assess the impact from 2 nights a week. **This promise was made just 2 years ago!**

The 2015 PoM was supported by a Facilitated Discussion paper (May 2015) between the KNA and local residents (available on the KMC web site).

Below is a quote taken from the Facilitated Discussion paper:

1. ***"On the matter of night lights, the KNA stated that it was imperative to them that they reduce the Saturday congestion for the safety of their members and their families. They [KNA] stood firm on the fact that they would use the lighting to move junior competition games from Saturday mornings to a Friday night in order to reduce congestion and that they would not re-instate any of these games to Saturdays for the purposes of growth as this would again compromise safety."***

In the Facilitated Discussion paper members of the KNA executive promised 3 times that the netball lights would be used a maximum of 2 nights a week under lights. Now the KNA have requested this PoM amendment seeking to add an additional 2 nights per week for training only which does not remove any traffic from Saturdays. The 3 promises for just 1 or 2 nights per week in the Facilitated Discussion paper are listed below:

1. *"The solution for the lights is not necessarily a solution but it's empathy for the neighbours. Our idea is that if we can get lights there and work for two hours maybe two nights maximum a week, between 5:30-7:30 we can then take some of the busiest period,"*
2. *"We're talking one or a maximum of two nights a week for a very small component of players; it wouldn't be anything like a Saturday. It would be a few cars for a few teams."*
3. *"In terms of the Thursday or Friday, one or two nights, whatever it'll be"*

During the Ordinary Meetings of Council on 24th November 2015 a member of the KNA executive said the following during their presentation at the Council meeting.

1. *"We firmly believe that the adoption of the proposed Plan of Management will eliminate much of the congestion on Saturdays, and assist with parking at the Canoon Road Sporting facility, by relocating some of our competitions to one or two nights per week only."*

At the start of deliberations of the Canoon Rd Recreation Area Consultative Committee the KNA members insisted on netball under lights 4 nights a week for training, not the 1 or 2 nights promised and not for games that would have provided relief from Saturday traffic congestion.

That is a lot of broken promises which is why unsubstantiated claims by the KNA cannot be taken on face value. Trust in the KNA's usage of the Canoon Rd facility is well and truly broken.

See the KPPA web site for a full dossier of broken promises made to the local community.

- <http://www.kppa.org.au/netball-courts/broken-promises/>

Develop a Sustainable Solution for Netball Growth

South Turrumurra is blessed with a multitude of a sporting facilities (netball, football, cricket, baseball, tennis) in the area and netball is in desperate need of additional capacity to support a growing vibrant sport. South Turrumurra's roads have capacity limits and cannot support unbounded growth in sport.

The KPPA's message is not anti-netball, the community loves and embraces the rich sporting facilities in the area. The KPPA's message is very simple: the South Turrumurra area has capacity limits, time to distribute netball growth.

This PoM amendment is not a plan, it's a lazy stop-gap with bad outcomes for netball and residents alike. It is clear the Canoon Rd facility located in a peninsula suburb cannot absorb all future netball growth leaving the Ku-ring-gai Netball Association (KNA) forever constrained.

The PoM amendment fails to deliver a plan to support netball growth for Ku-ring-gai and Hornsby residents. KMC's main strategy to support netball growth is to keep increasing capacity at Canoon Rd, an inappropriate location for such a high impact development.

Increasing capacity at the Canoon Rd facility is a folly as it is an inappropriate location and an extremely poor solution for netball growth. The pressure from a fast growing population means the KMC and KNA need to modernise, adapt and identify additional facilities to distribute netball growth across the Ku-ring-gai and Hornsby LGAs.



To support netball growth sustainably KMC and the KNA must **distribute access to netball** across several locations. Distributing netball can take many forms from having 2 or 3 primary facilities to smaller secondary facilities. KNA do use some smaller facilities and there is opportunity to keep evolving the distributed model.

Netball must modernise the “flocking” model

KNA must modernise the “flocking” model, distribute access to netball by spreading games across the Ku-ring-gai and Hornsby LGAs. It is not good enough and totally unfair to keep asking the local community (lacking the road infrastructure) to compromise and adapt to a growing population for the last 40 years while the KNA refuses to adapt themselves and insist on just 1 primary facility. More netball facilities must be found and it is time the KNA learn to modernise and adapt their model. The KNA keep wanting to the local community to compromise without compromising themselves.

KMC and the KNA persistently ignore the imperative to distribute access to netball. The KNA insist on “flocking” in a single high capacity facility to optimise their money raising and operations. This hard-line opposition to modernise and adapt to a growing population is very one sided and unfair.

The “flocking model” is unsustainable in a fast growing population. Accelerating population growth increases traffic demands and reduces available open spaces presenting future growth challenges for the KNA. Using multiple smaller facilities is common sense.

The “flocking” model is obviously a highly desirable aspiration for netball associations, however, it doesn't come without cost and impediment to the communities that host these high intensity facilities. A balance of competing interests must be reached with compromise and mutual respect.

If the KMC and KNA are serious about a long term plan for netball growth then adapt the netball model to be more compatible with a fast growing population.

Benefits of distributing access to netball for a fast growing population:

1. Distributing netball facilities will reduce travel times, reduce traffic volumes and take pressure off traffic congestion for players, parents and personnel.
2. Will unlock more opportunities for growing netball capacity by utilising smaller locations in the context of fast- diminishing open spaces.
3. Will reduce the amenity impact on neighbourhoods due to lower intensity operations.

KNA's unwillingness to modernise and adapt is not just cause to concentrate the high impact “flocking” model on a single peninsula community with inadequate road infrastructure.

Note: The KNA do operate across a number of smaller facilities, mostly for training, but favour concentration in a single facility for fixtures (games).

In the past KMC and the KNA have tried to locate an alternative primary netball location but failed to secure an appropriate site. KMC and the KNA must shift their focus to identifying additional netball facilities rather than alternative facilities. Netball at Canon Rd could be just one of many primary/secondary netball facilities for fixtures and training.



Distributing netball across multiple facilities will future proof netball operations ensuring the KNA can grow sustainably into the future and thrive.

President
Kissing Point Progress Association