

agenda

Special Meeting of Council



To: His Worship the Mayor and Councillors

Please be advised that a **Special Meeting of Council** will be held at **5.30pm** on **Tuesday 6 December 2016** in the **Council Chambers**, Administration Centre at 99 Shepperton Road, Victoria Park.

A handwritten signature in black ink, appearing to read "Rochelle Lavery", is written over a light blue circular background.

MS ROCHELLE LAVERY
A/CHIEF EXECUTIVE OFFICER

2 December 2016

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1 OPENING

Almighty God, under whose providence we hold responsibility for this Town, grant us wisdom to understand its present needs, foresight to anticipate its future growth and grace to serve our fellow citizens with integrity and selfless devotion.

And to Thee, be all blessing and glory forever.

AMEN

Acknowledgement of Country (by Mayor)

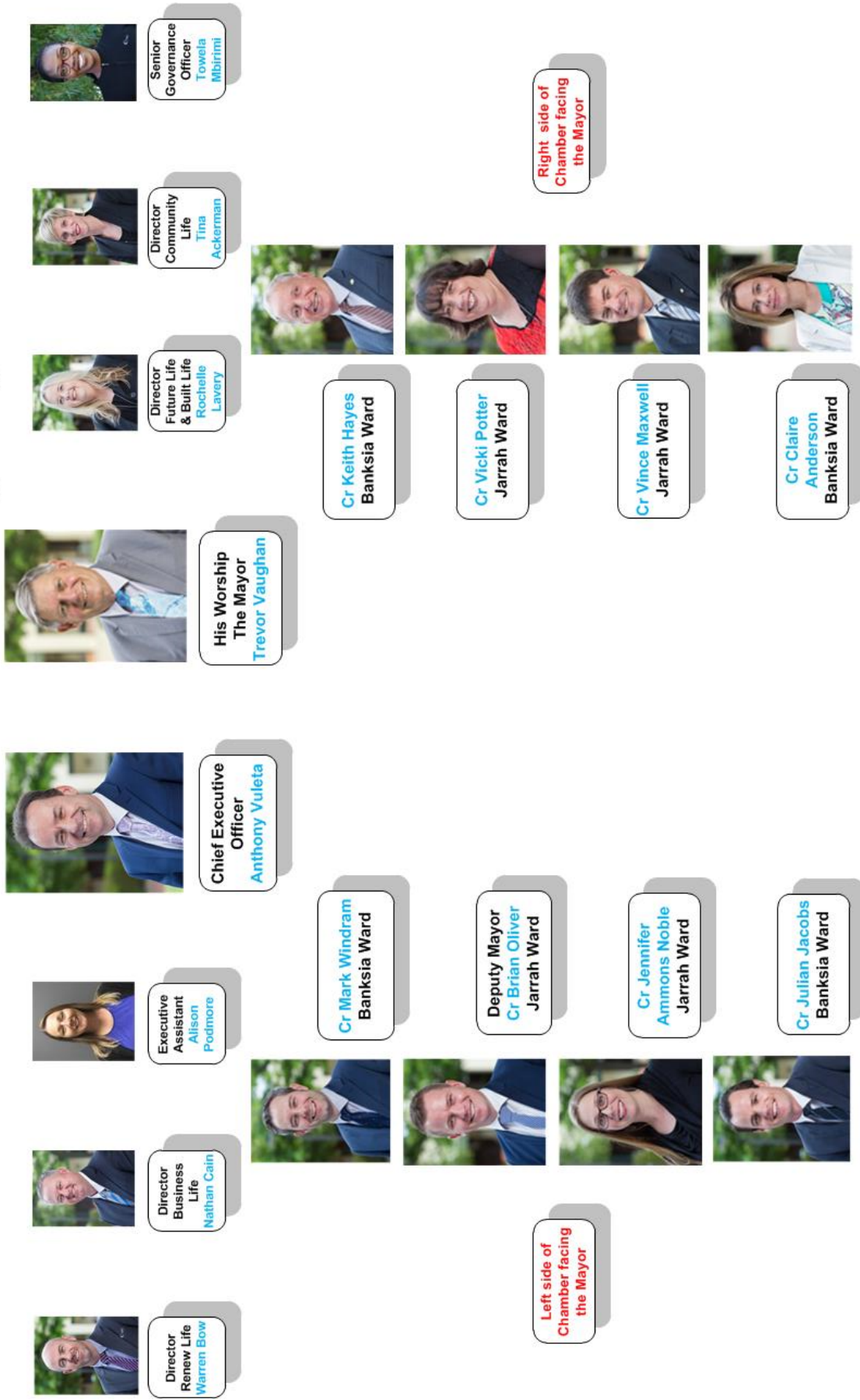
I acknowledge the traditional custodians of this land the Noongar people and pay my respects to the Elders both past, present and future for they hold the memories, the traditions, the culture and hopes of Indigenous Australians.

2 ANNOUNCEMENTS FROM THE PRESIDING MEMBER

3 ATTENDANCE

Mayor:	Mr T (Trevor) Vaughan
Banksia Ward:	Cr C (Claire) Anderson Cr K (Keith) Hayes Cr M (Mark) Windram
Jarrah Ward:	Cr J (Jennifer) Ammons Noble Cr V (Vince) Maxwell Cr B (Brian) Oliver (Deputy Mayor)
Chief Executive Officer:	Mr A (Anthony) Vuleta
Director Future Life & Built Life	Ms R (Rochelle) Lavery
Director Renew Life	Mr W (Warren) Bow
Director Community Life	Ms T (Tina) Ackerman
Director Business Life	Mr N (Nathan) Cain
Senior Governance Officer:	Ms T (Towela) Mbirimi
Secretary:	Mrs A (Alison) Podmore
Public:	

Council Chambers – Seating Diagram



Podium for addressing the Meeting & Public Gallery

3.1 Apologies

3.2 Approved Leave of Absence

Banksia Ward: Cr J (Julian) Jacobs
Jarrah Ward: Cr V (Vicki) Potter

4 DECLARATIONS OF INTEREST

Declarations of interest are to be made in writing prior to the commencement of the Meeting, (a form to assist Elected Members and Staff is attached at the end of this Agenda).

Declaration of Financial Interests

A declaration under this section requires that the nature of the interest must be disclosed. Consequently a member who has made a declaration must not preside, participate in, or be present during any discussion or decision-making procedure relating to the matter the subject of the declaration. An employee is required to disclose their financial interest and if required to do so by the Council must disclose the extent of the interest. Employees are required to disclose their financial interests where they are required to present verbal or written reports to the Council. Employees are able to continue to provide advice to the Council in the decision making process if they have disclosed their interest.

Name/Position	
Item No/Subject	
Nature of Interest	
Extent of Interest	

Declaration of Proximity Interest

Elected members (in accordance with Regulation 11 of the *Local Government [Rules of Conduct] Regulations 2007*) and employees (in accordance with the Code of Conduct) are to declare an interest in a matter if the matter concerns: a) a proposed change to a planning scheme affecting land that adjoins the person’s land; b) a proposed change to the zoning or use of land that adjoins the person’s land; or c) a proposed development (as defined in section 5.63(5)) of land that adjoins the persons’ land.

Land, the proposed land adjoins a person’s land if: a) the proposal land, not being a thoroughfare, has a common boundary with the person’s land; b) the proposal land, or any part of it, is directly across a thoroughfare from, the person’s land; or c) the proposal land is that part of a thoroughfare that has a common boundary with the person’s land. A person’s land is a reference to any land owned by the person or in which the person has any estate or interest.

Name/Position	
Item No/Subject	
Nature of Interest	
Extent of Interest	

Declaration of Interest affecting impartiality

Elected Members (in accordance with Regulation 11 of the *Local Government [Rules of Conduct] Regulations 2007*) and employees (in accordance with the Code of Conduct) are required to declare any interest that may affect their impartiality in considering a matter. This declaration does not restrict any right to participate in or be present during the decision-making process. The Elected Member/employee is also encouraged to disclose the nature of the interest.

Name/Position	
Item No/Subject	
Nature of Interest	
Extent of Interest	

5 PUBLIC QUESTION TIME (ITEMS RELATING TO THE AGENDA ONLY)

6 PUBLIC STATEMENT TIME (ITEMS RELATING TO THE AGENDA ONLY)

7 REPORTS

7.1 Lathlain Precinct Redevelopment Project – Draft Lathlain Park Management Plan

File Reference:	PR5397
Appendices:	Yes
Date:	1 December 2016
Reporting Officer:	R. Cruickshank
Responsible Officer:	W. Bow
Voting Requirement:	Simple Majority

Executive Summary:

Recommendation - That Council agrees to the draft Lathlain Park Management Plan being modified in accordance with the recommendations outlined in the Officers report and the marked-up revised document, following which a copy of the the Lathlain Park Management Plan be forwarded to the Western Australian Planning Commission for approval.

- The draft Lathlain Park Management Plan sets out design and management principles for the future development and use of Lathlain Park, being defined as Zones 1, 2 and 3 of the Lathlain Precinct Redevelopment Project (LPRP).
- Significant stakeholder and community engagement was undertaken in order to inform the structure and content of the Management Plan.
- The Management Plan is intended to reflect the needs of project partners, other project stakeholders, and desired outcomes of the community.
- Council resolved at a Special Meeting on 18 October 2016 to endorse the draft Lathlain Park Management Plan for the purposes of public comment.
- Public consultation period on the draft Management Plan was undertaken for 28 days concluding on 22 November 2016. The draft Management Plan was advertised concurrently with advertising of the development application from the West Coast Eagles.
- Issues raised during the public consultation period are summarised in this report and are outlined in the Schedule of Submissions in the Appendices.
- It is recommended that Council agrees to the draft Lathlain Park Management Plan being modified in accordance with the recommendations outlined in the Officers report and the marked-up version of the document (refer Appendices), following which a copy be forwarded to the Western Australian Planning Commission for approval.

TABLED ITEMS:

- Copy of Draft Lathlain Park Management Plan as advertised for public comments.
- Public submissions received.
- Copy of marked-up version of draft Management Plan.

BACKGROUND:

The Lathlain Precinct has long been identified by the Town as an area for enhancement and rejuvenation. The Lathlain Precinct Redevelopment Project (LPRP), a priority project in the Town's Strategic Community Plan, was initiated with the aim of progressing the development of this area.

The LPRP consists of eight (8) zones:

- Zone 1 - Perth Football Club;
- Zone 2 - Community Activity;
- Zone 3 - West Coast Eagles;
- Zone 4 - Lathlain Place;
- Zone 5 - Rayment Park;
- Zone 6 - Community Building;
- Zone 7 - Equitable Access; and
- Zone 8 - Scouts Building.

From 2006 the Town progressed development of the Lathlain Park Master Plan, with the final version endorsed by Council in 2013. The Master Plan, focusing on Zones 1, 2 and 3, envisaged redeveloped football club facilities, one oval, significant on-site and overflow car parking, and various community facilities including barbeque and playground areas, tennis and multi-purpose courts, fenced dog exercise areas and passive public open space.

Following endorsement of the Master Plan by Council, the West Coast Eagles (WCE) and Town commenced preliminary discussions on the potential relocation of the WCE administration, training and community facility to Lathlain Park. A formal Heads of Agreement was executed in September 2013 committing both parties to an investigation of the project's viability.

Since this time significant progress has been made towards the redevelopment of Lathlain Park. The below timeline summarises key events:

- **Sept 2013** Heads of Agreement executed by WCE and the Town.
- **Dec 2013** Major Land Transaction Plan (MLTP) advertised and endorsed by Council.
- **May 2014** Community Open Day on Lathlain Park.
- **Aug 2014** Formal Agreement for Lease executed between WCE and the Town.
- **Nov 2014** Lathlain Park Business Case completed.
- **May 2015** Light Up Lathlain community event.
- **Aug 2015** Federal Government announces \$10.0m funding.
- **May 2016** State Government announces \$10.0m funding.
- **May 2016** In-fun-mation Day on Lathlain Park.

- **June 2016** Federal Government announces \$3.0m funding for Wirrpanda Foundation.
- **June 2016** Development application for Zone 3 forward works endorsed by Council.
- **Aug 2016** Development application for Zone 3 forward works approved by WAPC.
- **Aug 2016** Commencement of Community Stakeholder and Engagement process to develop the Lathlain Park Management Plan

The MLTP endorsed in 2013 considered stakeholder needs, urban planning issues, community needs and benefits, and the financial and managerial implications of the proposed redevelopment. The outcomes of this plan informed detail required within the Agreement for Lease between the WCE and Town which was executed in August 2014. The Lease sets out responsibilities of the Town (as Lessor) and WCE (as Lessee) over the lease area for the term of the lease, being fifty (50) years with a further renewal option of forty-nine (49) years. Key provisions outlined within the Lease include:

- Shared use of the two ovals by the WCE, Perth Football Club (PFC) and the community; including the requirement for a minimum of 100 daylight hours of community access to Oval 2 per month;
- The requirement for both the Town and WCE to work collaboratively towards the provision of an effective, but not excessive, number of parking bays within the lease area and vicinity;
- Community benefits deliverable by the WCE;
- Financial contributions to be made by the WCE to both the Town and PFC; and
- Defines the 'permitted purposes' of land.

Lathlain Park, included as Zones 1, 2 and 3 of the LPRP, remains within the ownership of the Town and is reserved under the Metropolitan Region Scheme (MRS) as 'Parks and Recreation - Restricted Public Access'. This means that planning controls on the site are administered by the Western Australian Planning Commission (WAPC).

The WAPC, as the planning authority for the site, has determined that a Management Plan should be prepared in relation to Lathlain Park. The purpose of the Management Plan is to guide any future development and use of the site. Development will need to have regard to the design principles and management statements outlined within the Plan.

Clause 16 of the MRS allows for the development of reserved land owned or vested in a public authority to be carried out without a development approval from the WAPC where the works are in accordance with a Management Plan. Notwithstanding, the WAPC may request at its absolute discretion that a development application be submitted in addition to the Management Plan.

In accordance with the above and noting that a Management Plan is yet to be approved for the site, the WAPC has requested that the WCE submit a development application for their proposed administration, training and community facility in Zone 3. This development application is the subject of a separate report on this agenda.

DETAILS:

The draft Lathlain Park Management Plan as contained within the Appendices outlines planning principles and management statements which relate to land use, built form, public realm, landscaping, and traffic and transport across the site. The draft Management Plan is not a statutory document. The document is broadly broken down as follows:

- Background and overview of the site, including existing lease arrangements;
- Context of site in relation to State planning schemes and policies;
- Overview of community and stakeholder engagement undertaken in formulating the Management Plan;
- The overall vision for Lathlain Park;
- Planning and design principles for the future development of Lathlain Park;
- Transport assessment and considerations; and
- Governance and management mechanisms.

Important elements of the draft Management Plan are outlined in the sections below.

Design Principles

The design principles outlined in the draft Management Plan serve as a framework for which proposals for the use and development of Lathlain Park will be assessed against. The principles are separated by Zone to distinguish the differing requirements of each area.

A number of consistent objectives are represented throughout the design principles:

- Ensure the provision of multi-purpose spaces that are accessible to both project stakeholders and the community;
- Ensure high quality development that is complimentary to and blends in with its surrounding residential context;
- Facilitate safe and accessible pedestrian access throughout the site; and
- Ensure the development of Zone 2 is largely a passive recreational space with minimal low scale ancillary structures. Where car parking is required, the opportunity to adapt these spaces to become multi-use is encouraged.

These objectives are visually represented in a key principles plan and massing diagram (see Figures 5 and 6) which depict the following elements:

- Buildings being setback a minimum of 15.0m from the boundary of Bishopsgate Street, and a minimum of 8.0m from the boundary of Goddard Street;
- Building heights being approximately two (2) storeys adjacent to streets, with building height being able to increase to approximately three (3) storeys elsewhere to a height equivalent to that of the existing PFC Grandstand;
- Permitted parking areas along portions of Goddard Street and Bishopsgate Street, and at the corner of Roberts Road and Bishopsgate Street; and
- Significant open areas of landscaped open space.

Transport

A transport assessment undertaken by Flyt transport consultants considered the needs of Lathlain Park user groups and recommended a strategy in providing adequate transport facilities on Lathlain Park and surrounds. This information is reflected in the draft Management Plan.

The strategy aims to ensure the following objectives are met:

- Prioritise local pedestrian and cycling trips, and encourage the use of public transport to access Lathlain Park;
- Develop and manage on and off-street parking facilities to provide for peak periods such as PFC game days;
- Manage the impact of traffic movements generated by Zone 1 and 3; and
- Include traffic and parking management outcomes that reduce the loss of amenity for local residents and users of Lathlain Park.

Governance and Management

The governance and management section of the draft Management Plan establishes the requirement for a regular review of the Management Plan to ensure the evolving nature of activities and potential future development on site can be appropriately addressed. The requirement for community consultation as part of any review is also outlined.

A governance and management section also ensures that appropriate operation and management plans are submitted by the applicant for any proposed development.

These plans cover:

- Landscaping and stormwater management;
- Management of oval use, special events, traffic and waste;
- Parking and movement;
- Construction;
- Signage; and
- Delivery of the Community Benefits Program as outlined in the Town-WCE Lease.

Community and Stakeholder Engagement undertaken in preparing the draft Management Plan

An extensive community and stakeholder engagement process was undertaken in order to inform the structure, detail and principles of the draft Management Plan. Engagement with project partners WCE and PFC has been regular and ongoing to ensure stakeholder needs are represented within the Plan. Input has also been sought from the Town's Design Review Committee (DRC), Department of Sport and Recreation (DSR) and WAPC to inform the draft Management Plan.

The Town has undertaken a range of engagement opportunities for the community in preparing the draft Management Plan, as outlined below:

- Lathlain In-Fun-Mation Day;
- 3x Community Workshops;
- The establishment of a Community Reference Group (CRG) which provided input and feedback into the preparation of the draft Management Plan; and
- Online engagement through the Lathlain Precinct website, YourThoughts web page and Town's Facebook page.

The below timeline outlines the process of these engagement opportunities:

ITEM	DATE
In-Fun-Mation Day	14 May 2016
Community Workshop No. 1	14 August 2016
CRG Meeting No. 1	15 August 2016
CRG Meeting No. 2	25 August 2016
Community Workshop No. 2	
<i>The community workshop was held on Sunday. However an opportunity was afforded to community members, unable to attend the original workshop, to attend an additional 'light' workshop on the following Wednesday evening.</i>	28/31 August 2016
CRG Meeting No. 3	29 August 2016
CRG Meeting No. 4	19 September 2016
Community Workshop No. 3	
<i>The community workshop was held on Sunday. However an opportunity was afforded to community members, unable to attend the original workshop, to attend an additional 'light' workshop on the following Wednesday evening.</i>	25/28 September 2016
CRG Meeting No. 5	3 October 2016
CRG Meeting No. 6	10 October 2016

Community engagement undertaken informed the formulation of landscaping and design concepts for Zone 2 and the former Carlisle/Lathlain Bowling Club site (outside the scope of the Management Plan), and assisted in defining desired design principles for Zones 1, 2 and 3 within the draft Management Plan.

Some common themes generated from community feedback included:

- General desire for tree retention and planting of mature trees, with a focus on native landscaping;
- General desire for permeability and universal access across the site, and for zones to 'work together';
- General desire to minimise car parking where possible on Lathlain Park;
- General desire for passive recreation facilities (seated/shaded spaces) and active recreation facilities such as tennis courts and a dog park;
- Desire to see sustainable outcomes achieved in both the public realm, such as water sensitive urban design, and building design through energy efficiency; and
- Desire to see built form that contributes positively to the character of the local area.

Special Council Meeting on 18 October 2016

A copy of the draft Management Plan was considered at a Special Council Meeting held on 18 October 2016 with it being resolved as follows:

1. *That Council endorses the draft Lathlain Park Management Plan as contained within the Appendices for advertising for a period of twenty eight (28) days in accordance with the following:*

- 1.1 *Letters being to sent to owners and occupiers of land in Lathlain and those in Carlisle located between Roberts Road and Archer Street.*
 - 1.2 *Two copies of the draft Lathlain Park Management Plan be placed on public display at the Council Administrative Centre and Council Library for public information during the twenty eight (28) day advertising period.*
 - 1.3 *The public being informed of advertising of the draft Management Plan by way of the Lathlain Precinct e-newsletter, the Town's website, the Lathlain Precinct website and social media (Facebook and Twitter).*
 - 1.4 *A copy of the draft Management Plan be available for viewing through the Town's website and the Lathlain Precinct website.*
 - 1.5 *A notice is placed in the Southern Gazette on the first day of the advertising period and the subsequent two (2) weeks providing details of the advertising period, that information is available for viewing and that written submissions may be lodged with Council.*
 - 1.6 *Two Community Information Sessions to be held at the Town's Offices.*
2. *A copy of the draft Lathlain Park Management Plan to be forwarded to the Western Australian Planning Commission (WAPC) for their information.*

Formal consultation on the draft Management Plan

In accordance with Council's resolution of 18 October 2016 community consultation on the draft Management Plan was undertaken for a period of 28 days from 25 October 2016 to 22 November 2016. Advertising of the draft Management Plan and the development application from the West Coast Eagles occurred concurrently. As a result, there has been some overlap between the submissions received with some submissions relating to the development application actually being a submission on the draft Management Plan and vice versa.

A total of 34 submissions have been received in relation both the draft Management Plan and the development application. While Officer's have endeavoured to categorise the submissions as relating to either the draft Management Plan or the development application, there is high degree of overlap and therefore the Schedule of Submissions contained in the Appendices reflects the public submissions received on both items, as well as the Officer's response.

Legal Compliance:

There are no statutory provisions, policies or guidelines that deal with the content of a Management Plan, the process to prepare a Management Plan or the need to undertake community consultation. However it was considered that advertising for the draft Lathlain Park Management Plan should as a minimum follow the requirements outlined in the *Planning and Development (Local Planning Schemes) Regulations 2015* relating to the advertisement of local development plans.

Clause 50, Part 6, Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015* states:

2. *The local government must advertise the local development plan in one or more of the following ways -*
 - a) *by giving notice of the proposed plan to owners and occupiers who, in the opinion of the local government, are likely to be affected by the approval of the plan, including a statement that submissions may be made to the local government by a specified day being a day not less than 14 days from the day on which the notice is given to the person;*
 - b) *by publishing a notice of the proposed plan in a newspaper circulating in the Scheme area including a statement that submissions may be made to the local government by a specified day being a day not less than 14 days from the day on which the notice is published;*
 - c) *by publishing a notice of the proposed plan by electronic means in a form approved by the local government CEO including a statement that submissions may be made to the local government by a specified day being a day not less than 14 days from the day on which the notice is published;*
 - d) *by erection of a sign or signs in a conspicuous place on the land the subject of the proposed plan giving notice of the proposed plan for a period of not less than 14 days from the day on which the sign is erected including on each sign a statement that submissions may be made to the local government by a specified day being a day not less than 14 days from the day on which the sign is erected.*

4. *The local government -*
 - a) *must make a local development plan advertised under subclause (1) and the material accompanying it available for public inspection during business hours at the offices of the local government; and*
 - b) *may publish the local development plan and the material accompanying it on the website of the local government.*

There are no statutory provisions that deal with the process for the approval of a Management Plan other than a reference in Clause 16 of the Metropolitan Region Scheme Text for a Management Plan to be approved by the WAPC.

Policy Implications:

Nil

Risk Management Considerations:

The Lathlain Precinct Redevelopment Project (LPRP) is a major strategic project for the Town of Victoria Park. It is important to acknowledge the need for a Management Plan endorsed by Council and approved by the WAPC to inform and guide development of the site. Given the progress of current and future proposed works, it is considered that a Management Plan should be finalised as a matter of priority to ensure that development of the site proceeds in a proper and orderly manner.

Strategic Plan Implications:

The Town's major strategic project is the Lathlain Precinct Redevelopment Project (LPRP).

Financial Implications:Internal Budget

The preparation of the draft Management Plan has been funded using the three operational Work Orders (1240, 1241, 1242) for the LPRP Zones 1, 2 and 3 within 2016/2017 budget parameters.

Sustainability Assessment:Social

The draft Management Plan ensures that community principles relating to permeability, accessibility, tree retention and both passive and active recreation facilities are considered as part of any future development of the site.

The draft Management Plan also reinforces the requirement under the Town-WCE Lease that a Community Benefit Strategy be employed by WCE in consultation with the Town. This is expected to provide significant benefit to the community in terms of education, training and health outcomes.

Economic

The draft Management Plan will provide guidelines and certainty for project partners and the community in the overall development of Lathlain Park.

The combined effect of an estimated \$72.3m investment through the development of the WCE facility, future redeveloped PFC facility, and completion of new community facilities and spaces has the potential to act as a catalyst for local urban renewal and increased commercial activity throughout the Town of Victoria Park.

Environmental

The draft Management Plan ensures that important sustainability aspects such as tree retention, and waterwise and native landscaping are considered as part of any future development. The transport section of the Plan also encourages a shift towards more sustainable modes of travel such as public transport, cycling and walking.

COMMENT:

Council resolved at a Special Meeting on 18 October 2016 to endorse the draft Management Plan for advertising to facilitate the concurrent advertising of both the draft Management Plan and the development application submitted by the WCE.

Feedback received as part of extensive community and stakeholder engagement was that visibility was required on both the broader design and management principles of Lathlain Park (contained in the draft Management Plan), and the 'finer grain' details of built form and landscaping proposed in Zone 3 (contained in the WCE development application). It was considered that advertising of the draft Management Plan and WCE application concurrently enables the community to provide an informed response on all aspects of the current and future proposed development of Lathlain Park.

The draft Management Plan outlines planning principles and management statements which relate to land use, built form, public realm, landscaping, and traffic and transport across the site. The document is broadly broken down as follows:

- Background and overview of the site, including existing lease arrangements;
- Context of site in relation to State planning schemes and policies;
- Overview of community and stakeholder engagement undertaken in formulating the Management Plan;
- The overall vision for Lathlain Park;
- Planning and design principles for the future development of Lathlain Park;
- Transport assessment and considerations; and
- Governance and management mechanisms.

In terms of the planning and design principles component of the draft Management Plan, the principles are structured around four (4) design elements, being:

- Use;
- Built form;
- Environment; and
- Access, Safety and Security.

For each design element, there are strategies that describe the design intent and matters that are to be addressed as part of the use/development of the land.

The draft Management Plan contains a key principles plan and massing diagram (see Figures 5 and 6 – extract of Figure 5 below) which depict the following elements:

- Buildings being setback a minimum of 15.0m from the boundary of Bishopsgate Street, and a minimum of 8.0m from the boundary of Goddard Street;
- Building heights being approximately two (2) storeys adjacent to streets, with building height being able to increase to approximately three (3) storeys elsewhere to a height equivalent to that of the existing PFC Grandstand;
- Permitted parking areas along portions of Goddard Street and Bishopsgate Street, and at the corner of Roberts Road and Bishopsgate Street; and
- Significant open areas of landscaped open space.



Figure 5 – Key Principles Plan ¶

Consideration of public submissions

A Schedule of Submissions is contained in the Appendices which outlines the nature of the submissions received and the Officer’s comments. A number of matters are now addressed as follows :

Land uses

In terms of the allowable land uses outlined in the Management Plan, some questions have been raised regarding the appropriateness of some of the commercial land uses in Zone 3, particularly the medical facilities and child care centre. In this respect, WAPC Policy 5.3 ‘Use of Land Reserved for Parks and Recreation and Regional Open Space’ sets out the WAPC’s position on land uses on such reserves. Notably the Policy refers to uses other than the primary purposes of passive recreation, active sporting pursuits and cultural activities as being acceptable where those uses “are compatible with and or support the amenity of the reservation (ie. café, restaurant)”. Council Officers are satisfied that given that the cited uses that could operate within Zone 3 will be open to and provide services to the public, they are a purpose that is ancillary and incidental to the primary purpose, and therefore consistent with Policy DC5.3. While this is the view of Council Officers and has been affirmed in legal advice obtained by the Town, this will ultimately be for the WAPC to determine in assessing the Management Plan as well as providing a recommendation to the Development Assessment Panel with respect to the development application for Zone 3.

Furthermore it should be noted that the range of land uses outlined in the draft Management Plan for Zone 3 is consistent with the permitted purposes stated in the lease between the Town and the West Coast Eagles, and this lease has been approved by the WAPC.

While the WAPC will need to assess the Management Plan and land uses prior to approval, including assessing the land uses against their Policy DC5.3, it is expected that this is a matter that they would have already had regard to in assessing the lease.

Retention of dwelling

Some submissions have been received which seek the retention of the existing dwelling at the corner of Goddard Street and McCartney Crescent. The submitters contend that the dwelling has local heritage significance and could be repurposed for community use. It is also suggested that there is strong community support for retention of the dwelling.

The draft Management Plan contemplates that the existing dwelling would be removed.

Retention of the cottage was a matter that was raised by some participants in the Community Workshops that occurred prior to preparation of the draft Management Plan. Based upon the community feedback received during the Community Workshops there was a level of support for retention of the dwelling, although this was not overwhelming. Based upon the community feedback received in response to advertising of the draft Management Plan, there were nine (9) submissions seeking the retention of the dwelling versus one (1) submission supporting demolition.

In the event that the dwelling is to be retained, there will be a need for Council funds to be invested in upgrading the building including any necessary modifications to comply with disability access standards. Council Officers are currently in the process of obtaining a property condition report and disability access assessment. The costs of necessary upgrading and maintenance works need to be considered relative to the community need for such a facility.

While the desire for a community space is understood it should be noted that many such spaces already exist within close proximity including the Scouts building and the new Community Centre in Lathlain Place, as well as the Perth Football Club building. Therefore it is concluded that there are adequate community spaces already available within the area for such purposes.

It is considered that the dwelling does not make a significant contribution to the character of the area in terms of its streetscape contribution, and the dwelling does not have any formal heritage or character recognition under State or local planning requirements.

Access between Oval 1 and Zone 2

Submissions have been received, principally relating to the development application for Zone 3, which express concern regarding the proposed fencing treatment between Zone 2 and Oval 1 and the lack of pedestrian access and connection between the two. While this is largely a development application matter, these comments have highlighted that the draft Management Plan needs to be supplemented by provisions requiring pedestrian access within the fence between the two areas.

The draft Management Plan contains provisions for all 3 zones which acknowledge the need for fencing and access points to control access during PFC game days and closed training sessions, and requiring fencing to be visually permeable and of high quality finishes. Figure 5 within the draft Management plan depicts the location of fencing and access points. In this respect Figure 5 illustrates a pedestrian access point between Zone 2 and Oval 1 where Ovals 1 and 2 adjoin each other, however there are no pedestrian access points shown directly between Oval 1 and Zone 2.

Council Officers acknowledge the importance for direct pedestrian access between Zone 2 and Oval 1 to enable pedestrian access from McCartney Crescent, Goddard Street and Zone 2 onto Oval 1 and given that a major driver behind the Lathlain Precinct Redevelopment Project is to improve community access to open space. It is recommended that a minimum of three (3) pedestrian access points be provided. It is recommended that Figure 5 of the draft Management Plan be modified to depict three (3) points of pedestrian access in the fence between Zone 2 and Oval 1, and that additional text be included in the design principles for all three (3) zones to confirm this.

The intent is that the three (3) access points would be open and accessible at the majority of times, with the exception being on Perth FC game days and when closed training sessions may be undertaken.

Floodlighting

Concerns have been received regarding floodlighting proposed as part of the development application. Floodlighting is a matter that is being assessed separately as part of the development application. The concerns relate to the height of the light towers, operating hours of the lights and light spill

The draft Management Plan contains provisions which state that "*light poles to ovals should be limited to the minimum extent necessary and ensure overspill to residential areas is minimised.*" It is suggested that this wording be modified to clarify that any light spill is to comply with the relevant Australian Standards. Additionally, it would be beneficial to include provisions in the draft Management Plan that provide guidance on the acceptable hours of operation of lighting. It is recommended that the draft Management Plan include a provision that floodlighting shall be automated, with the floodlights not being permitted to operate between 9pm and 7am on any day unless approval is given for special events.

Parking on Zone 2

Some concerns have been received regarding the draft Management Plan allowing for Perth Football Club parking within Zone 2. The Perth Football Club currently utilise the hardstand car park adjacent to Goddard Street (with parking for approximately 54 vehicles), and in addition overflow car parking also occurs within the grassed area to the east and north-east of this.

Perth Football Club have indicated that a key consideration for them as part of redevelopment of Lathlain Park is the matter of on-site car parking provision, and their need for access to a minimum of 90 on-site car bays.

Figure 5 of the draft Management Plan depicts the location of the proposed parking areas, which is described as follows in Section 6.2 :

“The location of on-site car parking shall be limited to the existing Perth Football Club car park (accessed via Goddard Street) at the north-western extent of the Zone. Overflow parking is permitted to the north of this car parking area (adjacent to McCartney Crescent) and shall be developed as a multi-purpose landscaped space capable of being used for car parking if required (ie. reinforced turf or similar). The Perth Football Club shall retain priority access to parking areas within Zone 2.”

The intention is therefore for the existing hard stand car park to be replaced in a similar location and with a similar number of bays, but with an alternative surface that can be used for both the parking of vehicles as well as serving the use as multi-purpose courts when vehicle parking is not necessary. This is then supplemented by an overflow area which could accommodate around 35 bays, comprising reinforced turf or similar, which can be principally available as open space for use by the community, but would then be available as overflow parking for Perth FC when necessary.

While the concerns regarding the perceived loss of community accessible open space for car parking is understood, both of the proposed parking areas are to be designed to allow for multiple use as both parking areas and open space. Given the operations of Perth Football Club (game times, training times etc) the areas will be available for community use.

Council Officers are of the view that subject to these spaces being suitably designed, the intended use of these spaces as outlined in the draft Management Plan strikes a reasonable balance between the needs of Perth Football Club as a significant community member, and the community's desire for accessible open space.

Inclusion of multi-purpose courts on Zone 2

A few submissions have been received requesting the inclusion of multi-purpose and/or tennis courts within Zone 2. Concept plans have been prepared for Zone 2 which do not include such facilities. The concept plans are yet to be approved by Council. Relevantly, approval of the Management Plan does not preclude the inclusion of such facilities within Zone 2 should that be determined to be appropriate, although preliminary investigations indicate that the courts are not spatially suitable in Zone 2.

Use of former bowling club site

Some submissions have been received requesting that the former bowling club site be developed as an urban forest. While noted, the former bowling club site is not within the scope of the area covered by the Management Plan. While a concept plan has been prepared that depicts the site accommodating a dog park, multi-purpose courts, playgrounds and landscaped space, the future use of this site is yet to be determined and will be the subject of further community consultation.

Traffic and parking management

Concerns have been expressed through public submissions in relation to the traffic and parking implications of development generally, and more specifically in relation to vehicle access to the main car park in Zone 3 being from Bishopsgate Street rather than Roberts Road.

The draft Management Plan addresses the matter of transport assessment in part 7, which is accompanied at Appendix 2 by a transport assessment undertaken by Flyt transport consultants (referred to as the Movement Network Report)

By way of background, an assessment of traffic impact within the Lathlain Precinct was undertaken by Council Officers through the Major Land Transaction Plan in late 2013, which concluded that *“a relatively low impact will result from the proposal. Average weekly volumes are estimated to increase between 1% and 5%. The existing and future volumes are low for residential streets and within acceptable environmental levels.”*

In 2014 the Town commissioned the Lathlain Local Area Traffic Management Pilot Study. The intent was to review existing road traffic conditions within Lathlain. The Study was not linked to future development of Lathlain Park and was focussed upon reviewing existing traffic conditions. The Study concluded that certain traffic management measures should be implemented on identified streets. This included streets adjacent to Lathlain Park and within close proximity (refer Figure 7 of the Movement Network Report).

The Movement Network Report assesses traffic volumes, user groups and profiles, peak periods for the transport network, parking availability and recommends strategies to be implemented.

Notably the Movement Network Report notes that peak periods will be :

- Normal weekday peak periods associated with general traffic movements nominally between 7.30am and 8.30am and then 4.30pm to 5.30pm;
- School run traffic in the morning and afternoon periods;
- Perth FC home fixtures on Saturday afternoons (approximately 12 per year); and
- One-off events.

It is concluded that outside these peak periods, the level of traffic and on-street and off-street parking will not be significantly greater than has been previously experienced. In terms of peak periods it is noted that a number of streets will experience minor increases in the volume of traffic associated with the development of Lathlain Park, although all within the capacity of the roads.

The Movement Network Report acknowledges the opportunities for both on-site and on-street car parking within the vicinity of the site and concludes that sufficient parking is available. Furthermore the Movement Network Report recommends a number of strategies to manage the impact of the development upon the transport network.

The draft Management Plan has been reviewed by the Town's Parking Management Unit. They note that historically there have not been significant issues around Lathlain Oval generally including on Perth FC game days. The Town's Parking Management Officers have noted the available on-street and on-site parking provision within the Precinct, and do not foresee any concerns other than possible special events. Such special events will need to be operated in accordance with an Operational Management Plan.

Council Officers are satisfied that noting the proposed transport strategies to be implemented, that the traffic and parking impacts of redevelopment of Lathlain Park will not significantly affect the surrounding road network or the amenity of the surrounding residential areas.

In terms of vehicle access to Zone 3 being from Bishopsgate Street rather than Roberts Road, this is illustrated in Figure 5 contained in the draft Management Plan. It is acknowledged that in the Movement Network Report which is an Appendix to the draft Management Plan, a strategy that has been presented is to *"focus access for main parking facilities off Roberts Road to minimise impact on lower order roads"*. This is not consistent with the strategy outlined at page 41 of the draft Management Plan itself which states to *"focus access for main parking facilities off Bishopsgate Street to minimise impact on lower order roads"*.

Roberts Road is a higher order road than Bishopsgate Street. While the desire to have vehicle access from a higher order road is understood, in this case Roberts Road is classified as a regional road under the Metropolitan Region Scheme. WAPC Policy DC 5.1 'Regional Roads (Vehicular Access)' does not support the use of regional roads for vehicle access where alternative access exists, unless special circumstances apply. Therefore the provision of vehicle access from Bishopsgate Street rather than Roberts Road is consistent with the WAPC's Policy DC 5.1. There is no evidence or information available relating to traffic volumes or crash history that indicate that special circumstances apply that would warrant the vehicle access point being relocated to Roberts Road contrary to the WAPC's Policy.

The concerns relating to traffic volumes and safety through vehicle access being from Bishopsgate Street have been assessed and responded to as part of the assessment of the development application for Zone 3.

Recommended modifications

Following consideration of the public submissions received and further review of the draft Management Plan by Council Officers it is recommended that modifications be incorporated into a final version of the Management Plan for forwarding to the WAPC for approval. A version of the draft Management Plan has been marked-up to outline the recommended changes (refer to Appendices) which are summarised in the table below (note this is not an exhaustive list):

- Minor modifications to the vision for Lathlain Park which do not change the intent.
- Additional comments at page 23 outlining that in addition to satisfying the planning and design principles, the use and/or development of land and/or buildings is still required to comply with relevant WAPC policies applicable to reserved land.

- With respect to signage remove the specific reference to the Town's Signs Local Law and replace with reference to "applicable Town policies/local laws and WAPC Policy DC5.4."
- Include reference to development in all zones needing to comply with the Town's DAIP.
- With respect to floodlighting, adding additional words to clarify that the level of light spill is to comply with Australian Standards and lighting is to be automated so that the lighting is not operational between the hours of 9pm and 7am unless approved for special events.
- Add provisions to require pedestrian access and gates in the fence between Oval 1 and Zone 2, and modifying Figure 5 accordingly.
- Add provision that for Zone 2, the proposed car parking areas to the north are to be designed into a landscape setting rather than dominating the area.
- In Figures 5 and 6, provide clarity that the 3rd storey is to be setback a minimum of 14m from Goddard Street or 21m from Bishopsgate Street, to ensure that any 3rd storey is stepped and/or well setback from the street boundaries.
- A notation be added to the Movement Network Report prepared by Flyt consultant which notes that the strategy for access to access to be parking on Zone 3 be from Roberts Road is not consistent with WAPC Policy 5.1 and is unlikely to be approved by the WAPC.

CONCLUSION:

The Lathlain Park Management Plan will guide the future development and use of Lathlain Park, being defined as Zones 1, 2 and 3.

Significant stakeholder and community engagement has been undertaken to inform the structure and content of the draft Management Plan. In response to the public submissions received and assessment by Council Officers, modifications to the draft Management Plan are recommended.

It is recommended that Council agrees to the draft Lathlain Park Management Plan being modified in accordance with the recommendations outlined in the Officers report and the marked-up revised document (in the Appendices), following which a copy of the the Lathlain Park Management Plan be forwarded to the Western Australian Planning Commission for approval.

RECOMMENDATION/S:

That Council agrees to the draft Lathlain Park Management Plan being modified in accordance with the recommendations outlined in the Officers report and the marked-up revised document contained in the Appendices, following which a copy of the the Lathlain Park Management Plan be forwarded to the Western Australian Planning Commission for approval.

7.2 Lots 1 & 3 (No.34) Goddard Street, Lathlain – West Coast Eagles Administration, Training and Community Facility at Lathlain Park

File Reference:	PR5397
Appendices:	Yes
Landowner:	Town of Victoria Park
Applicant:	Urbis
Application Date:	18 October 2016
DA/BA or WAPC Ref:	5.2016.323.1
MRS Zoning:	Reserve – ‘Parks and Recreation – Restricted Public Access’
TPS Zoning:	N/A
TPS Precinct:	Precinct P7 ‘Lathlain’

Date:	2 December 2016
Reporting Officer:	L. Parker
Responsible Officer:	R. Cruickshank
Voting Requirement:	Simple Majority

Executive Summary:

Recommendation – The Council recommend approval of the application submitted by Urbis on behalf of the West Coast Eagles Football Club for the construction of its new administration, training and community facility and associated works at Lathlain Park, subject to conditions.

- Development application for the West Coast Eagles’ new training, administration and community facility at Lathlain Park. The application also includes associated car parking, access, landscaping, oval lighting and a maintenance facility to service the ovals.
- The proposed development is generally consistent with the intent and provisions of the Draft Lathlain Park Management Plan.
- The application was publicly advertised concurrently with the Draft Lathlain Park Management Plan for 4 weeks, from 25 October to 22 November 2016, which included almost 3000 letters to surrounding residents, signs on site, advertisements in the Southern Gazette, two community information sessions and online access to the application documents. A total of 34 submissions were received during the consultation period, 21 of which related to the development application. These submissions are summarised and responded to in the Schedule of Submissions, attached to this report.
- As the development is proposed on land reserved for the purpose of “Parks and Recreation” under the Metropolitan Region Scheme, the determining authority for the application is the Western Australian Planning Commission (WAPC).
- However, as the value of the development exceeds \$10 million the application is required to be determined by the Metropolitan Central Joint Development Assessment Panel on behalf of the WAPC.
- The proposed development was formally considered by Council’s Design Review Committee at its meeting held on 1 December 2016 which resolved to recommend approval of the application subject to conditions.
- It is recommended that the Council resolve to support the application and recommend its approval by the Metropolitan Central Joint Development Assessment Panel, subject to conditions.

TABLED ITEMS:

- Development Application MRS Form 1 received 18 October 2016;
- Development Application Report and Appendices received 24 October 2016;
- Development Application architectural and landscape drawings package received 24 October 2016;
- Community Consultation letter dated 24 October 2016;
- Community Consultation Area Map;
- Submissions (34) received by the Town during public advertising from 25 October to 22 November 2016;
- Transport comments received from Department of Planning on 3 November 2016;
- Western Power comments received 25 October 2016;
- State Heritage Office comments received 14 November 2016;
- Water Corporation comments received 15 November 2016;
- Minutes of informal Design Review Committee Meeting held on 7 November 2016;
- Minutes of Formal Design Review Committee Meeting held on 1 December 2016;
- Copy of Agreement for Lease;
- Response from State Heritage Office received 24 August 2016 advising that Lathlain Park unlikely to meet threshold for entry on State Register of Heritage Places;
- WAPC Development Approval of Forward Works DA granted on 15 August 2016; and
- Draft Lathlain Park Management Plan.

BACKGROUND:

The Lathlain Precinct has long been identified by the Town as an area for enhancement and revival. This has involved an overall project, known as the Lathlain Precinct Redevelopment Project (LPRP), which is a priority project in the Town's Strategic Community Plan. There are a total of eight project zones in the LPRP. The proposed development application relates to Zone 3, the West Coast Eagles Zone.

From 2006 to 2011 the Town worked on a plan for the redevelopment of Lathlain Park and ultimately adopted the 'Lathlain Park Master Plan'. This was then the subject of a more detailed business case and a final version of the Master Plan was endorsed by Council in 2013.

Following the endorsement of the Master Plan by Council, the West Coast Eagles and Town commenced preliminary discussions relating to the relocation of the West Coast Eagles Training Facility to Lathlain Park. In September 2013 a 'Heads of Agreement' was executed by the Town, Perth Football Club and the West Coast Eagles regarding the relocation of the Eagles to Lathlain Park.

From October 2013 to December 2013 the Town undertook a process of developing a Major Land Transaction Plan to determine a future lease area for the West Coast Eagles on Lathlain Park. It was through this process that the West Coast Eagles undertook a process of assessment to determine the location of the two ovals and building on the site. Factors considered included site activation, pedestrian and vehicular access to the site, the location of the existing Perth Football Club grandstand, prevailing winds that impact on the site, sun exposure and direction, the need to provide two ovals to ensure that both the West Coast Eagles and the Perth Football Club can access the grounds when required, and the site constraints including services, levels, width, length and existing vegetation.

Information received on 16 June 2016 as part of the forward works DA, outlines the rationale and investigations that were undertaken to establish the oval and building locations, summarised as follows:

Key drivers that determined the oval locations were:

- The intent for two ovals to accommodate usage by Perth Football Club, the West Coast Eagles and the community, with one of these ovals to be the same dimensions as the new Perth Stadium and the other to MCG dimensions;
- The need for Oval 1 to be located and orientated similar to that of the existing oval so the existing Perth Football Club grandstand remains located near the half-way line on the western side of the oval;
- Given the remaining available space, Oval 2 can only then be located in the remaining eastern part of the site. Opportunities to slide Oval 2 further to the south-west are limited given the site geometry, the need for the oval to be in a north-south orientation and the requirement for pedestrian access between the two ovals.

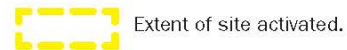
Given the oval locations, there were only two possible locations for the new training and administration building given the likely building footprint. Those locations being to the south of the ovals (current proposal) or to the north of Oval 1 fronting McCartney Crescent, as illustrated below:



Diagram 2



Diagram 3



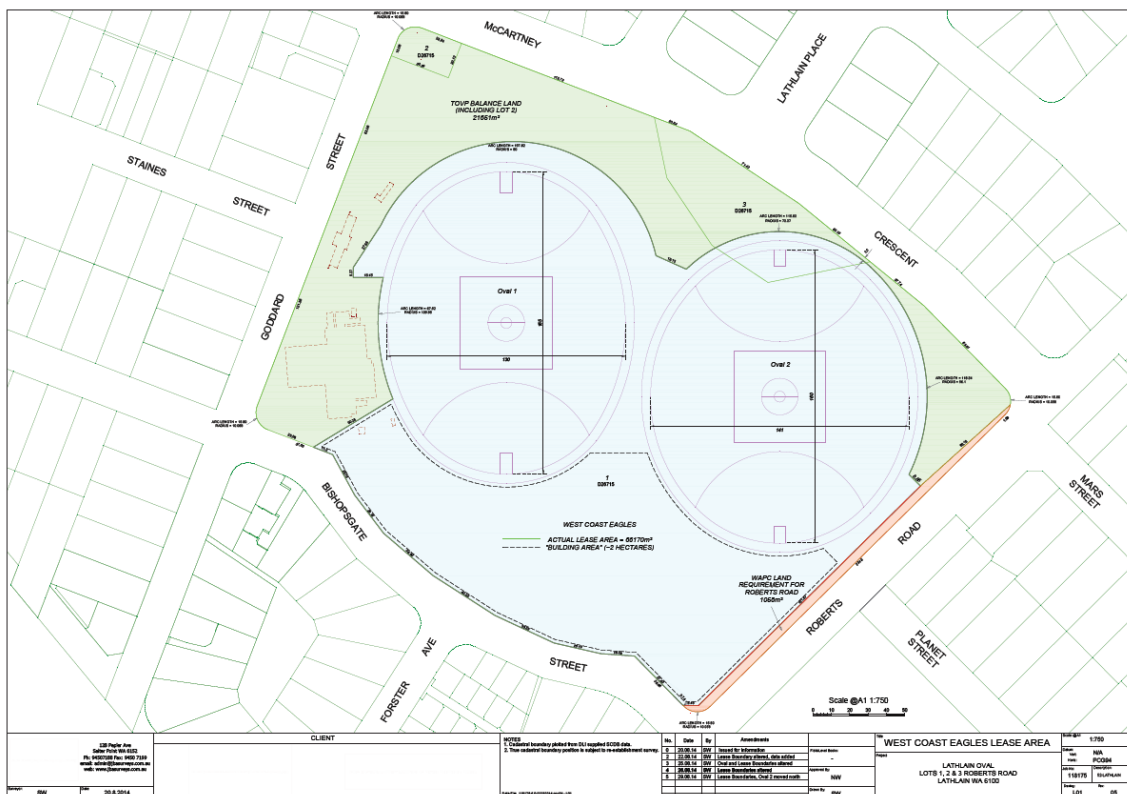
The site to the south was chosen for the following reasons:

- Optimises site activation and regeneration across a wider area;
- Locating the building to the north would require Oval 1 to be moved south;
- Locating the building to the north would exacerbate shading which currently occurs on the oval;
- Locating the building to the north would require the removal of a significant number of trees to the north as well as to the south;
- Locating the building to the south enables a north-facing building overlooking the ovals.

The resulting oval locations then informed the Agreement for Lease and proposed lease area. The below image depicts the concept plan that was prepared and advertised as part of the Major Land Transaction Plan.



Approximately a year later on 2 October 2014 a formal Agreement for Lease was executed by the Town and the West Coast Eagles. The Agreement for Lease sets out the Town’s and the West Coast Eagles’ responsibilities in terms of reaching a point to where a formal lease can be put in place. Annexure A to the Agreement for Lease is a Lease document which will be the formal lease in place once all requirements have been fulfilled. Annexure B is a site plan depicting the two oval locations and defines a ‘building area’ to the south of the ovals (refer image below). This was endorsed as part of the Agreement for Lease and as such the oval and building locations have been in place since 2014.



Some of the key provisions in the lease which relate to the overall development and use of Zone 3 by the West Coast Eagles are:

- The requirement for the parties (the Town and the West Coast Eagles) to work collaboratively to adopt an approach in relation to the provision of an effective, but not excessive, number of parking bays within the vicinity of the land;
- Shared use of the ovals by the West Coast Eagles, Perth Football Club and the community (including the requirement for a minimum of 100 daylight hours of community access to Oval 2 per month);
- Community benefit deliverables from the West Coast Eagles; and
- Financial contributions to be made by the West Coast Eagles to both the Town and the Perth Football Club.
- The permitted purposes of the land.

Following the preparation of the Redevelopment of Lathlain Park business case in 2014, the Federal and State Governments have each announced \$10 million in funding to go towards the redevelopment of Lathlain Park in August 2015 and May 2016 respectively.

The Town, West Coast Eagles and Western Australian Planning Commission have determined that the best course of action moving forward on the site is to prepare a Management Plan which deals with Zones 1, 2 and 3 of the LPRP. The Management Plan is an overarching guiding document for the development and management of Lathlain Park. A draft Management Plan has been prepared and is the subject of a separate report to Council.

While it would have been preferable for the draft Management Plan to be finalised and endorsed by the WAPC prior to submission of the development application from the West Coast Eagles, the development application has been submitted in advance of finalisation and approval of the draft Management Plan. However, the development application was prepared so as to generally align with the draft Management Plan.

Approval of Forward Works DA

On 23 May 2016, Council received a development application for the approval of works to achieve the modification of the existing oval (Oval 1) at Lathlain Park, to create a second oval (Oval 2) and prepare part of the site to the south of the ovals for the future West Coast Eagles training, administration and community building. The application sought approval for the following associated works:

- Soil excavation, changes in ground levels and associated retaining walls;
- Removal of the car park adjacent to Roberts Road;
- Removal of existing trees;
- Removal of minor buildings and structures;
- Removal of existing tennis courts adjacent to McCartney Crescent;
- Removal of the existing temporary dog exercise area adjacent to McCartney Crescent.

The application was the subject of community consultation until mid-June 2016, with 135 submissions being received. The Council considered the application at a Special Council Meeting on 21 June 2016 and resolved that the WAPC be advised that Council recommends approval of the application subject to conditions. A copy of the minutes of this meeting is included in the tabled items. Further to this a Special Electors Meeting was held on 13 July 2016.

Subsequently the application was approved by the WAPC on 15 August 2016 subject to conditions. A copy of the WAPC's approval is included in the tabled items. The WAPC's approval included conditions addressing the following matters :

- An access strategy being approved noting the intention for oval 2 to be accessible by the community for a minimum of 100 daylight hours per month.
- Trees being retained unless identified for removal on the approved Tree Protection, Transplant and Salvage Plan.
- A Tree Replacement Strategy being approved which incorporates trees being replaced at a ratio of 6 trees for every 1 tree removed.
- A photographic record being completed.

Preparation and Advertising of Draft Lathlain Park Management Plan

The draft Lathlain Park Management Plan outlines planning principles and management statements which relate to land use, built form, public realm, landscaping, and traffic and transport across the site, that will guide the future development and use of Lathlain Park.

The draft Management Plan was informed by significant community and stakeholder engagement.

Council resolved at a Special Meeting on 18 October 2016 to endorse the draft Management Plan for the purposes of public consultation for a period of 21 days.

A separate report on this agenda relates to the draft Management Plan and the consideration of public submissions received.

With respect to the relationship of the draft Management Plan to this development application, an approved Management Plan is not a statutory document, and is instead a planning instrument to which decision-makers should have due regard. In the present case the Management Plan is still only in a draft form and is yet to be approved by the WAPC. However it is considered appropriate that Council have regard to the current version of the Management Plan in commenting on the development application.

Review of Heritage Nomination of the Site

On 18 August 2016, the Town received correspondence from the Heritage Council of WA advising that a request had been received for the inclusion of Lathlain Oval in the State Heritage Register, and that a preliminary review concluded that while the place may have some cultural heritage significance, it is unlikely that the place would meet the threshold for entry on the State Register of Heritage Places.

DETAILS:

Council has received a development application for the West Coast Eagles' new training, administration and community facility, with associated car parking, access, landscaping and other facilities at Lathlain Park.

As the proposed development is located on land reserved 'Parks and Recreation – Restricted Public Access' under the Metropolitan Region Scheme (MRS), it is not subject to the requirement for approval under Council's Town Planning Scheme No.1. The authority for determining the application under the MRS rests with the Western Australian Planning Commission. However, given the value of the development exceeds \$10 million (value of works is estimated at \$40 million) the application is required to be determined by the Metropolitan Central Joint Development Assessment Panel, on behalf of the WAPC.

A summary of the main components of the proposed administration, training and community facility and other works detailed as part of the development application is provided below.

Main Administration, Training & Community Facility Building:

- Basement car park with lift access to floors above (2100m² gross floor area):
 - Total of 62 bays (60 regular car bays; 2 ACROD car bays);
 - 1 ambulance/emergency bay;
 - 7 motorbike bays;
 - Bicycle storage area; and
 - Plant and equipment area.

- Ground Floor (6860m² gross floor area – level with Ovals):
 - Indoor Training Field (2150m²);
 - Wirrpanda Foundation classrooms & shared community spaces (580m²);
 - West Coast Eagles Players and Staff Facilities (4130m²):
 - High performance training and medical facilities (including aquatics area/lap pool);
 - Coaching and Football Operations;
 - Players' Facilities; and
 - Staff change facilities.
 - Loading dock/bin storage area accessed from the Bishopsgate Street entry to the main car park.
- Level 1 (3080m² gross floor area – Bishopsgate Street entry level):
 - Main Entry, Lobby & Reception (280m²);
 - Wirrpanda Foundation Administration Offices (460m²);
 - West Coast Eagles Administration Offices (1180m²);
 - Café (approx. 200m² including potential seating on balcony area);
 - Museum (approx. 77m²);
 - Team Store (150m²);
 - Sports Medicine Facilities (420m²); and
 - Gym (210m²).
- Level 2 (1250m² gross floor area):
 - Meeting Rooms/Administration area (350m²); and
 - Function Area (850m²).
- Roof:
 - Sunken plant deck (not visible above roof line); and
 - 8 zones for placement of photovoltaic panels (mounted flush with roof).

Maintenance Facility (405m² gross floor area, adjacent to Roberts Road):

- Parking and storage of maintenance vehicles, materials and equipment to service the ovals; and
- Includes bore compound and parking for two maintenance vehicles outside of facility.

Lighting Towers (8):

- 4 towers on each oval up to a maximum height of 40 metres

Open-Air Car Parking Areas:

- 123 bay car park located at the corner of Roberts Road and Bishopsgate Street;
- 14 bay VIP carpark;
- A single access point from Bishopsgate Street provides access/egress to the main car park, loading dock/bin storage area and VIP car parking area;
- 15 angled car bays located within the front setback area between the Wirrpanda Foundation end of the building and the Bishopsgate Street boundary, with access via a left-in only entry and egress via a left-out only exit; and
- 3 bus/coach parallel parking bays located within the Bishopsgate Street verge adjacent to the main entry to the building.

Landscaping Works

A comprehensive series of high quality landscape works are proposed along the Bishopsgate Street frontage of the facility and across the site generally, including:

- Primary entry stairs and landscape works providing a defined entry to the facility and linking to pedestrian paths connecting to the car parking areas;
- Pedestrian concourse serving as a plaza for pedestrians and visitors to the building with sufficient space to handle public gatherings and the congregation of visitors;
- Wirrpanda Garden incorporating a half basketball court and amphitheatre surrounding by native plantings and indigenous cultural heritage elements, that will provide a space for the community to enjoy and the Wirrpanda Foundation to hold events or make presentations;
- Entry path network connecting the carpark and main entry to the ovals and the public footpath network;
- Plyometric ramps provided alongside the indoor training facility to serve the direct training needs of players as well as provide recreational/exercise opportunities for the public when not in use for club training purposes;
- Two viewing platforms along Roberts Road and McCartney Crescent connecting to the pedestrian path network and providing an elevated view over Oval 2, each with stairs providing access down to the oval from street level; and
- Benches, shade trees and lower canopy planting is proposed within all of the above areas and external car parking areas to provide a high level of amenity and shade for the users and visitors to the facility and the ovals generally.

Legal Compliance:

Relevant General Provisions of Metropolitan Region Scheme

In assessing and determining this application, Council is to have regard to the following general provisions of the Scheme:

- Clauses 16 and 30 of the Metropolitan Region Scheme Text.

Compliance with Development Requirements

- MRS Scheme Text;
- State Planning Policy 3 – Urban Growth and Settlement;
- WAPC Development Control Policy – 1.2 – Development Control – General Principles;
- WAPC Development Control Policy 5.1 – Regional Roads (Vehicular Access);
- WAPC Development Control Policy 5.3 – Use of Land Reserved for Parks and Recreation and Regional Open Space; and
- Draft Lathlain Park Management Plan.

Other Relevant Considerations

- Agreement for Lease between West Coast Eagles and Town of Victoria Park; and
- Precinct Plan P7 'Lathlain Precinct'.

Submissions:

Community Consultation:

The application was subject to an extensive consultation process, in accordance with Council Policy GEN3 'Community Consultation'. The application was publicly advertised for a period of 4 weeks from 25 October 2016 to 22 November 2016 and comprised of:

- Almost 3000 letters sent directly to all owners and occupiers in Lathlain and a portion of Carlisle (between Roberts Road and Archer Street);

- Four (4) signs being displayed on the site (one on each street frontage);
- Newspaper advertisements in the Southern Gazette for the three weeks of consultation;
- Notice on Council's website and via social media with online access to the application documents;
- Copies of the application documents available for inspection at Council's Administration Building;
- Referral of the application to relevant public authorities; and
- Two (2) community information sessions run by Council Officers.

Community Information Sessions

Council Officers, with the assistance of two staff members from TPG + Place Match involved in preparation of the Draft Lathlain Park Management Plan on behalf of the Town, held two community information sessions regarding the application and the Draft Lathlain Park Management Plan at the Town's Administration Centre on Wednesday 2 November 2016 and Saturday 12 November 2016.

The purpose and objectives of the information sessions were to:

- Provide background information regarding the Lathlain Precinct Redevelopment Project and development of the Draft Lathlain Park Management Plan;
- Clarify the Council's role and the process to be followed in the assessment and determination of the application;
- Provide an overview of what works are proposed as part of the application;
- Answer any general or technical queries regarding the changes, the processes involved or opportunities for involvement; and
- Receive feedback and record any concerns expressed by those attending the information session.

A total of 13 attendees registered to attend the information sessions. One of the Town's Elected Members was also in attendance at each of the community information sessions.

A number of concerns were expressed at the meetings, notably in relation to overshadowing, visual impacts of the proposal, car parking, traffic, oval lighting and drainage.

Submissions

A total of 34 submissions were received during the consultation period, with 21 of these commenting on the development application. Of these 21 submissions, 18 objected to the proposal and 3 were in support of the proposal. It is also noted that the 18 objections came from 13 households.

A number of the concerns and matters raised in the submissions are summarised below, with an individual response from Council Officers to each submission provided in a separate Schedule of Submissions, included in the Appendices to this report. A copy of each submission is also included in full in the tabled items.

Summary of matter raised in submissions in support of application (3):

- General support for the project and associated works;
- Comfortable that reasonable attempts have been made in designing the building to be sensitive to its context;
- Development will be an asset to the Town and community; and
- Request measures be implemented to ensure public access in perpetuity.

Summary of matters raised in submissions objecting to application (18):

- Concern in relation to height and scale of the building surrounded by a residential area;
- Opposition to a café, in competition with local businesses;
- Lack of detail regarding the replanting of trees on the site;
- Concerns regarding the impact of overshadowing caused by the building;
- Design of the building is not in character with the surrounding area;
- The development is not consistent with the provisions of the WAPC's Development Control Policy 5.3 'Use of Land Reserved for Parks and Recreation and Regional Open Space';
- The development lacks connectivity to other parts of the site/Lathlain Park;
- The stand-alone maintenance facility is a poor design outcome;
- Insufficient information regarding the proposed floodlighting towers to the ovals;
- The development lacks incorporation of universal access and inclusion design features;
- Do not support access from Bishopsgate Street due to safety and traffic issues;
- The classification of Roberts Road as a Regional Road does not preclude it from providing the main access to the development;
- The bus layover bays are unsafe and interfere with current cycle lanes;
- The imposition of traffic generated by the development onto Bishopsgate Street is not supported;
- Objection regarding the commercial activities proposed to be carried out from the development;
- Objection to the pruning of trees outside the lease boundary to the north of Oval 1;
- Lack of sufficient information concerning appropriate construction management planning;
- Concerns regarding light spill from the proposed oval floodlight towers and the duration/shut-off time for the oval lighting;
- Concerns regarding potential liquor licensing of the facility;
- Concerns regarding the replanting of trees on the site in accordance with the Tree Replacement Strategy;
- The site and car parking areas should be landscaped to reduce the 'heat island' effect and incorporate native, water-wise planting;
- The Council should ensure greater community benefit is delivered by the project than what is currently demonstrated in the application;
- Lack of concern by the Council in relation to the impacts of the redevelopment on local community members;
- Dissatisfaction regarding the extent and manner of consultation undertaken by Council in relation to the application;
- Concerns regarding the lack of sustainable design elements proposed as part of the design and operation of the development;
- Concerns regarding the impacts of activities or functions held at the site during the evening (noise, car parking, etc.);

- Concerns regarding the legal and administrative processes surrounding the Agreement of Lease between the Town and the West Coast Eagles Football Club;
- Heritage outcomes have not been adequately considered;
- The development should not duplicate or compete with services and functions areas provided by the Perth Football Club; and
- Public access to Oval 1 is not adequately provided for or documented in the application, particularly public access along the northern perimeter of Oval 1.

West Coast Eagles Consultation Programme

The West Coast Eagles Football Club have also conducted their own consultation programme, which included an information session at the Perth Football Club, stalls at the Lathlain Primary School Fete and The Park Centre shopping centre, and information on their website and an email address to receive and respond to concerns. The Town has been provided with 43 submissions received from attendees and community members to these consultation events. The submissions received were all in support of the development, however a small number raised concerns with respect to the adequacy of the proposed car parking, traffic and security. It is noted that the majority of these submissions were from persons who do not reside in the Town.

Consultation with Public Authorities and Other Stakeholders

The application was referred to the following organisations for comment and recommendation due to the nature of the proposal and as it abuts Roberts Road, which is a major road under the control of the Western Australian Planning Commission (WAPC).

Department of Planning

The application was referred to the Infrastructure and Land Use Coordination (ILUC) Directorate of the Department of Planning owing to the classification of Roberts Road as an 'Other Regional Road' under the Metropolitan Region Scheme that is under the control of the WAPC. The Roberts Road frontage of the site is also affected by a road reservation for the widening of Roberts Road under the MRS. The extent of the road widening reservation corresponds to the Lease Area boundary along the Roberts Road frontage of the site.

With respect to access, it has been advised that the closure and decommissioning of the existing Roberts Road access is supported and is consistent with *Development Control Policy 5.1 – Regional Roads (Vehicular Access)* which seeks to minimise the number of new crossovers onto regional roads and rationalise existing access arrangements.

ILUC Officers have reviewed the applicant's Traffic Impact Assessment and have noted its findings of generally acceptable performance for all modelled intersections including Roberts Road and Bishopsgate Street. It was also noted that analysis was not undertaken at the intersection of Roberts Road and Orrong Road but that traffic generation as a result of the development is unlikely to substantially increase traffic volumes at this location.

ILUC Officers of the Department of Planning have advised of no objection to the proposal on regional transport planning grounds.

Water Corporation

The Water Corporation has advised that approval by their Building Services section prior to commencement of works will be required, and that payment of infrastructure contributions or fees may be required prior to approval being issued. The developer is expected to provide all water and sewerage reticulation if required. In addition the developer may be required to fund new works or the upgrading of existing works and protection of all works.

Western Power

Western Power has advised that any changes to its network required to facilitate the proposal are the responsibility of the developer.

State Heritage Office

Officers of the State Heritage Office have made reference to the recent preliminary review of the place by the Heritage Council's Register Committee, which determined that it was unlikely to meet the threshold for entry on the State Register of Heritage Places.

In view of the above, the Heritage Council has made no assessment of the significance of the place and is therefore unable to provide comment.

Department of Sport and Recreation

No response has been received from the Department.

Perth Football Club

The Perth Football Club have provided a submission, noting their strong support of the development.

Concern has been raised by the football club with respect to the indicative location of a substation building to service the needs of the development being located across the lease boundary into the area of the Perth Football Club site. The club has raised concern regarding the potential impact that the substation may pose with respect to access and future designs for any future redevelopment of the Perth Football Club site.

Concern has also been raised with respect to the location of the perimeter fencing to the north of Oval 1, which is required to provide additional roles than simple containment/separation. The club has requested that the fencing should be designed to blend in with the surrounds and upgrade of the Community Zone (Zone 2), whilst meeting the needs of the Perth Football Club in terms of providing a secured perimeter around the ground.

The club has noted that whilst these concerns are relatively minor in nature, they are still very important with respect to the future operations and planning of the Perth Football Club.

Planning Assessment

Clause 30(1) of the Metropolitan Region Scheme

Under the MRS, due regard is to be given to a number of factors in determining an application. These include the purpose for which the land is zoned or reserved under the Scheme. The proposal is consistent with the reservation of 'Parks and Recreation – Restricted Public Access'. The use of the site for active sporting activities is supported given that it is an extension of the existing arrangement for the Perth Football Club, and will ultimately result in an increase in the accessibility of the site to the public.

It is considered that the proposal is consistent with the orderly and proper planning for the locality given that the site is already used as a base for football in the Town.

Preserving the amenities of a locality is one of the factors that must be given due regard when considering an application under the MRS. The overall development, facilitated by the initial forward works approval granted by the WAPC in August 2016, will result in significant improvements and benefits to the visual amenity of the area, improved public access to open space and other community benefits.

Development Control Policy – 1.2 – Development Control – General Principles

In determining applications for approval to commence development on an MRS reserve, the WAPC must have regard to the purpose for which the land is reserved.

In this case the land is reserved for 'Parks and Recreation – Restricted Public Access' and has been used as such for an extended period of time.

The proposal is sports and recreation related and results in improved public access and recreational facilities, although such access is restricted in some instances, primarily to accommodate game days for Perth Football Club and training for both the Perth Football Club and the West Coast Eagles as their home training ground.

The proposed development maintains the principal use of the site as a football ground, albeit in an expanded role as the home ground for the West Coast Eagles. Access for the public is increased through the creation of a new second oval which will be available to the community for a minimum of 100 daylight hours per month. Access to Oval 1 is also provided when it is not in use for games, training purposes or undergoing maintenance.

The redevelopment of Lathlain Park is part of a much larger redevelopment of the Lathlain Precinct. The proposed development is to be designed to integrate with the site and work with the existing Perth Football Club rooms and the future community area to be within Zone 2. It is proposed to provide greater connectivity between Lathlain Park and Lathlain Place whilst maintaining the use of Lathlain Park as a space for both passive and active recreation.

Development Control Policy 5.1 – Regional Roads (Vehicular Access)

Development Control Policy 5.1 outlines the principles to be applied when considering proposals for vehicular access to or from development abutting regional roads. The policy states that in summary, the capacity of regional roads to carry traffic, the safety of that traffic, and the free flow of traffic are all related to access, with the fewer the number of driveways and junctions, the smoother the traffic flow and safer the road.

With respect to new development, the guiding principle of the policy is to minimise the creation of new driveways on regional roads and rationalise (i.e. reduce or consolidate) existing access arrangements.

The subject application abuts Roberts Road, which is classed as an 'Other Regional Road' under the Metropolitan Region Scheme, to which the subject policy therefore applies. The development application seeks access to the site from Bishopsgate Street (which is a local street) rather than Roberts Road, consistent with the provisions of Development Control Policy 5.1.

Development Control Policy 5.3 – Use of Land Reserved for Parks and Recreation and Regional Open Space

Development Control Policy 5.3 outlines the circumstances that the WAPC may approve the use and development of land reserved for Parks and Recreation and Regional Open Space for various purposes. A key objective of the policy is to ensure that the intent of Parks and Recreation reserves are not prejudiced by inappropriate development and that any uses carried out are ancillary to and/or enhance the use and enjoyment of the reserve for parks and recreation purposes.

Relevant Policy Provisions		Officer Comments
3.1	The use and development of land reserved for Parks and Recreation under the MRS shall be restricted to that which is consistent with furthering the enhancement of the reserve and facilitating its use for recreational or conservation purposes.	The proposed development will result in the provision of additional useable public recreation area, through the development of a second oval on Lathlain Park. The existing use of the reserve as a football ground will be strengthened and enhanced through the co-location of the West Coast Eagles at the site.
3.2	The use and development of land reserved for Parks and Recreation or Regional Open Space for purposes inconsistent with the purpose of the reserve will not be supported.	The development and the uses proposed to be carried out within it are considered to be consistent and ancillary to the primary 'Parks and Recreation – Restricted Public Access' reservation of Lathlain Park.

3.3	The use and development of land reserved for Parks and Recreation or Regional Open Space for commercial purposes ancillary and or compatible to the purpose of the reserve and likely to enhance the public access to and enjoyment of the reserve may be supported.	It is considered that the co-location of the West Coast Eagles and Wirrpanda Foundation administration offices at the site is a complementary proposal, given the relationship the two organisations share in the delivery of programs to the community, and as the home training ground for the West Coast Eagles football club. The community spaces, function area, team store, museum, sports medicine and medical facilities are all uses ancillary to the primary use of the building for administration and training purposes and will provide amenity and community benefits to the public, in addition to the staff and players of the organisation.
3.4	The use and development of land reserved for Parks and Recreation or regional space which would result in long-term restrictions to public access, notwithstanding the possible benefit which could be derived from the use and development to the general community or to a specific educational or religious group within the community, will not be supported.	In view of the 'Parks and Recreation – Restricted Public Access' reservation of Lathlain Park, this policy provision is less applicable than would normally be the case for a reserve for unrestricted public access. Notwithstanding, the subject proposal will result in increased levels of public access to Lathlain Park with significant improvements to the area and quality of open space available for the use and enjoyment of the community.
3.5	Land reserved for Parks and Recreation or Regional Open Space may be used for: <ul style="list-style-type: none"> • passive recreation; • active sporting pursuits; • cultural and or community activities; • activities promoting community education of the environment; and/or • uses that are compatible with and or support the amenity of the reservation (i.e. cafe, restaurant) 	The proposed administration, training and community facility will support and enhance the use of Lathlain Park for passive and recreational purposes, active sporting pursuits, principally football, and provide internal and external venues for cultural, educational and community activities to occur. The sports and medicine facilities are ancillary to the training facility in support of the players, whilst also allowing for the public to utilise these services, and the team store and museum are minor ancillary uses that support and enhance the major functions of the development, and provide amenity benefits for team supporters and members of the public who wish to visit or utilise the facilities and services provided by the development.

In addition to the above, the Town has obtained legal opinion on the appropriateness of the uses to be carried out within the development. This advice has concluded that the land uses proposed as part of the development application are either ancillary to or compatible with the purpose of the reservation of Lathlain Park under the Metropolitan Region Scheme and/or will support the amenity of the reservation. Accordingly, the advice confirms that the land uses proposed under the development application are consistent with the provisions of Development Control Policy 5.3 and are therefore capable of being approved under the Metropolitan Region Scheme.

In view of the above, the subject application is considered to be consistent with the intent and objectives of the WAPC's Development Control Policy 5.3.

Development Control Policy 5.4 'Advertising on Reserved Land'

Development Control Policy 5.4 sets out the objectives and consideration taken into account by the WAPC in determining applications for the display of advertisements on land reserved under the Metropolitan Region Scheme. As noted by the policy, in the case of land reserved for Parks and Recreation one of the primary purposes of reserving land is its amenity value, with any advertising to be related to the use and management of the land. The policy also outlines that there may be circumstances where an advertisement may provide a necessary service to the public by providing information, advice and direction in relation to available services and events, which may be considered appropriate.

The subject development does not include details of any signage for the development, however it is considered reasonable that a limited number of signs and advertisements related to the activities carried out by the West Coast Eagles, Wirrpanda Foundation and other uses contained within the building is appropriate, provided it is designed and located integrally with the building, and does not pose a safety hazard in the form of unsafe distraction to passing motorists, in terms of the size, colours, materials and illumination of any proposed signage. The erection of appropriately placed and located signage for Perth Football Club and the West Coast Eagles (and their associated corporate sponsors) around the perimeter of the oval(s) is also considered acceptable, given such advertisements are a typical advertising location found at most football club fields and training facilities, and as they are usually only significantly visible by users of the oval and spectators, rather than having any significant interface with the street.

A condition of approval has been recommended requiring the applicant/developer to submit a signage strategy for the approval of the Town of Victoria Park, prior to the installation of any signage or advertising to the building or on the site.

Precinct Plan P7 'Lathlain Precinct'

Notwithstanding legal advice that the provisions of Town Planning Scheme No. 1 (including Precinct Plan P7) are not applicable to the development (refer comments below) a review of the proposed development against the provisions contained in the Lathlain Precinct Plan is outlined below:

Relevant Precinct Plan Provisions	Officer Comments
<p><i>Statement of Intent</i> <i>The area should have a pleasant atmosphere characterised by low to medium scale architecture...</i> <i>...The existing community facilities centred around Lathlain Place will be further consolidated as a cohesive community node...</i> <i>...Safe and accessible movement for pedestrians, cyclists, people using public transport and other vehicles is an important aim for the precinct. Public places, such as parks, reserves and streets will be enhanced and maintained so that they contribute to its pleasant environment.</i></p>	<p>The proposed development will enhance and capitalise upon existing pedestrian and cycling links in the precinct and provide for improved levels of public access to Lathlain Park for active and passive recreational pursuits.</p> <p>The redevelopment of Lathlain park (as a whole) represents a unique opportunity for the significant investment and uplift in the quality and amount of public open space in the area, with long term benefits for local residents and the broader community.</p>
<p><i>Lathlain Park: The upgrading and multi-use of Lathlain Oval and surrounds should be encouraged to enhance local community facilities</i></p>	<p>The development will see improved access and quality of open space on the site, with a variety of supporting, ancillary uses, to the main training and administration facility proposed as part of the application. A number of these uses and function will be publicly accessible/available and will see the delivery of community-based programs through the activities of the West Coast Eagles and the Wirrpanda Foundation.</p>
<p><i>Reserves</i> <i>These areas will continue to be used, maintained and enhanced primarily as parkland for possible recreational purposes for use by local residents, while accommodating some community facilities. The development of any new buildings within these parkland areas will generally not be permitted unless they are small in bulk and scale and unobtrusive in their setting. Uses permitted will only be those which are incidental to the recreational and community roles of the reserves. No activity or action will be permitted which destroys the integrity of the recreation area, including all existing landscape elements.</i></p>	<p>The proposed development will enhance and support the primary use of Lathlain Park for public recreation purposes and the activities of the Perth Football Club, although in an expanded role as the home ground for the West Coast Eagles. A number of community facilities and programs are to be delivered as part of the development and these will support and enhance the use of the reserve by local community members.</p> <p>The location, bulk and scale, and architectural form of the training and administration facility is considered to be appropriate and unobtrusive on surrounding residential properties given its generous setback from all street boundaries and low to medium scale height, which will read as a predominantly single to two storey building from the majority of the Bishopsgate Street frontage of the site. The building will also be surrounded by generous landscaping giving it the appearance of sitting within a pleasant parkland setting.</p>

<p><i>Community Node</i> <i>Some of the land within this community node (Lathlain Park Football Oval) is reserved under the Metropolitan Region Scheme for parks and recreation and as such, falls within the planning authority of the Ministry of Planning.</i> <i>The Council nevertheless has some management responsibilities for this area, as well as having the opportunity to comment on all development...</i> <i>...The community node shall be consolidated as a cohesive group of community based activities, as well as for the local shopping...</i> <i>...Development shall be small in scale and must not detract from the residential amenity of adjacent areas...</i></p>	<p>The scale, architecture and landscaped setting of the building is considered to contribute to a pleasant streetscape environment that will enhance the amenity of Lathlain Park and the residential streets surrounding the site. The range of uses proposed as part of the development are considered ancillary to the main training and administration functions of the building, and will otherwise see the delivery of community programs and other community based activities, consistent with the intent envisaged for the Precinct. The proposed development is considered to be in keeping with the intended range of uses and activities for Lathlain Park and is not considered to detract from the residential amenity of the area.</p>
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In view of the above, the proposed development is considered to be consistent with the provisions of the Lathlain Precinct Plan and to represent a unique opportunity to enhance and revitalise Lathlain Park, with long term benefits for the local community and the Town as a whole.

Notwithstanding the above, the legal advice obtained by Council Officers in respect to the application also requested advice on whether the provisions of Precinct Pan P7 and the Town Planning Scheme No. 1 are relevant to any determination of the development application under the Metropolitan Region Scheme (MRS). The advice received concludes that the provisions of the Town’s local planning framework are not relevant to the assessment of the application as:

- development approval under Council’s Town Planning Scheme No. 1 is not required for development on land reserved for “Parks and Recreation” under the MRS;
- Lathlain Park is neither zoned nor reserved land under Town Planning Scheme No. 1; and
- the building and other physical works which are the subject of the development application are wholly contained within the Regional Reserve.

Draft Lathlain Park Management Plan

An assessment of the proposal against the principles and objectives of the Draft Lathlain Park Management Plan relating to the development of Zone 3 (West Coast Eagles) is outlined in the table below.

Principle	Objectives	Officer Comments
Use	<p>Provide for administration and related football activities with the West Coast Eagles Football Club</p> <p>Provide for activities incidental to the West Coast Eagles Football Club available to the public</p> <p>Provide spaces for use and access by the general public</p>	<p>The range of uses proposed as part of the development is consistent with the Strategies identified in the Draft Management Plan to achieve these objectives, with the exception of the child care use, which is not being proposed as part of the application.</p> <p>Public access is enabled to and between the two ovals, and the uses for which public access is to be granted include the function space, museum, team store, café, sports medicine and medical facilities, private recreation and car parking areas.</p> <p>The proposed uses subject to restricted access include the administration offices of the West Coast Eagles and Wirrpanda Foundation, indoor and outdoor training, education, aquatic medical rehabilitation and recovery facilities, and staff/player car parking.</p>
Built Form	<p>Ensure high quality new development that appropriately responds to the site's physical and social context.</p> <p>Ensure new development is of a scale that is sympathetic to, and appropriately interfaces with adjacent residential areas.</p> <p>Ensure car parking and servicing infrastructure do not dominate the streetscape and impact on the amenity of the residential area.</p>	<p>The building has been designed to integrate with the site topography, utilising the natural slope of the land to provide for basement level car parking and maintain the appearance of a predominantly two storey building height from street level.</p> <p>The height of the building is contained entirely within the maximum building heights and building envelope controls identified in the Draft Management Plan, and is setback substantially greater than the minimum 15 metre minimum setback requirement from Bishopsgate Street.</p> <p>The building façade includes a variety of building materials and elements to break up the massing of the building and provide variation in colours and textures. A prominent entry plaza and high quality of materials has been incorporated into the design, resulting in the building providing a clear entry and strong frontage to Bishopsgate Street.</p> <p>At-grade car parking has been located at the south-east corner of the site, accessed from Bishopsgate Street, consistent with the strategy identified in the Draft Management Plan. The 213 bays proposed by the development is also consistent with the cap of 250 bays under the Draft Management Plan.</p>

<p>Environment</p>	<p>Ensure public realm and streetscape are of a high quality and protect the amenity of the other residential areas.</p>	<p>The application proposes series of landscape components to provide a soft, visual interface to adjacent residential areas and provide the building with a generous landscaped setting.</p> <p>Given that a number of issues have been identified for further improvement by DRC Members and Council Officers, a detailed landscape condition has been recommended, which includes the requirement to address the following:</p> <ul style="list-style-type: none"> • the need to ensure that the requirements of the tree replacement strategy (6 new trees provided for every existing tree removed) are met as part of the landscaping solution for the site; • landscape treatments are of a high quality and incorporate water wise/native species; and • the need to incorporate a prominent landscaped entry statement at the Roberts Road corner of the site.
<p>Access, Safety & Security</p>	<p>Enhance the sense of safety and personal security for users within the area.</p> <p>Facilitate safe and appropriate levels of pedestrian access.</p>	<p>Public access to Oval 2 is confirmed in the application documents and secured in the terms of the Agreement for Lease.</p> <p>A condition has been recommended regarding the need for universal access to be facilitated throughout the public realm and all new development.</p> <p>Insufficient details have been provided regarding the proposed perimeter fencing to Oval 1, and fencing to the ovals generally. Conditions have been recommended regarding the need for public access points as part of any perimeter fencing solution to Oval 1, and to ensure a high quality of materials and design is achieved.</p> <p>The applicant has confirmed the requirement for any oval lighting to comply with relevant Australian Standards concerning the sufficient illumination for the oval users and players as well as those governing the prevention of unacceptable light spill to surrounding residential properties.</p> <p>Conditions have been imposed regarding the provision of a lighting consultant’s report to demonstrate compliance with Australian Standards as well as the requirement for a separate external lighting strategy to address pedestrian movement and safety issues throughout the site.</p>

Provided the recommended conditions are applied to its approval, the proposed development is considered to be consistent with the principles and objectives identified for the development of Zone 3 under the Draft Lathlain Park Management Plan. The recommended conditions will ensure that the strategies identified under the Draft Management Plan to achieve the related principles and objectives are carried out and delivered by the West Coast Eagles Football Club.

Car Parking

The development incorporates a total of 214 car parking bays (based on the submitted plans) comprising:

- 62 secured bays within the basement car park (including 2 ACROD car bays)
- 15 angled car bays (including 2 ACROD bays) along the Bishopsgate Street frontage serving the Wirrpanda Foundation
- 14 bays within the VIP car parking area (including 1 ACROD car bay); and
- 123 bays (including 2 ACROD bays) within the main car park at the corner of Roberts Road and Bishopsgate Street

Local Planning Policy 23 'Parking Policy'

While it is acknowledged that the proposal is not subject to the requirement for approval or assessment under Council's Town Planning Scheme No. 1, an assessment of the proposal against the car parking provisions contained within Local Planning Policy 23 'Parking Policy' has been undertaken to gauge the adequacy of the proposed car parking for the development, as would be applicable to a similar development on privately owned land elsewhere within the Town.

Component	Use Class /Category	Requirement	Area	Public Access	Bays Required
Basement Level (2100m² gross floor area): N/A (Basement car parking only)					
Ground Floor (Oval Level) (6860m² gross floor area):					
Indoor Training Field (2150m ²)	Gym/Health Studio	1 bay per 30m ² of net floor area	2150m ²	No	71.7
Wirrapanda Foundation classrooms / shared community facilities	Educational Establishment	1 bay per 4 students; and 1 bay per staff member	20 students; and 3 facilitators (estimate only subject to program delivery and time of year)	Yes	5 + 3 = 8

West Coast Eagles Players and Staff Facilities (4130m ²): - High performance training and medical facilities (including aquatics area/lap pool) - Coaching and Football Operations - Players' Facilities - Staff change facilities		Car parking requirement not applied given reciprocity with other uses contained within building (of similar or greater size) that are restricted to the use of staff and players only, and have had a car parking requirement already applied to them.		No	N/A
Level 1 (3080m² gross floor area):					
Wirrpanda Foundation Administration (460m ²)	Office	1 bay per 40m ² of administration area	460m ²	No	11.5
West Coast Eagles Administration Offices (1180m ²)	Office	1 bay per 40m ² of administration area	1180m ²	No	29.5
Lobby & Reception (280m ²)	Office	1 bay per 40m ² of administration area	280m ²	Yes	7
Café (approx. 200m ² including potential seating on balcony area)	Restaurant	1 bay per 4.5m ² sit down dining	160m ² (assumed 20% kitchen/servery, 80% sit down dining area)	Yes	35.6
Museum (approx. 77m ²)	Public Assembly	1 bay per 4.5m ² of net floor area	77m ² public assembly area	Yes	17.1
Team Store (approx. 150m ²)	Shop	1 bay per 10m ² of retail floor area	120m ² retail floor area (assumed 80% retail floor area, 20% storage/counter areas)	Yes	12
Sports Medicine Facilities (420m ²)	Health Clinic/ Medical consulting Rooms	4 bays per consulting room	4 consulting rooms/ treatment areas (3 rooms, plus shared treatment space)	Yes	16
Gym (210m ²)	Gym/Health Studio	1 bay per 30m ² of net floor area	210m ²	No	7

Level 2 (1250m² gross floor area):					
Meeting/ Administration areas (350m ²)	Office	1 bay per 40m ² of administration area	350m ²	No	8.7
Function Area (850m ² with intended capacity of up to 250 persons)	Public Assembly	1 bay per 4.5m ² of net floor area	850m ²	Yes	188.9
Total Bays Required All Uses (assumes all uses operating concurrently at full capacity)					413
Minus reciprocal use of bays for uses carried out predominantly outside normal business hours (i.e. Function Area)					-188.9
Maximum Bays Required (at any time)					224 bays
Total Bays Provided On-Site					214 bays
Resultant Shortfall					10 bays

Having regard to the above, the proposed number of car parking bays is near what could reasonably be required for a similar development on private land elsewhere within the Town. Whilst a minor shortfall is proposed (4.7% of required bays), the above parking assessment does not take into account any alternative modes of travel to the site, including walking (in the case of local residents), cycling or public transport (bus and train services), which are all provided for and/or located within a convenient distance to the site. The above assessment also does not take into account the significant public car parking component to be delivered along McCartney Crescent as part of the Lathlain Precinct Redevelopment Project.

Bicycle Parking and End-of-Trip Facilities

A number of public bicycle parking areas are provided for the development, including:

- 8 bike rails located between Oval 2 and the maintenance facility;
- 4 bike rails located in the pedestrian concourse area outside the main Bishopsgate Street entry; and
- 4 bike rails located adjacent to the entry to the Wirrpanda Foundation end of the building.

The development also includes dedicated end-of-trip facilities for staff comprising:

- Secure storage for 24 bicycles in a hanging arrangement. within the basement car park;
- Female facilities – 4 showers, 3 toilets and 50 lockers; and
- Male facilities – 4 showers, 3 toilets and 60 lockers.

In total parking for a minimum of 40 bicycles is provided as part of the development.

Whilst the Town's Parking Policy does not contain a bicycle parking requirement for non-residential development, other local governments such as the City of Vincent require the provision of 1 bicycle parking space per 100m² of net floor area. Such a requirement would generate a need for 111 spaces based on the gross floor area of the building, excluding the basement level.

Whilst such a requirement is considered excessive for the subject proposal, it is considered reasonable that a minimum of one bicycle parking space be provided for every 4 car bays provided, in order to serve as a reasonably attractive (and sufficiently catered for) travel option for visitors to the site. In this respect, based on the provision of 213 bays, 53 bicycle parking spaces would need to be provided. As only 40 spaces are supplied, a condition has been recommended to require this number of spaces to be provided on the site.

Specific Purpose Bays

The development also incorporates a number of specific purpose bays/parking areas to service the development and its visitors, including:

- 3 bus drop-off/pick-up bays located within the Bishopsgate Street verge/road reserve
- a loading dock/loading zone
- a total of 7 ACROD (disabled) car bays
- 7 motorcycle bays within the basement car park
- 1 ambulance/emergency bay; and
- 2 car bays located outside the proposed maintenance facility for the parking of maintenance vehicles, as well as vehicle parking within the maintenance facility itself.

The above provision is considered sufficient to service a development of this size and scale, however the requirement for a Waste Management Plan and Operational Management Plan have been recommended as conditions, which will require the adequacy of these facilities to service the facility and the ovals to be demonstrated.

Agreement for Lease and Preparation of Parking and Network Movement Plan

It is noted that the Agreement of Lease between the Council and the West Coast Eagles Football Club includes a number clauses relating to the access and supply of parking to staff, players, Perth Football Club patrons/spectators and the public generally.

In particular the Lease details the need for a Parking and Movement Network Plan to be prepared that determines the precise number of parking bays to be provided as part of the development, with an agreement to a maximum cap of 250 parking bays, to be prepared either as part of development application or as part of the Lathlain Park Management Plan.

The Parking and Movement Network Plan is intended to form the basis by which parking, ingress to and egress from the site (by all modes of transport including walking and cycling) is collaboratively managed between the Council and all other relevant stakeholders. The Parking and Movement Network Plan in conjunction with the terms of the Agreement for Lease (as they relate to car parking) determines and requires the following:

- the precise number of parking bays to be provided as part of the development of the West Coast Eagles Zone (Zone 3);
- the provision of a maximum of 250 parking bays as part of the development;
- the development and implementation of a travel plan to facilitate public access to and egress from the Oval Areas, including by way of encouragement of public transport;
- reciprocal parking arrangements between the Council, West Coast Eagles and the Perth Demons; and
 - a) that Council's agreement that up to 150 bays may be secured by and made available for use by:
 - i. the West Coast Eagles and other permitted occupants of the facility; and
 - ii. the Perth Demons in accordance with the terms of the Perth Demons Lease Agreement.

To this end, the Draft Lathlain Park Management Plan includes a Movement Network Report responding to the requirement for an overarching plan to coordinate the collaborative management of parking, ingress to and egress from the site, by all modes of transport. However, the Movement Network Report does not provide the high level of detail or any determination of the above listed matters. Instead, the Governance and Management section of the Draft Lathlain Park Management Plan includes a number of implementation and stakeholder management measures including the requirement that:

“A Parking and Movement Network Plan shall be prepared and submitted to the Town for approval prior to the initial occupation of new development.

The Plan will outline the approach and collaborative management to parking, ingress and egress from the land (by all modes of transport) and include:

- *The development and implementation of a travel plan to facilitate public access to and egress from the Oval areas, including by way of public transport;*
- Approach and management to special event car parking; and
- Exclusive use and reciprocal parking arrangements.”

Whilst the development application identifies the number of car bays to be provided as part of the development (212 bays stated; 213 bays counted on plan), and includes a Travel Plan for staff and visitors to the facility, it does not shed light or determine such matters as:

- reciprocal use of car parking areas by the Perth Demons or members of the public;
- a Travel Plan dealing with special events; or
- confirm the secured allocation and unsecured allocation of bays provided as part of the development.

Additionally, given the changes and further review of the landscaping areas and carparks surrounding the development, it may be the case that number or configuration of car bays provided to the development is altered from that currently proposed.

In view of the above, several conditions have been recommended to address the following matters:

- Provision of a detailed Parking and Movement Network Plan, that include the requirement for a Travel Plan during special events;
- Provision of a minimum of 212 car bays (that the Traffic Impact Assessment supplied by the applicant has determined will appropriately meet the demand generated for the site) up to a maximum of 250 bays (consistent with the Agreement for Lease, Draft Management Plan and in case the car parking areas should change or be reconfigured); and
- The capping of the number of bays (150 bays) that may be secured by the West Coast Eagles and other occupants of the facility, and the Perth Demons.

In view of the above, and subject to the abovementioned conditions being applied to the development as recommended by Council Officers, the access to, location and number of car parking bays provided as part of the development is considered acceptable.

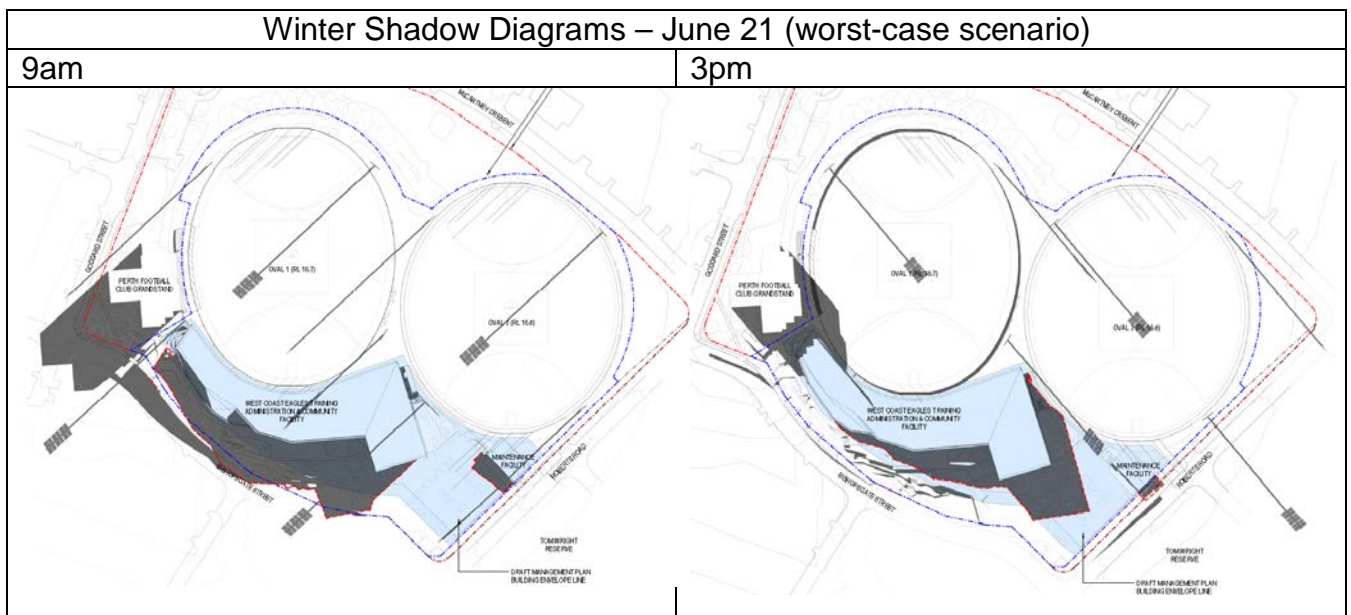
Overshadowing

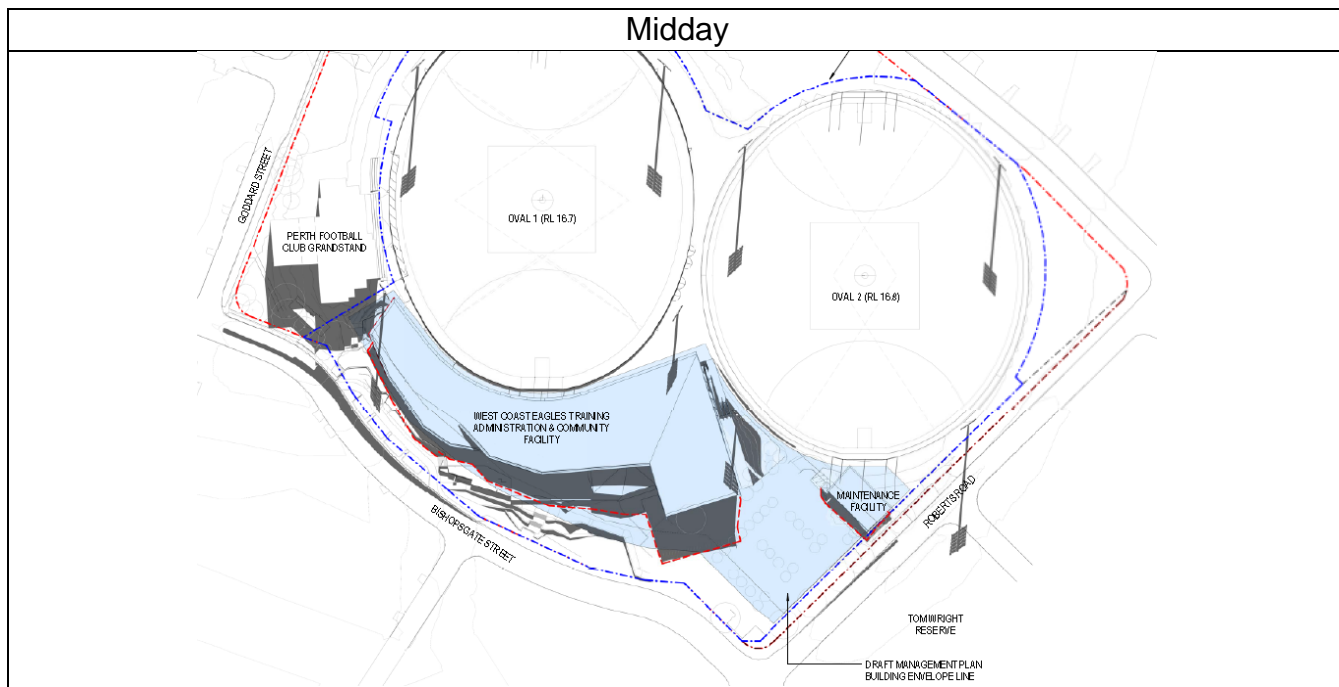
The applicant has provided an overshadowing diagram depicting the extent of overshadowing during midday on 21 June, this being the date of the winter solstice when the sun is at its lowest angle and therefore buildings cast the greatest amount of shadow at a given time. Midday on the 21 June is the standard by which residential development is measured in terms of overshadowing on adjoining properties, and a development is deemed not to adversely impact an adjoining property if it does not overshadow an adjoining residential property at this time. The overshadowing diagram supplied by the applicant confirms that the main building and light towers do not cast a shadow onto adjoining residential properties at this time, with the only shadow cast being that of one of the light towers over Roberts Road onto the front of the former Lathlain-Carlisle Bowling Club site at the corner of Roberts Road and Planet Street, which features trees and dense shrubbery in this location.

Notwithstanding, a number of community members have expressed concerns with respect to overshadowing and the desire to understand the shadowing cast by the development throughout the course of the day at various times of year.

In response to these concerns a series of further shadow diagrams were requested from the applicant to demonstrate the shadow cast by the development at 9am, midday and 3pm during the summer (December 21) and winter (June 21) solstices to gauge the best and worst case scenarios of shadowing cast by the development.

These diagrams have now been supplied by the applicant and confirm that the development poses little if any shadowing impacts on surrounding properties due to the significant setback of the training facility and most of the light towers from the boundaries of the site. The existing grandstand building is shown to cause the most significant overshadowing of adjoining properties whilst the proposed new training facility will fall predominantly within the confines of the site or within the road reserve. These diagrams are included as tabled items and an excerpt of the diagrams is provided below:

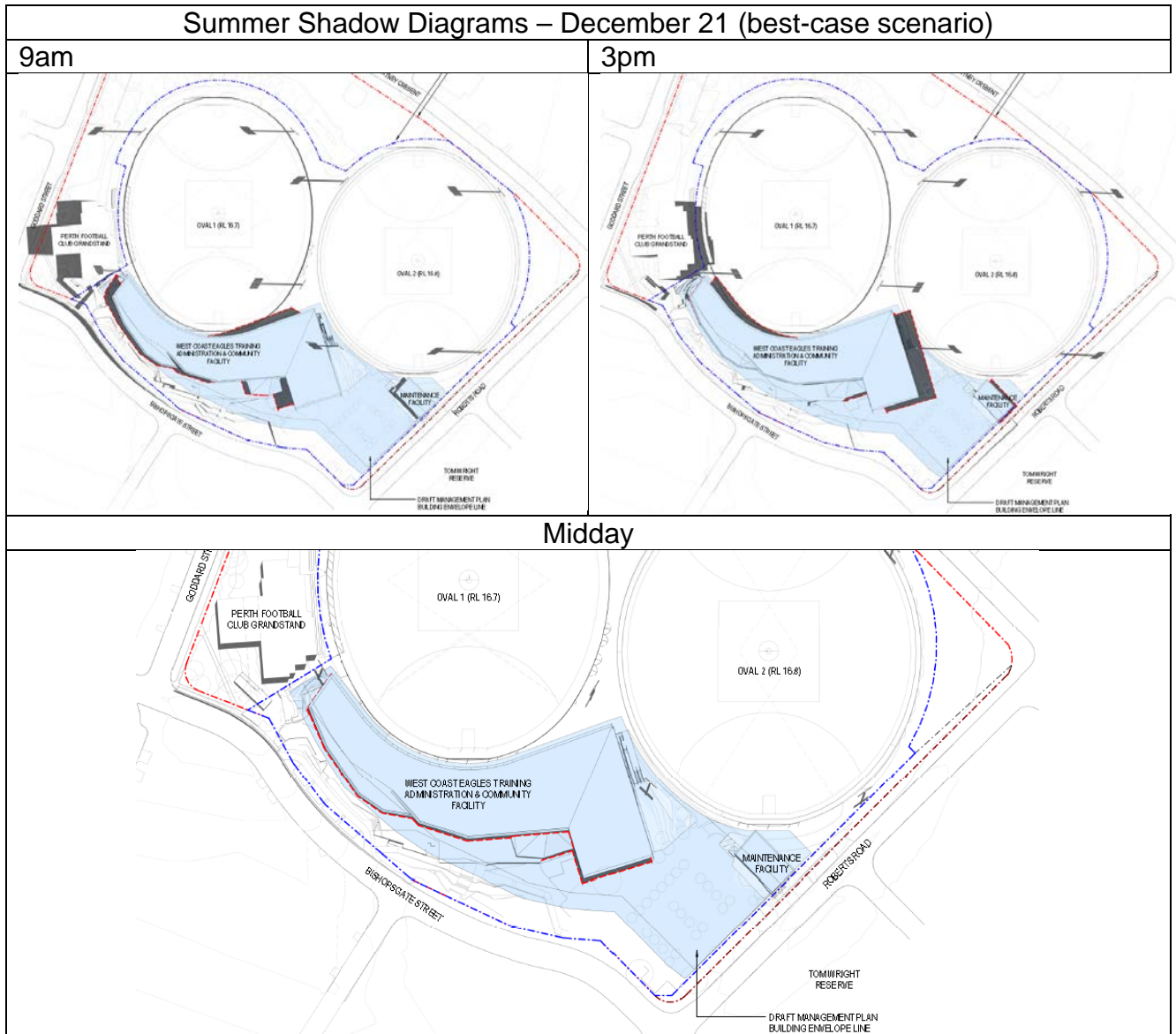




During the winter, the shadow cast by two light towers falls onto properties on the south side of Bishopsgate Street during the morning (9am) period. However, there is also shadows cast by adjoining homes, fences, street trees and other vegetation at this time. This is particularly the case for the street block containing two storey townhouse units which overshadow much of their own sites at this time. As such the shadow from the light towers is likely to fall on building roofs or areas already in shadow at this time and occurs only during a limited morning period in any case.

By midday the shadow retreats into the site and does not present any impacts on surrounding residential properties from this point forward. Given the winter shadow represents the longest shadows cast by the development, any shadowing during other months will be of a lesser extent than that experienced during this limited morning period.

As seen below, shadow cast by the development during the Summer presents no impacts on surrounding residential properties.



In view of the above, the proposed development is not considered to generate any significant adverse overshadowing impacts on surrounding residential properties and is considered acceptable.

Risk Management:

The applicant has the right of review against the decision of Western Australian Planning Commission’s and the Metropolitan Central Joint Development Assessment Panel in respect to an application for development approval, including any conditions imposed thereon, in accordance with the *State Administrative Tribunal Act 2004* and the *Planning and Development Act 2005*.

Sustainability Assessment:

External Economic Implications:

The application is to facilitate the required works for the relocation of the West Coast Eagles to Lathlain Park. This is expected to result in economic benefits within the Lathlain Place precinct and the wider Town of Victoria Park area. The development of Lathlain Park is a key component of the Town’s Lathlain Park Redevelopment Project.

Social Issues:

The redevelopment of the site will deliver significant community benefits. This includes the proposed development of a second oval, resulting in public access being provided to the community for a minimum of 100 daylight hours per month, and an extensive community benefits program.

Cultural Issues:

Lathlain Park is listed on the Town's Municipal Heritage Inventory. This is considered to be in relation to its cultural heritage value in terms of the history of the site with football in Perth, as the home ground for the Perth Demons Football Club. The site will continue to be used for football purposes and its cultural heritage significance will be strengthened and enhanced by the co-location of the West Coast Eagles Football Club at the site.

Environmental Issues:

Conditions have been recommended to ensure that landscaping for the site incorporates native, water wise species, provides for replacement trees consistent with the requirements of the Tree Replacement Strategy conditioned as part of the Forward Works DA, and delivers appropriate streetscape, pedestrian movement and amenity outcomes.

The requirement for a building services and energy efficiency/sustainability report has also been recommended as a condition to ensure the design and operation of the building incorporates environmentally sustainable design features, is energy efficient and minimises resource consumption.

COMMENT:**Design Review Committee Meeting of 8 November 2016**

The application was considered by the Design Review Committee (DRC) at its meeting held on 8 November 2016. A summary of the concerns and issues raised by DRC Members is provided in the table below. The applicant has provided a written response to the issues identified at this meeting, which is also summarised and considered by Council Officers below.

Issue	DRC Members Comments	Council Officer Comments
<p>Car parking, cyclist and pedestrian movement</p>	<ul style="list-style-type: none"> • Angled parking along the Bishopsgate St frontage acceptable provided it is designed appropriately and pedestrian movement and shade tree planting is prioritised. • The angled car parking does not appear compliant in terms of adequate carriageway width or car bay dimensions. • There is a lack of planting space to provide screening and tree planting to serve as a buffer between pedestrians and vehicles using the car park. • There is insufficient space to provide pedestrian movement from the carpark to the building (i.e. circulation space between the bays and terraced levels in front of the building) • The terraced pedestrian concourse in front of the building can be reduced in width to provide more breathing space for the parking area, and allow for provision of a landscaped, tree-lined buffer between the pedestrian path and the car bays. • The pedestrian paths connecting the main car park at the corner of Roberts Rd to the ovals are far too narrow and should be increased in width to provide a stronger connection to the ovals. • The location of the ACROD bays should be more conveniently located for people with disabilities. At present they would need to travel up a very long ramp to reach the building entry from the main car park at the corner of Roberts Road. They should either be located 	<ul style="list-style-type: none"> • The applicant has agreed to conditions regarding the revision of the angled car bays and landscaped terraces within the Bishopsgate Street setback area to address these issues to the satisfaction of DRC Members and Council Officers, and has noted the following: <ul style="list-style-type: none"> ○ These matters can be addressed in the requirement for a detailed landscape design, which includes measures to improve screening of car bays, provide additional landscaping/buffer for pedestrians, improve pedestrian circulation, and more conveniently locate ACROD and bicycle parking spaces. • Council Officers agree that these issues are capable of being addressed through appropriately worded conditions of approval, and that they should not preclude the approval of the main training and administration facility which is of an acceptable design standard.

	<p>within the basement or located in an alternative location close to pedestrian paths with easy access to the lift for the building.</p> <ul style="list-style-type: none"> • Bicycle bays should be located closer to the building entries, preferably under cover to provide shelter and protection from rain. 	
<p>Wirrpanda Foundation garden</p>	<ul style="list-style-type: none"> • The interface between the Wirrpanda garden and amphitheatre with the Perth Football Club site is unclear and it is uncertain how site levels and integration will work. • The cultural and indigenous heritage consideration in the garden and landscape design are lacking in detail and it is unclear how and to whom this has or will be developed in consultation with. 	<ul style="list-style-type: none"> • The applicant has confirmed that the interface with the Perth Football Club site is likely to comprise a retaining wall, however further detail will be supplied as part of a detailed landscape design condition. It was also advised that indigenous and cultural heritage considerations have been based on a broad cross section rather than only local traditional owners, given the breadth of attendees to programs delivered by the Wirrpanda Foundation. • Council Officers agree that these matters can be addressed through the requirement for a detailed landscape design condition. Whilst it is considered reasonable that cultural and indigenous heritage considerations have a broad scope, it is considered appropriate that local indigenous heritage considerations should also inform the landscape design for the site, and this has been reflected in the recommended landscape conditions accordingly.
<p>Bus bays</p>	<ul style="list-style-type: none"> • The bus bays are lacking a suitable area for the passengers to alight or queue (corral area). Three bus loads of passengers could potentially represent around 240 people, which would require a much larger area for queuing than just the pedestrian path. 	<ul style="list-style-type: none"> • Applicant has acknowledged and accepted the requirement for additional corral space for bus passengers, to be resolved through a condition for a detailed landscape design to the satisfaction of DRC Members and Council Officers. • This aspect has been included in the recommended landscape condition accordingly.

<p>Maintenance Facility</p>	<ul style="list-style-type: none"> • There is a need to demonstrate how the maintenance shed will be screened from Roberts Road and for the applicant to ensure that the building roof will not be so low that it will lend itself to being climbed on. • The access road/hard landscape areas hugging the bottom of Oval 2 that connects the maintenance facility to the car park and the pedestrian hardstand areas around Oval 1 should be treated in a similar manner that strengthens their use and appearance as a pedestrian friendly environment within a recreational setting, rather than having the appearance of an internal access road or extension of the main car park. 	<ul style="list-style-type: none"> • The applicant has stated that additional information has been supplied regarding the maintenance facility screening or the height of the building, however Council Officers have not received this. In any case, Council Officers consider that appropriate screening measures can be applied to the maintenance facility in conjunction with appropriate landscape measures to reduce the visual impact and considerably soften and screen the visibility of the maintenance building from Roberts Road. These measures have been incorporated into the recommended condition of approval accordingly. • The applicant has acknowledged that the area external to the maintenance facility is a shared space, that must also meet maintenance and emergency access requirements. The applicant has agreed that the treatment and use of materials in this area can be addressed as part of the detailed landscape condition recommended by Council Officers.
<p>Passive surveillance and security</p>	<ul style="list-style-type: none"> • The area in front of the loading dock and the bottom of the plyometric stairs area is lacking in surveillance, as the indoor training facility has no windows or opening overlooking these areas. Security cameras and barriers are not preferred methods of providing security. These area are ideal location for antisocial activities to occur. • Additional fenestration or other opportunities to provide passive surveillance from the building over these areas should be explored. 	<ul style="list-style-type: none"> • The applicant has acknowledged the limited surveillance afforded to the loading/service area and the plyometric stairs alongside the indoor training field. However, due to the operational requirements of the facility, Council Officers have been informed that additional fenestration or other passive surveillance measures provided by the building itself are not possible. The applicant has advised that a range of detailed design options are being considered, including the provision of CCTV surveillance, and secure entry gates to the loading/service area.

	<ul style="list-style-type: none"> • The back wall to the loading dock will be highly visible and is a large expanse of wall that needs to be appropriately treated and reviewed. • Lighting for pedestrians throughout the site and within the carpark should also be considered in terms of CPTED principles, movement, security, way-finding, etc. 	<ul style="list-style-type: none"> • The applicant has agreed to a condition requiring an external lighting strategy to be developed for the site that addresses all lighting for safety, security and way-finding purposes around the building and in connection with the ovals, as well as the need to integrate lighting measures with those to be delivered by the Council elsewhere in the precinct. • Whilst hard security measures such as barrier fences and electronic surveillance are not preferred methods for providing security, Council Officers recognise the operational and training requirement for the facility which may be impacted upon through the creation of additional openings in the building to overlook and provide surveillance of the identified areas. • Council Officers have recommended a condition requiring a report from a suitably qualified consultant to be provided that demonstrates that the detailed design of the facility and its surrounds delivers appropriate safety and security outcomes and is consistent with Crime Through Environmental Design (CPTED) principles. • A further condition has been recommended regarding the need to appropriately treat the blank expanse of wall to the loading dock area with a suitably high standard of finish that provides visual interest and relief to this area.
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<p>Architectural design of main building</p>	<ul style="list-style-type: none"> • An important aspect of the building is its relationship to the street, which overall does address Bishopsgate Street well. • The design of the main building has progressed well, however the 'box element' (indoor training facility) could be further resolved. • It still looks clumsy as the roof element which serves as a 'wing' across the top of the building transitions abruptly at the end of the building at it turns down the vertical face of the side of the indoor training facility. • Some additional chamfering or projection at this transition point between the horizontal and vertical roof form may address this. • The 'flicking out' of the wing on the side of the building is beneficial but could be strengthened or assisted by other measures. • A further view/render looking at this end of the building from the corner of Roberts Road and Bishopsgate Street would assist in assessing this aspect of the building. 	<ul style="list-style-type: none"> • The applicant has acknowledged the positive feedback received from DRC Members since the changes made following the review of the preliminary design concepts in September 2016. • The applicant has stated that whilst the specific comments of DRC Members regarding the roof form are noted, it is believed that that the broader design character of the building has been appropriately and sufficiently resolved. • Council Officers have noted the applicant's provision of a further render looking towards the building from the corner of Bishopsgate Street and Roberts Road, however the inclusion of intended tree planting along the car park edge in the render prevents consideration of the building design from this angle and so is of little additional value in considering this aspect of the building. However, it does confirm that the significance of the building as viewed from this area is potentially less significant than anticipated (at least to passing pedestrian, if not vehicles) along Roberts Road.
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<p>Building materials and performance</p>	<ul style="list-style-type: none"> • There is a vast amount of polycarbonate sheeting proposed to this end of the building (indoor training facility) and its thermal performance should be assessed and confirmed now to ensure it is a suitable material. • The provision of grilles or vents to assist in venting out heat inside the facility, due to the use of this material, would risk compromising the architectural integrity of the building and would not be supported. • The photo-voltaic cells on the roof are a positive sustainability and building performance measure however they must sit flush/flat on the roof so that they are not visible and do not compromise the ‘wing’ roof from across the top of the building. • Any plant or equipment above the roof line of the building is not acceptable and would compromise this strong architectural element of the building. 	<ul style="list-style-type: none"> • The applicant has received confirmation from their architect and engineer assuring them that the polycarbonate material used for the indoor training field will be able to meet aesthetic and thermal qualities given the use of the space. A multi-cell system is currently proposed which has greater thermal properties than single cell polycarbonate systems. • The applicant has acknowledged and agreed that the measure chosen will need to ensure that grilles or vents in the building facade to ventilate the space will not be required, as this would compromise architectural outcomes. • The applicant has also advised that they are consulting with an Environmental Sustainable Design consultant to ensure that all steps are being taken to develop an appropriate design that provides thermal comfort for users while minimising energy consumption requirements. • The applicant has confirmed that the roof solar panels will be mounted flush on the roof and will be located to compliment the ‘wing’ roof form of the building. The applicant has also confirmed that no plant will be protruding above the roof line, with the plant area being recessed accordingly. • Council Officers have recommended conditions regarding the location and screening of all building plant and other external fixtures, further to the applicant’s response. • A condition requiring the provision of an Environmental Sustainable Design report has also been recommended, to be reviewed and endorsed by DRC Members and Council Officers.
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<p>Landscaping</p>	<ul style="list-style-type: none"> • The landscaping for the main car park at the corner of Roberts Road needs to be further resolved as well as the landscaped berm to the maintenance shed. It is unclear how these will be achieved given the widening requirement for Roberts Road in particular. • Reliance on the Roberts Road verge to provide landscaped screening measures is not appropriate given its potential impacts by any future road widening requirement. • Tree species selection will be critical in determining the potential replacement tree canopy that can be achieved on the site. • The trees annotated on the plans should reflect the actual and potential tree canopies that can be achieved – perhaps shown on different plans for initial tree canopy spread and then projected canopy growth. • Further measures should be explored for additional trees and planting along the Bishopsgate Street frontage, in particular forward of the loading dock and training facility. • These areas are large and lacking in planting/trees and there appears to be many opportunities for additional tree planting. • It would be worthwhile to have a further detailed workshop with DRC Members on the landscaping proposed for the site to address a number of these matters. 	<ul style="list-style-type: none"> • The applicant has demonstrated that whilst the widening of Roberts Road may occur in the future, the trees to be planted to screen the car parking area from Roberts Road are to be located inside the lease area boundary and so will not be affected by the road widening requirement. Notwithstanding, the applicant has also restated their intention to include landscaping beyond the lease area boundary along the Roberts Road frontage of the site, to provide a high level of visual and landscape amenity. • The applicant has noted the limited root depth zone available within the vicinity of the basement car park, and has also noted that whilst the design seeks to provide shade and screening where necessary it must also allow for visibility and surveillance. • Applicant has agreed to the resolution of these matters through a condition for a detailed landscape design to be provided to the satisfaction of DRC Members and Council Officers. • The applicant has also indicated their willingness to engage with Council’s DRC Members in the development of the revised detailed landscape design for the site. • Council Officers agree that these matters are capable of being addressed through detailed discussions with DRC Members to arrive at a suitable landscape design that balances the need for screening of certain elements, visibility and surveillance of the main entry, and key circulation areas, provision of shade, etc.
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Formal Design Review Committee Meeting held on 1 December 2016

The application was formally considered by the Design Review Committee at its Meeting held on 1 December 2016. DRC Members acknowledged the revisions and changes accepted by the applicant to be imposed as recommended conditions, and provided the following comments and feedback to Council Officers at the meeting:

- The building scale and architectural response to the site is appropriate, with the building providing a relatively low to medium scale interface with residential properties to Bishopsgate Street, setback behind a series of landscaped terraces, with a well-articulated roof form and façade that provides visual interest and breaks up the horizontality of the building.
- The extent of glass facing the street with views through the building to the oval creates an interesting and inviting building.
- The integration of the public and private domain along Bishopsgate Street, without barriers or fencing, provides the public and community with the opportunity to walk up to the building and benefit from the interesting gardens proposed in this semi-public area.
- The large indoor training area has been appropriately detailed to reduce the mass of the building's end wall through the use of triangulated and folded enclosure elements linked to the roof line.
- The internal interface with the ovals is also appropriately scaled and presents as a long curved building hugging Oval 1 that balances and responds to the scale and dominance of the existing Perth Football Club grandstand building.
- The building is situated within a large sports precinct/playing field and DRC Members are of the view that the main building is of a size and scale that responds appropriately to this context. The view from Roberts Road, comprising an elegant curved building fronted by an expansive green oval with treed edges, will provide a positive visual amenity to the area.
- DRC Members express a level of discomfort in supporting the application without details of the design of the flood light towers to the ovals. These towers have the potential to be visually dominating by day and inflict excessive light spill at night.
- The maintenance facility needs to be architecturally treated such that its design, materials and finishes relate to that of the main building and do not result in the building having the appearance of a large, visually obtrusive metal shed.
- The landscape response to the site is of critical importance to the success of the development from a streetscape and visual amenity perspective. This remains unresolved and in need of significant further improvement.

- It is recommended that these matters be dealt with by way of specific planning conditions to address each of the major shortcomings identified with respect to the landscape response to the site, which include issues related to pedestrian movement and circulation, bus passenger queuing space, car parking, soft and hard landscaping treatments, screening, architectural treatments, and pedestrian and streetscape amenity.
- DRC Members note the unfortunate circumstances in which the Town must rely on a significant number of detailed planning conditions to address the wide range of outstanding items with respect to the proposal.
- It is the preference of DRC Members that such matters would be further resolved with the applicant prior to resolving whether or not to support the application, however understand the time and resource constraints of the Town, being subject to a statutory timeframe and not the determining authority with respect to the application.

Notwithstanding these concerns, Council's Design Review Committee resolved to recommend approval of the application subject to the conditions outlined in the Officer Recommendation for conditional approval contained in this report.

Oval Lighting

While it is noted that the applicant has stated that they are not yet in a position to confirm the specific lux levels to which the ovals will be illuminated, the building engineering service report supplied with the application provides an estimated maximum electrical demand for the site, which states the following:

"The current client brief for Oval lighting is that Oval 1 and Oval 2 are illuminated as follows:

Oval 1 – 1000 lux average

Oval 2 – 500 lux average

The Standard requirements for Oval lighting are as follows:

- *AS 2560 Part 2.3*
 - *Professional training – 100 lux average*
 - *Match practice – 200 lux average*
 - *Professional competition – 500 lux average*
 - *Measurements taken at the level of the Principal play area (PPA)*
- *WAFL Standard*
 - *WAFL night games – 200 lux average*
- *FIFA stadium Guidelines*
 - *National televised events – 2,500 lux average*
 - *National non-televised events – 750 lux average*
 - *League and club non-televised events – 500 lux average*
 - *Training and recreation – 200 lux average*

BEST have investigated the implications of the above lighting levels utilising LED luminaires and provide the following summary of potential impacts and costs for the above:

<i>Oval</i>	<i>Average lighting level</i>	<i>No. Poles required</i>	<i>Nominal pole diameter</i>	<i>Nominal pole height (to lowest of floodlights)</i>	<i>Number of floodlights per pole</i>	<i>Indicative cost (ex trenching, conduits, cabling, carnage)</i>
1	1000 lux	6	1500mm	35m	40	\$1.53M
2	500 lux	4	2000 – 3000mm	40m	30	\$820k

As a rule of thumb, best practice design is for a 6-pole design for any oval where the requirement for average lighting levels exceeding 500 lux.”

Notwithstanding the above, the main application report and submitted plans detail and seek approval for 4 towers on each oval up to a maximum height of 40 metres. The applicant has stated that the decision for 4 light towers per oval has been driven by the constraints of the site and relationship of the buildings and boundaries to the ovals. It has also been indicated that lighting will be automated and controlled via a central lighting control system.

The applicant has reaffirmed the requirement that any oval lighting will need to comply with relevant Australian Standards concerning the sufficient illumination for the oval users and players and those governing the prevention of unacceptable light spill to surrounding residential properties.

The applicant has confirmed that they have elected to seek approval for four tall towers (up to 40m high) on each oval to reduce potential light spill and limit the extent of horizontal/long angled illumination across the fields that would otherwise be required if the lighting towers were shorter and/or more numerous in number. Confirmation has also provided that the intent is to illuminate Oval 1 to professional competition level and Oval 2 to professional match practice level. Such lighting standard could allow for the playing of evening WAFL games at the site although this has not been indicated in the application documents submitted to the Town. A condition has therefore been recommended to clarify that approval of the development does not include approval for the playing of evening games at the site, and that separate approval would be required from the Town to play evening games. Any application to the Town seeking approval for evening games would also need to be accompanied by event and traffic management plans in support of the application.

It is considered preferable that a smaller number of taller light towers be utilised to light the ovals so that the illumination can be provided in a more vertical orientation that limits potential light spill to surrounding properties.

Conditions have been recommended to require the provision of a professional lighting engineer's report with relevant plans, specifications and light spill diagrams demonstrating that the oval lighting is in accordance with relevant Australian Standards and will not have an unacceptable impact in terms of light spill onto surrounding residential properties.

Waste Management

The application documents are lacking in terms of details regarding the collection and storage of waste generated by the development, however the applicant has provided confirmation that waste bins are proposed to be housed within a secure screened bin storage area in the vicinity of the loading dock/service area of the building.

In relation to the visual amenity of this location, Council has been informed by the applicant that they are currently reviewing concepts for the detailed design of the bin storage area, to ensure that it will not be visible from the public realm, will be screened and landscaped to a high quality, to prevent adverse visual impacts on the facility, the grounds surrounding the building and the streetscape.

Conditions have been recommended regarding the appropriate screening and landscaping of the bin storage area, as well as full details of the bin compound itself and the proposed waste collection methods to service the development when in operation, as part of the requirements for a Waste Management Plan and Operational Management Plan.

Building Design and Materials

The curved design of the building, which hugs Oval 2 and results in the building setback from Bishopsgate Street increasing as the height of the building increases is supported. The proposed facility utilises the natural topography of the site to reduce the impact of the bulk and scale of the building, which is further enhanced by a generous, landscaped series of terraces and walkways which provide a gentle transition in height from street level up to the building entry.

From street level (Bishopsgate Street frontage) the building will read predominantly as a single and two storey building, increasing to three storeys at its eastern end, to house the indoor training field. The proposed heights are considered acceptable and are not considered to result in a building that appears overly bulky or visually dominant. The proposed facility will sit comfortably within its generously setback, landscaped setting, and contribute to a pleasant and improved streetscape environment.

Council's Design Review Committee has reviewed the design and have concluded that the building responds appropriately to its context and will sit comfortably within its environment having regard to the size, scale and use of the site, its interface with surrounding residential streets and properties and its relationship to the existing Perth Football Club grandstand building.

Whilst the plans do not indicate that the building will utilise dark or highly reflective tinting, a condition has been recommended to address reflectivity and glare from the materials used in construction of the building, and to ensure that opportunities for passive surveillance and an open and inviting building appearance are maintained.

Proposed Maintenance Facility

Council's Engineering Officers have advised that discussions held to date with the applicant have indicated that all maintenance vehicles, equipment and associated materials are to be stored inside the proposed maintenance facility.

Engineering Officers have noted the applicant's inclusion of two parking bays for maintenance vehicles external to the building and have objected to these on the basis of visual amenity and safety concerns, given the area will be accessible to pedestrians and is effectively a shared zone providing access to the oval by maintenance vehicles as well as a pedestrian thoroughfare connecting the oval to the main car park and an intended pedestrian crossing/entry point at the Roberts Road frontage of the site.

Urban Planning Officers are in support of this position and have recommended a condition requiring all maintenance vehicles, equipment and materials to be stored and secured within the maintenance facility at all times when not in use.

Conditions regarding the landscaping measures and architectural treatment of the maintenance facility have also been recommended further to the review of its location and design by Council's Design Review Committee and the concerns of Council Officers, given its size and minimal setback to Roberts Road. The conditions require the building to be softened and screened by appropriate landscape measures and for its architecture and standard of finish to reflect that of the main building, so as not to detract from the streetscape or the visual amenity of its surrounding environment.

Requirement for New Western Power Substation

The application documents include brief mention of the potential requirement for a new electrical substation to service the proposed training and administration facility, lighting to the ovals and any future redevelopment of the Perth Demons Football Club building.

The location for a "future substation" is also indicated on the proposed site plan supplied as part of the application, located to the west of the building along the Bishopsgate Street frontage that crosses the West Coast Eagles' lease area boundary into the Perth Demon's Football Club lease area. Council is yet to be approached formally regarding a request for an agreement (in consultation with the Perth Football Club) to allow this to occur. It is also understood by Council Officers that any required substation would be sunken and/or screened from view from Bishopsgate Street to minimise its visual impact.

Council's Engineering Technical Officers have requested that opportunities be explored to upgrade the existing transformer and switchgear systems located at the corner of McCartney Crescent and Roberts Road, and at the corner of Roberts Road and Bishopsgate Street on the former bowling club site. Notwithstanding, the applicant's building services report indicates an estimated maximum electrical demand of 2.7MVA based on the requirements for the proposed new administration and training facility, a redeveloped Perth Football Club building and the floodlighting of the ovals, which will require a new Western Power 4MVA sized substation to service the site. The report states that the required substation has been located at the western end of the new training and administration facility so that it sits relatively centred between the three major loads for the site, being the West Coasts Eagles training and administration centre, the Oval 1 floodlighting and the future redeveloped Perth Football Club building.

It is possible that the approval of the Draft Lathlain Park Management Plan will obviate the requirement for further development approval once adopted, particularly given the relatively minor nature of such a building as compared to the overall redevelopment of Lathlain Park and the main facility the subject of this application.

It is the desire of Council Officers that any new substation (if required) is located and designed such that it has minimal impact on the streetscape and does not adversely affect or restrict the potential future redevelopment of the Perth Demons Football Club site, which has been raised as a concern by the Perth Demons themselves.

In view of the above, it is considered reasonable that a condition be applied to the approval requiring an agreement with the Town to be obtained in relation to the location and design of any required substation to facilitate the proposed development, prior to issue of a building permit.

Fencing and Access along Northern Boundary of Oval 1

Concerns surrounding the provision of access to Oval 1 along its northern boundary have been raised in a number of the submissions received during the consultation period.

The application documents state that the intended fencing material surrounding the northern perimeter of Oval 1 is proposed to be continuous chain link fencing, with access points being adjacent to the existing Perth Football Club entry and the future gatehouse to be located between the ovals.

Renew Life Officers have advised that discussions to date with West Coast Eagles Football Club had indicated the need for the provision of a palisade style fence with at least 3 access points to Oval 1 along its northern boundary, that could then be secured during game and training times or whilst maintenance is underway and then otherwise remain open for public access.

Council's Urban Planning Officers have been advised that the optimum outcome that the Town has been seeking to date has been a multi-functional solution that facilitates and incorporates:

- An ability to secure the perimeter of Oval 1 for ticketed events (Perth Football Club home games and closed training sessions);
- Operable gates that are open at all times other than the above or whilst football training was occurring;
- Unfettered (save for the above) public access from the corner of McCartney Crescent/Goddard St onto and through Lathlain Park;
- Structural adequacy to enable the erection of advertising materials for the Perth Football Club; and
- Visually permeable in order to provide passive surveillance and opportunities for direct line of sight between Oval 1 and the Community Zone.

It is understood that Council's expectation was that the northern boundary fence would also be of a high standard of design and materials that:

- does not adversely impact the aesthetic quality of either the Community Zone or Zone 3;
- does not negatively impact on the existing trees;
- that it would be constructed of "Garrison" (or similar) type fencing, possibly up to a maximum height of 2.1 metres;
- would not comprise of chainmesh, post and rail type fencing (chain link fencing);
- would facilitate numerous (minimum of 3) access points;
- would be incorporated into improved spectator facilities to the north of Oval 1;

- would be incorporated into a “boardwalk” structure that afforded and enhanced universal access around Oval 1 that linked into the two main access points (McCartney Cr and Goddard St entry buildings); and
- improved the transition between Zone 2 – Community Activity and Zone 3 – West Coast Eagles.

Chain link fencing is not a solution supported by Council Officers as it is considered to be a poor quality solution that will not serve as an attractive or appropriate interface with the Community Zone (Zone 2). The provision of access from the Goddard Street/McCartney Crescent as well as at other points along the northern boundary, is considered to be a key aspect of the integration and connection of the Community Zone to Oval 1 and Lathlain Park generally, that would be compromised by a long, continuous fence line as is currently proposed.

In view of the above, conditions have been recommended requiring full design details and specifications for all fencing to the ovals and for the perimeter fence on the northern side of Oval 1 to include at least three access points along the northern boundary. A condition has also been recommended that this fencing be constructed of garrison/palisade style fencing so as to be of a sufficient standard of design and form an appropriate interface with the Community Zone.

Traffic Impact Assessment and Proposed Bishopsgate Street Vehicular Access

Traffic associated with the proposed Bishopsgate Street access to the site was raised as a significant concern in the submissions received during the consultation period, with a number of submissions calling for vehicular access to the site to be restricted to Roberts Road only.

Notwithstanding that vehicular access to or egress from the site via Roberts Road would be contrary to WAPC Development Control Policy 5.1, such an option would also conflict with the intended landscape treatments along the Roberts Road frontage to screen the car park and maintenance facility, that include landscaped raised earth berm(s). It would also potentially result in the removal of existing mature trees currently proposed to be retained along Roberts Road due to the direct impact of the requirement for a double width crossover from Roberts Road onto the site, and the need to provide adequate visual sightlines for vehicles entering and exiting the site.

The level difference between the car park and Roberts Road (which is considerably higher than the levels of the site in the vicinity of the car park) would also result in the requirement for a ramped or graded driveway solution (and therefore potential limited driver visibility of oncoming traffic, pedestrians and other road users), compounding further the other safety issues already associated with a Roberts Road vehicular access point.

The Traffic Impact Statement supplied with the application and the additional information received from the applicant on 18 November 2016 have been assessed and reviewed by Council’s Transport and Engineering Technical Officers, whom have concluded that a Roberts Road vehicular access point to the development would not be supported given the following reasons:

- the difference in levels which will impact the gradient of any proposed access points;
- the additional traffic movement conflicts created which would affect the pedestrian crossing on Roberts Road; and

- the intended landscape improvements to be installed by the applicant to screen the car park and maintenance facility.

It was also advised that any access points proposed on Roberts Road would also require an application to be made by the proponent to Main Roads WA for approval.

Accordingly, Bishopsgate Street remains the only viable point of access to and egress from the site, given the design of the facility and the location of the car parking and service areas to the development as is currently proposed, which is also consistent with the principles and objectives contained in the Draft Lathlain Park Management Plan for access and car parking for the development.

With respect to the Bishopsgate Street access, Council's Transport and Engineering Technical Officers have undertaken an assessment and review of the current proposal for full turning movements (left and right in entry; left and right in exit) to the Bishopsgate Street vehicular access point to the main car park on the site, and have concluded that the Traffic Impact Assessment and additional information provided by the applicant on 18 November 2016 fails to adequately address traffic safety issues associated with the queuing of vehicles in Bishopsgate Street and the consequential impact on the safe and effective operation of the roundabout at Bishopsgate Street/Roberts Road due to vehicles waiting to turn right into the site at the current access point location.

It has been advised that right turn movements at this location are not supported as they are considered unsafe due to proximity to the Roberts Road/Bishopsgate Street roundabout.

Given the development must rely on Bishopsgate Street for access to the development, Council's Renew Life Officers have advised that right turn entry movements into the main car park on the site from Bishopsgate Street can only be supported if the site access point is located further west, away from the roundabout, and include the construction and line marking of a right turn entry lane, accompanied by a pedestrian crossing built in the median of Bishopsgate Street.

Council's Renew Life Officers have confirmed that aside from the right turn movement into the site, all other movements are acceptable from a traffic safety perspective, notwithstanding that the development will also necessitate a number of road infrastructure improvement measures given the bus layover bays proposed to be located within the Bishopsgate Street verge as well as the increase in vehicles, cyclists and pedestrians expected to utilise and access the proposed facility and Lathlain Park generally, arising as a result of the development. The increase in traffic and movement associated with the development has been demonstrated in the applicant's transport impact assessment, which identifies that additional pedestrians, cyclists, cars, buses and various other modes of transport will result in additional traffic volume to and from the development. The increase in pedestrian activity and potential for vehicle/pedestrian conflict within the local traffic environment of Bishopsgate Street, that is already constrained by existing road geometry, is considered to necessitate the above requested traffic calming and road infrastructure improvement measures.

In view of the above, a number of conditions have been recommended requiring the relocation of the Bishopsgate Street entry and for the applicant/developer to undertake the implementation of various road infrastructure improvement measures to facilitate safe vehicular access to the site and ensure that appropriate measures have been undertaken to facilitate pedestrian and cyclist safety.

Bus bays within Bishopsgate Street Verge

The application proposes the construction of three bus layover bays within the Bishopsgate Street verge adjacent to the development. It is understood that these bays will principally serve the Wirrpanda Foundation in the transport of attendees to its programs and could also be utilised for the drop off of visitors to events or functions held at the facility or as part of its normal administration and training operations.

Council's Renew Life Officers have advised that on the basis that the traffic calming and road infrastructure improvements measures are applied as conditions of approval and are carried out by the applicant/developer, the proposed bus layover bays will not compromise the safe movement of pedestrians, cyclists or vehicles along Bishopsgate Street.

The need for additional space for bus passengers to alight and queue has been raised by Council Officers and Design Review Committee (DRC) Members, with the applicant agreeing to improvements, as noted in the earlier comments of this report concerning the issues raised by DRC Members. A condition has been recommended to address this aspect of the proposal.

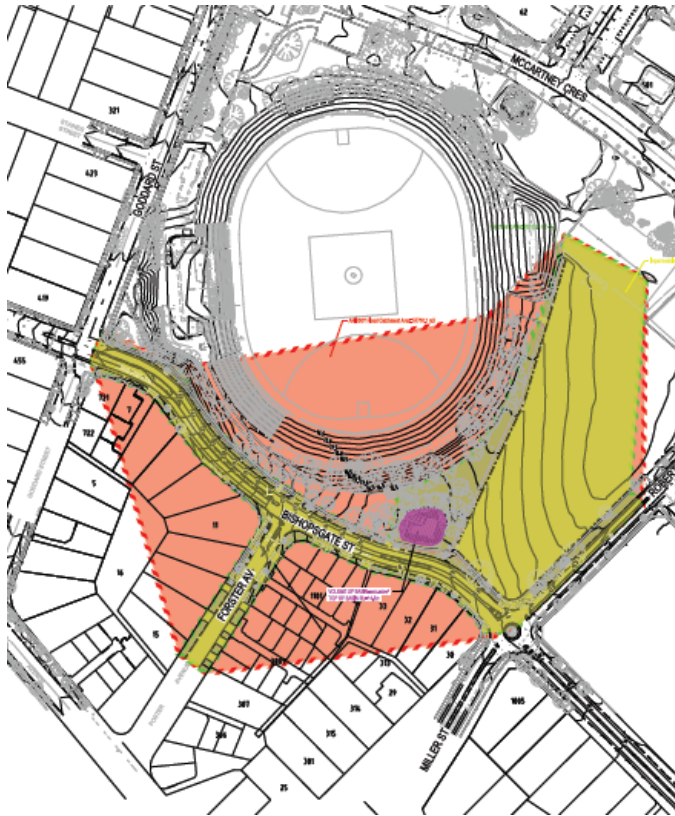
Stormwater Drainage Infrastructure

The application documents do not clarify how the development will retain and drain stormwater on the site for the development, whilst additionally maintaining the existing drainage capacity provided by the sump and related drainage infrastructure on the site, located at the southeastern (Bishopsgate Street/Roberts Road) corner of the site, where the main car park for the development is proposed to be located.

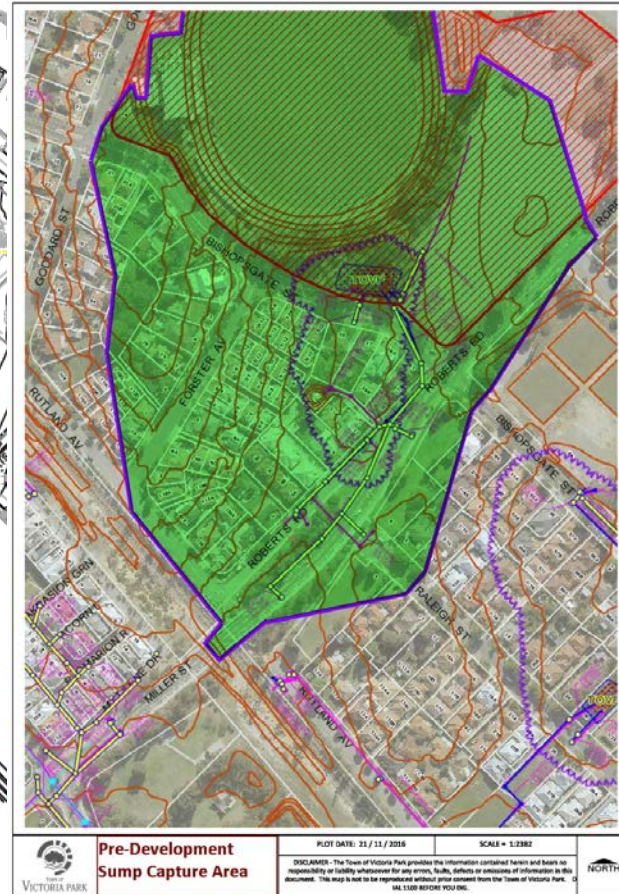
These concerns were relayed to the applicant, who has confirmed that the drainage solution for the site will be designed to replace the existing sump capacity with below ground storage infrastructure, likely to comprise of a series of below ground cells or arches located near the proposed VIP car parking area that provide the Town of Victoria Park with secure maintenance access.

Renew Life Officers have advised that any solution will need to be designed to resolve operational concerns regarding the proposed access and parking for the development which is to be located within the vicinity of the drainage infrastructure and will need to accommodate heavy vehicles, car parking and maintenance vehicles over the area.

It has also been advised that the pre and post development drainage catchment area diagrams prepared by the applicant do not capture the extent of the drainage capture area of the existing sump which is broader and includes drainage from a number of other roads not identified by the applicant that flow into the existing sump, including Miller Street Bridge, a portion of Rutland Avenue around, into and including Roberts Road (southern section), a section of Raleigh Street, a section of Bishopsgate Street (east of the roundabout), and Forster Avenue, as shown in the pre-development catchment diagrams below.



Applicant's Diagram



Council Officers Diagram

A condition has been recommended for the applicant/developer to provide a stormwater and drainage management plan that provides a detailed design of an adequate drainage and stormwater retention measure that accommodates both the pre-existing and post-development drainage catchment requirements for the site and surrounding locality, including the need to enter into an agreement with the Town regarding maintenance and access.

Review of Proposed Landscape Design

Council's Parks Officers have reviewed the applicant's landscape concept submitted with the application and have identified a number of inconsistencies with the architectural plans as well as several errors, omissions and the need for revisions to the proposed landscape design.

It is also unclear from the information supplied by the applicant, exactly what number of trees are to be planted, having regard to the requirement imposed on the forward works development approval for a Tree Replacement Strategy to be submitted to and approved by the Town, identifying the replanting of trees at a rate of 6 new trees for every existing tree removed.

A number of detailed conditions relating to the provision of landscaping and replacement tree planting have been recommended to be applied to the development, noting the critical importance of this element to the success of the development as a whole, as identified by Council's Design Review Committee, as well as the significance of the landscaping and tree replacement strategy to Council Officers and members of the community, as expressed in the submissions received in relation to the current application and the approved forward works application.

The landscape report also comments on the potential pruning of the existing mature trees to the north of Oval 1 outside of the West Coast Eagles lease area, due to the impacts of shading from the trees on grass growth/quality of Oval 1, particularly during the winter months. Council Officers have advised the applicant/developer that any pruning of these trees would be subject to separate approval from the Town and that no consent has been granted by the Town for the inclusion of the pruning of these trees as part of the works comprised in the development application.

A condition has been recommended stating that any approval of the development application does not include approval for the pruning of the trees to the north of Oval 1 and is subject to the requirement for separate approval from the Town.

Council's Parks Officers have advised that any application for the pruning of these trees would require the applicant to submit a detailed scope of the proposal prepared by their arborist, to be then independently reviewed by the Town, and include a Management Plan regarding their maintenance and future management that addresses the following matters:

- i. pruning/maintenance schedule with all works according with Australian Standard AS4373-2007 Pruning of Amenity Trees;
- ii. responsibilities for the ongoing management/maintenance;
- iii. responsibility for costs;
- iv. an Arborist's assessment of the long term health and structural implications resulting from the initial and ongoing pruning requirements for the trees; and
- v. a detailed assessment of the actual impacts that the trees, in their current form, have on the turf grass across a full year, including shade modelling across the seasons.

Roberts Road landscaping treatments and improvements to facilitate safe pedestrian movement

The application includes provision for yet to be resolved landscaping treatments along the Roberts Road frontage of the site to screen the main car park and maintenance facility from view along Roberts Road. Works also include access and hard landscaping construction of a viewing platform on McCartney Crescent and Roberts Road, which provide an area to view activities taking place on the ovals and provide pedestrian access down to Oval 2 from McCartney Crescent and Roberts Road, which are situated at a higher level than Oval 2. At present, the Roberts Road frontage of the site lacks a pedestrian path that can be linked to these viewing platforms, and the pedestrian movement network around the perimeter of the site is currently incomplete.

The connection of these access points to the surrounding pedestrian network is critical to encouraging and promoting community access to the ovals, and to this end it is considered reasonable and entirely appropriate that the landscaping works to be delivered as part of the development should include the installation of a pedestrian path connecting Bishopsgate Street and McCartney Crescent.

The scope of the Lathlain Park Redevelopment Project has also recently grown to include consideration of the redevelopment of the former Lathlain-Carlisle Bowling Club land situated adjacent to the site on the opposite side of Roberts Road. Accordingly, Council Officers have been considering options for the redevelopment of the land as a high quality public open space area providing opportunities for both active and passive recreation, with linkages and connectivity to Lathlain Park and the wider precinct. To this end, Council Officers have identified the need for a Roberts Road pedestrian crossing connecting the two sites, with works to include safety improvements and road enhancements to facilitate safe pedestrian and cycling movements between the two sites and across Roberts Road.

Notwithstanding the Town's planned pedestrian connections to the site, the former Bowling Club land opposite the site is also to be utilised as a temporary car parking area to accommodate Perth Football Club spectators during game days, given the club will continue to play games on Oval 1 whilst the new administration, training and community facility (and the main car park) is under construction. Approximately 300 bays are can be accommodated within the vacant bowling club property and there will be significant pedestrian traffic crossing Roberts Road to the site.

In view of the above, conditions have been recommended requiring the applicant to implement the design and installation of landscaping works along the Bishopsgate Street frontage of the site, and for such works to include a continuous pedestrian connection from Bishopsgate Street to McCartney Crescent, that is also designed to integrate with the Town's planned pedestrian crossing works at Roberts Road to facilitate improved pedestrian safety and connectivity to the former Bowling Club site.

CONCLUSION:

The subject application will facilitate the major stage of works to enable the relocation of the West Coast Eagles to Lathlain Park. The proposed development application is consistent with the Agreement for Lease and the principles and objectives contained in the Draft Lathlain Park Management Plan. While not a statutory consideration, the proposal is also considered to be consistent with the Town's local planning scheme and planning policy framework, including the Statement of Intent and objectives for Lathlain Park contained in the Lathlain Precinct Plan.

The relocation of the West Coast Eagles to Lathlain Park is a significant, unique opportunity for investment and redevelopment of a large but underutilised public open space reserve, with long term benefits to the current and future residents of the Town. Without such a proposal, the investment in the quality of infrastructure and improved access and facilities to be delivered as part of the redevelopment of Lathlain Park would likely not be possible.

Notwithstanding the above benefits that the development will deliver to the community, Council Officers and the Design Review Committee are of the view that the public realm works, landscaping and accessibility to and surrounding the proposed facility and the redeveloped ovals requires further resolution and improvement. The Design Review Committee has emphasised the critical importance of the hard and soft landscape treatments, and the provision of infrastructure to provide a safe, accessible, high quality public realm as being critical to the success of the development, and on this basis a detailed and specific set of planning conditions have been recommended to ensure that the redevelopment occurs in a manner that delivers appropriate, high quality outcomes.

The conditions recommended to be applied to the approval of the development are considered essential to realising the public realm and community benefit outcomes to be had from the development. Therefore, the Officer Recommendation includes additional advice from the Council to the WAPC and Metro Central JDAP regarding the importance of these aspects to the delivery of the development.

Subject to the application of the recommended conditions and resolution of the outstanding matters to the Town's satisfaction, it is considered that the proposed administration, training and community facility and associated works will result in positive streetscape, urban design, built form, landscape and community outcomes.

In view of the above, it is recommended that the Council resolve to support the application and recommend its approval subject to the conditions detailed in the Officer Recommendation.

RECOMMENDATION/S:

1. The Council recommends the Metropolitan Central Joint Development Assessment Panel, on behalf of the Western Australian Planning Commission, to APPROVE the application submitted by Urbis on behalf of the West Coast Eagles Football Club for the construction of its new Administration, Training and Community Facility and associated works on Lathlain Park at No. 34 (Lots 1 & 3) Goddard Street, Lathlain as indicated on the plans and written information dated received 18 and 24 October 2016, subject to the following conditions:

1.1 Prior to the issue of a building permit, a landscaping plan, landscaping report, tree protection plan and maintenance specification shall be submitted to and approved in writing by the Town of Victoria Park, in consultation with the Town's Design Review Committee, for the entire site, and the portions of the Bishopsgate Street, Roberts Road and McCartney Crescent road reserves adjacent to the development. The plans and reports shall demonstrate consistency and compliance with all other conditions of this development approval and additionally address and resolve the following matters:

- i. details of all plant species and sizes;**
- ii. the type, extent and levels of any hard landscaping treatments including street furniture, bollards, lighting, paving etc.;**
- iii. provision of pedestrian and universal/disabled access;**
- iv. shade tree planting within all open air car parking areas at a minimum rate of one shade tree per four car parking bays; and**
- v. the provision of a suitable quantity and quality of trees within the setback area between the building and Bishopsgate Street.**

The approved landscape works shall be completed prior to the first occupation of the development and thereafter maintained by the applicant/developer to the satisfaction of the Town of Victoria Park.

1.2 The angled car parking bays located within the Bishopsgate Street setback area adjacent to the intended administration offices of the Wirrpanda Foundation to be redesigned:

- i. such that the entire car parking area inclusive of the vehicular access aisle to the car bays is located inside the property boundary;**

- ii. to provide improved pedestrian circulation surrounding the car bays and connections for pedestrian to the main entry points to the building; and
 - iii. to provide for a wider, landscaped buffer, planted with shade trees, located between the vehicular access aisle to the car bays and the Bishopsgate Street pedestrian path.
- 1.3 The pedestrian accessways connecting the main car park at the corner of Bishopsgate Street and Roberts Road to the ovals being widened and providing a stronger entry for pedestrians to the oval from the southeastern corner of the site.
- 1.4 The indigenous cultural heritage input informing the landscape design to include locally relevant indigenous cultural heritage considerations, that are reflected in the landscape design submitted for the approval of the Town of Victoria Park, in consultation with the Town's Design Review Committee.
- 1.5 A designated corral space/passenger queuing area shall be provided adjacent to the proposed bus/coach layover bays located within the Bishopsgate Street road reserve, that is suitably wide to minimise conflicts with passing pedestrians and is landscaped and shaded by trees to provide a comfortable and visually pleasant environment.
- 1.6 The full length of the Roberts Road and Bishopsgate Street verges adjacent to the development site being landscaped to the satisfaction of the Town and include:
 - i. the provision of a continuous pedestrian path along Roberts Road connecting to the pedestrian paths on McCartney Crescent and Bishopsgate Street; and
 - ii. the integration of the Roberts Road landscape treatments and pedestrian path design with the pedestrian crossing improvement works to be implemented by the Town of Victoria Park to provide improved safety and pedestrian connectivity to the former Bowling Club land located opposite to the site.
- 1.7 The shared space between Oval 2 and the maintenance facility providing shared access for pedestrians and maintenance vehicles to be treated as a shared pedestrian zone with appropriate use of materials, signage and other design features to encourage the safe and comfortable movement of pedestrians within this environment, without displaying the physical characteristics of a bitumenised internal access road for the primary use of vehicles.
- 1.8 The Tree Replacement Strategy (required as a condition of the forward works development approval) to be approved by the Town of Victoria Park prior to the issue of a building permit for the development.
- 1.9 The landscape design for the site to demonstrate the retention of existing mature trees within landscaped areas (except where removal or transplantation has been authorised) and include full details of all trees proposed as replacement trees as part of the Tree Replacement Strategy, to the satisfaction of the Town of Victoria Park.

- 1.10 The landscape design to include provision of a high quality landscaped entry statement at the corner of Roberts Road and Bishopsgate Street, that also provides for safe vehicle and pedestrian sightlines in accordance with relevant Australian Standards.**
- 1.11 The landscape design to address the requirement for reuse of salvaged timber from trees removed as part of the forward works approval of the site.**
- 1.12 The maintenance facility and car park at the corner of Roberts Road and Bishopsgate Street to be screened from view from Roberts Road and Bishopsgate Street by a range of landscape treatment measures, including provision of trees and screening vegetation and/or raised earth berms to the satisfaction of the Town of Victoria Park, in consultation with the Town's Design Review Committee.**
- 1.13 Full plans and details of the architectural treatment, materials and finishes to be used in the construction of the maintenance facility to be provided to the satisfaction of the Town of Victoria Park, in consultation with the Town's Design Review Committee. The plans and details shall demonstrate that the maintenance facility is designed to reflect the architectural language of the main building, is appropriately articulated and constructed of a high standard of materials and finishes. The maintenance facility shall be constructed and maintained in accordance with the approved details.**
- 1.14 An Irrigation Management Plan being prepared in accordance with the terms of the Agreement for Lease with the Town of Victoria Park prior to practical completion of the development, to the satisfaction of the Town of Victoria Park. The Irrigation Management Plan shall be thereafter reviewed and updated in accordance the terms of the Agreement for Lease.**
- 1.15 This development approval does not include trimming of trees on the northern side of oval 1, located outside of the West Coast Eagles Football Club lease area. Any pruning of trees outside the lease area is subject to the requirement for separate written approval from the Town of Victoria Park.**
- 1.16 Full details, plans and specifications of the final design of the oval flood lighting towers to be provided to the satisfaction of the Town of Victoria Park prior to the issue of a building permit. The details and plans submitted for the approval of the Town shall demonstrate the incorporation of site-sensitive design principles to minimise the visual impact of the lighting towers on Lathlain Park and the views of surrounding residential properties, and include appropriate landscaping and colour treatment measures to minimise their visual impact.**

- 1.17** Prior to the issue of a building permit a detailed lighting consultant's report to be provided to the satisfaction of the Town of Victoria Park confirming that the installation of the proposed oval flood lighting towers will comply with all relevant Australian Standards. The report shall include provision of lux level plans and light spill diagrams demonstrating that light spill will not unreasonably impact upon the amenity of surrounding residential properties and is in accordance with Australian Standards requirements. All lighting shall be installed and thereafter maintained and operated in accordance with the report endorsed by the Town.
- 1.18** The shut-off time for the flood lighting of Oval 1 and Oval 2 being 9pm, except with the prior written approval of the Town of Victoria Park. Flood lighting of the ovals shall be controlled through a central lighting control system that automatically shuts off the oval flood lighting in the event it is not manually shut down prior to the 9pm shut-off time.
- 1.19** Complete details of all goal line fencing or netting (designed to restrict the flight of footballs) to be submitted to the satisfaction of the Town of Victoria Park, prior to submission of an application for a building permit. Any netting or fencing shall of a design, colours and/or materials that minimise the visual impact of such fencing or netting such that it blends and harmonises with surrounding landscaping and buildings.
- 1.20** Prior to the submission of an application for a building permit an External Lighting Strategy to be prepared to the satisfaction of the Town of Victoria Park in consultation with the Town's Design Review Committee, demonstrating compliance with all relevant Australian Standards and addressing the following matters:
- i.** Car park lighting details,
 - ii.** Pedestrian path and step/stair lighting details;
 - iii.** Street lighting upgrades;
 - iv.** Flood lighting of building surrounds and/or access around the ovals and through the site;
 - v.** Operational hours at night;
 - vi.** Any external lighting used to highlight the architectural features of the building;
 - vii.** Integration of lighting design with the pedestrian and movement network surrounding the site and connections to other Zones within the Lathlain Redevelopment Project Area; and
 - viii.** Minimisation of glare and light spill onto surrounding properties and roads.
- All lighting is to be installed in full accordance with the approved details prior to the first occupation of the development and thereafter maintained.
- 1.21** Prior to the submission of an application for a building permit, a Resource Efficiency and Environmentally Sustainable Design Report including a Management Plan shall be submitted to and approved in writing by the Town of Victoria Park in consultation with the Town's Design Review Committee. The report shall demonstrate that the development is compliant with the Building Code of Australia (BCA), meets or exceeds the energy standards of

the BCA, and incorporates a range of resource efficiency and environmentally sustainable design features to minimise energy consumption and utilise renewable energy sources. The development shall be constructed and thereafter maintained and operated in accordance with the approved details.

- 1.22 Prior to the submission of an application for a building permit a final CPTED (Crime Prevention Through Environmental Design) report for the development shall be submitted to the satisfaction and approval of the Town of Victoria Park, in consultation with the Town's Design Review Committee. The development shall be constructed and operated in accordance with the approved details and address security and safety associated with (but not limited to) the basement car parking area, loading dock/service area and any other confined spaces or areas with limited passive surveillance from the building or the public realm.
- 1.23 Complete details of all walls and fencing to be constructed or installed as part of the development to be submitted to the satisfaction of the Town of Victoria Park, prior to submission of an application for a building permit. This shall include the colour, materials and dimensions of the fencing, which are to be of a high quality and appropriately articulated so as to produce acceptable streetscape and public realm outcomes, and shall demonstrate consistency with relevant CPTED (Crime Prevention Through Environmental Design) principles to the satisfaction of the Town. All fencing is to be installed in accordance with the approved details prior to practical completion of the development.
- 1.24 The perimeter fencing to the northern boundary of Oval 1 to:
- i. comprise of palisade/garrison style fencing (not chain mesh); and
 - ii. include at least three (3) pedestrian entry gates/access points that provide pedestrian access between Zone 2 (Community Zone) and Zone 3 (West Coast Eagles) when Oval 1 is not in use for football training or game purposes; and
 - iii. be designed to facilitate universal/disabled access at all pedestrian entry gates/access points.
- 1.25 Prior to the submission of an application for a building permit a final report from a suitably qualified universal access consultant to be provided to the satisfaction of the Town of Victoria Park, confirming the review of the final plans and specifications, and the provision of universal access to all public realm areas and entry/exit points, as well as to the main administration, training and community building. As a minimum, those portions of the development to be used solely as training and administration offices shall demonstrate compliance with the minimum standards under the Building Code of Australia and the Disability Discrimination Act 1992. For all other portions of the development, including all public realm and playing field areas, community classrooms, function spaces and other facilities where community and/or public access is to be provided, the development shall demonstrate the incorporation of additional universal design features consistent with:

- i. **The Town of Victoria Park Disability Access and Inclusion Plan; and**
- ii. **Australian Standard Series AS1428 'Design for Access and Mobility', specifically:**
 - **AS1428.2 (Part 2): Enhanced and additional requirements – Buildings and facilities;**
 - **AS1428.3 (Part 3): Requirements for children and adolescents with physical disabilities;**
 - **AS1428.4.1 (Part 4.1): Means to assist the orientation of people with vision impairment - Tactile ground surface indicators;**
 - **AS1428.4.2 (Part 4.2): Wayfinding; and**
 - **AS1428.5 (Part 5): Communication for people who are deaf or hearing impaired.**

The development shall be constructed and thereafter maintained and operated in accordance with the approved details.

- 1.26 Complete details of the proposed external colours, finishes and materials to be used in the construction of the buildings, and all associated landscaping works, are to be provided to the satisfaction of the Town of Victoria Park in consultation with the Town's Design Review Committee, prior to submission of an application for a building permit. The proposed details shall resolve and address the following:**

- i. **achieve a high standard of finish, minimise glare and harmonise with the streetscape;**
- ii. **not include highly reflective tinting or materials;**
- iii. **appropriately treat blank expanses of wall with a high quality of materials that provide visual interest and relief to these areas, including but not limited to the wall of the loading dock/service area; and**
- iv. **the provision of screens, grilles or other enclosures to the basement car park being of a visually interesting design and high standard of finish and materials.**

The development shall be constructed in accordance with the approved details and shall be thereafter maintained.

- 1.27 Prior to the submission of an application for a building permit, details of all proposed ventilation and exhaust systems and external fixtures, including the location of plant equipment, vents, and air conditioning units, shall be submitted to and approved by the Town of Victoria Park. All plant, equipment and external fixtures to be designed and located integrally with the building, and otherwise be adequately screened from view, such that they are not visible from surrounding streets, residential properties or users of Lathlain Park. All plant, equipment and external fixtures shall be installed in accordance with the approved details prior to the occupation of the development.**

- 1.28 Prior to the submission of a building permit, the applicant/developer is to contribute a sum of 1% of the value of the development towards public art, being either:**

- i. **payment directly to the Town of Victoria Park which will be placed in the Town's Community Art Reserve with the funds being used for the Town to provide public art within the local area; or**
 - ii. **payment to the Town of Victoria Park of a bond to the value of the contribution, on the basis that the applicant/developer is to provide public art on the development site in accordance with the procedures outlined in the Town's Public Art Masterplan, which includes the submission of details for approval by the Town and review by the Town's Economic Development Committee. The public art is to be completed and installed to the satisfaction of the Town of Victoria Park prior to the occupation of the development, at which time the bond will be refunded by the Town. The public art is to be maintained thereafter by the developer/occupiers of the development; or**
 - iii. **the applicant/developer entering into a legal agreement with the Town of Victoria Park prepared by the Town's solicitors at the cost of the applicant/developer, undertaking to provide public art on the development site in accordance with the procedures outlined in the Town's Public Art Masterplan, which includes the submission of details for approval by the Town and review by the Town's Economic Development Committee. The public art is to be completed and installed to the satisfaction of the Town of Victoria Park prior to the occupation of the development. The public art is to be maintained thereafter by the developer/occupiers of the development.**
- 1.29 1.5 metre by 1.5 metre sightline truncations being provided at the intersection of all vehicular access/egress points. Any structures and/or vegetation within a sightline truncation area shall not exceed a height of 750mm unless it is visually permeable to the satisfaction of the Town of Victoria Park with the exception of:**
 - i. **one brick pier (maximum dimensions 350mm by 350mm); and/or**
 - ii. **wrought iron or similar metal tubing style infill fencing.**
- 1.30 All ovals and landscaping maintenance vehicles, equipment and materials shall be parked and/or stored inside the maintenance facility when not in use. The parking or storage of vehicles or materials external to the maintenance facility is not permitted.**
- 1.31 A Signage Strategy shall be prepared and endorsed by the Town of Victoria Park prior to the erection of any signage on the site. The strategy shall demonstrate consistency with the provisions of the WAPC's Development Control Policy 5.4 'Advertising on Reserved Land' and the Town of Victoria Park's Signs Local Law, to the satisfaction of the Town of Victoria Park. All signage on the site is to be installed in accordance with the endorsed signage strategy.**
- 1.32 Functions held within the level 2 Function Space are permitted to occur only on the following basis;**
 - i. **Functions held during standard business hours may only be attended by staff, visitors and players of the administration, training and community facility that would normally be present at the facility during standard business hours; or**

- ii. Functions attended by persons external to the facility that are not normally present at the facility during standard business hours may only be held outside of standard business hours; and
- iii. Where functions are held outside of standard business hours a minimum of 188 car parking bays (for full capacity functions) or a minimum of 1 car bay per two function attendees (whichever is the lesser) shall be made available for parking by function attendees, plus any required car parking for staff or catering services for the function; except where varied with the prior written authorisation of the Town of Victoria Park.

1.33 An Event Management Plan to be approved by the Town of Victoria Park prior to the holding of any special events or functions held at the facility or on Lathlain Park, addressing (but not limited to) the following matters and requirements (as relevant to the event), to the satisfaction of the Town:

- i. the event place, time and purpose;
- ii. the event manager and other key stakeholders;
- iii. insurance details;
- iv. event site plan;
- v. potential hazards assessment;
- vi. traffic, car parking and pedestrian management;
- vii. Incident and Emergency Management Plan;
- viii. food and public health matters (food vendors, alcohol service (liquor licensing), waste management, noise, etc.)
- ix. infrastructure and facilities (toilets, shelter, videos screens etc)
- x. public safety and first aid (lighting, temporary structures, security, crowd control, etc.); and
- xi. event promotion (ticketing, publicity materials, signage etc.)

Special Events or functions shall operate in accordance with any Event Management Plan approved by the Town of Victoria Park for that special event or function.

1.34 Prior to the submission of an application for a building permit a Waste Management Plan is to be submitted to and approved in writing by the Town of Victoria Park. The plan shall include specifications of the methods, facilities and management measures to be put in place for the storage, collection and disposal/collection of waste and rubbish generated by the development. The development shall be constructed and thereafter maintained and operated in accordance with the approved details.

1.35 Prior to the commencement of works, a Construction Management Plan shall be submitted for approval by the Town of Victoria Park which includes the route that construction vehicles will take to and from the site, the temporary realignment of pedestrian access ways (including crossing points and lighting), vehicular access to the site during construction, unloading and loading areas, parking areas, waste disposal, the location on site of building materials to be stored, safety and security fencing, sanitary facilities and any other details as required by the Town. Construction works shall take place in accordance with the approved details at all times.

- 1.36 A certified Stormwater and Drainage Management Plan shall be submitted for approval by the Town of Victoria Park, which addresses (amongst other matters) issues associated with stormwater during storm events of 1:100 Annual Rainfall Interval (ARI) up to 24 hours duration. The report is to be prepared by a practising Hydraulic Engineer and demonstrate the provision of a sufficient drainage and stormwater facility (and related infrastructure) that has the capacity to function as a stormwater basin for runoff from existing catchment areas that are currently served by the drainage sump located at the south eastern corner of the site, as well as that required for the approved development itself. Details of any structural elements including engineer's certifications will need to be submitted to Council for approval. In the event that changes to the approved plans are required in order to comply with the stormwater and drainage management plan, then an amendment to the development approval may be required.**
- 1.37 The applicant/developer entering into a legal agreement or Memorandum of Understanding with the Town of Victoria Park to ensure access rights are preserved by the Town of Victoria Park to any drainage and stormwater facility (and related infrastructure) on the site, prior to occupation of the development.**
- 1.38 Any septic sewer systems including all tanks and pipes and associated drainage systems (soak wells or leach drains) and any stormwater disposal systems are to be decommissioned, in accordance with the Health (Treatment of Sewerage and Disposal of Effluent and Liquid Waste) Regulations 1974, removed, filled with clean sand and compacted. Proof of decommissioning is to be provided in the form of either certification from a licensed plumber or a statutory declaration from the landowner/applicant, confirming that the site has been inspected and all septic tanks, soak wells, leach drains and any associated pipework have been removed.**
- 1.39 Existing crossovers that are not used as part of the development or redevelopment shall be removed and the verge, kerbing and footpath (where relevant) shall be reinstated to the satisfaction of the Town of Victoria Park.**
- 1.40 A minimum of fifty-three (53) bicycle parking spaces and end of trip facilities for cyclists to be provided in accordance with the approved plans prior to occupation of the development. Bicycle parking spaces shall be suitably located within convenient access to the building entries, and in weather-protected locations, wherever possible.**
- 1.41 All car bays and access aisles etc. to be designed to meet AS2890.1 and all other relevant Australian Standards.**
- 1.42 All car parking bays and access aisles to be located wholly within the site/lease area boundaries and be designed to provide sufficient access for emergency vehicles, rubbish collection trucks and delivery vehicles.**
- 1.43 ACROD (disabled access) bays to be located so as to provide convenient access from the car parking areas to the main entries and lift accesses to the building.**

- 1.44 Before the subject development is first occupied or commences operation all car parking spaces together with their access aisles to be clearly paved, sealed, marked and drained and thereafter maintained to the satisfaction of the Town of Victoria Park.**
- 1.45 The operation and maintenance of the development and any events or functions held on the site to operate in accordance with the *Environmental Protection (Noise) Regulations 1997* at all times.**
- 1.46 An Operational Management Plan shall be prepared and submitted to the Town of Victoria Park for approval prior to the occupation of the development which outlines responsibilities and actions with regard to:**
- i. Oval use and public access, having regard to the existing lease arrangements;**
 - ii. The number and nature of special events in addition to those normally associated with scheduled football fixtures;**
 - iii. Traffic and crowd management associated with special events;**
 - iv. Management of, operating hours, and access to community/shared use facilities; and**
 - v. Waste management.**
- 1.47 Detailed design of any required electrical substation building, high voltage switchgear, or other electricity infrastructure that may be required to facilitate the development shall be submitted to the Town of Victoria Park for approval prior to the issue of a building permit. Any such infrastructure shall be located, designed and screened to minimise adverse impacts on pedestrian movement, visual amenity of the streetscape and the landscaping of the site, and be wholly located within the boundaries of the West Coast Eagles lease area, except with the express consent of the Town of Victoria Park, in consultation with any affected stakeholders.**
- 1.48 Prior to the submission of an application for a building permit, detailed plans and civil design drawings of all proposed works within the Bishopsgate Street and Roberts Road road reserves, are to be submitted to and approved by the Town of Victoria Park. The plans and specifications shall include the extent, location and construction specifications of all modifications and upgrades, including (but not limited to) any verge works, pedestrian path realignment, bus layover bays, crossovers, kerbing treatments, hard standing, pavement type, drainage, street furniture, bollards, lighting, pedestrian and universal/disabled access. All approved works shall be completed prior to occupation of the development, including installation, any relocation of underground and above ground services, drainage and line marking of all vehicle parking bays, and rectification of any damage within the road reserve, with all costs to be borne by the applicant/developer.**
- 1.49 The applicant/developer relocating the Bishopsgate Street vehicular access to the main car park further west along Bishopsgate Street (away from the Roberts Road roundabout) and undertaking the following road infrastructure improvement works to the satisfaction of the Town of Victoria Park to**

facilitate safe right turn movements by vehicles travelling west along Bishopsgate Street into the development site:

- i. Construction and line marking of a new right turn lane and pedestrian crossing built into the median of Bishopsgate Street.**

The applicant/developer to provide plans and specifications of the relocated vehicular access and road infrastructure improvement measures to the satisfaction of the Town of Victoria Park, in accordance with the conditions of this approval, and complete the works in full accordance with the approved details prior to occupation of the development, with all costs associated with the works to be borne by the applicant/developer.

- 1.50 The applicant/developer implementing the design and construction of the following traffic calming measures along Bishopsgate Street (between Goddard Street and Roberts Road) to the satisfaction of the Town of Victoria Park to reduce vehicle speeds and provide for the safety of cyclists and pedestrians:**

- i. Option 1 – Construction of a raised intersection treatment at the intersection of Forster Avenue and Bishopsgate Street; or**
- ii. Option 2 – Installation of two (2) plateau speed treatments along Bishopsgate Street located at midblock intervals between Goddard and Forster Avenue, and Forster Avenue and Roberts Road.**

The applicant/developer to provide plans and specifications of the traffic calming measures to the satisfaction of the Town of Victoria Park, in accordance with the conditions of this approval, and complete the works in full accordance with the approved details prior to occupation of the development, with all costs associated with the works to be borne by the applicant/developer.

- 1.51 Prior to the submission of an application for a building permit, a detailed Parking and Movement Network Plan shall be submitted for the approval of the Town of Victoria Park, identifying the number, allocation, security and access arrangements to all vehicle parking bays and loading areas, and addressing the following matters to the satisfaction of the Town:**

- i. demonstrate consistency with the Agreement of Lease that not more than 150 bays are to be secured for use by West Coast Eagles staff and players or Perth Football Club patrons at any one time;**
- ii. confirm reciprocal car parking arrangements with the Perth Football Club and its patrons;**
- iii. provide for unsecured public access to all open air car parking areas in excess of the maximum 150 car parking bays that may be secured for use by West Coast Eagles staff and players or Perth Football Club patrons at any one time;**
- iv. confirm reciprocal use of car parking bays for the attendees and staff to functions and special events held within the facility or on the site;**
- v. unsecured public access to all open air car parking areas when not in use by West Coast Eagles staff and players, Perth Football Club patrons or special events or functions being held within the facility or on the site; and**
- vi. the provision of final Travel Plans for:**
 - a. West Cost Eagles staff and players;**

- b. Staff and attendees at programs operated by the Wirrpanda Foundation; and
- c. Staff and attendees to special events and functions.

1.52 This development approval does not include approval for the playing of evening/night-time WAFL matches at the site. The playing of any evening/night-time matches at the site requires separate approval to first be applied for and obtained from the Town of Victoria Park, supported by relevant event and traffic management plans, to the satisfaction of the Town of Victoria Park.

1.53 This approval and the conditions contained thereon remains in force and applicable to the design, construction, operation and maintenance of the development at all times, irrespective of the potential subsequent adoption of the Draft Lathlain Park Management Plan. This development approval shall prevail over and remain in affect in addition to the provisions of any Management Plan adopted by the Town of Victoria Park or approved by the Western Australian Planning Commission in relation to the development.

Advice to Applicant

1.54 The applicant/owner should refer to the Requirements of Other Council Business Units, available from the Town of Victoria Park, which are relevant to the submission of a building permit and/or the carrying out of the development for which this approval is granted. This development approval does not remove the need to obtain licences, permits or other forms of approval that may be required under other legislation or requirements of the Town of Victoria Park.

1.55 Any amendments or modifications to the approved drawings forming part of this development approval may require the submission of an application for amendment to development approval and reassessment of the proposal.

2. The Western Australian Planning Commission (WAPC) and Metropolitan Central Joint Development Assessment Panel (Metro Central JDAP) be advised of the Town of Victoria Park's strong position that the subject development must be undertaken in a manner that delivers a high quality public realm and recreational spaces that are safe, fully accessible, environmentally sustainable and conducive to their use by the community through provision of appropriate infrastructure and hard and soft landscape treatments that promote community use and contribute to a pleasant and comfortable environment for all users. The conditions recommended to be applied to the approval of the development are considered essential to realising this outcome and the public benefits to had from the development, and the Council strongly requests the WAPC and the Metro Central JDAP to put these considerations at the forefront of their decision-making, with respect to their recommendation and determination of the application.

- 3. Those persons who lodged a submission regarding the application be advised of Council's recommendation and subsequently the decision of the Metropolitan Central Joint Development Assessment Panel's decision on behalf of the Western Australian Planning Commission.**

8 PUBLIC QUESTION TIME (ITEMS RELATING TO THE AGENDA ONLY)

9 PUBLIC STATEMENT TIME (ITEMS RELATING TO THE AGENDA ONLY)

10 MEETING CLOSED TO PUBLIC

10.1 Matters for Which the Meeting May be Closed

Nil

10.2 Public Reading of Resolutions That May be Made Public

N/A

11 CLOSURE



**DECLARATION OF
FINANCIAL INTEREST / INTEREST THAT MAY AFFECT IMPARTIALITY**

**TO: CHIEF EXECUTIVE OFFICER
TOWN OF VICTORIA PARK**

Name & Position	
Meeting Date	
Item No/Subject	
Nature of Interest	Financial Interest* <i>(*Delete where not applicable)</i> Interest that may affect impartiality*
Extent of Interest	
Signature	
Date	

Section 5.65(1) of the Local Government Act 1995 states that:

“A member who has an interest in any matter to be discussed at a Council or Committee meeting that will be attended by that member must disclose the nature of the interest:

- (a) in a written notice given to the CEO before the meeting; or
- (b) at the meeting immediately before the matter is discussed”.

ALTERNATE MOTION / AMENDMENT SUBMISSION



To: HIS WORSHIP THE MAYOR:

Please be advised that I wish to move an ALTERNATE MOTION / AMENDMENT

Name of Elected Member:

Signature:

Date of Submission:

Council Meeting Date:

Item Number:

Item Title:

Alternate Motion / Amendment: *(strike out which is not applicable)*

Note: Motions to Stand Alone

All decisions of the council must be in the form of motions that are clear in their intent and enable a person to understand what has been decided without reference to another motion or information contained in the body of a report.

Reason:

Note: Explanation for changes to Recommendations

Administration Regulation 11 requires the minutes to include written reasons for each decision that is significantly different from the written recommendation. Members must therefore provide a written reason in the space provided above.