



Western Australian Planning Commission

Notice is hereby given the next meeting of the Western Australian Planning Commission (Part 17 Significant Development) will be:

Meeting No. 3

Thursday, 4 March, 2021, 2:00 pm

Virtual meeting over Zoom

Zoom link: <https://zoom.us/j/93005585699>

1. **Declaration of opening**
2. **Apologies**
 - Ms Jane Bennett - Professions Representative
 - Ms Gail McGowan - Director General, Department of Planning, Lands and Heritage
 - Mr Richard Sellers - Director General, Department of Jobs, Tourism, Science and Innovation
3. **Disclosure of interests** 7 - 8
 - Ms Bennett declared an Actual Impartiality Interest on Item 7.1 - State Football Centre, Lot 500 (305) Welshpool Road, Queens Park. Ms Bennett's employer, CLE Town Planning + Design, act for the proponent.
4. **Declaration of due consideration**
5. **Deputations and presentations**
 - 5.1. **Significant Development - State Football Centre - 305 Welshpool Road and 343 Wharf Street, Queens Park (Item 7.1)** 9 - 10
 - Presenters: Mr Clint Klymovich - Department of Local Government, Sport and Cultural Industries, Mr Stephen Carter - (CLE Town Planning + Design), Mr Vernon McQuistan - Department of Finance, Mr David Karotkin - Carabiner Architects, Mr Jacob Martin - Cardno, Mr Tom Atkinson - Emerge Associates, Mr Darren Pesich - Stantec and Ms Maggie Earl - Department of Local Government, Sport and Cultural Industries.
6. **Presentation of key issues by the Department of Planning, Lands and Heritage**
7. **Item/s for decision**
 - 7.1. **State Football Centre - 305 Welshpool Road and 343 Wharf Street, Queens Park** 11 - 123
8. **State Administrative Tribunal applications**
9. **General business**
10. **Meeting closure**

Information for WAPC members (Part 17 Significant Development) *Quorum: 7 of 14 members*

Representation in accordance with the Planning and Development Act 2005

	<p>Mr David Caddy WAPC Chairman <i>Section 10(1)(a)</i></p>		<p>Ms Gail McGOWAN Director General, Department of Planning, Lands and Heritage <i>Section 10(1)(c)(i)</i></p>
	<p>Mayor Emma Cole Metropolitan Local Government Representative (nominated by WALGA) <i>Section 10(1)(b)(i)</i></p>		<p>Mr Mike ROWE Director General, Department of Water and Environmental Regulation <i>Section 10(1)(c)(ii) and 10(1)(c)(iv)</i></p>
	<p>Cr Veronica FLEAY Non-Metropolitan Local Government Representative (nominated by WALGA) <i>Section 10(1)(b)(ii)</i></p>		<p>Mr Peter WORONZOW Director General, Department of Transport <i>Section 10(1)(c)(iii)</i></p>
	<p>Ms Helen BROOKES Coastal Planning and Management Representative <i>Section 10(1)(b)(iii)</i></p>		<p>Mr Richard SELLERS Director General, Department of Jobs, Tourism, Science and Innovation <i>Section 10(1)(c)(v)</i></p>
	<p>Ms Jane BENNETT Professions Representative <i>Section 10(1)(b)(iv)</i></p>		<p>Ms Michelle ANDREWS Director General, Department of Communities <i>Section 10(1)(c)(vi)</i></p>
	<p>Mr Fred CHANEY Professions Representative <i>Section 10(1)(b)(v)</i></p>		<p>Mr Justin McKIRDY 'Planner' from portfolio agencies <i>Section 10(1)(c)(vii)</i></p>
	<p>Mr Barry McGUIRE Professions Representative <i>Section 10(1)(b)(vi)</i></p>		<p>Cr Lynne CRAIGIE Nominee of the Minister for Regional Development <i>Section 10(1)(c)(viii)</i></p>
	<p>Mr Ralph ADDIS Director General, Department of Primary Industries and Regional Development <i>Associate Member, Section 11</i></p>		

	<p>Mayor Penny TAYLOR Metropolitan Local Government Representative (Deputy) (nominated by WALGA) <i>Schedule 1 clause 7(1)</i></p>		<p>Cr Caroline KNIGHT Non-Metropolitan Local Government Representative (Deputy) (nominated by WALGA) <i>Schedule 1 clause 7(1)</i></p>

Current Vacancies:

- Deputy Chairperson, *Schedule 1, Clause 6(3)*

Role of the Western Australian Planning Commission (WAPC) (Part 17 Significant Development)

In accordance with Part 17 of the *Planning and Development Act 2005* (as amended by the *Planning and Development Amendment Act 2020*), the Western Australian Planning Commission is granted temporary decision-making powers to determine development applications over \$20 million in metropolitan Perth, and over \$5 million in regional areas.

Membership (extract from PD Act)

The composition of the Board is in accordance with Section 10(1) of the *Planning and Development Act 2005*:

10. Membership of board

- (1) The board is to consist of the following members —
 - (a) a chairperson appointed by the Governor on the nomination of the Minister; and
 - (b) 6 members appointed by the Governor, of whom —
 - (i) one is to be a person nominated by the Minister from a list of the names of 4 persons representing the interests of local governments within the metropolitan region submitted to the Minister by WALGA; and
 - (ii) one is to be a person nominated by the Minister from a list of the names of 4 persons representing the interests of the local governments outside the metropolitan region submitted to the Minister by WALGA; and
 - (iii) one is to be a person nominated by the Minister as having experience of the field of coastal planning and management; and
 - (iv) one is to be a person nominated by the Minister as having practical knowledge of and experience in one or more of the fields of urban and regional planning, property development, commerce and industry, business management, financial management, engineering, surveying, valuation, transport or urban design; and
 - (v) one is to be a person nominated by the Minister as having practical knowledge of and experience in one or more of the fields of environmental conservation, natural resource management or heritage interests; and
 - (vi) one is to be a person nominated by the Minister as having practical knowledge of and experience in one or more of the fields of planning and provision of community services, community affairs or indigenous interests;

and

- (c) the least number of other members who include —
 - (i) the chief executive officer of the department principally assisting in the administration of this Act; and
 - (ii) the chief executive officer of the Water and Rivers Commission established by the Water and Rivers Commission Act 1995 3; and
 - (iii) the chief executive officer of the department principally assisting in the administration of the Transport Co-ordination Act 1966; and
 - (iv) the chief executive officer of the department principally assisting in the administration of the Environmental Protection Act 1986; and

- (v) the chief executive officer of the department principally assisting in the administration of the Government Agreements Act 1979; and
- (vi) the chief executive officer of the department principally assisting in the administration of the Housing Act 1980; and
- (vii) a person, whether a member under another subparagraph or another person nominated by the Minister, who has experience in the field of urban and regional planning and is employed in an agency, as defined in the Public Sector Management Act 1994, for which the Minister is responsible; and
- (viii) a person nominated by the Regional Minister”.

In accordance with Section 11(2) of the *Planning and Development Act 2005*, “The Governor may, on the nomination of the Minister, appoint an associate member for a region referred to in Schedule 4”.

On 13 December 2011, the Governor appointed an Associate Member for a region referred to in Schedule 4.

Quorum for meetings

In accordance with Clause 8(5) of Schedule 1 of the *Planning and Development Act 2005*, the quorum for board meetings is as follows: *At any meeting of the board a number of members equal to at least one half of the number of members provided for by Section 10 constitute a quorum.*

Disclosure of interests

In accordance with the *Planning and Development Act 2005* and Section 4 of the Western Australian Planning Commission (WAPC), Governance Guide – Standing Orders, members of Committees (and certain employees) are required to disclose the following types of interests that they have or persons closely associated to them, have:

- direct and indirect pecuniary interests (financial);
- proximity interests (location); and
- impartiality interests (relationship).

A “**direct pecuniary interest**” is one where a member has an interest in a matter where it is reasonable to expect that the matter if dealt with by the Board or a Committee, or an employee in a particular way, will result in a financial gain, loss, benefit or detriment for the member.

An “**indirect pecuniary interest**” refers to an interest in a matter where a financial relationship exists between a member and another person who requires a WAPC decision in relation to the matter.

A “**proximity interest**” refers to an interest of a member, or close associate of the member, 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, maintenance or management of the land or of services or facilities on the land that adjoins the person’s land.

An “**Impartiality interest**” means an interest that could, or could reasonably be perceived to, adversely affect the impartiality of the member having the interest and includes an interest arising from kinship, friendship, partnership or membership of an organisation or an association with any decision-making process relating to a matter for discussion before the Board or a Committee.

Members disclosing any pecuniary or proximity interests for an item cannot participate in discussion or the decision making procedure relating to the item and must leave the meeting room during the discussion of the item. Members disclosing an impartiality interest in an item must also leave the room during the discussion or the decision making procedure relating to the item unless the Committee, by formal resolution, allows the member to remain. The reason to allow a member to remain must be stated in the formal resolution and will be minuted.

Disclosure of representations

Where a member has had verbal communication with or on behalf of a person with an interest in a matter which is before a meeting, the member is to disclose the interest.

Where a member is in receipt of relevant written material (including email) from or on behalf of a person with an interest in a matter which is before a meeting, the member is to table the material at the meeting for the information of members.

**WAPC Board/Committee Members –
Part 1: Conflict of Interest Disclosure: Impartiality, Pecuniary and Proximity
Part 2: Disclosure of Receipt of Gifts, Benefits and Hospitality**

Important:

- Prior to completing this form, please ensure you have read the Western Australian Planning Commission Standing Orders (Part 6) and the WAPC [Code of Conduct](#).
- For more guidance on how to identify and manage Conflicts of Interest please refer to the WA Public Sector Integrity Coordinating Group's [Conflicts of Interest Guidelines](#).

PART I - DISCLOSURE OF INTEREST - Impartiality, Pecuniary and Proximity

Details of the board or Committee member

Full Name:	Jane Bennett		
Email address:	Jane.bennett@wapc.gov.au	Telephone No:	0437887398
Name of Board/Committee	Significant Development Meeting		
Meeting date	4 March 2021	Item No	
Report title	State Football Centre, Lot 500 (305) Welshpool Road, Queens Park	Page number	
Nature of the interest under consideration	Planning - CLE Town Planning & Design		

Type of interest: Eg. Do you have any private interest in a matter which may place you in conflict with your public duties? If so, what type of interest would it qualify as?	<input type="checkbox"/> Direct Pecuniary interest	<input type="checkbox"/> Indirect Pecuniary interest
	<input checked="" type="checkbox"/> Impartiality Interest	<input type="checkbox"/> Proximity interest

Type of conflict created by interest Eg Given the nature of the interest, what type of conflict does this create? Please select one and explain your choice.	<input checked="" type="checkbox"/> Actual <input type="checkbox"/> Perceived <input type="checkbox"/> Potential Reason for decision: Remove from decision making
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Board/Committee Member declaration

I have read the WAPC's Conflict of Interest [Policy](#)

Member Signature:

Jane Bennett

Date: 10/02/2021

DEFINITIONS OF INTEREST TYPES

In accordance with section 6.10 of the of the Western Australian Planning Commission Standing Orders:

“impartiality interest” means an interest that could, or could reasonably be perceived to, adversely affect the impartiality of the member having the interest and includes an interest arising from kinship, friendship, partnership or membership of an association or an association with any decision making process relating to a matter for discussion before the board or a Committee.

In accordance with section 6.1 of the of the Western Australian Planning Commission Standing Orders:

“proximity interest” means a relevant person’s interest in a matter if the matter concerns -

- (i) a proposed change to a planning scheme affecting land that adjoins the person’s land;
- (ii) a proposed change to the zoning or use of land that adjoins the person’s land; or
- (iii) a proposed development, maintenance or management of the land or of services or facilities on the land that adjoins the person’s land;

“direct pecuniary interest” means a relevant person’s interest in a matter where it is reasonable to expect that the matter if dealt with by the board or a Committee, or an employee in a particular way, will result in a financial gain, loss, benefit or detriment for the person;

“indirect pecuniary interest” means a relevant person’s interest in a matter where a financial relationship exists between that person and another person who requires a board or Committee decision in relation to the matter.

Request for Deputation / Presentation

Western Australian Planning Commission

Part 17 Significant Development Meeting

Meeting Date: Thursday, 4 March 2021

Presentation Request Guidelines

Persons interested in presenting at a WAPC Part 17 Significant Development Meeting must first consider whether their concern has been adequately addressed in the report recommendation or other submissions. Your request will be determined by the WAPC Chairman based on individual merit and likely contribution to assist the Commission's consideration and determination of the application.

Presentations are not to exceed **3 minutes**. It is important to note that the presentation content will be **published on the WAPC website** as part of the meeting agenda. **Your PowerPoint must be submitted with this request.**

Requests close at 2pm, three (3) working days, prior to the meeting date. Please complete and submit this form, your PowerPoint and any additional written documents to committees@dplh.wa.gov.au no later than this time. **Late requests will not be accepted.**

Handouts or PowerPoints will not be accepted on the day of the meeting.

Name of Presenter:	Clint Klymovich	
Organisation:	Department of Local Government, Sport and Cultural Industries	
Additional Attendees:	(You may have up to 3 attendees, including the Presenter)	
	Stephen Carter (CLE Town Planning + Design)	
	Vernon McQuistan (Department of Finance)	
	David Karotkin (Carabiner Architects)	
	Jacob Martin (Cardno)	
	Tom Atkinson (Emerge Associates)	
	Darren Pesich (Stantec)	
	Maggie Earl (Department of Local Government, Sport and Cultural Industries)	
PowerPoint:	No	
	Your PowerPoint presentation <u>must</u> be accompanied with a written document detailing the content of your presentation for the purpose of the agenda.	
Special Requirements:	In the interest of accessibility and inclusion for people with disabilities, please identify if you have any special requirements: Choose an item. <i>If yes, please detail below:</i>	
<i>In submitting this request, you acknowledge that your request form and presentation content will be published to the WAPC website as part of the agenda.</i>		Yes

<p>Is the presentation in support or against the <u>report recommendation</u>? (contained within the agenda)</p>	<p>Support</p>
<p>Is the presentation in support or against the <u>proposed development</u>?</p>	<p>Support</p>

Brief Outline of Presentation:

To confirm the SDAU report and recommendation to the WAPC and make the project team available for questions, if required.

ITEM NO: 7.1

Welshpool Road and Wharf Street, Queens Park – PROPOSED STATE FOOTBALL CENTRE

Applicant:	Department of Local Government, Sports and Cultural Industries
Owner:	Western Australian Planning Commission and City of Canning
Value of Development:	\$32.5 million
Local Government Area:	City of Canning
Referral Pathway:	Applicant opt-in
Authorising Officer:	Margaret Smith, Director State Development Assessment Unit
WAPC File No:	SDAU-015
Application Received Date:	10 December 2020
Attachment(s):	<ol style="list-style-type: none"> 1. Location and Zoning Plan 2. Development Application Plans 3. Transport Impact Statement 4. City of Canning recommended conditions 5. Applicant's response to Public Submissions 6. State Design Review Panel Report – 15 December 2020 7. Applicant response to State Design Review Panel report

Officer Recommendation:

That the Western Australian Planning Commission resolves to **APPROVE** application reference SDAU-015 and accompanying plans (stamped 9 December 2020) in accordance with s.274 of the *Planning and Development Act 2005*, subject to the following conditions:

Conditions

Approval Timeframe

1. This decision constitutes planning approval only and is valid for a period of 12 months from the date of approval. If the development is not substantially commenced within the specified period, the approval shall lapse and be of no further effect.

Conformity with Plans

2. The development is to be undertaken in accordance with the approved plans and documents stamped 9 December 2020 attached to this approval, final details of which are to be provided at working drawings stage to the satisfaction

of the Western Australian Planning Commission, with the following modifications:

- a. Update to the location and size of the on-site waste management area based on the updated waste management plan;
- b. Update to the submitted drawings, with detailed designs responding to the outcomes of the State Development Review Panel process including refinement of the Welshpool Road entry, treatment of electrical substation, fencing details, sustainability improvement, details of permeable paving, shade and amenity to carparks and open congregation areas and integration of Indigenous cultural and historical narratives.

Clearance of Conditions of Approval

3. A copy of the final working drawings (prepared for submission of an application for a building permit) and all associated plans, reports and information that address the conditions of approval are to be submitted to, and cleared by, the Western Australian Planning Commission.

Construction

4. Prior to the commencement of site works, a Construction Management Plan for the proposed development being submitted to, and approved by, the Western Australian Planning Commission on advice from the City of Canning, addressing but not limited to: the protection and management of native vegetation, control of vibration, dust, noise, waste, sand and sediment; temporary fencing; hoardings and gantries; site access/egress; deliveries of construction materials; use and access of heavy construction machinery; parking for contractors and tradespersons and traffic control. The approved Plan shall be implemented and adhered to at all times during the construction phase, unless otherwise approved by the Western Australian Planning Commission on advice from the City of Canning.

Parking and Access

5. Prior to the commencement of use, the car parking bays shall be marked on site as indicated on the approved plans and such marking shall be subsequently maintained so that the delineation of parking bays remains clearly visible. Hard-stand areas approved for the purpose of car parking or vehicle access shall be maintained in good condition to the satisfaction of the Western Australian Planning Commission.
6. Prior to the commencement of use, the applicant shall supply certification of compliance by an architect or engineer confirming that the constructed design and layout of all car parking bays, vehicle access-ways and bicycle bays complies with Australian Standards AS2890.1 and AS2890.3 and is consistent with the approved plans, to the satisfaction of the Western Australian Planning Commission.

7. Prior to submission of the relevant building permit application, detailed plans and specifications of works within the Welshpool Road and Gibbs Street road reserves, as indicated on the stamped approved plans, shall be submitted and approved by the Western Australian Planning Commission, on the advice of the City of Canning, and shall include:
 - a. Removal of the redundant crossover(s) and reinstatement of the footpath, kerb and verge;
 - b. Relocation of the bus embayment;
 - c. Access from Welshpool Road, including an option for when Welshpool Road is widened;
 - d. Emergency Access from Gibbs Street; and
 - e. Service Authority infrastructure.

Once approved, the works shall be completed prior to occupation of the development.

Water Management

8. Prior to submission of the relevant building permit application, the Water Management Plan prepared by Emerge (ref. EP20-021 (09) dated December 2020) shall be amended on advice from the City of Canning and shall be submitted to, and approved by, the Western Australian Planning Commission. The approved Water Management Plan shall be implemented to the satisfaction of the Western Australian Planning Commission.

Waste Management

9. Prior to the submission of the relevant building permit application, the Waste Management Plan prepared by Cardno (ref. CW1142300 dated 8 December 2020) shall be amended on advice from the City of Canning and shall be submitted to, and approved by, the Western Australian Planning Commission. The approved Waste Management Plan shall be implemented and adhered to at all times by venue management, to the satisfaction of the Western Australian Planning Commission.

Noise Assessment

10. Prior to the submission of the relevant building permit application, an Environmental Noise Assessment shall be prepared by a qualified acoustic consultant and submitted and approved by the Western Australian Planning Commission, on the advice of the City of Canning. All measures identified in the report shall be implemented prior to the occupation of the development or by venue operators, as applicable.

Public Art

11. Prior to occupation of the development:
 - a. A public art concept for the subject development must be submitted to, and approved by, the Western Australian Planning Commission, in

accordance with the State Government's Percent for Art Scheme Guidelines; and

- b. the approved public art shall be installed by the developer and maintained thereafter, to the satisfaction of the Western Australian Planning Commission.

Environment, Vegetation and Landscaping

12. Prior to the commencement of site works, a Wetland and Bushland Management Plan for the resource enhancement wetland, the retained *Corymbia callophylla* woodland area, and the adjoining Bush Forever site's vegetation shall be prepared and submitted for approval by the Western Australian Planning Commission on advice from the Department of Biodiversity, Conservation and Attractions and the City of Canning, to ensure the protection and management of the environmental values. Once approved, the Plan is to be implemented in its entirety.
13. Prior to the commencement of site works, a Fauna Management Plan shall be submitted for approval by the Western Australian Planning Commission on advice from the Department of Biodiversity, Conservation and Attractions and City of Canning. Once approved, the Plan is to be implemented in its entirety.
14. Prior to the commencement of site works, an Acid Sulphate Soils Dewatering Plan shall be submitted for approval by the Western Australian Planning Commission on advice from the Department of Water and Environmental Regulation and City of Canning. Once approved, the Plan is to be implemented in its entirety.
15. Prior to the commencement of site works, an environmental management plan shall be prepared, outlining Environmental Asset Management and Monitoring, Hydrology Management and Mosquito Management. The plan is also to include a light spill evaluation to minimise impact on habitat. The plan shall be submitted for approval by the Western Australian Planning Commission on advice from the City of Canning. Once approved, the Plan is to be implemented in its entirety.
16. Prior to the commencement of building works, a detailed Landscaping and Revegetation Plan, including ongoing management requirements, shall be submitted for approval by the Western Australian Planning Commission, on the advice of the City of Canning.
17. Prior to the commencement of use, all landscaping and revegetation areas shall be installed in accordance with the final approved landscaping plan. All landscaping areas shall be maintained thereafter to a high standard to the satisfaction of the Western Australia Planning Commission.

Bushfire

18. All of the recommended actions and measures included in the Bushfire Management plan prepared by Emerge, Ref: EP20-012(08) dated December 2020, are to be implemented and thereafter maintained to the satisfaction of the Western Australian Planning Commission, on advice from the City of Canning.

Materials and Finishes

19. The development being constructed with high quality and durable materials and finishes and to a level of detailing that is consistent with the elevations and perspectives date stamped 9 December 2020, or as otherwise amended in plans as approved as part of Condition 2. Prior to the submission of the relevant building permit application, the applicant is to submit final details, including a sample board, of the materials, colours and finishes of the exterior of the building and fencing to the satisfaction of the Western Australian Planning Commission, on advice from the State Design Review Panel.

Lighting

20. Prior to the submission of the relevant building permit application, a Light Spill Impact Report shall be submitted to, and approved by, the Western Australian Planning Commission, on the advice of the City of Canning. The report is to confirm compliance with Australian Standard 25060 – Sports Lighting Standards and Australian Standard 4282:2019 – Control of Obtrusive Effects Outdoor Lighting. Once approved, any recommendations identified in the Report are to be implemented.

Signage

21. Prior to the submission of the relevant building permit application, a Signage Strategy shall be submitted to and approved by the Western Australian Planning Commission, on the advice of the City of Canning. Once approved, the installation of any external signage must be in accordance with the approved Signage Strategy and Way-finding Plan.

Utilities and Facilities

22. Any proposed air-conditioning condensers, external building plant, lift overruns, piping, ducting, transformers and fire control rooms being integrated into the design of the buildings and located or screened to minimise any visual and noise impact on the residents of the neighbouring properties and public realm, with details of the location and screening of such plant and services being submitted to, and approved by, the Western Australian Planning Commission prior to applying for the relevant building permit.

General

23. Prior to the commencement of use, an Event Management Plan shall be submitted and approved by the Western Australian Planning Commission, on the advice of the City of Canning. The Plan is to identify the arrangements that will be in place for events attracting spectators which exceed the permanent spectator seating numbers as follows: between 701 and 1,000 spectators, 1,001 and 2,000 spectators and 2,001 and 4,000 spectators.
24. Prior to the commencement of use, an Operational and Delivery Management Plan, shall be submitted and approved by the Western Australian Planning Commission, on the advice of the City of Canning. The Plan is to identify parking management, the delivery timeframes and types of service vehicles, operating hours for the various buildings and facilities, and proposed activities to be undertaken across the site. Once approved, the Plan is to be implemented in its entirety.

Advice Notes

- a) With regard to condition 1, and in accordance with s.279(4) of the *Planning and Development Act 2005*, the Commission cannot do anything that would have the effect of extending the period within which the development must be substantially commenced.
- b) This is a development approval only. The applicant/owner is advised that it is their responsibility to ensure that the proposed development complies with all other applicable legislation, local laws and/or licence/permit requirements that may relate to the development.
- c) With regard to condition 3, working drawings are to comply with all of the relevant conditions of development approval, as confirmed by the Western Australian Planning Commission, and any variations from the approved plans are required to be clearly identified. Following satisfactory assessment of the working drawings, the Western Australian Planning Commission will provide a clearance letter and copies of the plans to the City of Canning to assist with building permit assessment. Where works and/or building permits are proposed to be staged, the Commission may agree to a staged clearance of working drawings and associated conditions of approval.
- d) The final plans and details submitted to the Western Australian Planning Commission to satisfy the conditions of this approval will be verified by the Department of Planning, Lands and Heritage officers, and any other Local or State government agency where applicable. Approval for any substantive changes to the approved plans will need to be obtained in writing from the Commission, made via an amended application process (Form 17C).
- e) With regard to condition 4, the Construction Management Plan is to address, but not be limited to, the following site specific matters: a staging plan; dieback and weed hygiene management; vegetation and fauna protection and management including the translocation of species and protective fencing, capture and relocation programs consistent with the Fauna Management Plan; management of midges, mosquitos and areas of surface water; waste

management; lighting; noise, vibration and dust management; acid sulphate soils, timeframes and responsibility for tasks identified; details on how the site will be secured including temporary site fencing; vehicular access, parking arrangements for contractors and other staff; temporary realignment of pedestrian access paths; and delivery of materials and equipment to the site including loading and unloading areas. In addition, any other matters likely to impact on surrounding properties and public areas should be addressed in the Plan.

Construction Management Plans may be provided in separate works packages (i.e. forward works) prior to their commencement, provided each management plan contains an overview of staging and the relationship between works packages.

- f) With regard to Condition 7, the applicant must be in receipt of an approved crossover permit to the specifications and satisfaction of the City of Canning.
- g) With regard to Condition 8, the plans is to be updated to include water quality monitoring and is to address and maintain the pre-development hydrology of the Resource Enhancement Wetland (REW), *Corymbia callophylla* woodland area, and the adjoining Bush Forever site vegetation.
- h) With regard to Condition 9, further information is to be incorporated into the updated waste management plan including specific details of the size and location of a bin storage area, details as to the waste generated on non-event days and by other events that may occur in the same week as a match is held and demonstrate that the storage area enables bins to be stored securely and be enclosed for odour and pest prevention.
- i) With regard to Condition 10, this assessment is to demonstrate how the use of the development will address and minimise the impact of the operations of a football/sporting facility and may include, but not be limited to, details on number of speakers/amplification, location/direction and volume, volume and bass control, maximum settings, staff training and complaint management.
- j) In relation to Condition 11, the Public Art Strategy should demonstrate best practice (procurement, stakeholder engagement, design direction and integration within the development), and include details of the type and location of artworks and how the works respond to any identified public art themes, design intent and purpose, processes to design documentation, detailed plans of the artwork, cost calculations, public liability insurance (as applicable) and maintenance details.
- k) With regard to Conditions 12-16, the applicant is to continue to liaise with Department of Biodiversity, Conservation and Attraction's Threatened Communities Unit.
- l) With regard to Condition 12, the Wetland and Bushland Management Plan should address access, revegetation, boundary interface, signage, contingency actions and long term management arrangements.

- m) With regard to Condition 23, event management plans (EMP) are to include but not be limited to addressing: appropriate traffic, parking and pedestrian management measures; any additional shuttle buses services (public or private transport); and additional waste management and noise management protocols on a graduated scale based on spectator numbers. The EMP should also include requirements to review and update to ensure management measures continue to respond to any matters and issues that arise. The EMP should set out the process and requirements for 'event-specific' EMPs.
- n) In addition to any approvals stipulated under this Development Approval, all buildings and events that are defined as 'public buildings', under the Health (Public Building) Regulations 1992, must comply with these regulations. Additional approvals may be required, depending on the nature of the event. Please liaise with the City of Canning's Environmental Health Officer in this regard.
- o) If the applicant or owner is aggrieved by this determination there is a right of review by the State Administrative Tribunal in accordance with Part 17 of the *Planning and Development Act 2005*.

Details: Outline of development application

Local Planning Scheme	City of Canning Local Planning Scheme No. 42 (LPS42)
Local Planning Scheme zoning	Reserve for Parks and Recreation (Regional)
Use Class and permissibility:	N/A
Lot Size:	Portion of Lot 501 (305 Welshpool Road) = 22.4ha Lot 22 (343 Wharf Street) = 2.23ha
Existing Land Use:	Vacant land, with drainage and vegetation
State Heritage Register	No
Local Heritage	<input checked="" type="checkbox"/> N/A <input type="checkbox"/> Heritage List <input type="checkbox"/> Heritage Area
Design Review	<input type="checkbox"/> N/A <input type="checkbox"/> Local Design Review Panel <input checked="" type="checkbox"/> State Design Review Panel <input type="checkbox"/> Other
Bushfire Prone Area	Yes
Contaminated site	No

Proposal:

Approval is sought for the construction of a new sport and recreation facility to be known as the State Football Centre (SFC) at 305 Welshpool Road (portion of Lot 305) and 343 Wharf Street (Lot 22) Queens Park. The development of the SFC includes:

- Two full-size, flood-lit high-performance football pitches of a hybrid construction (synthetic and natural turf interwoven) capable of high usage, identified as Pitch 1 (competition pitch) and Pitch 2 (training pitch) on the submitted plans;
- Three five-a-side pitches adjacent to Pitch 2, consisting of synthetic turf and lighting;
- Two community pitches located to the south of Pitches 1 & 2;
- A two-storey building located between the two high-performance pitches incorporating change room facilities; high-performance training facilities, strength and conditioning and sports medicine facilities; tiered seating for approximately 700 seated spectators facing the main pitch; amenities for spectators, including kiosk and small bar facilities; and an office and meeting room space for Football West administration;
- Pitch lighting for night operations, including lighting towers measuring 28m for Pitch 1 and 22m for Pitch 2 and southern Community Pitches 3 and 4.
- Comprehensive landscaping which, in addition to providing a high level of visitor amenity, will protect the environmental values of the site and serve a critical stormwater management function.
- The retention of native vegetation, including two areas where threatened or priority species of flora have been identified.
- On-site car parking, accommodating 156 car parking bays, with a single access point from Welshpool Road which will provide the predominant vehicle access to the proposed development. Service, maintenance and emergency vehicles (as required) will be provided with a secondary access point from Gibbs Street.
- A work building, store and compound for site maintenance equipment and materials. (Refer to **Attachment 2.**)

The SFC has been designed to accommodate approximately 700 seated spectators and will occasionally host 'special events' in which the number of spectators may exceed 700. The site has the ability to accommodate temporary seating up to 4000 spectators. These events will include season community grand finals, showcase events such as training sessions for high profile visiting teams, A-League warm up matches and W-League matches.

The applicant has explained that bushland retention and protection are integral to the development. Careful consideration has been given to the design of the SFC with standalone buildings within a natural bushland setting. The materials proposed are modest and low-maintenance which allow for localised repairs and easy cleaning and vandalism resilience.

The applicant has outlined that upon completion of the State Football Centre, Lot 501 will then be the subject of a survey to delineate the extent of the State Football Centre (inclusive of the high-performance playing fields), the adjacent playing fields and the remaining portions of Lot 501. A management order will be issued making the City the managing authority for the site but allowing for Football West to lease the State Football Centre and adjacent playing fields.

Summary:

The key points relating to this report are as follows:

- 55 public submissions were received, 12 of which objected to the development. The main issues raised in the submissions relate to traffic and parking, vegetation protection, noise and impact on amenity.
- The City of Canning (the City) has advised that the proposal is supported subject to conditions, as it represents a significant financial investment in the City and will bring benefits to City of Canning residents and the broader population of the metropolitan area and the State.
- This project has both State and Federal government funding, each having committed \$16.25 million, and construction will be able to commence as soon as all relevant approvals have been obtained.
- The applicant has advised that the project represents approximately \$32.5 million of investment and will create approximately 152 jobs throughout the construction phase and is expected to create 10 full time jobs, primarily associated with Football West's ongoing management of the facility.
- Overall, the proposed development is considered to appropriately respond to the planning framework and achieves the intent and outcomes of the various planning instruments.

Background:

The development site is located on Welshpool Road between Wharf Street and Gibbs Street. Welshpool Road is designated a District Distributor Road under the Main Roads Hierarchy and is under the care and control of the City of Canning. The majority of the development site contains areas of degraded vegetation and drainage infrastructure including two open water bodies. An area of significant vegetation abuts the site to the south west and is identified on the Location Plan as 'Formal Bush Forever Reserve'. (Refer to **Attachment 1**)

The existing nearby development to the south-east is predominantly low density residential development consisting of single and grouped dwellings. Abutting land to the south is also a reservation for recreation and is commonly referred to as Maniana Reserve.

On 14 June 2020, the State Government announced its commitment of \$16.25 million to the development of the State Football Centre at Queens Park Open Space matching the Commonwealth Government's \$16.25 million commitment to the development of the Centre.

The SFC development proposal was received on 9 December 2020. The application was presented to the State Design Review Panel on two occasions on 22 September 2020 and 15 December 2020, with the latter following formal lodgement of the application.

Queens Park Open Space Master Plan

The site is located within the area of the Queens Park Open Space Master Plan (QPOSMP). In June 2020 the City embarked on a community engagement program, seeking community feedback about what they valued about the Queens Park Open Space. At the Ordinary Council Meeting held on 17 November 2020, Council adopted the QPOSMP, which identifies the location of the SFC playing

fields in the north western portion of the site, consistent with the proposed development application.

Gibbs Street Safe Active Street and Gerard Street Road Extension

The City has plans to:

- make changes to the Gibbs Street road reserve, between Railway Parade and Welshpool Road, to implement a Safe Active Street (SAS) which will encourage walking and cycling.
- Extend Gerard Street to Welshpool Road, which includes the realignment of the portions of Luyer Avenue and a change of intersection at Luyer Avenue and Gibbs Street.

Concept designs for both projects have been prepared and have been included in the Traffic Impact Assessment prepared by Cardno dated 8 December 2020 (Refer to **Attachment 3**). The City has outlined that it has been in discussions with Main Roads WA in relation to these projects and the impact on the broader road network.

Legislation:

The introduction of Part 17 into the *Planning and Development Act 2005* (PD Act) has temporarily established the Western Australian Planning Commission (WAPC) as the decision-making authority for applications for significant development to support the State's economic recovery from the Coronavirus pandemic. Part 17 provides the WAPC with enhanced approval powers that will enable more strategic assessment of significant developments that deliver broad economic, social and environmental benefits for the State.

Other than the *Environmental Protection Act 1986* (the 'EP Act'), the WAPC is not bound by any planning or non-planning law, rule or other requirement when determining this application. However, in making its decision, the WAPC must have due regard to the purpose and intent of any applicable planning scheme, orderly and proper planning and the preservation of amenity of the locality, the need to facilitate development in response to the economic effects of the COVID-19 pandemic and any relevant State planning policies or policies of the WAPC.

Consultation:

Consultation with the Minister for Planning

In accordance with s.276(2) of the PD Act, the Minister for Planning was consulted regarding the subject development application. The Minister made a submission as follows:

"The proposed State Football Centre will provide the State of Western Australia with a world standard sporting asset that will contribute significantly to local, state and national sporting opportunities.

"Football (soccer) is the most popular team-based competitive sport in Western Australia, with more than 45 per cent growth in participants since 2006. The football

centre will deliver significant economic, social and environmental benefits for the State of Western Australia.

“The proposal has the potential benefit of delivering a facility on par with the contemporary sports facilities that have been provided for other sports in Western Australia such as cricket, Australian rules football, netball, basketball and athletics.

“In addition, the football centre has the potential to attract future overseas investment through training camps and exchange trips and provide a location for high performance training for visiting international teams.”

The potential contribution of the project is noted.

Referrals/Consultation with Government/Service Agencies

The application was referred to the following agencies for review and comment:

- The Department of Water and Environmental Regulation (DWER)
- The Department of Biodiversity, Conservation and Attractions (DBCA)
- Public Transport Authority

The consultation timeframe was extended by 2 weeks to take into account the Christmas and New Year period and an extra day as a result of the Australia Day public holiday.

The following is a summary of the referral responses:

Department of Biodiversity, Conservation and Attractions

Advice is provided as follows:

- The proposed State Football Centre is partially located within Bush Forever site 283, Queens Park Bushland, Queens Park. The bushland within the site has values of conservation significance and a Wetland and Bushland Management Plan will ensure that these values are protected during the operational phase of the State Football Centre. DBCA can provide advice to the City of Canning on the management plan, if required.

The advice is noted, and if approved, a condition and corresponding advice note has been recommended.

- *Threatened flora* – A population of eight *Macarthuria keigheryi* plants were found within the proposed development area during a flora and vegetation assessment described in the Environmental Assessment Report State Football Centre (Emerge Associates 2020). *M. keigheryi* is listed as threatened flora under Western Australia’s Biodiversity Conservation Act 2016 (BC Act) (Endangered) and under the Commonwealth’s Environmental Protection and Biodiversity Conservation Act 1999 (EPBC Act). Implementation of the proposal will result in the taking of three of the eight plants, with the other five located within an area of *Corymbia callophylla* woodland area which will be retained and protected. An application under Section 40 of the BC Act for the

removal of the plants is currently being assessed by DBCA. This approval will be required prior to development commencing within the location of the flora.

The applicant has outlined that a separate application for impact to the *macarthuria kereighi* was submitted to DBCA on identification of the species on site. It is understood that DBCA is processing this in conjunction with the DWER clearing permit process. This matter has been discussed in detail through the Part 17 Pathway application process and it has been conveyed that the matter is progressing and is capable of being addressed.

- *Banksia woodland* – The Threatened Ecological Community Assessment in the Emerge report submitted as part of this application has determined that an area described as *Corymbia callophylla* woodland in very good condition located in the north eastern portion of the site is representative of the State listed priority ecological community (PEC), Low lying *Banksia attenuata* woodlands or shrublands (Floristic community type (FCT) 21c). This FCT forms part of the *Banksia* Woodlands of the Swan Coastal Plain threatened ecological community (TEC) listed under the EPBC Act. This area of woodland will be retained and protected within the development and managed by the City of Canning following development. The applicant is to continue to liaise with DBCA's Threatened Communities Unit to confirm the TEC Assessment's findings. It is noted that an additional 0.26 hectares of *Banksia* woodland occurs on the site and is proposed to be cleared for the development. Due its small size, the remnant is not considered to represent the *Banksia* Woodlands of the Swan Coastal Plain TEC listed under the EPBC Act or the State listed PEC.

Advice is noted, and if approved, an advice note has been recommended.

- *Fauna* – The Environmental Assessment Report identifies that the vegetation on the site provides habitat for the threatened Carnaby's cockatoo and the Red-tailed black cockatoo. These species are listed as endangered and vulnerable under the BC Act and EPBC Act. A commitment to prepare a Fauna Management Plan (FMP) is provided in the State Football Centre development application report. The FMP will inform construction works including “a pre-clearing inspection to identify potential fauna interactions including an inspection of tree hollows for signs of use” and “a fauna trapping program to capture and translocate small to medium sized (translocatable) native fauna (including turtles)”.

Advice is noted, and if approved, a condition has been recommended.

- *Wetlands* – The development application report Geomorphic Wetlands (Swan Coastal Plain) dataset maps the central and southern portion of the site as a Multiple use wetland (UFI 7490) and a small wetland on the eastern side of the site (UFI 15919) as a Resource Enhancement Wetland (REW). The REW wetland is proposed to be retained and protected within the State Football Centre development. The Environmental Assessment Report identifies that the natural hydrological regime of the wetland will be maintained through the Water Management Plan, and that interface treatments will include hard edge treatments to ensure no encroachment of grass from adjacent fields and

planting of native species in adjacent landscape areas that are consistent with those found within the REW.

Advice is noted, and if approved, a condition has been recommended.

- *Water management* - The Water Management Plan State Football Centre (Emerge Associates 2020) should ensure that the pre-development hydrology of the REW, *Corymbia callophylla* woodland area, and the adjoining Bush Forever site vegetation is maintained. DBCA will defer to DWER and the City of Canning to comment on the Water Management Plan.

Advice is noted, and if approved, an advice note associated with the water management plan has been recommended.

- *Interface management* - It is noted that a State Football Centre - Landscape Architect Response (Josh Byrne & Associates 2020) has been prepared for the State Football Centre which outlines design principles, a master plan, indicative cross sections between the soccer fields and the retained woodland and wetlands natural areas, with an indicative species planting palette. To ensure these prescriptions complement and protect the natural woodland and wetland values into the future, a comprehensive WBMP is required outlining the management of the *Corymbia callophylla* woodland, the area supporting the *M. keigheryi* population, the REW, and the buffer/interface to these areas. Careful consideration of the management prescriptions for the area containing the *M. keigheryi* plants and the interface between these plants and the soccer field are to be included in the WBMP.

As outlined above, if approved, a condition and corresponding advice note has been recommended.

- *Bushfire Management* - The City of Canning and State Development Assessment Unit should ensure that the proposal will meet the requirements of the Western Australian Planning Commission's *Guidelines for Planning in Bushfire Prone Areas*, and that all fire protection requirements are provided for within the development area and do not place reliance or impositions upon the management of the adjoining retained vegetation and wetland conservation areas, nor place limitations on revegetation within these areas.

The BMP has been reviewed by the City of Canning and has suggested that the BMP be implemented. If approved, a condition has been recommended consistent with the Council's recommendation.

- *Matters of National Significance* – It is noted that a referral has been submitted to the Commonwealth Department of Agriculture, Water and Environment (DAWE) in relation to potential impacts to threatened black cockatoo habitat, and the removal of the *M. keigheryi* pursuant to the EPBC Act was determined to not be a controlled action provided a permanent fence is established completely surrounding the retained native vegetation containing the *M. Keigheryi* plants prior to any construction occurring within 100 metres of any individual *M. Keigheryi* plant.

The location of the fencing depicted on the site plan is generally consistent with the area nominated to be protected. Fencing specifications and final location will be finalised as part of the detailed design and will form part of the ongoing management plan of the site. A specific condition as part of this application is not required in light of the separate EPBC Act approval.

Department of Water and Environmental Regulation

- *Better Urban Water Management Advice*
The Department has undertaken a brief assessment of the Water Management Plan (WMP) provided to support the development application. As best practice better urban water management and water sensitive urban design is being proposed to manage water across the site, the Department has no objection to the development.

In relation to this matter the City has also requested that the WMP be updated to include water quality monitoring. The matter can be reasonably addressed as a condition of any approval.

- *Native Vegetation Clearing*
The Department received a Clearing Permit application (CPS 9049/1) on 11 September 2020 from the Department of Local Government, Sport and Cultural Industries to clear 4.19 hectares of native vegetation at this location for the purposes of developing the State Football Centre. The extent of the clearing specified in the clearing permit application appears to be consistent with the clearing proposed in the development application.

The project offsets and conservation management have been discussed between DWER and the applicant and Emerge Associates is currently finalising the necessary information to complete this process. It is understood that this matter has been sufficiently progressed and capable of finalisation.

Public Transport Authority

Transperth has reviewed the DA, and provides the following comments for consideration.

- Currently, there are no confirmed changes to public transport services surrounding the Site. Transperth is unlikely to deviate existing services as there are bus routes that operate past the development sites, such as routes 282, 283, 202 and 203 as identified in the report. Subject to establishing appropriate funding agreements Transperth could provide additional shuttle services to support special events, however each event would need to be assessed on a case by case basis. There are several references to shuttle bus services from Cannington and Murdoch Station to the State Football Centre. As mentioned above, funding agreements would be required and Transperth will need to assess each event to determine whether shuttle services can be arranged.

The applicant has outlined there is an opportunity for supplemental services to support a higher demand for bus shuttle services during elite matches and special events, or to modify standard services based on revealed patronage

improvements. The provision of bus shuttle services has been proven a successful method to moderate the traffic and parking impact of sporting events. If approved, details relating to the provision of bus shuttle services can be detailed in the event management plan.

- The PTA has no objections to relocating the bus bays on Welshpool Road, and creating 5 temporary bus shelters along Welshpool Road and Gibbs Street. Advice noted.
- Transperth believes that the mode share targets for public transport trips to the site are optimistic. Given the site is outside the walkable catchment of a railway station and while acknowledging the site is serviced by a number of bus services, the current and planned service frequency of these bus route is relatively low. This will mean that they will not be attractive to community to use and result in only people without access to a private vehicle using public transport to access the site. It is also important to note the ongoing operating costs of providing a shuttle bus service to serve the site would be relatively high and require a funding source to be identified.

The TIA calculated mode share for standard operation, up to and including elite level matches with 700 spectators, as being 90% private vehicle usage and 10% with other modes including public transport, walking and cycling. This takes into account four existing PTA bus services operating in the immediate locality. The applicant has outlined that supplemental bus shuttle services from predetermined locations as necessary (including but not limited to off-site car parks and station locations) to support the scale of the event. It is considered that this detail is capable of being managed through the event management plan, and if approved, a condition has been recommended.

It is considered that the matters raised by the State Government agencies can be reasonably addressed through relevant conditions and advice notes as outlined above.

Consultation with the Local Government

In accordance with s.276(4) of the PD Act, the Application was referred to the City of Canning for comment. The consultation timeframe was extended by 2 weeks to take into account the Christmas and New Year period and an extra day as a result of the Australia Day public holiday.

The Council of the City of Canning considered the development application at a Special Council Meeting held on 27 January 2021, and resolved to authorise the Chief Executive Officer to advise the Western Australian Planning Commission that the proposed Recreation – Private Use (State Football Centre) is supported subject to conditions. Recommended conditions are included as **Attachment 4**.

The City's recommended conditions have been reviewed and where a departure is proposed, the matter has been addressed in this report.

If the WAPC is of the view that the application can be approved, the City's 'without prejudice' conditions can be incorporated into any recommendation and advice notes as appropriate.

Public Consultation

In accordance with s.276(6) of the PD Act, the application was advertised for public comment, for a period of 28 days. A total of 770 notification letters were sent to landowners and residents/occupants of properties within 200m of the subject site, which was consistent with the then draft Planning and Development Regulations 2020 for a significant development proposal. Three signs were erected on site, fronting Wharf Street, Welshpool Road and Gibbs Street, for the duration of the consultation period and two notices were placed in the Southern Gazette newspaper and on the Department of Planning, Lands and Heritage's website and social media channels inviting submissions from members of the public.

Fifty-five submissions were received, including one submission received after the close of the consultation period. Twenty-five submissions indicated that they supported the application, 18 supported the proposal subject to some changes and 12 submissions objected to the application. The issues raised in the submissions are summarised as follows:

SFC Location, Uses and Capacity:

- The sporting mix is limited at the site and should consider other sports.
- Increase the spectator seating capacity of the venue.
- The SFC should be developed at alternative locations with improved public transport.
- Improve facilities with the inclusion of a fenced dog exercise area.

Parking and Access

- Concern regarding traffic flow and parking, including increased parking pressures on the street associated with patrons and visitors.
- Concern regarding temporary parking during construction phase.
- The site has limited access to public transport.
- Concerns regarding the realignment of Gibbs Street and Luyer Avenue.
- Concerns that additional traffic and street parking will impact on pedestrian safety and amenity.

Impact on Amenity:

- Concerns that the resulting increased traffic, noise will impact on the nearby residential properties.
- Concerns that the increased noise will erode the natural environmental and peaceful nature of this area.
- Concern that the lighting will impact on adjoining native vegetation (fauna) and nearby residential properties.
- Concerns regarding antisocial behaviour and security.

Vegetation Protection and Landscaping

- Need to ensure that the flora and fauna is protected.

- The Bushfire Management Plan makes assumptions about the vegetation classification that are not supported by other documentation regarding vegetation protection.
- Ensure that the EPBC decision relating to vegetation on the site is to be protected by a permanent fence which prevents pedestrian access.
- Concern that efforts should be made to ensure Ryegrass seed (weed) is not spread past the fence line in our natural areas.

Other

- Concern that the waste management is insufficient.
- Concern that the nearby Industrial area is badly neglected in the Welshpool area.
- Concerns if the site operates at a loss that other soccer clubs will be used to "off-set" losses/revenue shortfall.

The applicant was provided with a summary of the issues raised during the public consultation and their response to the submissions is included in **Attachment 5**.

The issues raised in the submissions must be given due consideration by the WAPC and are discussed in further detail under the Assessment section of this report, with the exception of the 'other' matters raised. These are largely outside the development site area or relate to functions of the City or operational implications of Football West which are not considered relevant in the context of the proposed development.

Assessment:

The proposal has been assessed against the key considerations for the determination of this application under Part 17 of the PD Act, as follows:

The Purpose and Intent of the Local Planning Scheme

The relevant purposes of LPS42 are to set out the planning aims and intentions for the Scheme area, control and guide development, and set out procedures for the assessment and determination of development applications.

The relevant aims of the LPS42 include—

- ...(b) to secure the amenity, health and convenience of the local government and the inhabitants thereof; and
- (c) to set aside land used or to be secured for use as reserves for public purposes; and
- (d) to make provision for the conservation and enhancement of places of cultural heritage significance.

Use of Reservation - SFC Location, Uses and Capacity

Public submissions raised concerns regarding the location and scale of the proposed SFC. Whilst other locations and seating capacity thresholds were suggested in submissions, the applicant has outlined that other locations were considered with the subject site being the preferred location. The applicant also outlined that careful consideration has been given by the State Government, in

conjunction with Football West, to the necessary configuration and capacity of the SFC. The seating capacity and facilities enables football (soccer) to support and grow in Western Australia, as a base for junior and high performance squads, referees and coaches. The applicant notes that the site has the ability to temporarily expand to 4,000 patrons for major events, which provides flexibility. As a result, the application has been assessed on the merits of the development plans as presented in this report.

Following the conclusion of the consultation process, the applicant has further confirmed that the proposed sports medicine (physio) will only service players utilising the sports facility. As such, this is considered an incidental part of the overall operations of the SFC.

Parking and Traffic

Public submissions raised concerns regarding the impact of the development on traffic and on-street parking in the area and particularly along Gibbs Street and the nearby residential area.

The TIA (Refer to **Attachment 3**) indicates that parking demand for Club matches, which accounts for the most frequent match type expected to be held, is to be 77 bays which is well within the 156 bays provided on site. Whilst Gibbs Street currently does not have any dedicated and/or time restricted street parking. It is noted that the City, through the 'Safe Active Street' program, is seeking to progress the transformation of Gibbs Street to encourage a slower, pedestrian friendly environment with on-street parking. This will assist managing the impact on nearby residences and provide a significantly improved environment linking pedestrians from Cannington Train Station. The Gibbs Street project does not form part of this application, however the City is liaising with the applicant to coordinate progress and implementation concurrently within the construction of the SFC.

Notwithstanding the above, it is understood that the larger events may have the potential to have an adverse impact on nearby residents, although events of this nature are likely to be held less often. The TIA has outlined once the number of spectators exceeds 530, the balance of the parking demand will need to be met from within the surrounding local road network. The development has access to existing bus services in close proximity to the site, bicycle networks and nearby train station. However, to address concerns about the impact of on-street parking, the proposed development will provide bus shuttle services, as required, for larger events to further encourage public transport patronage. In addition, if the application was to be approved, a condition requiring an event management plan would be recommended to ensure that traffic, parking and pedestrian management measures, any additional bus shuttle services (public or private transport) and additional waste management and noise management protocols are addressed on a graduated scale based on spectator numbers. This is consistent with the City's response, and the applicant is supportive of the requirement.

The City has further suggested that the number of large events per year be capped to further minimise undue impact to local residents. Rather than limit the frequency of events, it is considered that the impacts are able to be managed through event-specific event management plans with the City of Canning. If approved, a condition could be reasonably imposed to address the management of the facilities.

Public submissions also raised concerns regarding the impact of temporary parking on Gibbs Street during the construction phase. If the application was to be approved, a condition of approval would be recommended to require the preparation and approval of a construction management plan to manage the impacts of parking, construction vehicles, delivery of materials and environmental assets during construction. The City requested the submission of separate Traffic Management and Environmental Management plans during the construction phase. For efficiency and given the potential overlap between the plans, only one combined condition has been recommended.

Vegetation Protection and Landscaping

The submitted Environmental Assessment Report (EAR) provides a comprehensive analysis of the environmental issues affecting the site. The applicant has outlined that a key design objective of the SFC is to locate the development within (and appropriately interface to) its native bushland setting. It is noted that the relevant environmental agencies have reviewed the documentation, including DWER, DBCA, in addition to the City, and are supportive of the proposal.

It is acknowledged that on-going instruments to manage the potential impacts on the site's environmental assets will need to be prepared and implemented including Construction Management, Fauna Management, Irrigation and Nutrient Management, Mosquito Management, detailed Landscape and Acid Sulphate Soils and Dewatering management plans. The City has suggested that these plans be prepared as stand-alone documents and have suggested conditions accordingly. Given the integrated nature of many of the environmental plans, the need to provided separate and individual documents in this instance is not considered necessary. The applicant's environmental consultants has confirmed that the documents are able to be combined with the exception of the Fauna Management, Acid Sulphate Soils and Dewatering management plans. It has been explained that separate plans are required for these specific matters as they are required in order to support specific site works and licence approvals prior to clearing and forwards works, and therefore needed well in advance of the other management plans. As a result, four documents are to be prepared to address the relevant components, being a

- Construction Management Plan
- Environmental Assets Management Plan
- Fauna Management Plan
- Acid Sulphate Soils and Dewatering Management Plan.

If approved, conditions of approval are recommended.

Public submissions also raised concerns regarding the impact of lighting on the native vegetation. A Light Spill Impact Report will be required to assess and minimise the impact on nearby native vegetation and confirm compliance with Australian Standard 25060 – Sports Lighting Standards and Australian Standard 4282:2019 – Control of Obtrusive Effects Outdoor Lighting. If approved, a condition of approval requiring a Light Spill Impact Report is recommended.

Further detail and assessment of the vegetation protection is addressed later in the report.

Orderly and Proper Planning and Preservation of Amenity

Preservation of Amenity is a consideration under Part 17 of the PD Act. In this instance the assessment of the proposal and its potential impacts on the residential amenity of the locality have been intrinsically assessed as part of the various elements outlined throughout this report.

Noise

Some public submissions raised concerns regarding the potential noise generated by the use of the SFC and the impact on the residential amenity. The main building is located well clear of the residential properties. The Competition pitch (Pitch 1) is proposed approximately 120m from the nearest residential properties along Gibbs Street. Approximately 70% of the Gibbs Street frontage between Luyer Avenue and Welshpool road consists of mature native trees and vegetation which is being retained. The section of native trees and vegetation will in part assist in providing a visual screen. In addition, an environmental noise assessment, which outlines detail and management of sound sources, measures and staff controls and training and complaint management, that are appropriate for the function and purpose of a sporting facility, could assist in the management of noise. If approved, a condition of approval requiring the submission of an environmental noise assessment is recommended.

Road Access

The City has identified the need to accommodate a 10m road widening along Welshpool Road to accommodate the duplication of the road pavement, which impacts the proposed Welshpool Road access to the development site. Welshpool Road is only identified as a district distributor under the City's LPS42 and there is currently no road widening reservation. The applicant has however taken into account the road widening in the layout of the development. The City has outlined that widening is expected to occur within the next five years and is subject to the City receiving funding for the construction works. The City has requested that conditions be imposed requiring the land for this road widening be transferred to road reserve to accommodate the future construction of Welshpool Road to a dual carriageway standard.

The applicant has outlined that the level difference between the proposed car park and current Welshpool Road alignment is capable of meeting the necessary

gradient access requirements, however it will be subject to detailed design. For safety reasons, the design should also take into account access after the proposed widening occurs. If the application was to be approved, a condition is recommended to require the detailed design for the access to be prepared prior to the commencement of site works.

Public submissions also raised concerns regarding the realignment of Gibbs Street and Luyer Avenue. The realignment works form part of the City's project to extend Gerard Street to Welshpool Road. The TIA has referenced these works in considering the potential traffic impact. It is understood that there are various options that will be subject to the City's ordinary decision making process and these works are not proposed, nor required, as part of this development proposal.

Given the above, it is considered that the proposed development is consistent with the orderly and proper planning of this locality, and with both design and management measures in place, will not have any significant adverse impact on the amenity of the area.

Public Art

The State Government's Percent for Art Scheme (PAS) guidelines sets out allocation of public art in the built environment for civic buildings and major infrastructure projects. An objective of the PAS is to provide professional and economic opportunities for artists. The applicant has outlined that a public art concept will be developed. The City has suggested a condition be included requiring the submission of a public art strategy for the site on advice of the City. In this instance given the nature of this state infrastructure project and the established PAS guidelines, if approved, a condition is recommended requiring a public art concept in accordance with the PAS guidelines.

Response to the Economic Effects of the COVID-19 Pandemic

The applicant has advised that the State Government announced its commitment of \$16.25 million to the development of the State Football Centre at Queens Park Open Space matching the Commonwealth Government's \$16.25 million commitment to the development of the Centre. Consequently, the project has demonstrated that it is 'shovel ready'. Works are scheduled to commence as soon as practicable and it is estimated that the development will be completed in advance of the 2023 FIFA Women's World Cup.

The applicant has advised that the project will deliver the following benefits to the West Australian economy;

- The injection of approximately \$32.5 million of investment; and
- The creation of approximately 152 jobs during site works construction phases and 10 full time jobs, primarily associated with Football West's ongoing management of the facility.

The applicant has demonstrated that this project can commence as soon as all relevant approvals have been obtained and will provide investment and jobs. It is considered that this assists in aiding the State's economic recovery from the effects of the COVID-19 pandemic.

State Planning Policies and Policies of the WAPC

State Planning Policy 7.0 - Design of the Built Environment (SPP 7.0)

SPP 7.0 addresses design quality and built form outcomes seeking to deliver the broad economic, environmental, social and cultural benefits that derive from good design outcomes. SPP 7.0 sets out the objectives, measures, principles and processes which apply to the design and assessment of built environment proposals through the planning system. It is considered that the applicant has provided sufficient justification to demonstrate the proposed development satisfies the 10 design principles of SPP 7.0.

The State Design Review Panel (SDRP) provides independent advice on the design quality of major development proposals. The SDRP reviewed the proposal on two occasions with the most recent being 15 December 2020. The SDRP has outlined support for the proposed development, addressing the 10 design principles, as documented in **Attachment 6**. The summary comments of the SDRP include:

The Panel thanks the project team for engaging with the design review process and commends the design development of the project to date.

The project's civic character, the emerging narrative around water, and commitment to high quality landscaping outcomes - especially the ecological restoration of the site – are forming the basis of a distinctive identity for the facility and give the Panel confidence that the State Football Centre (SFC) will be a valuable asset for athletes, staff, users and the local community alike.

The Centre exhibits a clear and logical layout, with sensible and efficient planning, and offers future flexibility in the proposed arrangement of administrative headquarters, high performance areas, and sporting grounds. The Panel thanks the project team for providing event overlays which were useful to explain the Centre's capacity to host a range of different size events.

The Panel acknowledges that the sensitive approach adopted to building within a bush setting has many advantages, but also presents challenges to the legibility of the Centre from outside the site. Further design refinement is required to ensure the SFC has a presence commensurate with its status as a State facility, within its broader suburban context.

The next stages of design development should focus on:

- *Arrival sequence and legibility from Welshpool Road, including treatment of the north elevation*
- *Treatment/integration of electrical substation*
- *Fencing details*
- *Opportunities to strengthen sustainability outcomes*
- *Opportunities to increase use of permeable paving*
- *Opportunities to improve shade and amenity to carparks and open congregation areas*
- *Integration of indigenous cultural and historical narratives*

- *Public art strategy.*

The applicant has outlined the above remaining matters will be addressed through detailed design (Refer to **Attachment 7**). The applicant's response is considered appropriate and if the application is approved the matters are capable of being finalised through recommended conditions of approval.

State Planning Policy 2.8 Bushland Policy for the Perth Metropolitan Region

The aim of the Bush Forever policy is to provide a policy and implementation framework that will ensure bushland protection and management issues in the Perth Metropolitan Region are appropriately addressed and integrated with broader land use planning and decision-making.

The application falls within Bush Forever area 283 (BFA 283) – Queens Park Bushland. The site implementation category is Bush Forever reserves (existing or proposed). BFA 283 contains Declared Rare Flora (DRF), WA Threatened and Priority Ecological Communities, Commonwealth Threatened and Priority Ecological Communities (TEC) and wetlands. It should be noted that portions of BFA 283 have been identified as potential habitats for Carnaby's Black Cockatoo, which is a protected species under the *Environment Protection and Biodiversity Act 1999*.

Under clause 5.1.2.1 (i) (e) of SPP 2.8, proposals or decision making should seek to *support a general presumption against the clearing of regionally significant bushland or other degrading activities, except where a proposal or decision is justified with regard to wider social or recreational needs and all reasonable alternatives have been considered in order to avoid or minimise any direct loss of regionally significant bushland, and reasonable offset strategies are secured to offset any loss of regionally significant bushland, where appropriate and practical.*

Further to the comments already outlined in the report, the proposed development is predominantly located in already cleared areas of the site, with minimal clearing necessary. Importantly the proposal also includes re-vegetation of a portion of the site contributing to improving the environmental assets. DBCA and DWER have been engaged through the process and are supportive of the proposal.

Protection of vegetation, particularly the significant vegetation, is required throughout the construction phase and further into the future after the SFC commences operation. If approved, conditions of approval are recommended to ensure the vegetation is enhanced, maintained and protected as necessary.

State Planning Policy 2.9: Water Resources (SPP 2.9)

A Water Management Plan (WMP) has been prepared by Emerge Associates, in accordance with the objectives and principles detailed in the WAPC's Better Urban Water Management and SPP 2.9. DWER has noted the best practice approach and has no objection to the development.

In relation to this matter, the City has requested that the WMP be updated to include water quality monitoring. If approved, the matter can be reasonably addressed as a condition of approval.

The City has also outlined that existing drainage infrastructure (pipes) located on the site that carries stormwater from Welshpool Road to the basin and has requested easements over these existing pipes and any future pipes installed as part of the SFC development. As the proposed development will be a State-owned facility, in this instance easements are not considered necessary.

State Planning Policy 3.7: Planning in Bushfire Prone Areas (SPP 3.7)

The intent of this policy is to implement effective, risk-based land use planning and development to preserve life and reduce the impact of bushfire on property and infrastructure. The subject site is located in a designated bushfire prone area. A Bushfire Management Plan (BMP) has been prepared by Emerge Associates to demonstrate that the risk from bushfire is not an impediment to the development and ongoing operation of the SFC, and any risk can be managed. If approved, conditions of approval are recommended to ensure the BMP is implemented.

State Planning Policy 5.1 - Land use planning in the vicinity of Perth Airport

State Planning Policy 5.1 (SPP5.1) applies to land in the vicinity of Perth Airport, which is, or may be in the future affected by aircraft noise. A portion of the site is located within the special control area affected by SPP 5.1.

As the development site has an area greater than 1,000m² the noise exposure zone has been determined separately for the individual parts of the site. The affected portion is located within the 20 - 25 ANEF contour and contains drainage, carparking and a portion of the maintenance and storage structure. These are not considered sensitive uses and as such no notification nor attenuation is required.

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' and has been undeveloped, aside from installation of service infrastructure (drainage) overtime.

The proposal development is sports and recreation-related and results in improved public access and recreational facilities whilst conserving the significant vegetation onsite. Although access to some of the facilities might be restricted at times, primarily due to Football West requirements, access for the public is increased and will positively contribute to passive and active recreational areas within the district. The proposal development is part of a much larger vision for the Queens Park Regional Open Space Precinct, which contemplates the development of the SFC in this location.

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.

The use and development of land reserved for Parks and Recreation under the MRS is restricted to that which is consistent with furthering the enhancement of the reserve and facilitating its use for recreational or conservation purposes. The subject proposal will result in increased levels of public access with significant improvements to the area and quality of open space available for the use and enjoyment of the community. The proposed administration, training and community facility will support and enhance the use of the reserve for passive and recreational purposes, active sporting pursuits, principally football (soccer). The sports medicine (physio) facilities are ancillary to the training facility in support of the players. Whilst the proposal includes commercial purposes (Football West Offices) they are considered ancillary to and compatible with the purpose of the reserve and is also likely to enhance the public access to and enjoyment of the reserve.

In light of the above, the proposed development of land is considered consistent with the purpose of the reserve and can be supported.

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, aside from wayfinding signage, for the development. If the application was to be approved, a condition is recommended to require a signage strategy to be prepared prior to the commencement of site works.

Conclusion:

Pursuant to s.275(3) of the *Planning and Development Act 2005*, the WAPC is required to give due regard to the purpose and intent of the local planning scheme (LPS42) but is not bound by its requirements. The proposed significant development of the State Football Centre is in keeping with the regional recreation reservation.

Twelve objections were received largely from residents in the locality raising concerns about the potential impacts of the proposed development in terms of orderly and proper planning and preservation of the amenity of the locality, including traffic, parking, noise and vegetation conservation. The concerns have been properly considered and addressed in the report and, where appropriate, can be adequately resolved through recommended conditions. It is noted that the City of Canning supports the proposal and that any issues raised by the other referral agencies can be reasonably addressed through conditions of approval and advice notes.

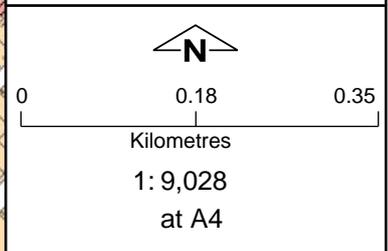
This significant development project is funded and the applicant has advised that construction will be able to commence as soon as all relevant approvals have been obtained, supporting the State's economic recovery from the COVID-19 pandemic.

Overall, the State Football Centre will provide significant economic, environmental and benefits for both the local community and broader sporting community. The proposal presents a high-quality design that will positively contribute towards and enhance the amenity of the locality. The design appropriately responds to its context by enhancing the bush setting whilst still protecting the native bush. The development satisfies the intent of the current planning framework and is in keeping with the long term planning for the Queens Park Regional Open Space. As a result, the application can be supported and is recommended for conditional approval.



Legend

- Cadastre (View 1)
 - Local Planning Scheme Boundary
 - Restricted and Additional Uses
 - Other Categories - Areas (SCA, DCA, DA etc)
 - R-Code Boundary
- LP Scheme Zones and Reserves
- Civic and community
 - Commercial
 - District distributor road
 - Drainage/waterway
 - Education
 - General industry
 - Infrastructure Services
 - Light industry
 - Local centre
 - Local distributor road
 - Local road
 - Mixed use
 - Public open space
 - Residential



Notes:

- * The data that appears on the map may be out of date, not intended to be used at the scale displayed, or subject to license agreements. The map should only be used in matters related to Department of Planning, Lands and Heritage business.
- * This map is not intended to be used for measurement purposes.

Map was produced using DPLH's InQuery.

InQuery Map

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Architectural Drawing List			
Sheet Number	Sheet Name	Current Revision	Current Revision Date

00 - Reference			
A00.00	DRAWING LIST	A	08/12/2020
A00.01	3D VIEWS	A	08/12/2020
A00.02	3D VIEWS	A	08/12/2020
A00.03	3D VIEWS	A	08/12/2020

01 - Site, Demolition and Existing Plans			
A01.00	LOCATION PLAN	A	08/12/2020
A01.01	SITE PLAN	A	08/12/2020

02 - Floor Plans (General Arrangement)			
A02.00	FLOOR PLANS - GF AND L1	A	08/12/2020

06 - Roof Plan			
A06.00	ROOF PLAN	A	08/12/2020

07 - ELEVATIONS			
A07.00	ELEVATIONS	A	08/12/2020
A07.01	PROPOSED MATERIALS	A	08/12/2020
A07.02	PROPOSED MATERIALS	A	08/12/2020
A07.03	PROPOSED MATERIALS	A	08/12/2020
A07.04	PROPOSED MATERIALS	A	08/12/2020

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ARCHITECTURE
 State Football Centre
 305-319 Welshpool Rd, Queens Park, Perth, WA 6107
 DRAWING LIST

STATE FOOTBALL CENTRE

DRAWN	DESIGNED	REDUCTION
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View 02: Plaza View 01

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3D VIEWS

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View 03: Arrival View



View 04: Plaza View 02



View 05: Plaza View 03 - Community Module



View 06: Breezeway Section

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View 07: Grandstand View



View 08: Grandstand - View to Pitch



View 09: Large Game Mode
Event Overlay - Design capacity and temporary seating not considered in this application. For information only.



View 10: Viewing Terrace and Food and Beverage Outlet

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3D VIEWS

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Notes

1. Pitches rotated to optimum angle - 15 degrees off north-south axis.
2. Competition Pitch the same size as HBF Park. Competition pitch can move north-south 15m to manage wear. Competition pitch to the east to avoid afternoon sun for spectators. Competition Pitch can be operated as a ticketed venue, other pitches publicly accessible.
3. Major site arrival point. Drop-off area and bus parking.
4. Main Building. Includes: Football West Administration Building. High Performance Training and Game-day Facilities including grandstand to Competition Pitch. Large amount of Western facade will require treatment for afternoon sun.
5. Building expansion area.
6. Community Module. Amenities, Food & Beverage, serving internally and externally to the community.
7. Activated Plaza. This public realm provides an address to the different components of the Football Centre, modulation for the afternoon sun and an activated space for community use and event overlay. It will incorporate landscape elements and planting.
8. Small format pitches with operable netting for 5-a-side matches.
9. Maintenance and storage facilities. Storage shed approximately 12m x 6m, 4m high.
10. Service and emergency vehicle access. Secondary Site Signage
11. Engaging wetland 'water story' experience.
12. Vehicle Access Point. Secondary Site Signage
13. Bus Embayment, Pedestrian, Cycle access point. Primary Site Sign
14. Cycle station, including secure enclosure
15. Lights to P1. 28m Poles.
16. Lights to P2 - P7. 22m Poles.

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ARCHITECTURE
State Football Centre
 305-319 Welshpool Rd, Queens Park, Perth, WA 6107
LOCATION PLAN

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- ### Notes
1. Cycle Station
 2. Grandstand
 3. Plaza
 4. Community Module
 5. Small format 5-a-side pitches. Artificial Turf
 6. Operable Netting
 7. Low Fence to P1 & P2
 8. Ticketed Line Fence to P1
 9. High Net behind goal
 10. Dropoff area - 11 bays
 11. Carparking - 46 bays
 12. Dropoff area - 10 bays
 13. Carparking - 110 bays
 14. Electrical Substation
 15. Maintenance Compound
 16. Maintenance Shed & Store
 17. Pedestrian & Cycle Path, Emergency & Service Vehicles only
 18. Bus Embayment

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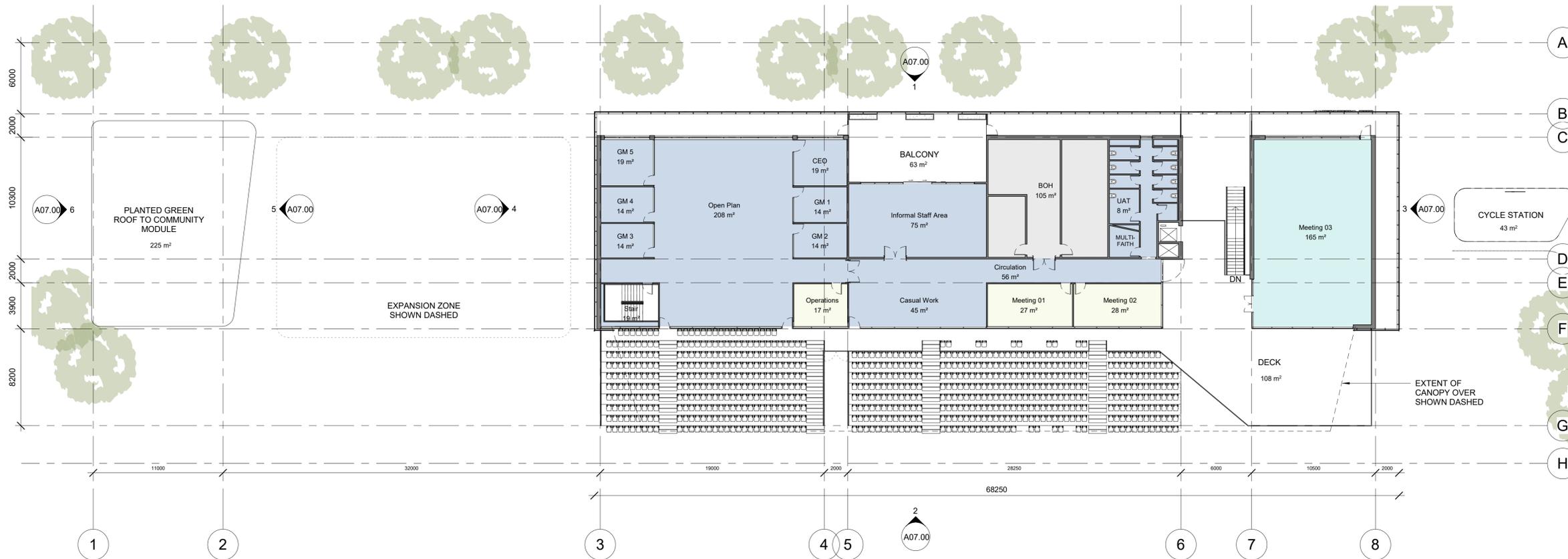
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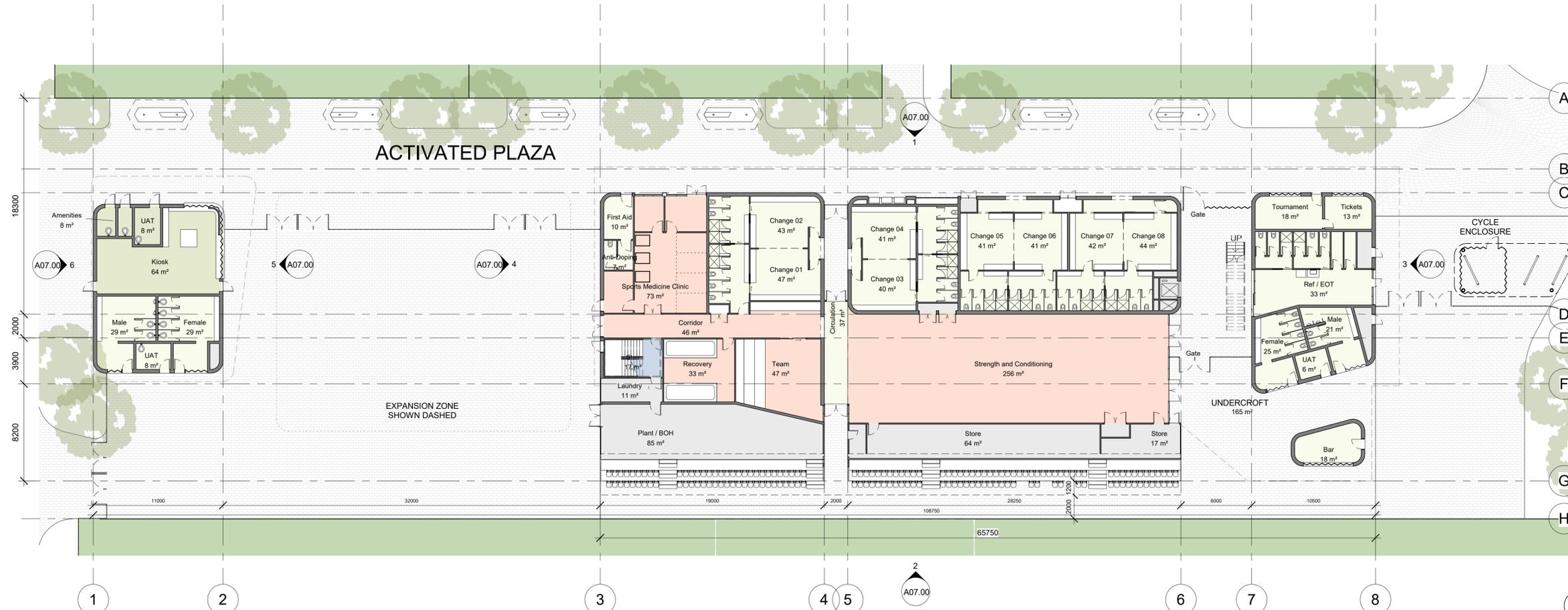
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 SITE PLAN

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1 Level 1 Plan
A07.00
1 : 200



2 Ground Floor
A07.00
1 : 200

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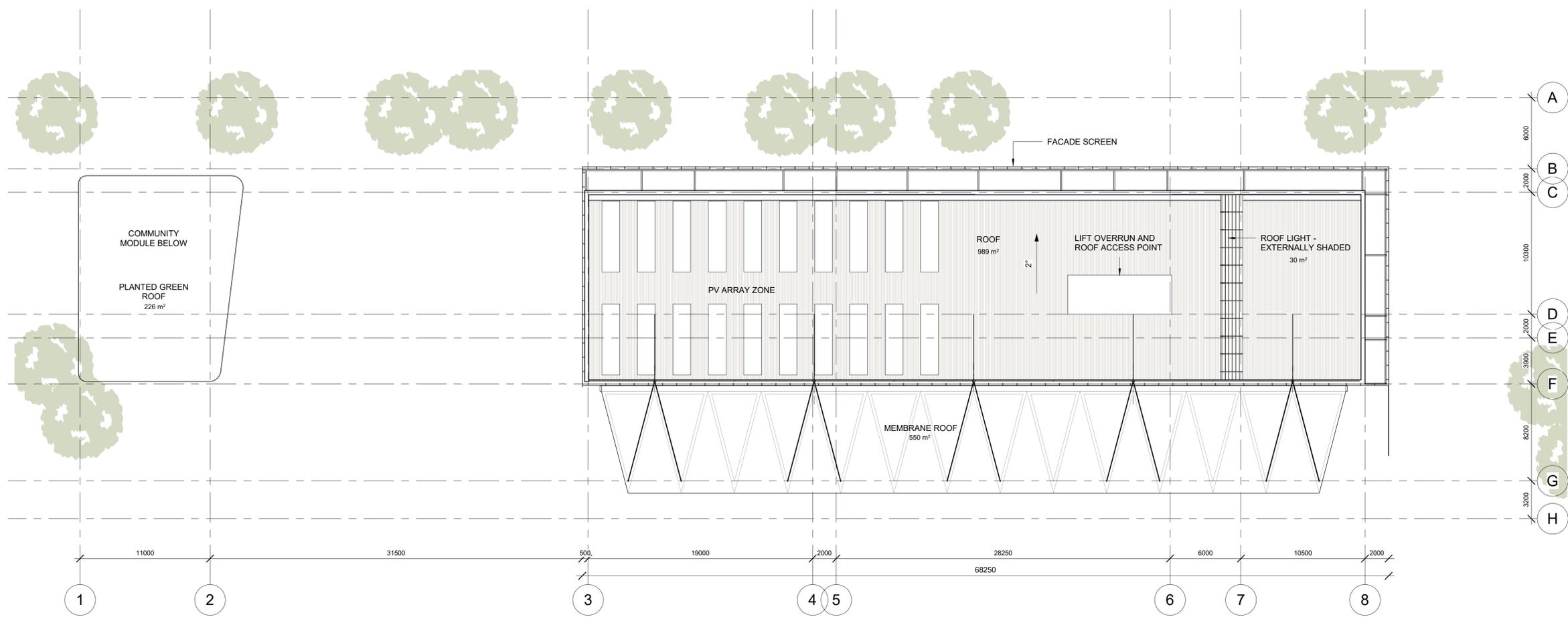
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FLOOR PLANS - GF AND L1

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1 Roof Plan
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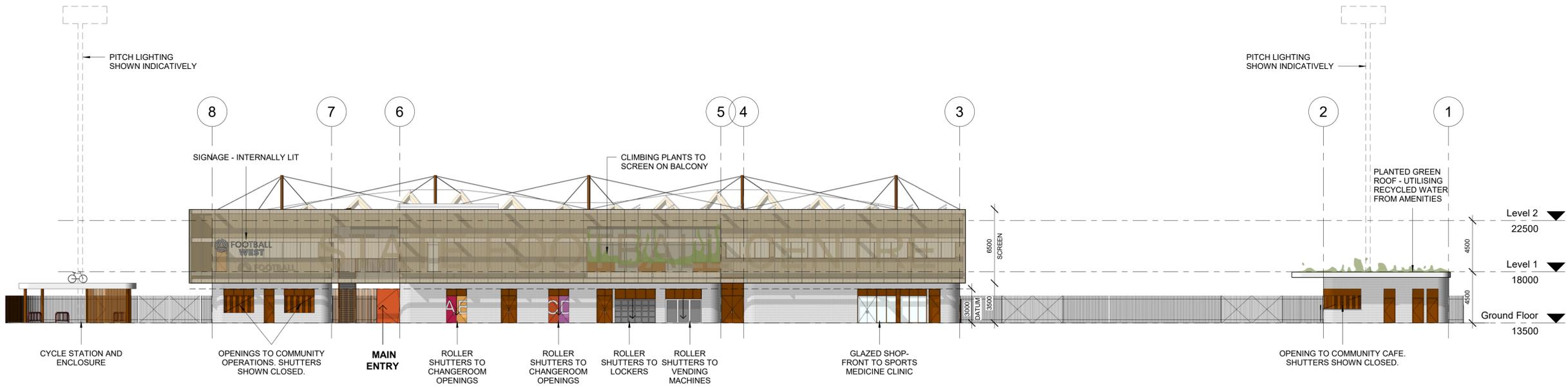
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ROOF PLAN

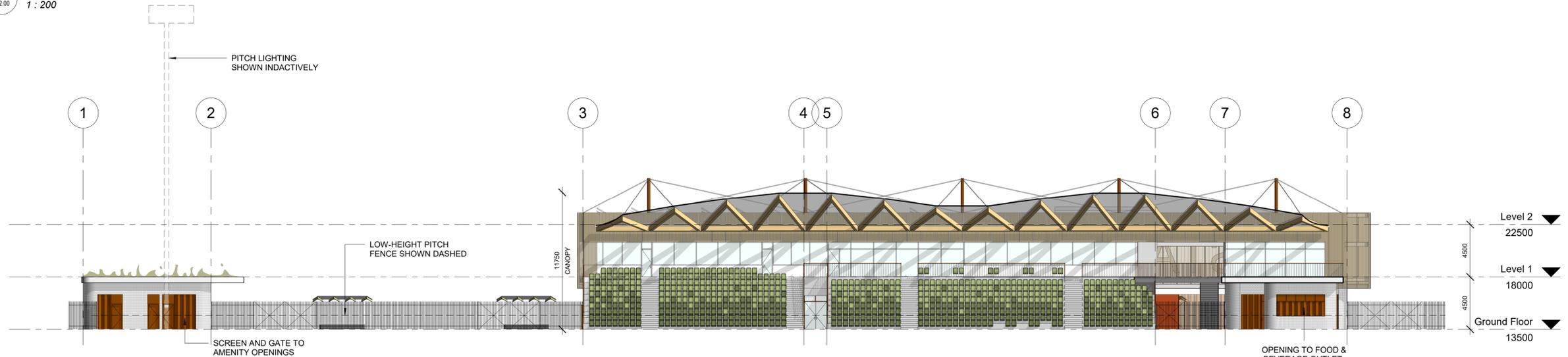
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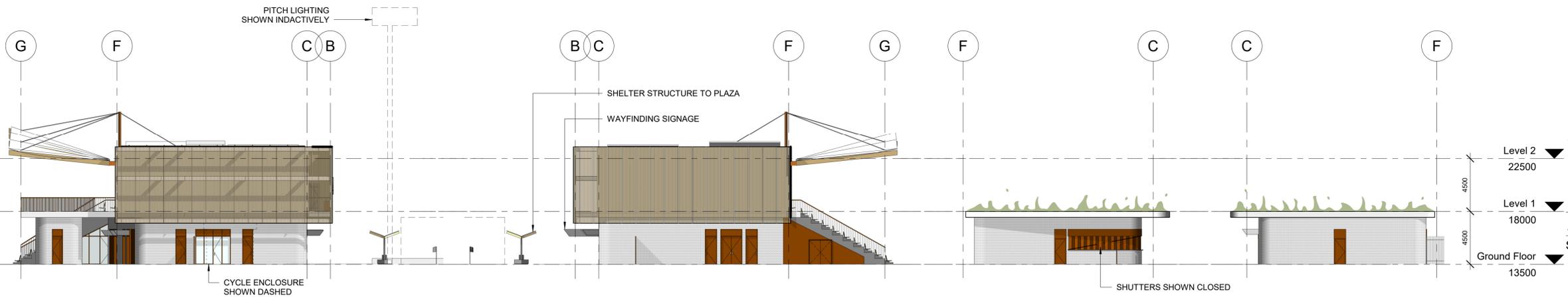
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1 North Elevation
A02.00
1:200



2 East Elevation
A02.00
1:200



3 Main Building North Elevation
A02.00
1:200

4 Main Building South Elevation
A02.00
1:200

5 Community Module North
A02.00
1:200

6 Community Module South
A02.00
1:200

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ARCHITECTURE
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ELEVATIONS

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Custom brickwork pattern.
Glazed and matte finish



Oxidized steel cladding panels



Folded perforated screen.
Oxidized steel finish



Feature way-finding pivot gate



Tensile fabric and expressed timber structure



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ARCHITECTURE

State Football Centre

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PROPOSED MATERIALS

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Custom pattern perforated metal screen



Acrylic building signage - internally lit



Externally shaded skylight



Metal roof sheeting



Photovoltaic panels



DEPARTMENT OF PLANNING, LANDS AND HERITAGE

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ARCHITECTURE

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PROPOSED MATERIALS

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Custom pattern perforated metal screen



Oxidized steel cladding panels



Precast concrete to seating plats



Tensile fabric and expressed timber structure



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ARCHITECTURE

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Custom brickwork pattern.
Glazed and matte finish



Moulded plastic seating.
Two colours



Oxidized steel finish to
balustrade



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Transport Impact Assessment

State Football Centre

CW1142300



Prepared for
Carabiner

8 December 2020

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1 Introduction

Cardno have been commissioned by Carabiner to undertake a Traffic Impact Assessment (TIA) of the proposed State Football Centre ('the Site') to be located along Welshpool Road in Cannington, City of Canning.

Specifically, the report aims to assess the impacts of the proposed development upon the adjacent road network, with a focus on traffic operations, circulation, and car parking requirements.

This Transport Impact Assessment has been prepared in accordance with the *Western Australian Planning Commission (WAPC) Transport Impact Assessment Guidelines Volume 1 – Individual Developments (2016)*. The checklist form, included in these guidelines is enclosed in **Appendix A**.

2 Existing Site Situation

Figure 2-1 shows the proposed location of the Site.

Figure 2-1 Aerial Image of the Site



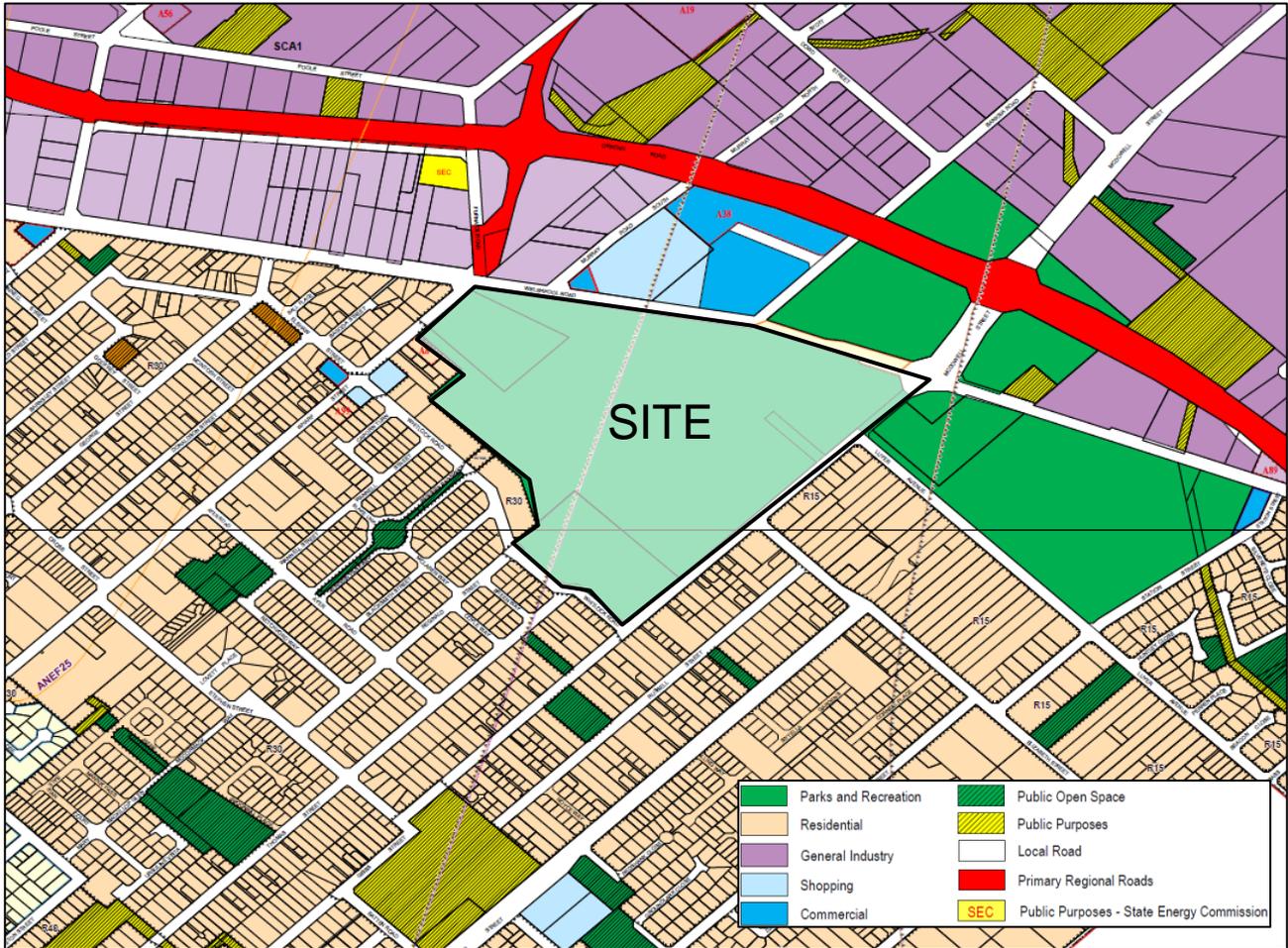
Source: Nearmap (2020)

The Site is located along Welshpool Road, and is bounded by Wharf Street to the west and Gibbs Road to the east. It is approximately 1.8km from the Cannington Train Station and about 2.5km from the Cannington City Centre. However, the Site is highly accessible by foot, bicycle, bus and car, allowing for flexible access by all relevant transport modes.

2.2 Surrounding Land Uses

Figure 2-2 shows the zoning map of the surrounding area as per the *City of Canning Local Planning Scheme*.

Figure 2-2 Zoning Map of the Site



Source: *City of Canning Local Planning Scheme*

The Queens Park Regional Open Spaces is largely undeveloped bushland of varying levels of quality. Existing on-site uses include the Maniana Park community oval and Community Facility, and is bounded generally by Welshpool Road to the north (with industrial/commercial development beyond) and residential developments to the west, south and east.

2.3 Existing Road Network

Welshpool Road is located along the northeast boundary of the Site. It is a two-way, four-lane undivided road, with each lane approximately 3.0 metres wide. The road is classified as *Distributor A* under the Functional Road Hierarchy of Main Roads WA (see **Figure 2-3**) and has a posted speed limit of 60 kph. A 1.5-metre-wide footpath exists along Welshpool Road which terminates at the bus stop approximately 60 metres east of Wharf Street.

Wharf Street is a *Local Distributor* road (see **Figure 2-3**) located along the western boundary of the Site. It is a two-way, two-lane undivided road, with a posted speed limit of 50kph. A 1.5-metres wide footpath is present along the eastern side of this street.

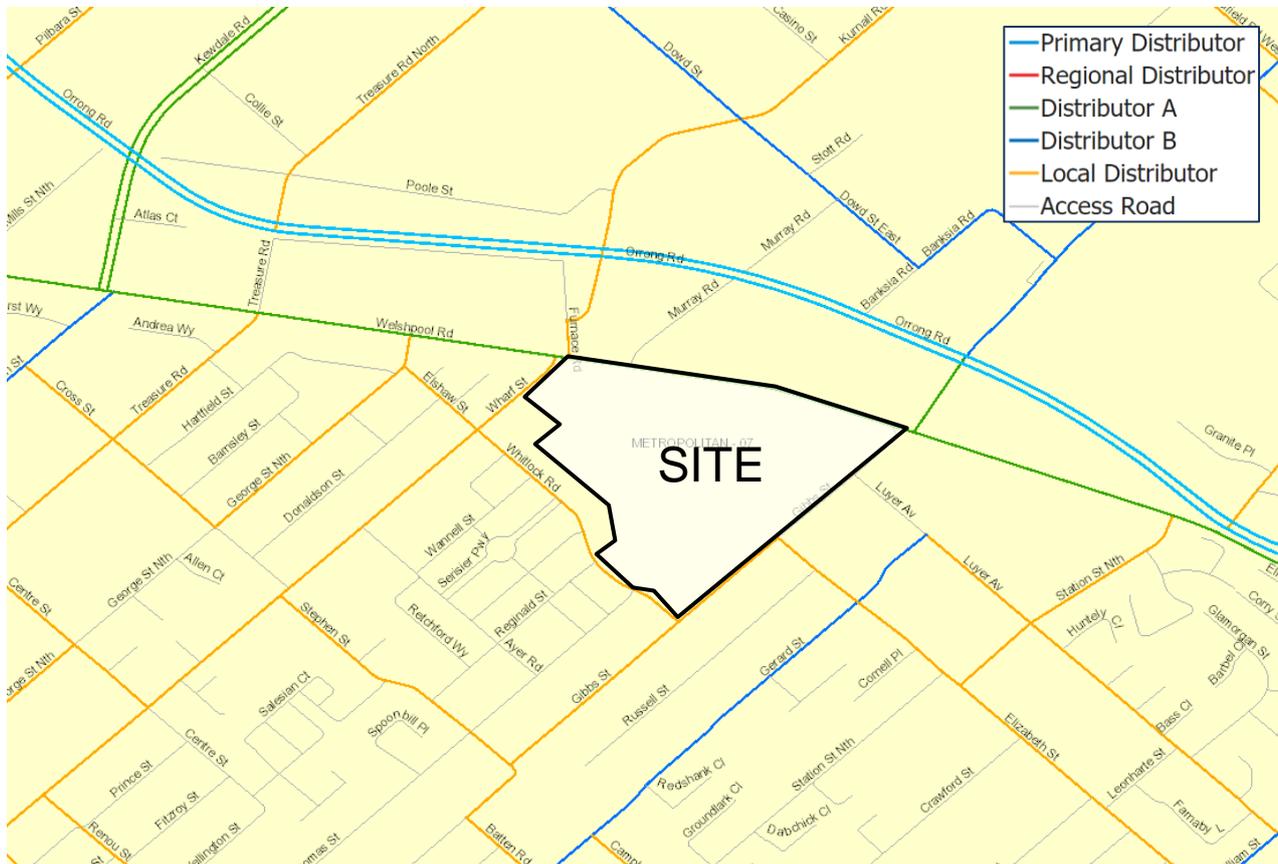
Whitlock Road is a *Local Distributor* road (see **Figure 2-3**) located along the southern boundary of the Site. It is a two-way, two-lane divided road, with a posted speed limit of 50kph. Footpaths are present along both sides of the road, which measures 1.5 to 2.5 metres in width.

Gibbs Street is categorized as a *Local Distributor* road Southwest of Elizabeth Street and as an *Access Road* northeast of Elizabeth Street (see **Figure 2-3**). It is a two-lane, two-way undivided road located east of the site, with a posted speed limit of 50kph. A single footpath is present along the eastern side of the road, which

measures approximately 2 metres in width. Gibbs Street terminates as a left turn only at its intersection with Welshpool Road.

Orrong Road is located about 300 metres north of the Site, running parallel to Welshpool Road. It is a two-way, four-lane road, with a 12.8-metre-wide median, and each lane approximately 3.5 metres wide. The road is classified as *Primary Distributor* under the Functional Road Hierarchy of Main Roads WA (see **Figure 2-3**) and has a posted speed limit of 70kph.

Figure 2-3 Main Roads WA Functional Road Hierarchy



Source: Main Roads WA

Information on surrounding roads are summarised in **Table 2-1**.

Table 2-1 Road Network Description

Road Name	Road Hierarchy	Jurisdiction	No. of Lanes	No. of Footpaths	Pavement Width (m)	Posted Speed Limit (km/h)
Welshpool Road	Distributor A	Local govt.	4	0~1	4 x 3.0	60
Wharf Street	Local Distributor	Local govt.	2	1	2 x 4.0	50
Whitlock Road	Local Distributor	Local govt.	2	2	2 x 3.5	50
Gibbs Street	Local Distributor (Southwest of Elizabeth Street); Access Road (Northeast of Elizabeth Street)	Local govt.	2	1	2 x 5.0	50
Orrong Road	Primary Distributor	MRWA	4	1	4 x 3.5	70

Source: Main Roads WA

2.4 Future Road Network

2.4.1 Welshpool Road Realignment

The City of Canning has plans to upgrade the section of Welshpool Road between Wharf Street and Gibbs Street. The road upgrades include the following:

- > Modifications to the alignment of Wharf Street/Welshpool Road/Furnace Road intersection;
- > A wide central median separating the eastbound and westbound carriageways; and
- > Construction of a new u-turn facility and right turn pockets.

In addition, the proposed road upgrades includes a right turn pocket at the Site access to facilitate right turn movements.

Figure 2-4 and Figure 2-5 show the indicative layout of the proposed road upgrades.

Figure 2-4 Proposed Welshpool Road Upgrade (west)

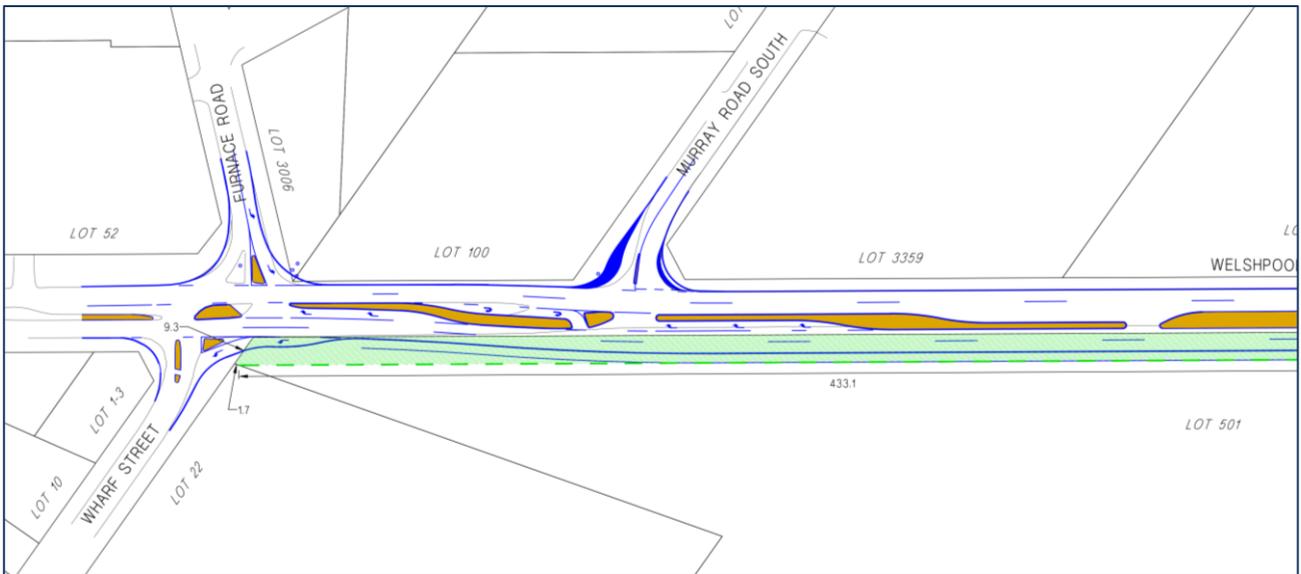
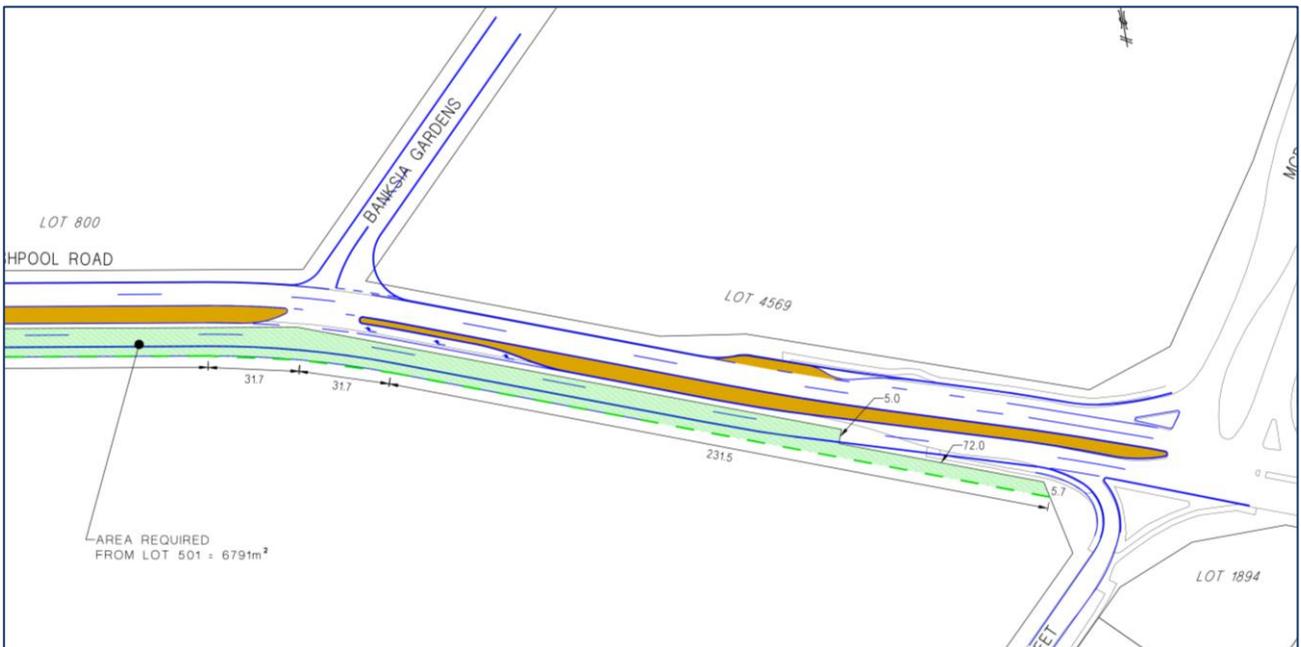


Figure 2-5 Proposed Welshpool Road Upgrade (east)



Source: City of Canning

2.4.2 Welshpool Road Dual Carriageway Upgrades

The City of Canning has recently completed construction of the dual carriageway upgrades to a similar standard along Welshpool Road between Pilbara Street to Kewdale Road. The road infrastructure upgrades included:

- > Widening of Welshpool Road to include a central median;
- > Providing turning pockets which allows easy access to the businesses along the road frontage; and
- > Installation of new streetlights to improve driver visibility at night.

Figure 2-6 shows the road upgrades (partially complete).

Figure 2-6 Construction of Welshpool Road Dual Carriageway Upgrades (aerials dated 10/10/2020)



Source: Nearmap (2020)

2.4.3 Leach Highway and Welshpool Road Interchange

Main Roads WA have plans to upgrade the Leach Highway/Welshpool Road intersection to improve safety and congestion. The project includes the following infrastructure upgrades:

- > Upgrading the intersection to a grade separate interchange with Leach Highway passing over Welshpool Road;
- > Duplicating the Leach Highway bridge over the railway; and
- > A shared path along Leach Highway from Sevenoaks Street to Orrong Road.

Construction is set to start in early 2021 with an estimated completion date of late 2022. **Figure 2-7** shows the concept design of this project.

Figure 2-7 Leach Highway and Welshpool Road Interchange



Source: Main Roads WA

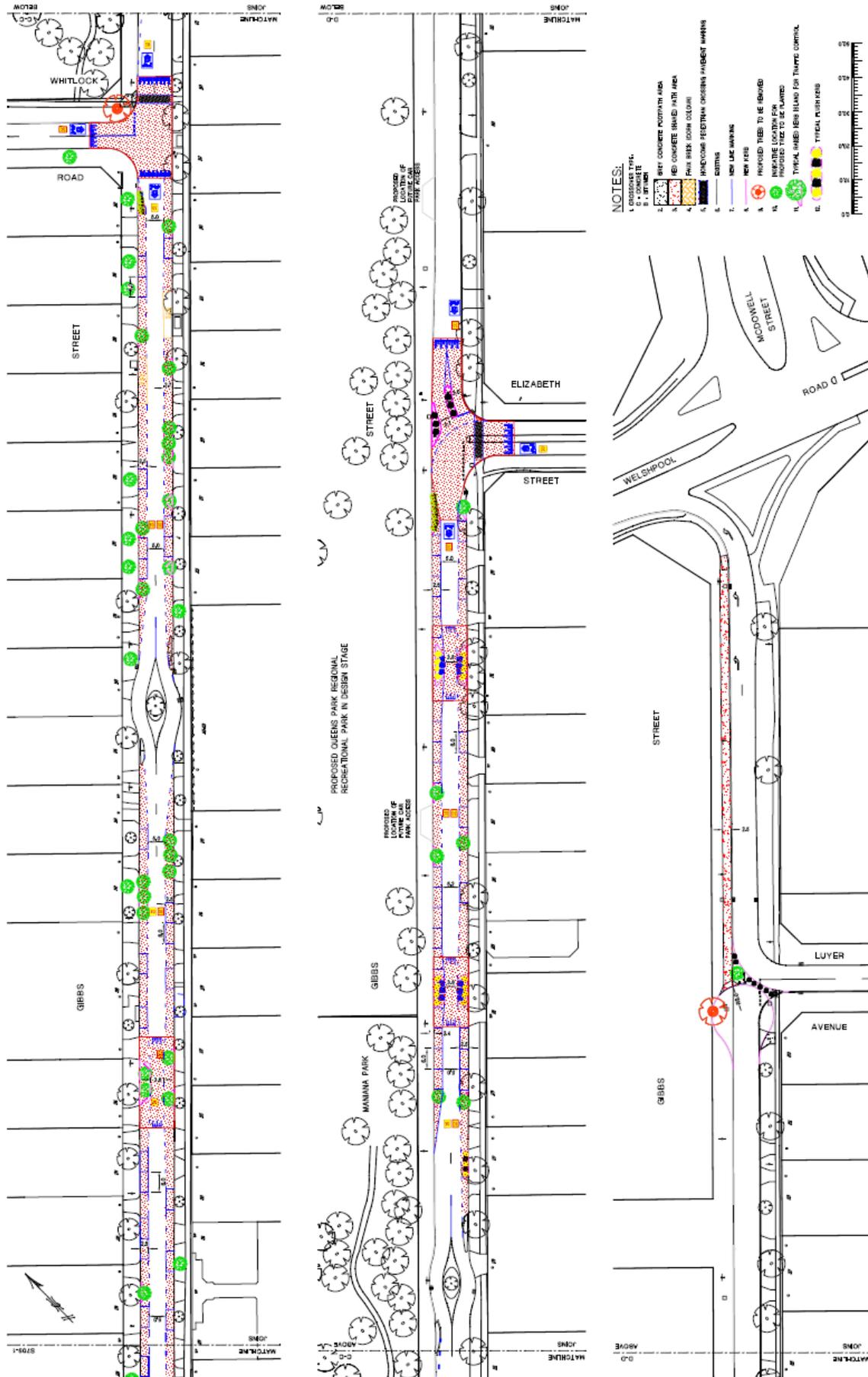
2.4.4 Gibbs Street Safe Active Street

There are plans to upgrade Gibbs Street to a Safe Active Street which involves providing a low speed environment for shared use between cars and cyclists.

This infrastructure will ultimately support safer, more attractive connection to the Site from Cannington Station by active modes. There are also potential improvements to car parking supplies within the road reserve to assist in peak period demands.

There is currently no timeline to implement the safe active street upgrade. **Figure 2-8** show the indicative layout of the Safe Active Street.

Figure 2-8 Gibbs Street Safe Active Street Concept Plan



Source: City of Canning

2.4.5 Gerard Street Extension

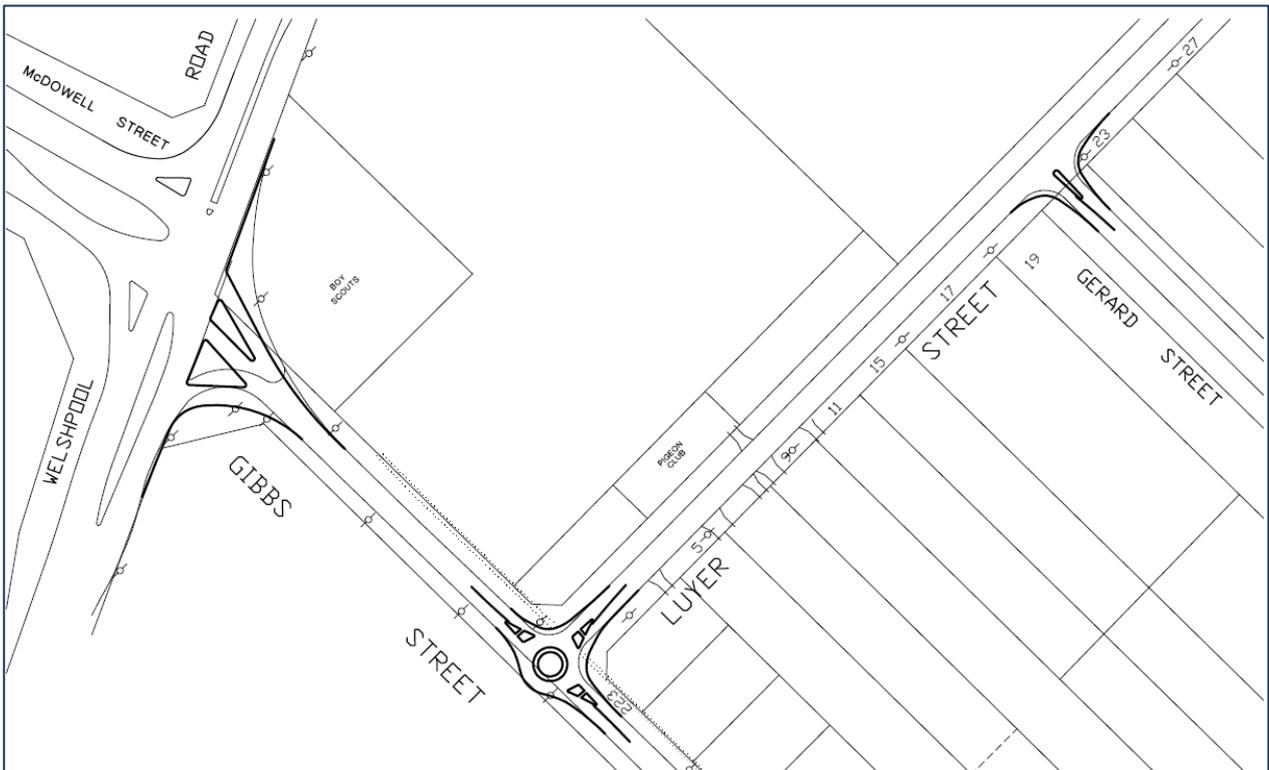
The intention for this improvement is to connect Gerard Street to Welshpool Road via the reconfigured full movement Gibbs Street-Welshpool Road Intersection, which is currently left-out only. Three options are currently being considered:

- > Closure of Gibbs Street at Luyer Avenue and realigning Luyer Avenue to provide a U-turn slot which is the City of Canning’s current preferred option;
- > Reconfigure Gibbs Street/Luyer Avenue intersection by converting the Gibbs Street south approach to a minor road; and
- > Conversion of Gibbs Street/Luyer Avenue intersection to a roundabout.

Figure 2-9 shows the Gerard Street concept options.

Figure 2-9 Gerard Street Concept Options





Source: City of Canning

2.4.6 Welshpool Road-McDowell Street Traffic Signal Study

This is related to the proposed reconfiguration of Gibbs Road – Welshpool Road intersection, Work is currently being undertaken on the traffic signals at Welshpool Road-McDowell Street intersection to convert this intersection to a 4-way signalised intersection as well as coordinating it with the Orrong Road-McDowell Street intersection.

2.5 Existing Traffic Volumes

Existing traffic volumes were sourced from the MRWA traffic map and the City of Canning and are summarised in **Table 2-2**.

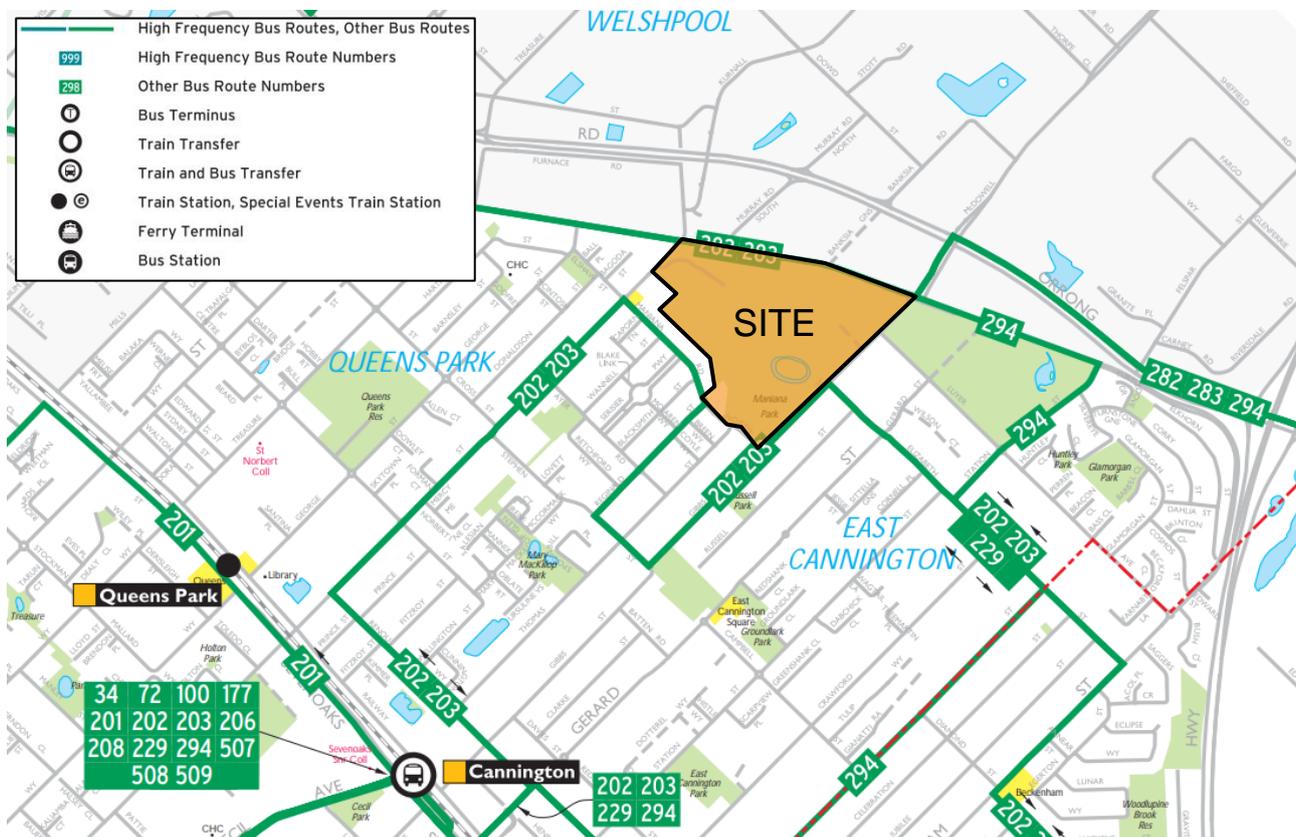
Table 2-2 Existing Traffic Volumes

Road Name	Date	Average Two-way Daily Traffic Volume (Weekday)	Average Two-way Weekday AM Peak Traffic Volume	Average Two-way Weekday PM Peak Traffic Volume	Average Two-way Weekend Peak Traffic Volume
Welshpool Road (west of Wharf St)	2016	18,746	1,655	1,760	-
Gibbs Street (Luyer Ave to Welshpool Rd)	2016	1,544	184	89	-
Gibbs Street (Stephen St to Elizabeth St)	2016	1,286	109	116	73
Wharf Street (Maniana to Welshpool Road)	2013	6,521	412	575	314
Wharf Street (Whitlock St to Ayer Rd)	2017	5,485	372	498	327
Whitlock Road (Wannell St to Serisier Pwy)	2017	2,466	192	234	124
Whitlock Road (Wharf St to Caporn Turn)	2017	2,784	223	256	129

2.6 Existing Public Transport

Figure 2-10 shows the bus routes operating within the surrounding area of the Site.

Figure 2-10 Bus Routes



Source: Transperth

The Site is primarily served by the local collector Routes 202 and 203, which connects the suburbs of Queens Park and East Cannington to Cannington Station as well as Bus Routes 282 and 283 which operate on Welshpool Road along the north boundary of the proposed Site.

Bus service frequencies are described in **Table 2-3**.

Table 2-3 Bus Route and Frequency

Bus Route	Route Description	Frequency	
		Weekdays	Weekends
282	To Kalamunda	15 – 60 minutes	60 minutes
	To Perth	25 – 60 minutes	60 – 120 minutes
283	To Kalamunda	20 – 60 minutes	60 minutes
	To Perth	25 – 60 minutes	60 – 120 minutes
202	To Cannington (Clockwise Route)	30 – 60 minutes	60 minutes
203	To Cannington (Anti-Clockwise Route)	30 – 60 minutes	60 minutes

Source: Transperth

Train service frequency and schedule are as shown in **Table 2-4**.

Table 2-4 Train Service

Station	Route Description	Frequency	
		Weekdays	Weekends
Queens Park	To Thornlie/Armadale	5 – 15 minutes	15 minutes
Cannington	To Thornlie/Armadale	5 – 15 minutes	15 minutes
Queens Park	To Perth	5 – 15 minutes	15 minutes
Cannington	To Perth	5 – 15 minutes	15 minutes

Source: Transperth

Overall the site has good/excellent weekday bus services, depending on the time of day. However, the existing frequency of bus services during weekends is generally 1 hour or more. This may limit the effectiveness of bus connection to the Site for weekend training and matches.

2.7 Future Public Transport

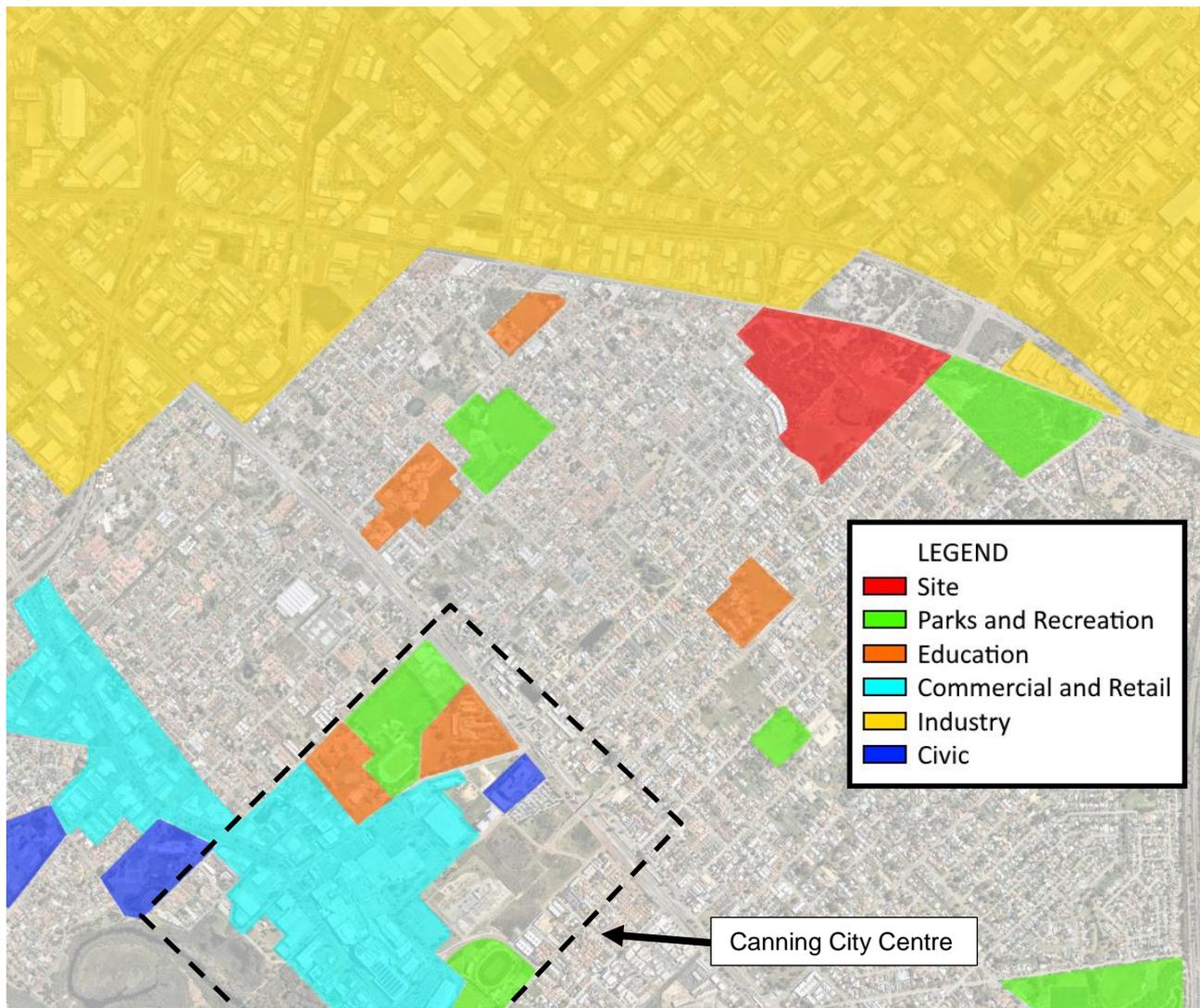
There are no confirmed changes to public transport services in the area surrounding the Site. However, the PTA has indicated (through the City) that they would support the proposed development through deviation of existing services and frequency improvements, as appropriate.

3 Integration with the Surrounding Area

The major attractors/generators surrounding the development are shown in **Figure 3-1**. Key attractors/generators include:

- > Canning City Centre;
- > Westfield Carousel;
- > Various civic land uses such as the City of Canning Offices;
- > Industrial land uses;
- > Various primary and secondary schools; and
- > Various parks.

Figure 3-1 Major Attractors and Generators



4 Development Proposal

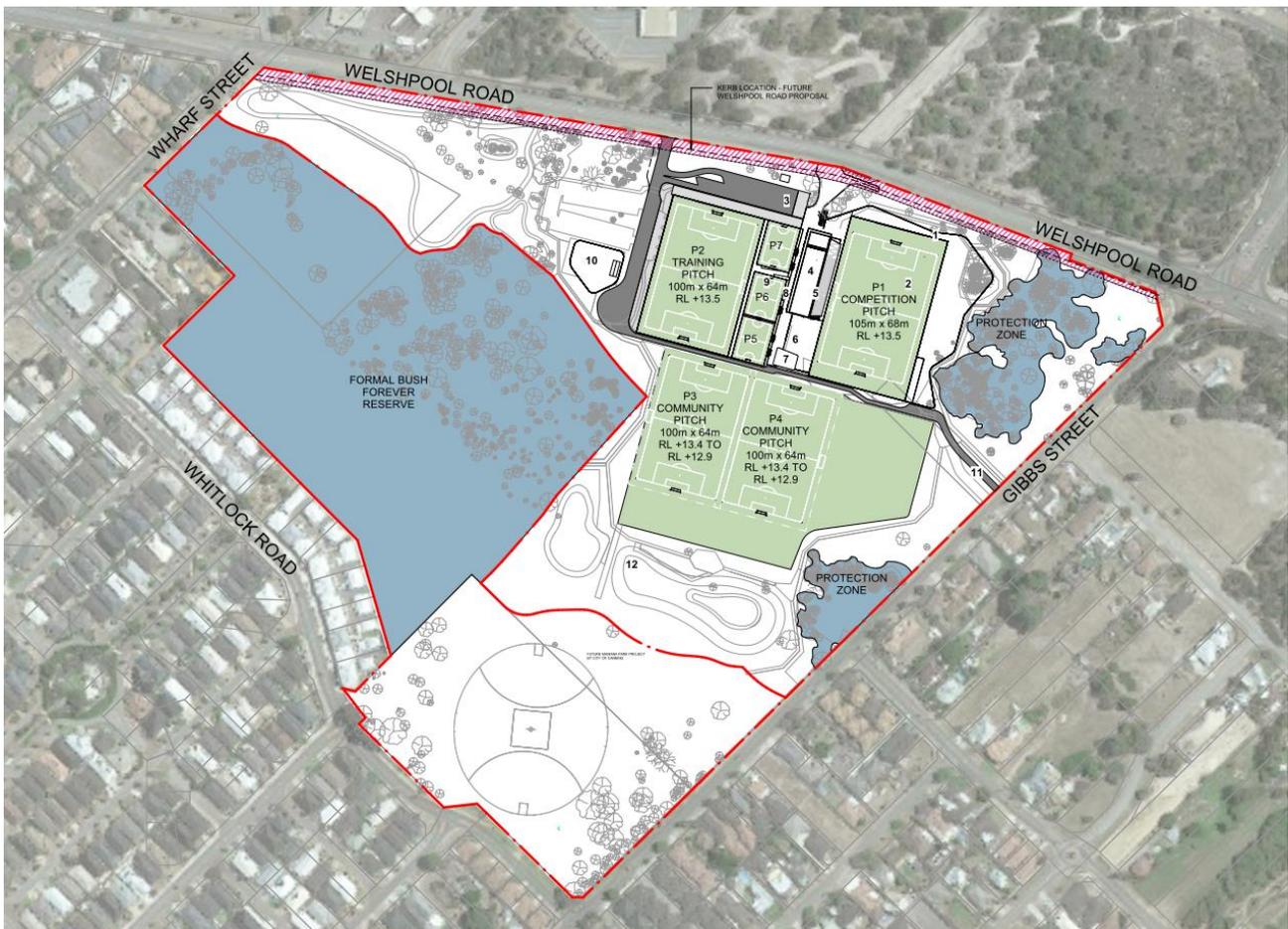
4.1 Proposed Site

The proposed development comprises of a sports facility comprising of the following:

- > Multiple football/soccer pitches summarised as follows;
 - Pitch 1 – Competition Pitch
 - Pitch 2 – Training Pitch
 - Pitches 3 and 4 – Community Pitch
 - 3 small format pitches for 5-a-side matches
- > Car parking;
- > Spectator area;
- > Storage shed; and
- > Other ancillary facilities such as offices, gyms and community facilities.

Figure 4-1 shows the proposed Site layout.

Figure 4-1 Proposed Site

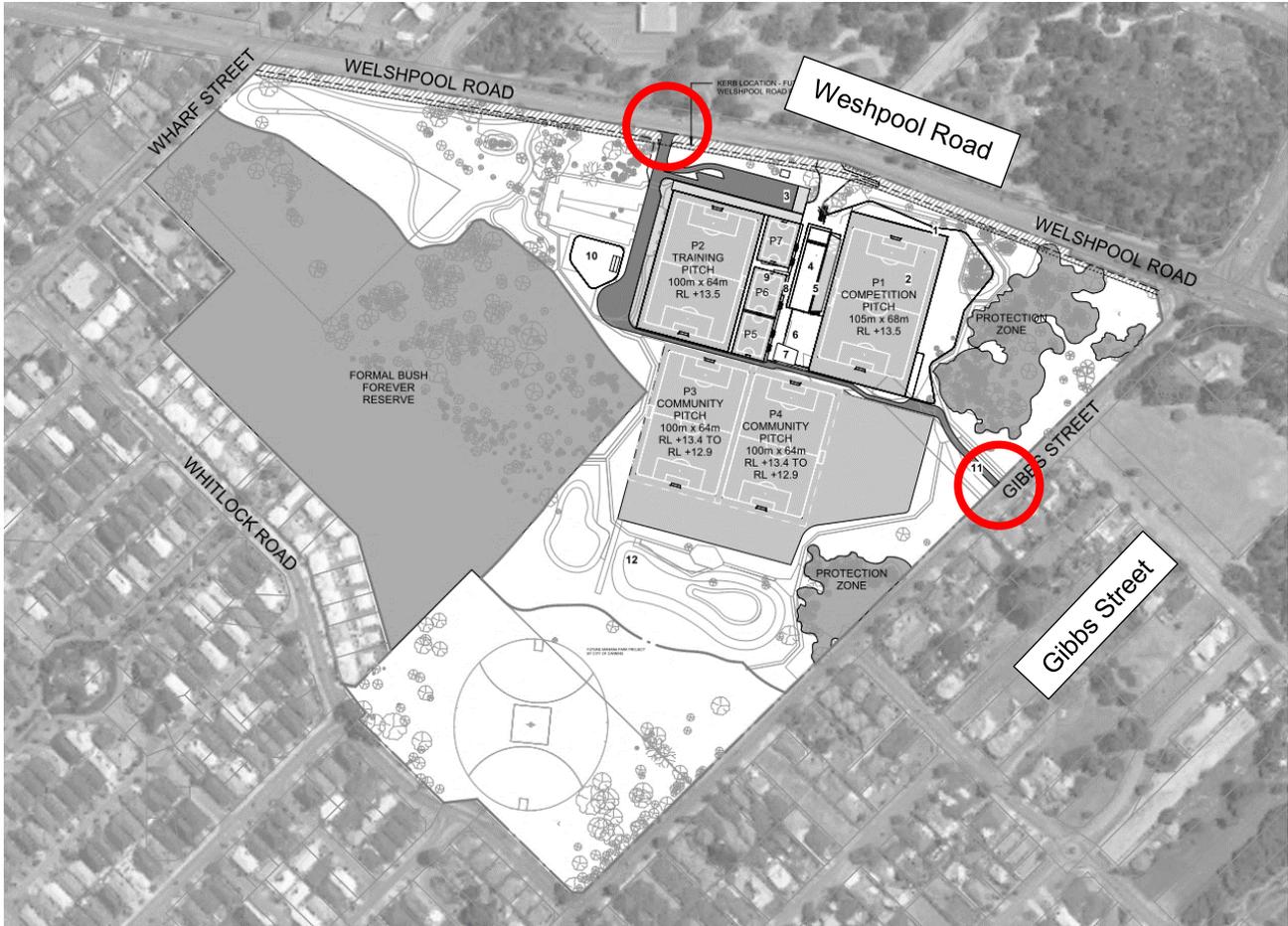


Source: Carabiner

4.2 Access Arrangements

As shown in **Figure 4-2**, the main access is located on Welshpool Road with a secondary access located along Gibbs Street. Players and spectators will mostly enter and exit the site via the Welshpool Road while the Gibbs Street access will mostly be used by service, emergency and maintenance vehicles.

Figure 4-2 Site Access Locations



4.3 Footpath Network

As part of the development, an internal footpath network is proposed to provide links between existing footpaths and key locations within the Site.

The proposed Welshpool Road realignment is considered likely to impact the potential footpath along the Welshpool Road frontage. Modification of the footpath to include a meander into the site boundary will support a higher quality outcome and integration with the proposed plaza, while still providing infrastructure for cyclists bypassing the Site.

Connection with all periphery roads is explicitly included in the path design, as well as internal links to Maniana Park, and playground facilities. The proposed Gibbs Street Safe Active Street improvements are expected to greatly improve accessibility to the Site from the wider residential catchment. This route will be supported through path linkages from Gibbs Street to destinations throughout the Site.

4.4 Parking

The parking requirements established in the City of Canning’s Town Planning Scheme (TPS40) does not include any requirements which specifically covers this type of development. Therefore, the parking requirements have been determined based on first principles.

This assessment has been completed based on preliminary training and match schedules provided by Football West, and under the following assumptions derived from previous experience for existing facilities:

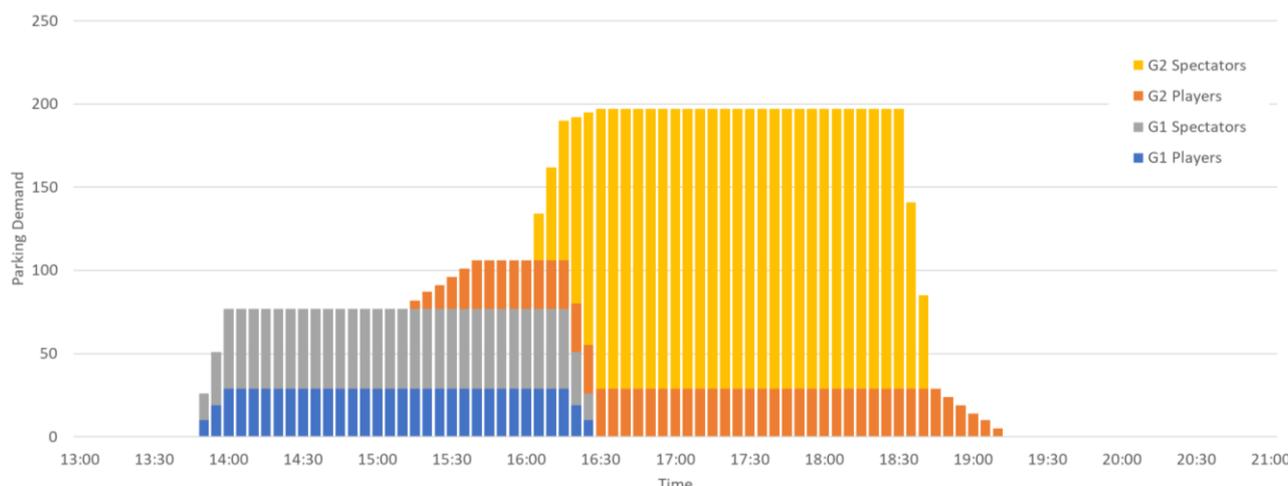
1. The standard peak attendance is anticipated to occur during a Saturday or Sunday afternoon, and related to the confluence of general club matches and an elite match. Player/official and spectator numbers for this peak period are given as:
 - Match 1 (Club Match): 50 players/officials and 200 spectators (2:30pm kick-off)
 - Match 2 (Elite Match): 50 players/officials and 700 spectators (4:45pm kick-off)

Any major event will be associated with attendance well in-excess of the parking capacity, and transport is assumed to be managed through specific Event Management plans.

2. Time between matches has been determined to be 45 minutes, specifically to reduce parking demand overlap. This delay is only required prior to elite level matches that attract substantial spectator demand.
3. Player trips are assumed to be 90% by car, with 20% drop-off/pickup and occupancy rates of 1.25 people per vehicle.
4. Spectator trips are assumed to be 90% by car, with 20% drop-off/pickup and occupancy rates of 3 people per vehicle.

This results in the following parking demand profile (assuming reasonable arrival and departure patterns for players and spectators):

Figure 4-3 Instantaneous Parking Demand – Design Day Scenario



Approximately 156 bays are proposed on-site, which will operate without the need for active management. The above profile shows that peak parking demand for club matches (Game 1) is expected to remain well within the on-site capacity. But for elite-level matches (Game 2), with an attendance in the order of 700 spectators, would be expected to exceed parking supplies.

While there is sufficient parking in the wider walkable catchment to accommodate parking overflow, there is a clear need to discourage spectator travel by car to the Site during peak event periods described above.

This would comprise a range of measures, which could include the following:

- > Informing all spectators of the difficulties of finding a parking space. Information could be given through these channels:
 - On the tickets themselves, e.g. “*Parking supply extremely limited; use bus or train for free*”;
 - On the ticketing website;
 - On any promotional material.
- > Better enforcement of the parking ban on surrounding local roads during events.

- > Improvements to public transport service frequency and/or shuttle transport.

4.5 Bus Bays

A first principles approach has been undertaken to determine the number of bus bays required for the proposed State Football Centre. The following assumptions are as follows:

- > A standard bus can carry approximately 75 passengers (56 seated and 19 standing). It is assumed that each bus will have an occupancy of 80% (on average 60 passengers per bus).
- > Approximately 700 visitors are expected during typical match days.
- > Approximately 4,000 visitors are expected during special events. Special events are relatively rare and estimated to occur only 2-3 times a year.
- > The public transport mode share during match days and special events are based on observations for similar stadiums (NIB stadium). Approximately 20% of visitors used public transport on typical match days and approximately 40% of visitors used public transport during special events.

Table 4-1 Summary of Bus Demand

Users	% of people using public transport	Estimated number of people using public transport	Number of buses required (based on 80% bus occupancy and including arrivals and departures)
Match days (700 people)	20%	140 people	3 buses before match start 3 buses after match ends 6 buses total
Special events (4,000 people)	40%	1,600 people	30 buses before match start 30 buses after match ends 60 buses total

It is anticipated that approximately 6 buses are required during match days and 60 buses are required during special events. To determine the minimum number of bus bays required on Site at any given time the following assumptions are made.

- > It is assumed that the shuttle bus services align with the train arrivals at Cannington Station;
- > The frequency of trains during weekends is approximately 15 mins;
- > Anticipated bus route between Cannington Station and the proposed State Football Centre has an average travel time of approximately 5 mins;
- > A 5-minute laydown period is assumed during drop-offs and pick-ups; and
- > For the purpose of this assessment, it is assumed that visitors will start arriving approximately 30 mins before the start of a match and remain for up to 30 mins after the end of the match. For special events the arrival and departure period are extended to 60 mins.

Table 4-2 Summary of Bus Bay Requirement

Users	Arrival/departure period	Bus service frequency	Train service frequency	Number of bus services (aligned with train service frequency)	Number of on-site bus bays
Match days (700 people)	30 mins	1 per 10 mins	1 per 15 mins	2 per 15 mins	2 bus bays
Special events (4,000 people)	60 mins	1 per 2 mins	1 per 15 mins	8 per 15 mins	6 bus bays

Peak bus usage is anticipated during special events however, these events are rare (approximately 2-3 events per year). Further information regarding bus bays and operation during special events is provide in **Section 4.6**.

Note that it is likely that school sporting events/festivals are also likely to generate a large proportion of buses. However, car usage during these school events are expected to be low as students will all arrive and leave by bus. This allows for the entire length of the drop off area to be utilised for bus drop off/pick up (the western boundary of the football field can accommodate up to 5 buses).

4.6 Event Operations

Typically, the transport assessment deals with the standard day-to-day operations which includes the traffic impacts during regular season matches. Due to the rare occurrence and nature of special events, this is generally considered outside the scope of what is required for a transport impact assessment.

Nevertheless, this section provides a brief overview of how special events are likely to operate in terms of traffic and parking, noting that it is likely that an event management plan will cover this in greater detail.

Special events are likely to occur a few times a year for events such as NPL finals, Perth Glory women's fixtures, pre-season Perth Glory warm up games, Socceroos training sessions or visiting major international team training sessions, etc with up to 4,000 spectators anticipated during these events.

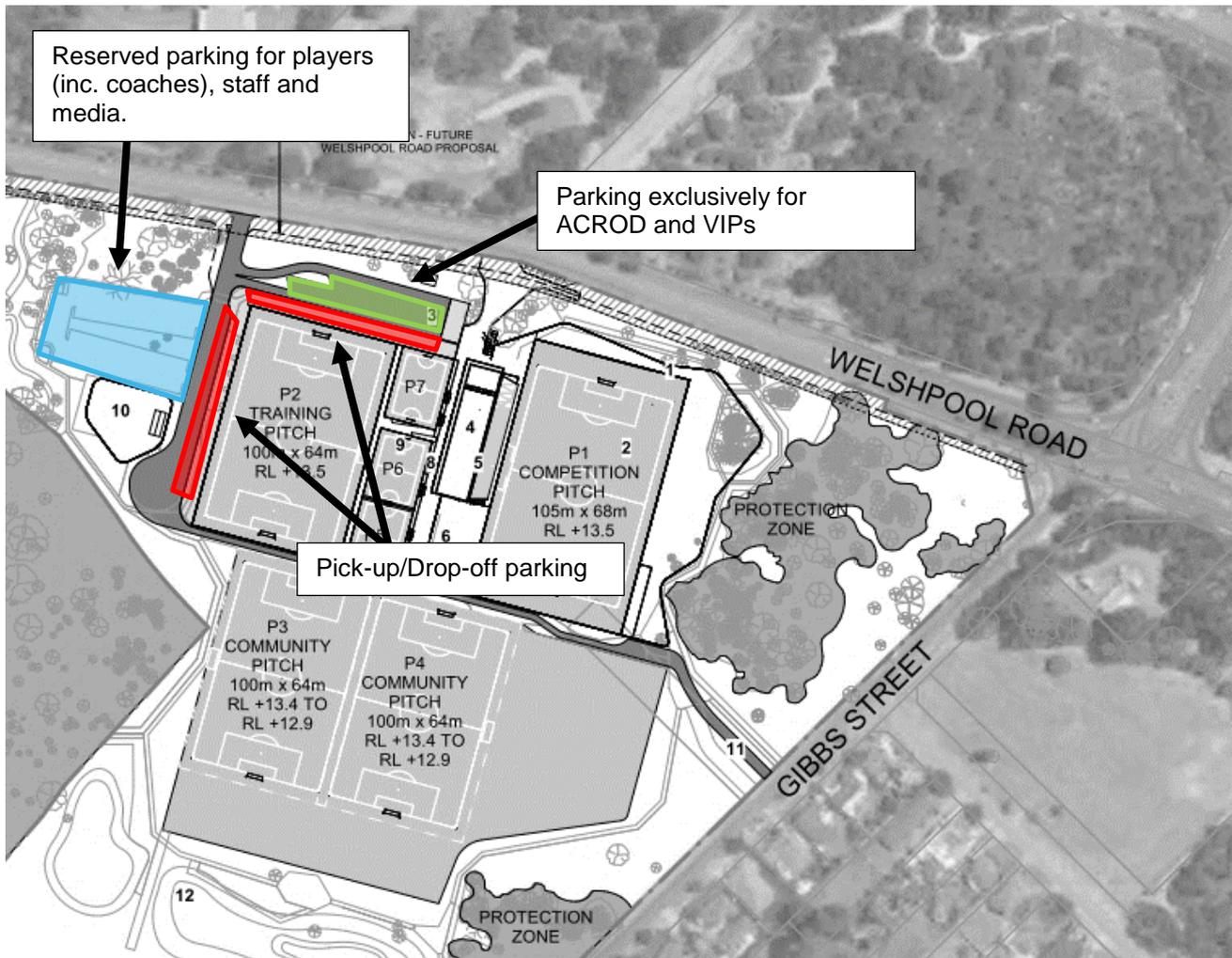
Given the significant number of people anticipated to visit the Site during special events, additional traffic and parking management measures will need to be implemented to minimise traffic impacts within the surrounding road network.

4.6.1 Access and Parking Arrangements

Limited on-site parking is available during these events, as bays will be reserved for players, staff, media and VIP members. **Figure 4-4** shows an indicative parking arrangement during special events (to be confirmed through event-specific management plans).

The design of this car park allows for a flexible arrangement of parking and pick-up/drop off to support a range of different types of event.

Figure 4-4 Indicative On-site Parking Arrangement During Special Events



The following parking management measures are also expected during special events:

- > Temporary signage to indicate reserved and visitor parking areas.
- > Permit/ticket provided to players, staff, media and VIP members for the reserved parking area.
- > 'Parking full' signage to inform drivers when all on-site parking bays are occupied.
- > Drop-off areas open to all users, and monitored closely to ensure that visitors are not parked in these locations.

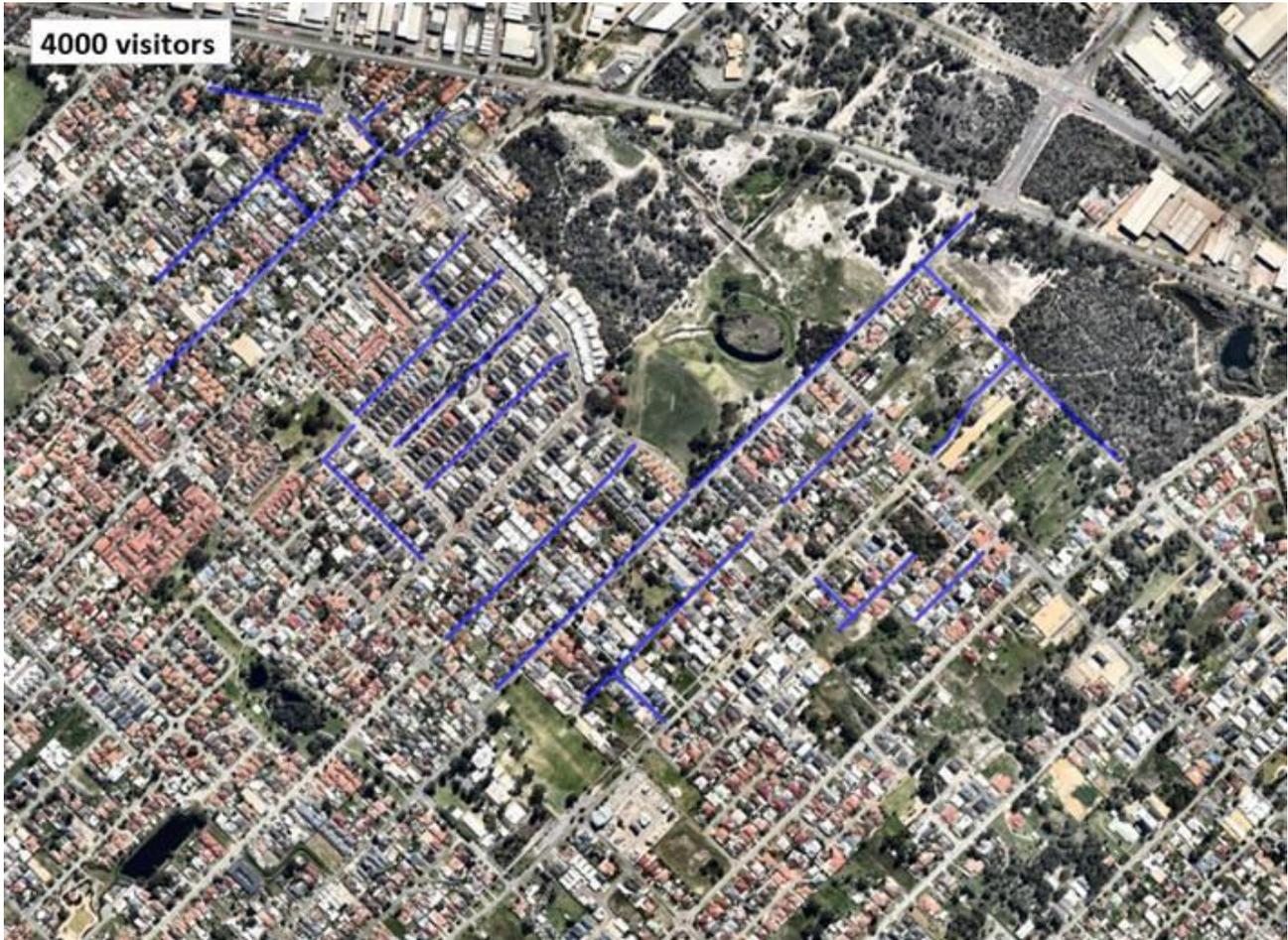
4.6.2 Off-Site Parking

Due to the limited number of parking bays available on-site, the demand during special events is likely to extend into the surrounding area. A preliminary impact assessment has been completed to determine the potential extent of overflow parking in the surrounding streets, as a result of special events.

This was tested for 2 special event scenarios, one with 4,000 visitors and one with 1,500 visitors, under the following assumptions:

- > 40% of people will use active or public transport modes for the larger (4,000 visitor) event, 30% of people will use public transport for the smaller (1,500 visitor) event.
- > Average private vehicle occupancy is 3 people per car, resulting in approximately 800 vehicles are expected for the large event and 350 vehicle for the small event.
- > A high-level assessment of the extent of parking was conducted to determine where people could park (**Figure 4-5**), considering the parking available on-site for specific user groups and the existing off-street parking supply in the surrounding catchment.
- > This assessment assumed:
 - No verge parking allowed.
 - All cars are park on-street, and along only one side of permitted roads
- > The impact of parking within the surrounding area has been illustrated in **Figure 4-5**.

Figure 4-5 Parking Overflow Within the Surrounding Area (for 4,000 visitors and 1,500 visitors)



To minimise the parking impacts within the surrounding roads, specific locations may be designated as temporary parking to limit the impact on surrounding streets, or to improve parking wayfinding. Potential locations for overflow parking include empty lots, large-scale retail or industrial car parks, parks and schools.

The use of off-site parking for this purpose is subject to further discussions with landowners. Designated overflow parking areas that are not within walking distance can be supported with shuttle bus service.

4.6.3 Shuttle Service

It is likely that travel patterns during special events will differ from the typical design day, including a much greater uptake in public transport. Given the close proximity of the Cannington Train Station, a shuttle bus service operating from the station to the Site can provide an effective method of transporting people.

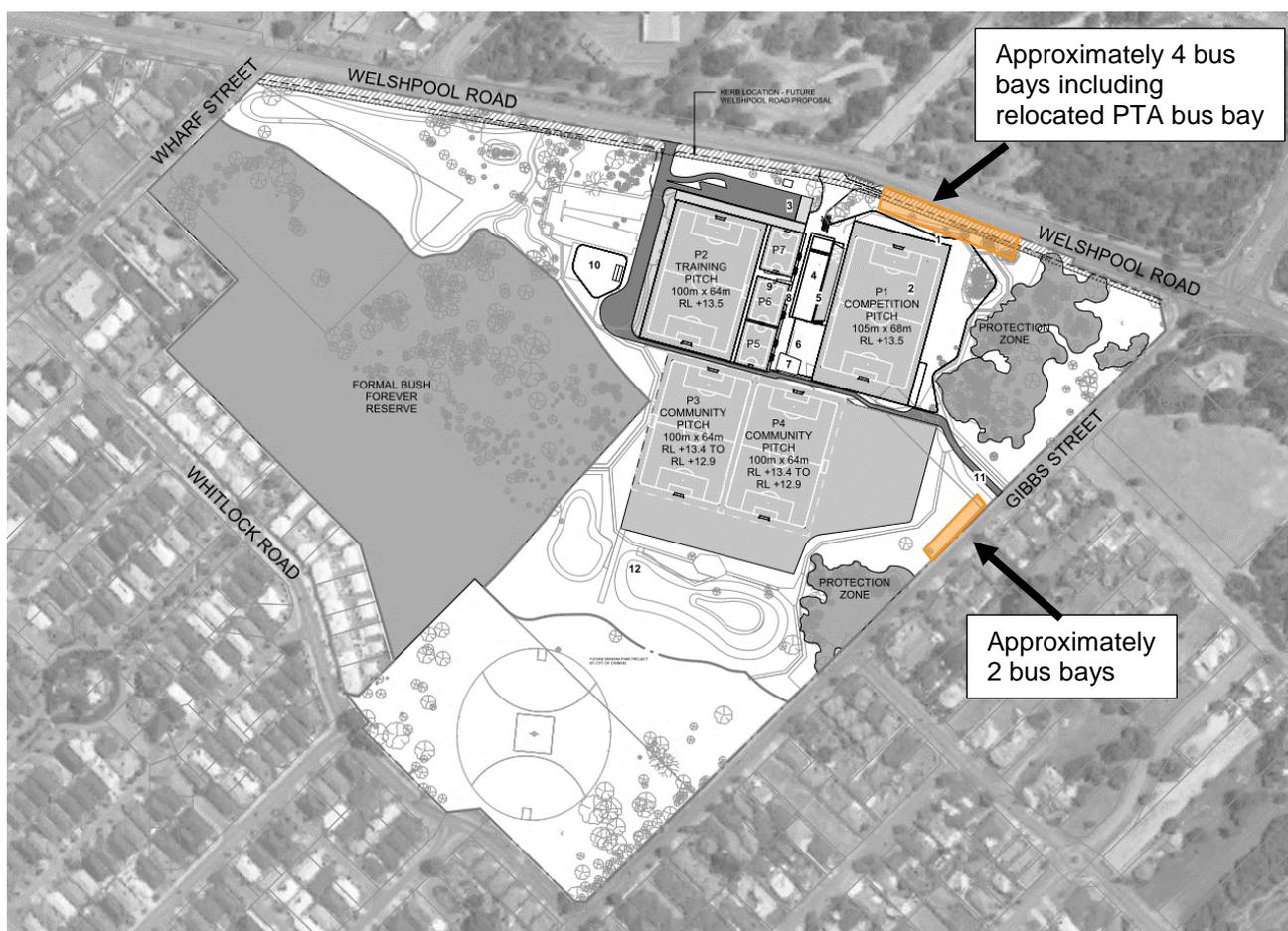
Other potential locations for shuttle service collection include Murdoch Station (allowing for use of both rail and park 'n' ride), Curtin University, the Cannington City Centre and potential off-site car parking areas as determined in detailed Event Management Plans)

As identified in **Section 4.3.2**, up to 6 bus bays may be required to accommodate the estimated number of spectators traveling by public transport. Therefore, in addition to the relocated PTA bus bays on Welshpool Road, 5 temporary bus stops are recommended, 2 along Gibbs Street within car parking bays, providing access to the eastern gates, and 3 along Welshpool Road, providing direct connection to the main gates.

Note that the relocation of the existing PTA bus stop is subject to further discussions, and the geometric form of Welshpool Road bus stops will need to be integrated with the redevelopment plans for the proposed upgrade.

Figure 4-6 shows the indicative locations of these bus stops.

Figure 4-6 Indicative Bus Stop Locations



4.7 Service, Waste and Fire Access

4.7.1 Fire Service

Access to the main clubhouse is facilitated via the Welshpool Road car park access and along wide pedestrian corridors and turfed areas able to accommodate DFES equipment.

Additional service & emergency access points are proposed along Gibbs Street and via the Whitlock Street car park crossover to permit fire service access from these boundary roads.

4.7.2 Waste Collection

It is expected that waste collection will occur outside of peak usage periods, with access via the Welshpool Road main car park to a central collection point.

4.7.3 Service Vehicles

Service/delivery activities are expected to occur outside of peak usage periods, with access to the clubhouse via the Gibbs Street to a service area adjacent to the drop-off loop and direct connection to maintenance sheds and bulk storage.

5 Analysis of Transport Network

5.1 Assessment Years and Time Period

Based on the preliminary match schedule, peak traffic movements for the development will occur during the following periods:

- > Saturday 4:05-4:35pm, during the transition period between when the first game ends and the second game starts. Spectators and players from the first game leave while spectators and players from the second game start arriving.
- > Saturday 6:35-7:05pm, second game ends and all remaining spectators and players leave.

The peak periods for the Site do not coincide with the road network peak periods, which are as follows:

- > Weekday peak times are between 8:00am-9:00am and 4:00pm-5:00pm respectively for the morning and afternoon peak periods.
- > Weekend peak times is between 11:00am-12:00pm.

For the purpose of this assessment, only the proposed development peak periods will be assessed as the traffic volumes generated by the development outside of these periods are likely to be significantly lower.

The following model scenarios have therefore been analysed as part of this assessment:

- > Scenario 1 – 2021 background traffic with proposed redevelopment (estimated completion of the development);
- > Scenario 2 – 2033 background traffic with proposed redevelopment; and
- > Scenario 3 – sensitivity analysis to determine traffic capacity at the Site access.

Future traffic volumes were determined based on the anticipated growth rate obtained from the Canning City Centre Movement, Access and Parking Strategy. **Table 5-1** summarises the estimated road traffic growth between 2016 and 2026. As the data only covers up to 2026, the data has been distilled to an annual growth rate which will be used to estimate the traffic growth through to 2033.

Table 5-1 Estimated Growth Rate for Surrounding Zones/Roads for 2016 to 2026

Zone/Road	Estimated Average Growth Rate for 2016 to 2026	Growth Rate per Year
City Centre (Excluding Westfield and Bunnings)	22%	2.2%
Albany Highway East	28%	2.8%
Nicholson Road	21%	2.1%
Welshpool Road	23%	2.3%
Albany Highway West	24%	2.4%
Shepparton Road	20%	2.0%
Leach Highway East	21%	2.1%
Manning Road West	21%	2.1%
Hayman Road (Curtin University)	56%	5.6%
Kenwick Link	26%	2.6%
Leach Highway West	25%	2.5%
Kewdale Road	27%	2.7%
Roe Highway North	70%	7.0%
Roe Highway South	53%	5.3%
Orrong Road	45%	4.5%

Source: Canning City Centre Movement, Access and Parking Strategy (2016)

5.2 Traffic Generation

Similar to the parking demand determined in the above sections, the trip generation for the Site has been also been calculated based on first principles using the information provided on the preliminary training and match schedules.

5.2.1 Modal Split

Traffic generation will be reduced due to the following factors:

- > Excellent provision of public transport including buses (on weekdays), and event buses to be organised for special events;
- > Excellent provision of walking and cycling links to the Site;
- > The strong likelihood of car-sharing- many spectators will be family groups or groups of friends. As such, vehicle occupancy is assumed to be 1.25 per car for players/officials and 3 per car for spectators;
- > All spectators attending a special event will be aware that there will be large numbers of people attending, with the consequent traffic congestion problems and in particular the difficulty of finding a parking space. As such, it is reasonably assumed that most spectators would avoid travelling by car or at worst would limit car numbers by considering car-sharing;

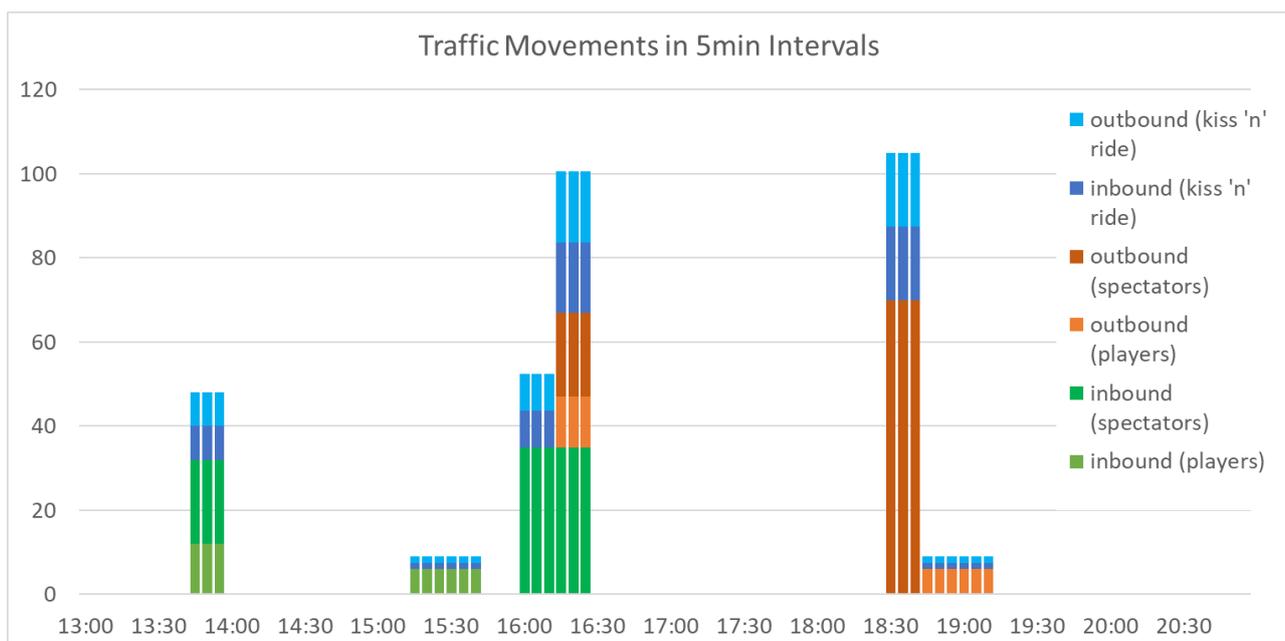
While the expectation is for the majority of attendees (90%) to drive to the Site during standard matches, it is understood that travel patterns for large special events will be different to those on the typical design day. For example, Cardno undertook a study for the Department of Sports and Recreation as part of the re-development of the Perth Rectangular Stadium, which identified a car-as-driver rates in the order of 43%.

The location of the Rectangular Stadium is approximately 900 metres from the nearest train station, which undoubtedly contributed to the high mode share for public transport. However, given there was no high-quality provision of cycle paths directly to the stadium, public transport was essentially the only reasonable alternative to driving. As such, the Queens Park Regional Open Space could be considered to have better access to non-car modes, despite being further from the Cannington Station.

5.2.2 Traffic Generation

Maximum traffic generation will be before and after matches, with the design-day traffic determined as described in **Section 4.3**. These periods of peak traffic are expected to occur within a short timeframe, and have been modelled as shown in **Figure 5-1** below.

Figure 5-1 Traffic movements in 5min intervals – Design Day Scenario



For the purpose of allocating traffic, kiss 'n' ride movements are expected to use the main access off Welshpool Road. The impact is also constrained by the size of the car park. That is, while there are 222 outbound movements expected for spectators and players accessing the car park, a maximum of 156 of these

trips would be assigned to the main access point (which is the number of parking bays available on-site). The remainder of these movements would be distributed across the wider precinct.

The assessed traffic generation for the peak design-day scenario is summarised in **Table 5-2**.

Table 5-2 Peak half-hour traffic generation – Welshpool Road Accesses

Time	Peak total demand Saturday 16:05-16:35			Peak egress demand Saturday 18:35-19:05		
	IN	OUT	TOTAL	IN	OUT	TOTAL
Parking	210	96	306	0	222	222
Kiss 'n' Ride	77	77	154	55	55	110

5.2.3 Trip Distribution

Vehicle trips have been generally distributed to Welshpool Road in accordance with existing background traffic flows during the corresponding period. This reflects the good overall accessibility to regional distributors in the vicinity, including:

- > **to the West:** Welshpool Road to/from Albany Highway north; Leach Highway north and South, Orrong Road via Kewdale Road north-west
- > **to the East:** Orrong Road via McDowell Street east; Roe Highway via Orrong Road north and south

It is unlikely that visitor traffic will use the access along Gibbs Street as this is intended for use by service and maintenance vehicles.

The peak demand periods for the proposed State Football Centre have been combined with the existing traffic on Welshpool Road to determine a benchmark for access turning movements (refer **Figure 5-2**) as well as for the future 10 year horizon (refer to **Figure 5-3**).

Figure 5-2 Traffic Movements During the Peak Half-hour Period – Scenario 1

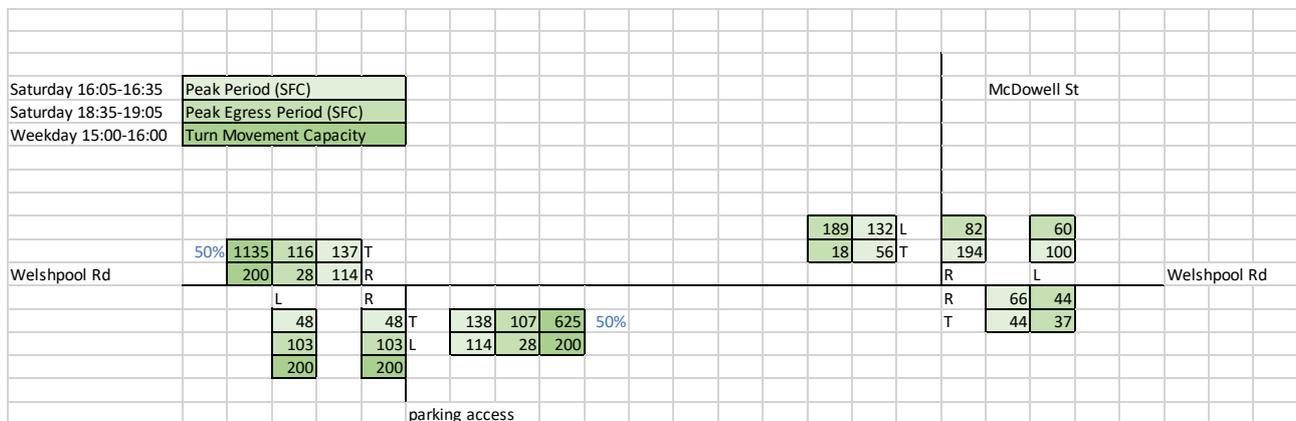
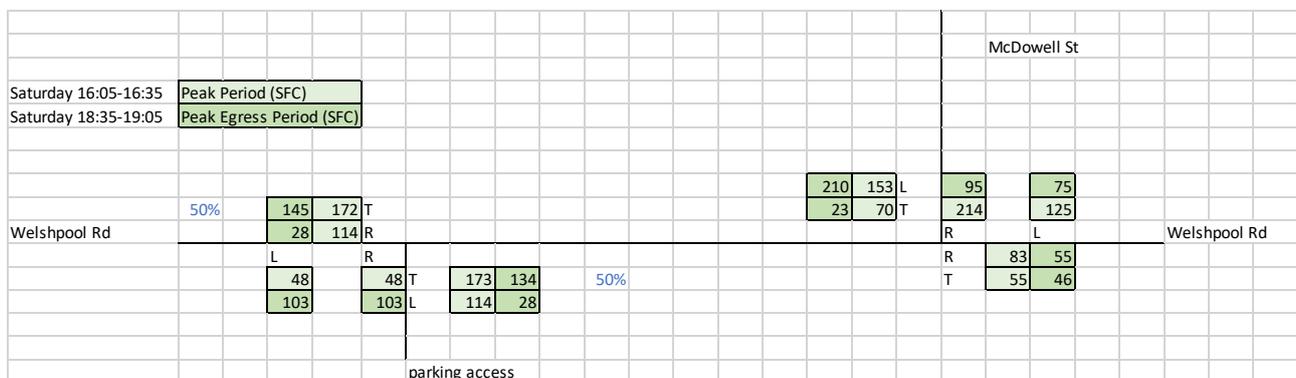


Figure 5-3 Traffic Movements During the Peak Half-hour Period – Scenario 2



5.3 Transport Analysis Assumptions

The assumptions which were made for the analysis are summarised below:

- > The traffic impact as a result of special events have not been assessed as these events only occur rarely and do not represent the day-to-day operations for the Site. It is expected that access to the Site would be under active management for those events.
- > The Welshpool Road Realignment (mentioned in **Section 2.4.1**) has been considered for the transport assessment.
- > Due to the uncertainty surrounding the Gerard Street extension and proposed modifications to the Welshpool Road-McDowell Street intersection, these changes have not been considered for the purposes of this transport assessment.
- > Based on the preliminary training and match schedules, weekday traffic is likely to be significantly lower than the weekend traffic with arrivals and departure occurring outside of the network peak periods. Therefore, only the weekend peak periods will be assessed.
- > A growth rate of 2.3% per annum is applied to Welshpool Road to estimate the future background traffic up to 2031.
- > Based on the preliminary schedule, peak traffic movements for the development will occur during the periods:
 - 4:05-4:35pm, transition period where the first game ends and the second game starts. Spectators and players from the first game leave while spectators and players from the second game start arriving.
 - 6:35-7:05pm, second game ends and all remaining spectators and players leave.
 - It is assumed that spectators will remain on Site during half time breaks.

5.4 Intersection Performance

SIDRA analysis for the morning and afternoon peak was undertaken at the following intersections to estimate the impact of the development traffic on the surrounding transport network:

- > Welshpool Road/Main Access; and
- > Welshpool Road/McDowell Road.

SIDRA results for each approach are presented below in the form of Degree of Saturation (DOS), Average Delay, Level of Service (LOS) and 95th Percentile Queue. These characteristics are defined as follows:

- > **Degree of Saturation (DOS):** is the ratio of the arrival traffic flow to the capacity of the approach during the same period. The DOS for an un-signalized intersection is considered critical where $DOS > 0.80$;
- > **95th percentile Queue:** is the statistical estimate of the queue length up to or below which 95% of all observed queues would be expected;
- > **Average Delay:** is the average of all travel time delays for vehicles through the intersection; and
- > **Level of Service (LOS):** is the qualitative measure describing operational conditions within a traffic stream and the perception by motorists and/or passengers. The different levels of service can generally be described as shown in **Table 5-3**.

Full SIDRA outputs are provided in **Appendix D**.

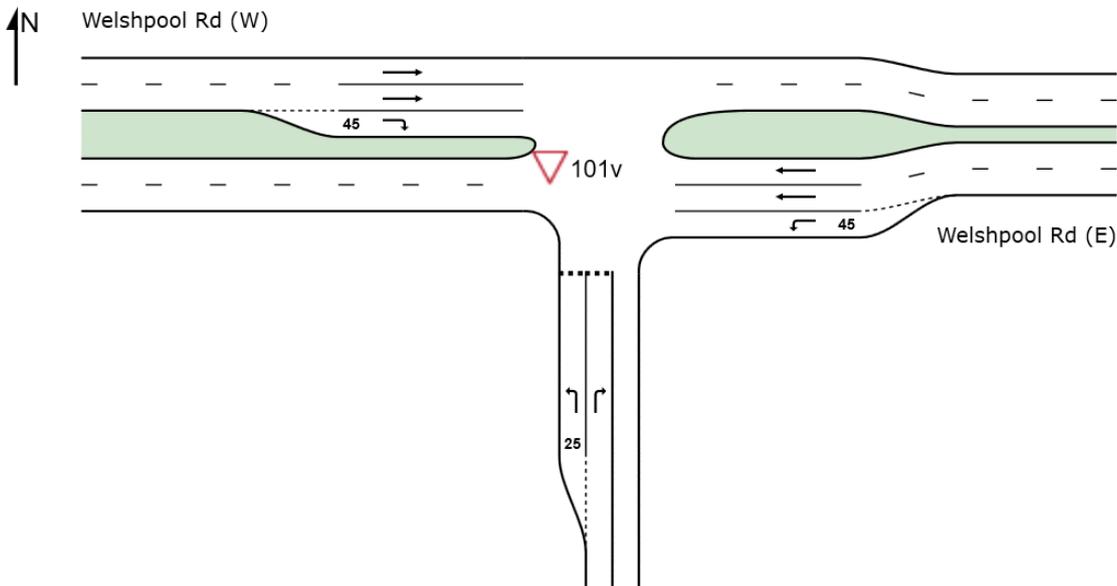
Table 5-3 Level of Service (LOS) Performance Criteria

LOS	Description	Signalised Intersection	Unsignalised Intersection
A	Free-flow operations (best condition)	≤10 sec	≤10 sec
B	Reasonable free-flow operations	10-20 sec	10-15 sec
C	At or near free-flow operations	20-35 sec	15-25 sec
D	Decreasing free-flow levels	35-55 sec	25-35 sec
E	Operations at capacity	55-80 sec	35-50 sec
F	A breakdown in vehicular flow (worst condition)	≥80 sec	≥50 sec

5.4.2 Welshpool Road/Main Access

Figure 5-4 shows the SIDRA intersection layout for the Welshpool Road/Main Access intersection.

Figure 5-4 SIDRA Intersection Assessment – Welshpool Road/Main Access



The results of the assessment for Scenario 1 and 2 are summarised in Table 5-4 and Table 5-5 respectively.

Table 5-4 SIDRA Results for Welshpool Road/Main Access Intersection – Scenario 1

Intersection Approach	Saturday 16:05-16:35 Peak				Saturday 18:35-19:05 Peak				
	DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)	
Main Access (S)	L	0.063	4.6	A	0.7	0.143	4.8	A	1.8
	R	0.169	10.9	B	1.8	0.239	8.2	A	3
Welshpool Rd (E)	L	0.144	5.6	A	0	0.077	5.5	A	0
	T	0.144	0	A	0	0.077	0	A	0
Welshpool Rd (W)	T	0.079	0	A	0	0.067	0	A	0
	R	0.294	9	A	3.9	0.055	6.7	A	0.6

Table 5-5 SIDRA Results for Welshpool Road/Main Access Intersection – Scenario 2

Intersection Approach	Saturday 16:05-16:35 Peak				Saturday 18:35-19:05 Peak				
	DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)	
Main Access (S)	L	0.065	4.8	A	0.8	0.146	5	A	1.8
	R	0.187	12.1	B	2	0.256	8.9	A	3.2
Welshpool Rd (E)	L	0.164	5.6	A	0	0.093	5.5	A	0
	T	0.164	0	A	0	0.093	0	A	0
Welshpool Rd (W)	T	0.099	0	A	0	0.083	0	A	0
	R	0.323	9.9	A	4.4	0.058	7.1	A	0.6

These results show no significant delays associated with peak event movements, which can primarily be attributed to the relatively low traffic volumes along the boundary roads. Based on these low traffic volumes, it is anticipated that long-term traffic growth along Welshpool Road is unlikely to introduce any operational issues and constraints.

To determine the theoretical capacity of the access, a sensitivity analysis involving linearly increasing the traffic generation through to a designated failure criterion (LOS F for any movement) was undertaken for the peak traffic period for Welshpool Road and was identified to occur between 16:00-17:00 during the weekday.

Table 5-6 shows the results of this assessment.

Table 5-6 SIDRA Results for Welshpool Road/Main Access Intersection – Scenario 3

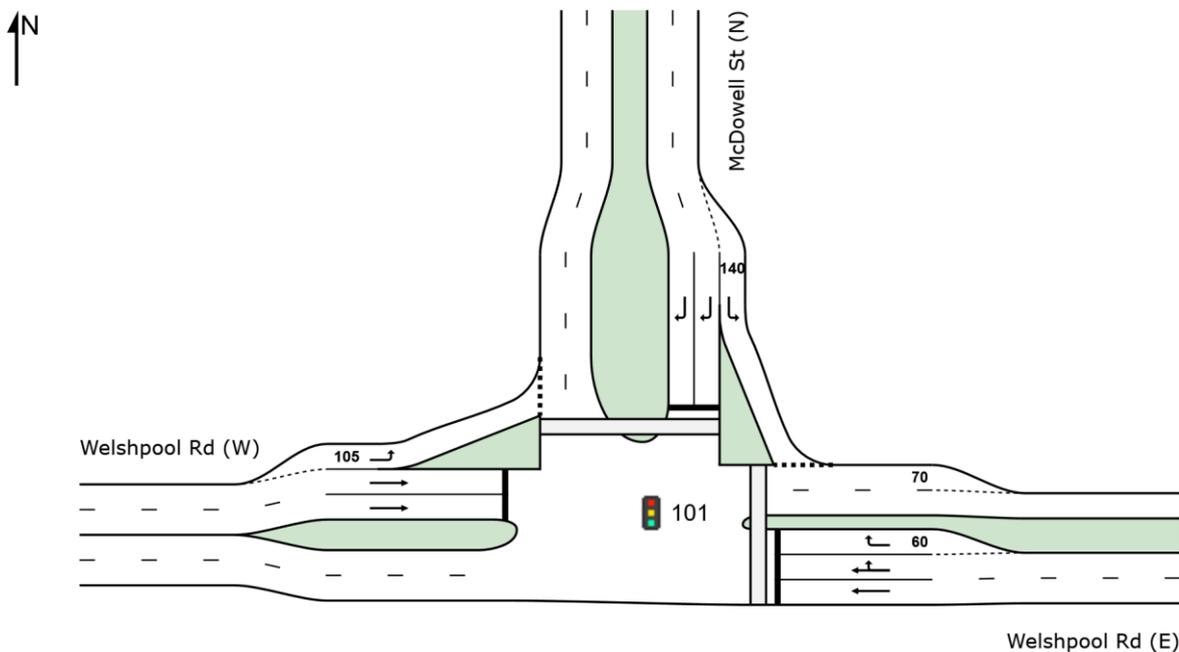
Intersection Approach	Saturday 16:05-16:35 Peak				Saturday 18:35-19:05 Peak				
	DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)	
Main Access (S)	L	0.151	5.4	A	1.8	0.143	4.8	A	1.8
	R	0.956	69	F	19.3	0.239	8.2	A	3
Welshpool Rd (E)	L	0.234	5.6	A	0	0.077	5.5	A	0
	T	0.234	0	A	0	0.077	0	A	0
Welshpool Rd (W)	T	0.326	0	A	0	0.067	0	A	0
	R	0.384	13.6	B	5.1	0.055	6.7	A	0.6

In this instance, traffic generation at the access can be increased to a combined volume (in and out) of 800 vehicles per hour (400 movements in the half-hour), well beyond the functional capacity of the car park. As such, the proposed access is considered to be appropriate for any potential activity associated with the proposed State Football Centre, independent of the time-of-day.

5.4.3 Welshpool Road/McDowell Street

Figure 5-5 shows the SIDRA intersection layout for the Welshpool Road/McDowell Street intersection.

Figure 5-5 SIDRA Intersection Assessment – Welshpool Road/McDowell Street



The results of the assessment for Scenario 1 and 2 are summarised in Table 5-7 and Table 5-8 respectively.

Table 5-7 SIDRA Results for Welshpool Road/McDowell Street Intersection – Scenario 1

Intersection Approach	Saturday 16:05-16:35 Peak				Saturday 18:35-19:05 Peak				
	DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)	
Welshpool Rd (E)	T	0.074	7.1	A	7.4	0.096	7.2	A	9.8
	R	0.254	33	C	9.7	0.381	33.5	C	14.9
McDowell St (N)	L	0.094	6.5	A	3.1	0.165	6.7	A	6.6
	R	0.188	23.7	C	14.5	0.445	25.3	C	37.2
Welshpool Rd (W)	L	0.289	6.8	A	14.1	0.205	6.9	A	10.3
	T	0.046	14.6	B	3.9	0.143	15.2	B	12.7

Table 5-8 SIDRA Results for Welshpool Road/McDowell Street Intersection – Scenario 2

Intersection Approach	Saturday 16:05-16:35 Peak				Saturday 18:35-19:05 Peak				
	DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)	
Welshpool Rd (E)	T	0.1	7.3	A	10.2	0.12	7.4	A	12.4
	R	0.317	33.2	C	12.3	0.479	33.9	C	19
McDowell St (N)	L	0.118	6.5	A	4	0.209	6.9	A	9.8
	R	0.218	23.9	C	16.9	0.49	25.6	C	41.6
Welshpool Rd (W)	L	0.324	6.8	A	16.3	0.24	6.9	A	12.5
	T	0.059	14.7	B	5.1	0.178	15.4	B	16.1

These results show no significant delays associated with the peak event traffic passing through this intersection.

6 Crash Data

While this is not a detailed safety study, it is appropriate to assess crash records on the surrounding streets in the close proximity to the proposed development. A search of the *Main Roads WA Reporting Centre* for crash data was undertaken for all recorded traffic accidents between 1 January 2015 and 31 December 2019 within the surrounding area of the subject Site. The crash data was obtained for the following midblock and intersections:

- > Welshpool Road/Wharf Street intersection;
- > Welshpool Road/Gibbs Street intersection;
- > Whitlock Road/Wharf Street intersection;
- > Whitlock Road/Gibbs Street intersection (no crashes);
- > Welshpool Road midblock (between Wharf Street and Gibbs Street);
- > Gibbs Street midblock (between Welshpool Road and Whitlock Road) (no crashes);
- > Wharf Street midblock (between Welshpool Road and Whitlock Road) (no crashes); and
- > Whitlock Road midblock (between Wharf Street and Gibbs Street).

No crashes were recorded at the Whitlock Road/Gibbs Street intersection as well as midblock on Gibbs Street and Wharf Street. Detailed statistics of total crashes are summarised in **Table 6-1** through to **Table 6-5**.

Table 6-1 Welshpool Road/Wharf Street intersection

Type of Crash	Fatal	Hospital	Medical	Major Property Damage	Minor Property Damage	Total Crashes
Right Angle	-	2	1	15	-	18
Rear End	-	-	-	3	1	4
Hit Object	-	-	-	1	1	2
Non Collision	-	-	-	1	-	1
Unspecified	-	-	-	-	1	1
Total	0	2	1	20	3	26

Table 6-2 Welshpool Road/Gibbs Street intersection

Type of Crash	Fatal	Hospital	Medical	Major Property Damage	Minor Property Damage	Total Crashes
Rear End	-	-	-	3	1	4
Unspecified	-	-	-	-	1	1
Total	0	0	0	3	2	5

Table 6-3 Whitlock Road/Wharf Street intersection

Type of Crash	Fatal	Hospital	Medical	Major Property Damage	Minor Property Damage	Total Crashes
Right Angle	-	-	2	10	1	13
Hit Object	-	-	-	-	1	1
Rear End	-	-	-	1	-	1
Total	0	0	2	11	2	15

Table 6-4 Welshpool Road midblock (between Wharf Street and Gibbs Street)

Type of Crash	Fatal	Hospital	Medical	Major Property Damage	Minor Property Damage	Total Crashes
Sideswipe Same Direction	-	1	-	4	-	5
Right Angle	-	-	1	-	-	1
Right Turn Thru	-	-	-	1	-	1
Hit Pedestrian	-	1	-	-	-	1
Rear End	-	-	1	-	-	1
Non Collision	-	-	-	-	1	1
Unspecified	-	-	-	-	1	1
Total	0	2	2	5	2	11

Table 6-5 Wharf Street midblock (between Welshpool Road and Whitlock Road)

Type of Crash	Fatal	Hospital	Medical	Major Property Damage	Minor Property Damage	Total Crashes
Rear End	-	-	-	1	-	1
Total	0	0	0	1	0	1

A summary of the crash data is as follows:

- > The majority of crashes occurred at the Welshpool Road/Wharf Street intersection.
- > Right angle crashes were recorded to be the most common type of crash within the surrounding area of the Site.
- > 4 crashes were recorded requiring hospitalisation and 5 crashes required medical attention.

7 Site Specific Issues

There are no additional Site specific issues identified for this development.

8 Conclusions

This report has been prepared in accordance with the Western Australian Planning Commission (WAPC) *Transport Assessment Guidelines for Developments: Volume 4 – Individual Development*.

The following conclusions have been made in regards to the proposed development:

- > The proposed development is a sporting facility comprising of multiple football/soccer fields, spectator areas, parking for visitors and other ancillary facilities.
- > A first principles approach was undertaken to determine the parking demand for the Site. Based on this assessment approximately 156 bays have been provided.
- > Similarly, a first principles approach was undertaken to determine the traffic generation for the Site. From the information provided, approximately 460 vehicles are expected to be generated on a typical Saturday between 16:05-16:35 and approximately 332 vehicles between 18:35-19:05.
- > Public transport near the Site is considered to be excellent with convenient access to nearby bus services. The Cannington train station is also located within a relatively short distance from the Site allowing for a potential shuttle bus service to be implemented to provide quick and convenient travel between the station and the Site.
- > The SIDRA results show that the Welshpool Road/Main Access intersection operates at an acceptable level of service for Scenario 1 and 2. A sensitivity analysis has also been undertaken to determine the anticipated traffic capacity at the Welshpool Road/Main Access intersection.
- > The SIDRA results show that the Welshpool Road/McDowell Street intersection operates at an acceptable level of service for Scenario 1 and 2.
- > The results of the sensitivity analysis (Scenario 3) shows that the access along Welshpool Road can accommodate up to a combined volume (in and out) of 800 vehicles per hour.

State Football Centre

APPENDIX

A

WAPC TIA CHECKLIST

WAPC Checklist for a Transport Assessment, Individual Development, August 2016

Item	Provided	Comments/Proposals
Summary		
Introduction/Background		
name of applicant and consultant	Section 1	
development location and context	Section 1	
brief description of development proposal	Section 4	
key issues	N/A	
background information	Section 1	
Existing situation		
existing site uses (if any)	Section 2	
existing parking and demand (if appropriate)	N/A	
existing access arrangements	N/A	
existing site traffic	N/A	
surrounding land uses	Section 2	
surrounding road network	Section 2	
traffic management on frontage roads	Section 2	
traffic flows on surrounding roads (usually AM and PM peak hours)	Section 2	
traffic flows at major intersections (usually AM and PM peak hours)	Section 2	
operation of surrounding intersections	Section 5	
existing pedestrian/cycle networks	Section 2	
existing public transport services surrounding the development	Section 2	
crash data	Section 6	
Development proposal		
regional context	Section 4	
proposed land uses	Section 4	
table of land uses and quantities	Section 4	
access arrangements	Section 4	
parking provision	Section 4	
end of trip facilities	N/A	
any specific issues	N/A	
road network	Section 4	
intersection layouts and controls	Section 4	
pedestrian/cycle networks and crossing facilities	Section 4	
public transport services	Section 4	
Integration with surrounding area		
surrounding major attractors/ generators	Section 3	
committed developments and transport proposals	Section 3	
proposed changes to land uses within 1200 metres	Section 3	
travel desire lines from development to these attractors/ generators	Section 3	

Item	Provided	Comments/Proposals
adequacy of existing transport networks	Section 2	
deficiencies in existing transport networks	Section 2	
remedial measures to address deficiencies	N/A	
Analysis of transport networks		
assessment years	Section 5	
time periods	Section 5	
development generated traffic	Section 5	
distribution of generated traffic	Section 5	
parking supply and demand	Section 5	
base and 'with development' traffic flows	Section 5	
analysis of development accesses	Section 5	
impact on surrounding roads	Section 5	
impact on intersections	Section 5	
impact on neighbouring areas	Section 5	
road safety	Section 6	
public transport access	Section 2	
pedestrian access/amenity	Section 2	
cycle access/amenity	Section 2	
analysis of pedestrian/cycle networks	Section 2	
safe walk/cycle to school (for residential and school site developments only)	N/A	
traffic management plan (where appropriate)	N/A	
Conclusions	Section 8	

State Football Centre

APPENDIX

B

SITE PLANS



Notes

1. Pitches rotated to optimum angle - 15 degrees off north-south axis.
2. Competition Pitch the same size as HBF Park. Competition pitch can move north-south 15m to manage wear. Competition pitch to the east to avoid afternoon sun for spectators. Competition Pitch can be operated as a ticketed venue, other pitches publicly accessible.
3. Major site arrival point. Drop-off area and bus parking.
4. Football West Administration Building. Large amount of Western facade will require treatment for afternoon sun.
5. High Performance Training and Game-day Facilities including grandstand to Competition Pitch.
6. Building expansion area.
7. Amenities serving internally and externally to the community.
8. Activated Plaza. This public realm provides an address to the different components of the Football Centre, modulation for the afternoon sun and an activated space for community use and event overlay. It will incorporate landscape elements and planting.
9. Small format pitches with operable netting for 5-a-side matches.
10. Maintenance and storage facilities.
11. Service and emergency access.
12. Engaging wetland 'water story' experience.

Proposed Location Plan - 1 : 2000@ A1



Telephone: 9231 0730
Our Ref: 15/20542.2
Doc Id: AD21/2125

28 January 2021

The Chairperson
Western Australian Planning Commission
Via Email: SDAUreferrals@dplh.wa.gov.au

Attention: Paola Di Perna

APPLICATION FOR DEVELOPMENT APPROVAL – RECREATION PRIVATE - STATE FOOTBALL CENTRE - AT 305 WELSHPOOL ROAD (LOT 501) AND 343 WHARF STREET (LOT 22), QUEENS PARK

Reference is made to the development application received from the State Development Assessment Unit via email on 16 December 2020. (City of Canning reference 15/20242.2).

The City's Officers have undertaken an assessment of the application and presented the item to a Special Council Meeting on 27 January 2021. At this meeting, Council resolved to unanimously support the officer's recommendation. The Officer Recommendation, including Conditions and Advice Notes, is attached. The minutes from the Special Council Meeting will be made available at a later date.

Should you have any queries regarding this matter, please contact the City's Senior Planning Officer Maureen Hegarty on 9231 0730 or via e-mail to maureen.hegarty@canning.wa.gov.au.

Yours sincerely



Athanasios Kyron
Chief Executive Officer

Enc. City of Canning State Football Centre
Recommended Conditions and Advice Notes

**APPLICATION FOR DEVELOPMENT APPROVAL – RECREATION PRIVATE – STATE FOOTBALL CENTRE
(CITY OF CANNING REFERENCE 15/20542.2)**

OFFICER RECOMMENDATION

That Council authorises the Chief Executive Officer to advise the Western Australian Planning Commission that the proposed Recreation – Private Use (State Football Centre) at 305 Welshpool Road (Lot 501) and 343 Wharf Street (Lot 22), Queens Park, is supported subject to the following conditions:

1. This approval relates to the development of the State Football Centre as depicted on the attached plans date stamped [DATE] by the State Development Assessment Unit on behalf of the Western Australian Planning Commission. This decision constitutes development approval only and is valid for a period of two years from the date of approval. If the subject development is not substantially commenced within two years, the approval shall lapse and be of no further effect.

Prior to the commencement of site works

2. A Construction and Environmental Management Plan shall be submitted and approved by the Western Australian Planning Commission, on the advice of the City of Canning. Once approved, the Construction and Environmental Management Plan is to be implemented in its entirety.
3. A Traffic Management Plan for construction shall be submitted and approved by the Western Australian Planning Commission, on the advice of the City of Canning. Once approved, the Traffic Management Plan is to be implemented in its entirety.
4. A Fauna Management Plan shall be submitted and approved by the Western Australian Planning Commission, on the advice of the Department of Biodiversity, Conservation and Attractions and the City of Canning. Once approved, the Fauna Management Plan shall be implemented in its entirety.
5. An Acid Sulphate Soils Dewatering Management Plan shall be submitted and approved by the Western Australian Planning Commission, on the advice of the Department of Water and Environmental Regulation and the City of Canning.
6. Detailed plans and specifications of works within the Welshpool Road and Gibbs Street road reserves, as indicated on the stamped approved plans, shall be submitted and approved by the Western Australian Planning Commission, on the advice of the City of Canning, and shall include:
 - a) Removal of the redundant crossover(s) and reinstatement of the path, kerb and verge;
 - b) Relocation of the bus embayment;
 - c) Access off Welshpool Road, including when Welshpool Road is widened;
 - d) Emergency Access off Gibbs Street; and
 - e) Service Authority infrastructure.

Once approved, the works shall be implemented in their entirety prior to occupation of the development.

Prior to the commencement of building works

7. A detailed Landscaping and Revegetation Plan, including ongoing management requirements, shall be submitted and approved by the Western Australian Planning Commission, on the advice of the City of Canning. Once approved, the Landscaping and Revegetation Plan is to be implemented in its entirety and maintained thereafter for the duration of the development.
8. An Environmental Noise Assessment shall be prepared by a qualified acoustic consultant and submitted and approved by the Western Australian Planning Commission, on the advice of the City of Canning. This assessment is to demonstrate how the development will comply with the *Environmental Protection (Noise) Regulations 1997* including, but not limited to, details on sound sources (number of speakers/amplification, location/direction and volume), noise attenuation measures and staff controls (volume and bass control, maximum settings), staff training and complaint management. All noise attenuation measures identified by the report shall be implemented prior to the occupation of the development.
9. A revised Waste Management Plan shall be submitted and approved by the Western Australian Planning Commission, on the advice of the City of Canning. The Plan shall be updated to include, but not be limited to the following information:
 - a) Identification of the location, size and type of waste receptacles;
 - b) Demonstrate the ability for waste collection vehicles to enter and exit the site in forward gear;
 - c) How the receptacles will be kept free of odour (including washing facilities and drainage);
 - d) Collection arrangements including frequency; and
 - e) A litter management process to address litter entering the surrounding environment.

Once approved, the revised Waste Management Plan is to be implemented in its entirety.

10. An Environmental Asset Monitoring Plan is to be submitted and approved by the Western Australian Planning Commission, on the advice of the Department of Water and Environmental Regulation, the Department of Biodiversity, Conservation and Attractions and the City of Canning that meets the requirements for ongoing monitoring stipulated in the approved Environmental Assessment Report and Water Management Plan for the site.
11. An Irrigation and Nutrient Management Plan is to be submitted and approved by the Western Australian Planning Commission, on the advice of the Department of Water and Environmental Regulation and the City of Canning. Once approved, the Plan is to be implemented in its entirety.
12. A Mosquito Management Plan is to be submitted and approved by the Western Australian Planning Commission, on the advice of the City of Canning. Once approved, the Plan is to be implemented in its entirety.
13. A Detailed Stormwater Management Plan shall be submitted and approved by the Western Australian Planning Commission, on the advice of the City of Canning. Once approved the

Stormwater Management Plan is to be implemented in its entirety prior to occupation of the development.

14. A Public Art Strategy being submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Canning. Once approved, the Public Art strategy shall be implemented in its entirety.

Prior to the commencement of the use

15. The actions identified in the Bushfire Management Plan submitted with this application are to be implemented and maintained for the duration of the development.
16. The 10 metre wide portion of the property adjacent to Welshpool Road (as shown on the approved plans) is to be transferred to road reserve to accommodate the future construction of Welshpool Road to a dual carriageway standard.
17. Easements over City of Canning and Water Corporation drainage infrastructure are to be placed on title of the subject property to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Canning.
18. An Event Management Plan shall be submitted and approved by the Western Australian Planning Commission, on the advice of the City of Canning. The Plan is to identify the arrangements that will be in place for events attracting between 500 and 1,000 spectators, 1,001 and 2,000 spectators and 2,001 and 4,000 spectators and include:
 - a) Parking, Traffic and Pedestrian management;
 - b) Availability and arrangements for additional transport services, including public transport;
 - c) Noise Management arrangements;
 - d) Waste Management arrangements;
 - e) Incident and Emergency Management;
 - f) Food Vendors and Alcohol service;
 - g) Public Safety and First Aid (security, crowd control, lighting etc);
 - h) Community notification and live complaint management;
 - i) Management of a complaints register; and
 - j) Monitoring and regular review commitments.

The approved Event Management Plan is to be implemented in its entirety.

19. A Delivery Management Plan shall be submitted and approved by the Western Australian Planning Commission, on the advice of the City of Canning. The plan is to identify the access points to be used and the hours that deliveries and collections can occur based on the nature and frequency of the goods being delivered or collected and the type of vehicle.
20. A Light Spill Impact Report shall be submitted and approved by the Western Australian Planning Commission, on the advice of the City of Canning. The report is to confirm compliance with Australian Standard 25060 – Sports Lighting Standards and Australian Standard 4282:2019 – Control of Obtrusive Effects Outdoor Lighting. Once approved, any recommendations identified in the Report are to be implemented.
21. An Operational Management Plan, shall be submitted and approved by the Western Australian Planning Commission, on the advice of the City of Canning. The Plan is to identify

the operating hours for the various buildings and areas and proposed activities to be undertaken across the site. Once approved, the Plan is to be implemented in its entirety.

General

22. The number of events attracting between 2,001 and 4,000 spectators shall be limited to no more than five in any calendar year.
23. The maximum number of spectators permitted at any one time shall not exceed 4,000 spectators, unless approval for a specific event, accompanied by its own event management plan is granted in writing by the City of Canning.

ADVICE NOTES

1. The Applicant is advised that this is a development approval under the Metropolitan Region Scheme. It is not an approval to commence or carry out development under any other law. It is the responsibility of the applicant to obtain any other necessary approvals, consents, permits and licences required under any other law, and to commence and carry out development in accordance with all the relevant laws. All requirements under Ministerial Statement 1129 under Section 45 of the *Environmental Protection Act 1986* are still a requirement of the Office of the Environmental Protection Authority.
2. In relation to Condition 2, the Construction and Environmental Management Plan is to address, but not be limited to, the following site specific matters:
 - a) A staging plan;
 - b) Dieback and weed hygiene management;
 - c) Vegetation protection and management including the translocation of species and protective fencing;
 - d) Fauna protection and management including capture and relocation programs, consistent with the Fauna Management Plan;
 - e) Management of midges, mosquitos and areas of surface water;
 - f) Waste management;
 - g) Lighting;
 - h) Noise, vibration and dust management;
 - i) Acid sulphate soils, consistent with the Approved Acid Sulphate Soils Dewatering Management Plan;
 - j) Emergency evacuation plan;
 - k) Hours of operation, timeframes and responsibility for tasks identified;
 - l) Details on how the site will be secured;
 - m) Consultation and communication strategy;
 - n) Identify a complaint handling process and methodology; and
 - o) Any other matters likely to impact on surrounding properties and public areas.

Construction and Environmental Management Plans may be provided for in separate works packages (i.e. forward works) prior to their commencement, provided each management plan contains an overview of staging and the relationship between works packages.

3. In relation to Condition 3, the Traffic Management Plan for construction is to address:
 - a) The route construction vehicles will take to and from the site;
 - b) The temporary realignment of pedestrian access paths;

- c) Vehicular access to the site during construction;
 - d) Delivery of materials and equipment to the site including loading and unloading areas;
 - e) Location on site where building materials will be stored;
 - f) Parking arrangements for contractors and other staff;
 - g) Waste disposal;
 - h) Safety and security fencing;
 - i) Sanitary facilities;
 - j) Cranes; and
 - k) Other details as required.
4. In relation to Condition 7, the Landscape Plan is to address:
- a) Landscaping layout and design for the entire development site;
 - b) Detailed plans illustrating responses to grade differences and transitions;
 - c) Extent of landscaping works and impact on existing public realm and vegetation;
 - d) Areas of provenance plant selection;
 - e) Tree retention and protection;
 - f) Plant translocation;
 - g) Planting specification for trees and all other vegetation;
 - h) Provision of trees in the car parking area;
 - i) Lighting specifications and locations;
 - j) Furniture specification and locations;
 - k) Fencing specification and location;
 - l) Maintenance of landscape areas; and
 - m) Reticulation systems.
5. In relation to Condition 12, the Public Art Strategy should demonstrate best practice (procurement, stakeholder engagement, design direction and integration within the development), and include details of the type and location of artworks how the works respond to any identified public art themes; design intent and purpose, processes to design documentation, detailed plans of the artwork, cost calculations, public liability insurance (as applicable) and maintenance details.
- The applicant should liaise with the Department of Planning Lands and Heritage to determine the public art contribution.
6. In addition to any approvals stipulated under this Development Approval, all events that are defined as 'public buildings', under the Health (Public Building) Regulations 1992, must comply with these regulations. Additional approvals may be required, depending on the nature of the event, please liaise with the City's Environmental Health Officer in this regard.
7. All events must comply with the Environmental Protection (Noise) Regulations 1997. In this regard any noise that it not 'exempt' noise or 'community noise', must first receive a 'non-complying event' approval under the regulations.
8. The landowner/applicant is advised to investigate whether approval is required pursuant to the Aboriginal Heritage Act 1972. The landowner/applicant should conduct a search of the Register of Aboriginal Sites to determine if any aboriginal sites have been recorded in the

vicinity of their application, and this heritage information should be submitted to the Department of Planning Lands and Heritage (Indigenous Affairs) with a request for advice.

9. The development should comply with the provisions of the Building Code of Australia, Health Regulations, Public Building Regulations and all other relevant Acts, Regulations and Local Laws, including obtaining any relevant permits and licences. Additional approvals/licences may be required to ensure compliance with State Government environmental legislation. In this regard the following matters are noted:
 - a) The proposed development is to comply with the requirements of the National Construction Code 2019 as amended, the Access to Premise Standards and AS1428 Disability Access; and
 - (b) The application for a Building Permit will be referred to the Department of Fire and Emergency Services.

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Key Themes & Themes	Comment Context Summary	Responses
Expand functions and uses	<ul style="list-style-type: none"> -It should be a park that has more focus on providing recreation areas. This could include playing fields with a café, dog exercise area (fenced for small and big) and play ground. -It would be more beneficial if the soccer facility employees and public could walk to a cafe, use the walking paths and be close to the bushland environment. -The development plans makes it seem like all the development is focused on the facility and little being done for the community. -Plan for future expansion of the sport as football is the most played game in Australia. -Consider adding an indoor futsal/basketball arena to the planning of the facility. -Originally the Queens Park Regional Sports Open Space was to be a regional facility for multi-sports. Yet since the April 2019 Federal Government decision, announcement, the space has become dedicated to soccer. Plus of course the 'Aussie rules' football field to the western boundary. This dominates the decisions. -the sporting mix is limited at the site. 	<p>The State Football Centre (SFC) sits on only a portion of the wider 'Queen Park' site, being parts of lot 501 and lot 22. In this regard we would like to make clear that the intent of the SFC is to be the State's key football (soccer) facility, to host and grow this sport at all levels. Other sporting codes have their own facilities located throughout the state which allows them to similar develop their respective sports. Whilst the SFC is developed with flexibility in mind to accommodate a number of sports if required at an event level in accordance with the State Sporting Infrastructure Plan stadium hierarchy, it's primary purpose is as the state's football centre.</p> <p>However, the concerns raised are acknowledged and we would highlight that the remainder of the Queens Park site hosts the more 'recreation' activities discussed (in this/these submissions). Further the City of Canning are looking to upgrade Maniana Park (south of the SFC) to directly compliment the SFC and we understand that this will provide for a broader range of recreational activities.</p> <p>That said, a public cafe is to be incorporated into the SFC proposal which will serve both patrons (of the SFC) and the public at large.</p>
Spectator capacity of the SFC	<ul style="list-style-type: none"> -Facility should have permanent undercover seating for 5k minimum, aquatic and gymnasium facilities. -stadium seating should be for at least 1000 -Need 2-3000 seating capacity so that the venue can host cup finals, grand finals, youth international games etc. -seating capacity should be at least for 1500 for stage 1 	<p>Careful consideration has been given by the State Government, in conjunction with Football West, on the necessary configuration and capacity of the SFC.</p> <p>The proposed capacity (700 permanent seats) and the supporting facilities within the SFC will provide Football West with the much needed facility to support and grow football (soccer) in Western Australia, as a base for junior and high performance squads, referees and coaches.</p> <p>The ability to temporarily expand to 4,000 patrons for major events is consistent with the SFC position and need in the State Sporting Infrastructure Plan stadium hierarchy.</p>

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Alternative location	<ul style="list-style-type: none"> -The SFC should be positioned between those available at HBF Park, and those currently available at the best existing local club/s. -The area should be maintained as a nature reserve for people to take children away from traffic. -There is no other natural area in the district. -There is a perfectly good facility at Coker Park that caters for Soccer and Cricket right now and could be developed for this purpose. There is also the very badly designed Leisureplex with swimming pools and a gym and courts facilities to compliment the new development that will be built next to the existing Croker Park. There are TWO Train Stations with bus transport very close by where the new proposal couldn't get even if there was all the money in the world. -A few years ago Mills Park Beckenham was redeveloped – it has sporting fields for football, cricket, and soccer. Two synthetic soccer pitches. Clearly the duplication of 3 sports continues in Beckenham, Queens Park, and Cannington. A4 - the proposal is not centrally located but is in a residential & industrial suburb with limited off-site parking . - the facility should be located at Ashfield park - it is large enough, close to the City and Perth Airport and opposite a train station. 	<p>Over recent years the State Government has undertaken a comprehensive review of potential sites for the SFC.</p> <p>Queens Park was selected as being the most suitable for a number of reasons, and no further comment can be provided to the reasons why other potential (alternative) locations were dismissed.</p> <p>With Queens Park being the chosen location, the SFC development proposal has been very carefully planned and designed to ensure that the development footprint is largely contained to the cleared and degraded portions of the site, with a focus also on retaining, protecting and enhancing the significant vegetation found onsite. Further, the water sensitive design of stormwater will enhance the environmental values of the site, when compared with the current situation.</p>
Quality of Facilities	<ul style="list-style-type: none"> -make sure Amenities to include a decent cafe. -Not sure of the claim of cycling facilities, where is the end-of-trip facilities - concerns with the design planning of the building - in particular the concourse dedicated to administration. 	<p>Noted - the SFC will include a café which will serve into the SFC and out to the public.</p> <p>The SFC will also be provided with a public cycle station to encourage cycling to and from the site and dedicated end-of-trip facilities for the employees (of the SFC).</p> <p>We are unsure of the last comment; however, we can confirm that the SFC will be of the highest design quality, having been put before the State Design Review Panel twice with strong support for, and complimentary feedback on the design.</p>
Parking Concerns	<ul style="list-style-type: none"> -Additional car parking to be provided on site,Multi level option. -Relying on parking on residential streets which are already narrow, is a safety issue. -include parking restrictions such as timelines and residential only parking to assist the local 	<p>See attached Cardno response letter, dated 12 February 2021</p>

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	<p>residents.</p> <ul style="list-style-type: none"> -ensure there is enough parking off Welshpool road near Wharf street so there's not a great spill into neighbourhood streets -Proposed Development section 2.5 Transport and Parking Strategy- There is no details on the overflow parking areas. "Premier matches attracting approximately 700 spectators will exceed the onsite parking capacity; however, there is sufficient parking in the wider walkable catchment to accommodate parking overflow. -The idea of the impact on local roads due to parking on one side of the road seems too intense and does not take into account the possibility that this overflow of parking will spread to the broader area/East Cannington area. -The lack of parking is very worrying and possibly dangerous and public transport is quite different to mass transport which will not solve that problem. Buses from the train station will still create traffic issues and realistically most people will likely drive to the game and park near by creating a dangerous and ugly city scape, -Not enough parking provided within the venue -To provide more parking instead of building two community pitches you could put a car park on one of them as I would assume that the chances of all the pitches being used at the same time are slim. 	
Access Concerns	<ul style="list-style-type: none"> -proposal should include ample parking and well design entry and exit to facilitate crowds. please go to netball association in wembley on a saturday morning during netball season - parking and getting in and out of the place is a nightmare. Access to properties with emergency vehicles (Fire/ Ambulance) will be difficult and dangerous. -It is a far walk for many people who live in the suburbs of Queens Park, East Cannington, Beckenham, Cannington. Cycling for the regional community. People will travel here by car. -Bus services are not great. In effect, in terms of the public, Cardno is saying if the weather is crap (rain, hot sun), and bus services unavailable, everyone can immediately switch to car travel. There is not enough parking -If the Centre is built at Maniana Park it will deny or reduce access for the local community- There are many users of the park at all times of the day from early morning into the evening throughout 	See attached Cardno response letter, dated 12 February 2021

Key Themes & Themes	Comment Context Summary	Responses
	<p>the week. It is used by joggers, dog walkers, parents with small children, and small informal sports groups. It is a hub for the local area especially as much of the surrounding housing are units or small blocks.</p> <p>-The second concern is the proposed cul de sac at end of Luyer ave . No consultation has been made with local people and people living on this road. It is a well used road and the best route to Cannington's shopping district and the local schools</p> <p>-Claims on public transport, bus services. Quite low out there. Lacking on evenings, and on weekends.</p>	
Traffic Impacts	<p>-The increased traffic along local roads is a concern, will make it very challenging to leave our street at these times</p> <p>-That traffic management action on Gibbs street is taken to reduce the speed. it's a busy street with lots of children and families accessing this section without a football field.</p> <p>-The proposed upgrades to Gibbs St and Gerard St as described in the Applicant Transport Impact Assessment (Appendix 7) Sections 2.4.4 and 2.4.5 and Figure 2-9 do not appear to consider how access to our scout facility will be enabled and maintained</p> <p>- concern is the proximity of the current gate and driveway to the new Gibbs St / Welshpool Rd intersection, which is likely to be much busier than the current configuration.</p> <p>-Transport Impact Assessment section 2.4.4: No timeline to upgrade Gibbs Street as the Safe Active Street. Why isn't this part of the development. Traffic needs to be managed from the start of the development. This is a risk to the wider public.</p> <p>- concern in regards to the plan to turn the section of Luyer Avenue where it meets with Gerard Street into a cul-de-sac, as this section of road has a heavy traffic load. By turning the road into a cul-de-sac, it would disrupt traffic heading from the East Cannington area from heading to Carousel, Gibbs Street Primary School, and Cannington Station, and would force traffic from that area to take an alternate route down Station Street and Elizabeth Street to get to the same areas, forcing one route to take the strain of three roads worth of traffic, which will inevitably cause congestion</p>	See attached Cardno response letter, dated 12 February 2021

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	<p>along those roads and even disrupt the bus route which travels along that path. In particular, the area around Gibbs Street gets quite congested during school pickup and drop-off time, and by forcing the people who normally travel down those roads through a single route will make the issue worse. The roundabout option seems far more sensible as it would provide a more controlled flow of traffic near the stadium while still allowing traffic to flow in both directions.</p> <p>-The development would bring traffic into the area where there is ongoing commercial transport movement causing noise and congestion.</p> <p>- it will bring traffic. What we do need is some forward thinking about how we will be able to cope with rising temperatures which are now built into the atmosphere because of ever increasing greenhouse gas emissions.</p>	
Impacts on Pedestrians	<p>-if possible need intersection signal for Gibbs street to McDowell road across Welshpool Road concerns that Gibb Street will become a grid lock and she (being an elderly driver) will have trouble driving along Gibb street (and possibly Welshpool Road) with large events; Managing parked cars and pedestrians walking from their cars.</p>	See attached Cardno response letter, dated 12 February 2021
Impact on Amenity	<p>-The additional parking along streets will inevitably result in trash left on people's verges.</p> <p>- please separate the development from residents on Gibbs st with a barrier or fencing so we won't get any undesirable or disorderly riff raffs using the bush as a shortcut out of the centre onto Gibbs st. This will also stop people from parking all over our quiet street and accessing the centre from Gibbs st.</p> <p>-The area is quiet, this park is a family park and I see families coming out of their houses with their dogs and spending their afternoon in this park, it is a lovely place and impacting on this park and community with traffic, noise et al.</p> <p>-leave the park as it is, where all the residents can have a picnic, play cricket and other sports and have a quiet family gathering</p> <p>-Concerned of the noise that will be generated from this development as the park is a wonderful respite for me and many residents who stay in the area. We already have to endure noise generated by planes and this will further exacerbate it.</p> <p>-Should be built away from residential area and away from the bushland which is a conservation</p>	<p>Please see attached Cardno response letter, dated 12 February 2021, for traffic impact matters.</p> <p>We note the concerns relating to increase in litter and potential anti-social behaviour ('riff-raff'); however we would strongly suggest that the development of the SFC will actually reduce opportunities for antisocial behaviour and uncontrolled littering simply through facilitating more activity and passive surveillance on and around the site, given that the site is currently unsurveyed bushland and/or cleared portions of the site.</p> <p>We would also highlight that Maniana Park, which we are assuming is the 'park' referenced in the submission, does not form part of the SFC proposed and will remain under the control of the City of Canning. The City is looking to upgrade Maniana Park to compliment the SFC and we understand that this will provide for a broader range of recreational activities.</p>

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	<p>area. A better place would have been a kilometre or so into the Industrial area. Meaning a less of an impact on every thing and everyone.</p> <p>-the surrounding streets will be impacted by the amount of vehicles that will attend the venue causing risk hazards for families in the area and congestion on big match days. It will also increase the traffic noise in the area .</p> <p>-training and playing games at night result in noise and together with lights has the potential to be a problem</p>	<p>We note the submitter’s suggestion of locating the SFC elsewhere (with the industrial area being recommended); however, the State Government has undertaken a comprehensive review of potential sites for the SFC, with Queens Park decided as the most suitable. We cannot provide any further comment to the reasons why other potential (alternative) locations were dismissed.</p> <p>The design of the SFC is to deliver a sporting facility in a bushland setting’, with strong consideration given to the location of its pitches and buildings to ensure minimal disruption to (and adequate separation from) surrounding residential homes. This will ensure any noise impost will be kept to a minimum. Similarly lighting impact will be virtually non-existent given technology advancements in lighting, with the SFC to meet the requirements of AS 4282:2019 (Control of the Obtrusive Effects of Outdoor Lighting). Please refer to comments below for more detail on lighting impacts.</p>
Lighting Impact	<p>-To ensure the light spillage doesn't shine into our neighbourhood and where there is light needed in the grounds- that their height is low enough not to shine/spill into the residential areas.</p> <p>-Very little information is contained in the documentation regarding lighting of the State Football Centre. It is noted that AS 4282:2019 specifically excludes the effect of obtrusive light on fauna and that it is not covered within this standard. As the State Football Centre is surrounded by natural vegetation and its associated native faunal inhabitants, it is disappointing to find that the effects of lighting the Centre on the surrounding wildlife does not appear to have been considered, let alone explored.</p> <p>-Lux lighting levels for each playing field should be provided.</p>	<p>Careful consideration has been given to the design and height of the lighting proposed as part of the SFC, resulting in lighting height that is modest for an elite sporting facility.</p> <p>The lighting will be of the highest standard and will comply with AS 2560.2.3:2007 (Sports Lighting) to ensure they are fit for purpose but equally these will meet the requirements of AS 4282:2019 (Control of the Obtrusive Effects of Outdoor Lighting) to ensure surrounding areas are not adversely impacted.</p> <p>While it is acknowledged that AS 4282:2019 does not directly address impacts on fauna, given that AS 4282:2019 controls light spill to minimise adverse impacts on surrounding areas, impact on to nearby bushland will be kept to a minimum as a function of this standard.</p> <p>It is also important to note that technology advancements in lighting has resulted in light spill outside of a directed area being minimal. Further, there is playing surface run off area surrounding the actual playing surfaces meaning if there is any</p>

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		<p>light spill, it will affect this overflow area, and then often circulation spaces beyond that, so it is anticipated that the lighting into the natural fauna habitat would be minimal.</p> <p>Lux lighting levels are set out in the application reporting, and are as follows:</p> <ul style="list-style-type: none"> • Competition pitch (Competition Pitch 1) - 500 lux • Match practice (Training Pitch 2) – 200 lux • Other pitches (Community Pitches 3 & 4 and 5-a-side) – 100 lux
Vegetation Protection	<p>-That the flora and fauna are indeed protected as part of the project- our neighbourhoods are too hot without essential natural coverage and tree foliage. They must be there to keep the environment cooler-</p> <p>-The Bushfire Management Plan, makes assumptions about the vegetation classification that are not supported by other documentation. While the Landscape Architecture Response does indicate that the majority of species to be used grow no more than 2m tall, it doesn't indicate a proportion of low-growing compared to tall-growing plants. Nor does it suggest that the revegetation will be classified as "shrubland". We believe that to truly celebrate the particular natural history of the site, the flora used should reflect that which would have been present prior to the area being cleared. The linking environmental corridors need to be revegetated to a condition reflecting that of the existing remnant vegetation. As the existing remnant vegetation is classified as "forest" the revegetated areas should be planted in a way that allows them to become "forest" as they mature.</p> <p>-On the eastern side of Pitch 1, the main competition pitch, there is a patch of vegetation between the fence and pedestrian pathway (indicated by a yellow arrow in the diagram below). The sectional diagram on page 5 of the Landscape architecture Response indicates that this is retained vegetation - The proposed location of fencing and the pedestrian pathway appear to be at odds with a decision by the Department of Agriculture, Water and the Environment (DAWE) in relation to this development – EPBC 2020/8824 (attachment 2). The EPBC decision determined that the patch</p>	<p>The protection of existing vegetation incorporates practices such as:</p> <ul style="list-style-type: none"> • fencing of especially sensitive areas (i.e. the retained vegetation in the north-east corner incorporating the macarthuria kereighi flora habitat); • separation from turf areas utilising hard edge treatments • protection from weed encroachment through hard landscape treatments (paving, walls, footpaths); and • implementation of ongoing management practices. <p>The incorporation of managed turf and new landscaped areas will reduce the heat island effect currently occurring from the sites cleared, sand areas through irrigation and evapotranspiration of vegetation, therefore the development is anticipated to have an overall positive impact on local climate compared to the existing unmanaged, cleared areas.</p> <p>The bushfire management plan has been prepared to reflect the impacts of surrounding vegetation on the safety of the proposed facility in relation to fire; it is not the landscape plan. It should be noted that should a landscaping pallet of 'forest' be utilised this will not materially impact the outcomes of the BMP assessment for the facility.</p> <p>The newly landscaped areas have utilised species that are cognisant of both the existing vegetation and the proposed land uses to integrate the functionality of the spaces (including drainage, active and passive recreation and natural areas).</p>

Key Themes & Themes	Comment Context Summary	Responses
	<p>of vegetation in question is to be protected by a permanent fence which prevents unauthorised human access to the retained native vegetation to the east of the State Football Centre.</p> <p>-Field of play maintenance and management practices - Appendix N of the Water Management Plan contains Tech Note - Field of play maintenance and management practices. Section 4.3.3 of this tech note indicates that the playing fields may be overseeded with ryegrass. Ryegrass is a weed of particular concern in our natural areas and all efforts should be made to ensure seed is not spread past the fence line. We would like to see solid barriers used to stop the inadvertent escape of seed where the perimeter of the area being seeded is in close proximity to the natural areas</p> <p>How can you protect environmental sections when having dogs/pets free access? Why not some dedicated dog no-access areas. Humans can, dogs cannot.</p> <p>-Maniana park has a small amount of bushland nearby and directly attached to the park. This area is used as a food source and habitat for a wide variety of animals and plants including Carnaby Cockatoos, Red Tailed Black Cockatoos, Little Eagles, and Rainbow Bee Eaters, to name a few. We were hoping this area would be part of City of Canning's Local Biodiversity Strategy and their plans to increase bushland by 20%.</p>	<p>It is acknowledged that the current plans indicate a pathway through the north-eastern retained vegetation area. This will be revised, to provide a single fenced conservation area around the north eastern vegetation area, consistent with the plans provided under the EPBC application and determination.</p> <p>Hard edge treatments will be utilised between turf and vegetated areas (retained or new landscape areas) to provide a separation and barrier to stop turf/grass encroachment. Seed spreading practices with minimal risk of escape will be utilised to reduce risk to the surrounding natural areas.</p> <p>It is expected that all dogs will be kept on lead in the SFC area, as such the risk to environmental areas will be limited as dogs/pets should only be accessing paths and turf areas.</p> <p>The Maniana Park is not a part of the SFC development area, but the wider City of Canning structure plan. Works associated with the wider structure plan will be progressed by the City.</p>
Improved facilities	<p>-The current dog exercise used by many in the area use the dog park daily will it still be an off leash area.</p> <p>-As the park is at the moment the drinking fountain has a dog bowl it should be upgraded to one where you can tip the water out if someone has filled it with sand it does happen. Water bowls at Coker Park wharf st are what are needed and one installed near the community centre.</p> <p>-we would like to see fenced dog park area please</p>	<p>We note that these comments are focused on dog walking facilities outside the SFC proposal within Mariana Park - which is in the control of the City of Canning.</p> <p>The City has indicated that it is intending to redevelop Mariana Park in a manner that will compliment the SFC; however, we cannot offer any detailed commentary on what the City's plans are for this space.</p>
Concerns of Antisocial behaviour & security	<p>-I would suggest to put cameras, and the nearby proposed park at 18 Whitlock Rd Queens Park just to avoid loiterers or dodgy actions at night</p> <p>-What measure are planned to manage this?</p>	<p>Noted - the development of the SFC will reduce opportunities for antisocial behaviour simply through facilitating more activity and passive surveillance on and around the site.</p> <p>The SFC will incorporate security measures, as all such facilities do, but the design and measures will</p>

Key Themes & Themes	Comment Context Summary	Responses
		be finalised through detail design phases and onwards.
Landscaping	<p>-The Landscape Architecture Response has design principles that include: Celebrate the particular natural history of the site to distill a defined ‘character’, and Protect and enhance the existing bushland (flora, fauna, soils and hydrology)</p> <p>However, it then includes in its “planting palette” species and forms that are not native to the area. We believe that to truly “celebrate the particular natural history of the site”, the flora used should reflect that which is currently present. Using the local forms and species will also help to protect the existing native fauna as it will be adapted to use the local flora. A list of species or forms proposed by the Landscape Architecture Response that are not native to the Queens Park Regional Open Space.</p> <p>- Concerns with the planted green roof - initial and ongoing expense.</p>	<p>The planting palette selected is performing an aesthetic and hydro zoning function and as a result endemic Swan Coastal plants that relate to the soil type on site have been selected. We have not limited the selection to only the plants occurring in the adjacent bushland.</p> <p>The land use on-site has been modified considerably over time. The plant selection within the basins areas needs to tolerate inundation and have been selected accordingly.</p> <p>The concern with a green roof can be mitigated with recycled water and maintenance. There are examples such as Fiona Stanley Hospital where it has been executed successfully.</p>
Signage	<p>- what signage is proposed</p> <p>-Concern regarding the main competition fields surrounded by advertising signage. Is that to happen? Who and what would decide, and who gets revenue from it?</p>	<p>The proposal will encompass wayfinding signage to assist people arriving at the venue and the signage on the building, as shown on the development plans.</p> <p>No advertising signage is proposed as part of this application and as such no consideration of potential revenue has been considered, nor able to be answered.</p> <p>Any future advertising signage would need to obtain the necessary approvals (at that time).</p>
Waste Services	<p>-Failure to mention that McDowell Street section from Welshpool Road–Orrong is due to be realigned in near-future, AND to be designed to comply with MRWA future <i>Orrong Road Upgrade plans</i> which would allow for a future grade separation at that signalised intersection. Why has Cardno failed to mention that Orrong Road does get very congested at that location at certain times of the day? Does Cardno not know?</p> <p>-‘240L bins’ are inappropriate for the State Football Centre. I think they need to be emptied into larger bins on-site, AND those 1100L large bins picked up when full.</p> <p>- expect much larger volumes of recycleables, and</p>	<p>As identified in Cardno’s TIA, there are a number of future road upgrades proposed within the nearby strategic road network, including both the upgrade of Welshpool Road at the northern boundary of the Site, and signal modifications at McDowell Street. These changes will ultimately improve traffic operations along these Regional Roads, and provide more effective access to the Site. However, none of these upgrades will materially impact the operation of waste collection vehicles.</p> <p>The Waste Management Plan prepared by Cardno, provides for the use of 240L bins as the initial repository points for waste generated at the State</p>

Key Themes & Themes	Comment Context Summary	Responses
	<p>'dumped consumables'.</p> <p>-A multitude of individual, separate 240L bins is time-consuming for any collection service. the waste generation by spectators, and functions on-site, are under-estimated.</p>	<p>Football Centre with these then being transported to an enclosed main collection facility from which appropriately separated waste will then be removed from the venue.</p> <p>240L bins are a current standard for portable waste collection points across all events and venues as they are easily manipulated for storage, placement and operation.</p> <p>Locations for 240L bins designated as "semi-permanent" will be suitably blended into the environment to minimise any eyesore effect through caging or covering.</p> <p>Waste management needs will vary from event to event and as such the numbers of 240L bins in operation and the frequency of replacement of full bins will be monitored and varied as required. Similarly, the frequency of removal of waste collected on site will be adjusted according to demand.</p>
Process	<p>-I would suggest that the people in these streets are not aware that their streets will be used for overflow traffic therefore, I suggest that these people are given the opportunity before the development is approved to have this information in the form of a highlighted map and text explaining the impact it will have on their area, so that they are in the position to make an informed choice. This should be sent to them by post it should not be based on the website as there may be elderly people living in the area that don't use the internet.</p>	<p>The SFC has been the subject of a considerable engagement process, both pre-lodgement and via a formal (public) advertising process.</p> <p>This advertising process was undertaken by the SDAU which included making all supporting information publicly available. We are not in a position to comment on this process further.</p>
Other Considerations	<p>- Northwest area (grassed) bounded by Gibbs Street, Luyer Ave and Welshpool: While the football development is not extending to this area, concerns are that future developments in this area will erode the natural environmental and peaceful nature of this area of East Cannington. Are there any long term plans for development of this area?</p>	<p>We cannot offer any answer to this query, being land well outside the scope and control of the SFC development.</p>

Key Themes & Themes	Comment Context Summary	Responses
	<p>-To reduce the likelihood of the State Football Centre contributing to the pressures on our native wildlife, we ask that only “wildlife safe” methods are used to control rodents and other vermin.</p>	<p>Noted - rodent and vermin control methods used at the site will be in accordance with City of Canning practices and policies.</p>
	<p>-The Industrial area is badly neglected in the Welshpool area. A complete disgrace on the management , also to take into consideration the major funding in the City of Canning that will be coming from this area.</p>	<p>We cannot offer any answer to this query, being land outside the scope and control of the SFC development and largely in private ownership.</p>
	<p>- concerns that the administration aspects a central to the grandstand</p>	<p>The design allows for dual use of the central area of the upper floor being staff use during non-match times and variable function space during match times. This variable use includes (but is not limited to) provision for this area to cater to the needs of hospitality, match control, media and team statisticians.</p> <p>Additionally, this layout provides for integration of the office spaces, in line with proposed future expansion, to include facilities relative to the potential granting of additional A or W League franchise licences in Western Australia and the obvious operational and financial efficiencies derived from this combination. The office/administration locations on the upper floor further allows for proper visual orientation to the activity spaces to ensure appropriate talent and development functions are undertaken effectively.</p>
	<p>- concerns if the site operates at a loss that other clubs will be used to "off-set" losses/revenue shortfall</p>	<p>As Football West is the governing body of football in WA and not a Club, there is no consideration given to the use of FW member clubs to finance any potential losses/revenue shortfall.</p> <p>The venue design provides several revenue generating operations outside of the revenues applicable to the use of the main pitches for the presentation of elite soccer matches.</p> <p>These additional operations include three 5-a-side competition pitches, a full function standalone café capable of providing in-house catering for venue operations, as well as potential retail venture space.</p>

Key Themes & Themes	Comment Context Summary	Responses
		<p>It should be noted that the State Football Centre will now be able to host many events, functions and other ancillary activities including essential Football West managed talent development and inclusivity programs without the financial burden of hiring facilities and spaces which is currently a significant cost outlay for Football West.</p>
	<p>-increased flights and new runway at perth airport will impact on this location.</p>	<p>Noted. The design has paid consideration to aircraft noise from both the existing and proposed runway. It is worth noting that any potential noise impost from increase air traffic will pose more of an amenity impact to adjacent residential area and not the operation of the SFC.</p>

Our Ref: CW1142300:JHM
Contact: Jacob Martin

19 February 2021

Department of Local Government, Sport and Cultural Industries
BY EMAIL ONLY

Attention: Clint Klymovich

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Dear Clint,

STATE FOOTBALL CENTRE RESPONSE TO COMMUNITY COMMENTS

Cardno has been requested to provide a response to the SDAU 015-20 Community Consultation, particularly with respect to the Parking and Traffic components of these comments.

Parking Concerns

The SFC Project Team has actively engaged with the City of Canning over the planning phase of this project. From conversations with City officers, an agreed position was reached based on the following principles:

1. Minimise ecological impact
2. Maximise community benefit
3. Reinforce non-car access

Each of these principles directly impacts the provision of parking on-site. Increasing the number of car parking spaces beyond the proposed supply would either require damaging existing ecology, or would reduce the community facilities available (additional playing fields, naturescape playground, improved pedestrian connections and walking trails).

Building additional parking bays also has a very direct impact: it makes driving easier; and by making driving easier, it means more people drive. As such, the City recommended that the project utilise the abundant on-street parking in the nearby streets, rather than constructing more on site. This makes the walk distance from car to the match further, and makes it more likely that people will choose to use the bus, walking or cycling modes to get to the SFC.

Cardno has completed an extensive and detailed assessment of mode choice and vehicle occupancy to calculate the number of cars needing to park for the critical elite level match (700 spectators). This assessment draws on other examples of sporting stadiums to establish pick-up/drop off demand, vehicle occupancy and driving mode share. This assessment shows that the maximum parking demand for an elite match would be 197 spaces; 41 more than available on-site.

Cardno has analysed the impact of this additional parking on the adjacent road network and determined that the impact of 41 vehicles travelling along and then parking on these streets is negligible. There is more than enough capacity for these traffic movements, and ample car parking available (to provide some perspective, the entire parking overspill could be accommodated in one block of the adjacent Luyer Avenue).

This on-street parking is fully consistent with the intended function of the road design, as expressly shown in *Liveable Neighbourhoods*. Parking restrictions imposed by the City of Canning are welcomed, to reinforce appropriate use of these streets.

Access Concerns

Access for private vehicles to enter the Site is permitted only via Welshpool Road. The operation of this access point has been assessed under worst-case conditions to ensure that it will function effectively.

A comprehensive path network connects the surrounding neighbourhood to the SFC, supporting safe, attractive and convenient walking and cycling routes to and through the Site.

Four Transperth bus routes operate along the boundaries of the Site, and are available as one of many different access options. Improved pedestrian links will make it easier for visitors to any of the on-site facilities to connect to their destination from bus stops on Gibbs Street and Welshpool Road.

Access routes for emergency services have been determined in consultation with the appropriate Authorities, and include emergency access points from Gibbs Street and Whitlock Road in addition to the main access.

Traffic Impacts

Cardno has undertaken detailed assessment of access routes and intersection operation. Through this assessment, no significant impact has been shown at any location related to standard operation, up to and including elite level matches (700 spectators).

The Site has excellent regional access from all directions via Welshpool Road and the location of the site access point on Welshpool Road will minimise any impact on the local road network.

Additional assessment for an absolute worst-case scenario shows that Welshpool Road will operate effectively under any situation.

The proposed Gibbs Street Safe Active Street upgrade is a separate project being undertaken by the City of Canning and Department of Transport, and its design and delivery therefore lies outside of this project's control. This upgrade make it easier to access the recreational spaces on the Site, including Maniana Park itself, the proposed naturescape, playing fields and walking trails.

Impacts on Pedestrians

Extensive upgrades to the pedestrian network have been proposed, to better link the Site to its surroundings. This, combined with the City's improvements to Gibbs Street, will make walking a safer and more pleasant experience for new and existing users of the facilities.

Event Management

Detailed traffic and parking assessment shows that the impact of the proposed SFC, up to and including elite level matches with 700 spectators, will have negligible impact on the operation of the network or the safety of the surrounding streets.

Larger events will necessarily result in more trips to the site, and a greater level of impact. These events will require specific management, just as with other sporting venues. Included in these event management plans will be considerations for on- and off-site parking, access controls, public transport shuttle services, waste collection, noise and more.

The management requirements for each event will be coordinated with a number of State and Local Government Agencies to ensure that it operates at the highest levels of safety and amenity.

Conclusion

Cardno has completed a detailed analysis of all aspects of operation and is confident that the provisions for parking and access are suitable to support the State Football Centre and nearby residents.

Yours sincerely,



Jacob Martin
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for Cardno
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Department of **Planning Lands and Heritage**
Office of the Government Architect

State Design Review Panel Report State Football Centre DR2

For WAPC

December 2020

Review attendance

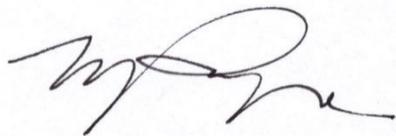
Subject	State Football Centre DR2	
Date	15 December 2020	
Time	09:00 - 10:40am	
Location	140 William Street Perth	
Design Reviewers	Melinda Payne	Associate to the Government Architect (Chair)
	Dominic Snellgrove	Panel Member (Architecture)
	Tony Blackwell	Panel Member (Landscape Architecture)
	Anthony Duckworth	Panel Member (Urban Design)
	Shelley Shepherd	Panel Member (Environmental)
Proponent Team	David Karotkin	Carabiner
	Pete Spence	Carabiner
	Clint Klymovich	Department of Local Government, Sport and Cultural Industries
	Maggie Earl	Department of Local Government, Sport and Cultural Industries
	Rachel Evans	Emerge Associates
	Tom Atkinson	Emerge Associates
	Jacob Martin	Cardno Traffic
	Paul Verity	Josh Byrne & Associates
Planning Authority	Paola Di Perna	Principal Planning Officer, State Development Assessment Unit
Panel Support	Pip Munckton	Coordinator SDRP, Office of the Government Architect
	Amber Martin	Architecture Officer, Office of the Government Architect
Apologies	Vernon McQuistan	Department of Finance
Declarations	Nil	

Briefings

Design Team	Clint Klymovich David Karotkin Pete Spence Paul Verity	Design Presentation
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Design Review Report endorsement

Chair signature



Melinda Payne, Associate to the Government Architect

Executive Summary

Overall The design proposal is supported by the Panel, subject to refinement of the scheme, with regard to the points raised in this report.

Further review A follow up review of this project is welcomed, but not required.

Summary comment: The Panel thanks the project team for engaging with the design review process and commends the design development of the project to date.

The project’s civic character, the emerging narrative around water, and commitment to high quality landscaping outcomes - especially the ecological restoration of the site – are forming the basis of a distinctive identity for the facility and give the Panel confidence that the State Football Centre (SFC) will be a valuable asset for athletes, staff, users and the local community alike.

The Centre exhibits a clear and logical layout, with sensible and efficient planning, and offers future flexibility in the proposed arrangement of administrative headquarters, high performance areas, and sporting grounds. The Panel thanks the project team for providing event overlays which were useful to explain the Centre’s capacity to host a range of different size events.

The Panel acknowledges that the sensitive approach adopted to building within a bush setting has many advantages, but also presents challenges to the legibility of the Centre from outside the site. Further design refinement is required to ensure the SFC has a presence commensurate with its status as a State facility, within its broader suburban context.

The next stages of design development should focus on:

- Arrival sequence and legibility from Welshpool Road, including treatment of the north elevation
- Treatment/integration of electrical substation
- Fencing details
- Opportunities to strengthen sustainability outcomes
- Opportunities to increase use of permeable paving
- Opportunities to improve shade and amenity to carparks and open congregation areas
- Integration of indigenous cultural and historical narratives
- Public art strategy.

Summary review	DR1	DR2	DR3
Principle 1 - Context and character			
Principle 2 - Landscape quality			
Principle 3 - Built form and scale			
Principle 4 - Functionality and build quality			
Principle 5 - Sustainability			
Principle 6 - Amenity			
Principle 7 - Legibility			
Principle 8 - Safety			
Principle 9 - Community			
Principle 10 - Aesthetics			

	<i>Supported</i>
	<i>Pending further attention</i>
	<i>Not yet supported</i>
	<i>Yet to be addressed</i>

Design quality evaluation

Principle 1: Context and character *Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.*

1. The Panel commends the sensitive integration of landscape and building as a response to context and character.
2. Explore strategies to give the SFC prominence from outside the site commensurate with its status as a State facility. Consider its visibility from Welshpool Road beyond the landscape layer, and register its local and State significance. There may be an opportunity for public art to strengthen both presence and identity.

Principle 2: Landscape quality *Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context*

1. The Panel commends the project as a great example of site responsive landscape intervention and ecological restoration. The strong landscape response is also the basis of a distinctive identity for the Centre.
2. Explore further opportunities to provide shade in the top carpark and within the plaza/street zone.
3. The Panel seeks further detail on the fencing proposed, and how it will work as part of the landscaping strategy. Further resolution of the sections of tall fencing and around the 5-aside pitches is also required.
4. Consider how the plaza/street can provide a desirable place experience throughout the year and at all times of day. The Panel suggests that an avenue of trees may be appropriate here.
5. The Panel acknowledges that the provision of standing water is in part, due to community desire to maintain habitat for fauna rather than a reflection of the historically site ecology, and notes that management of the standing water will be an ongoing challenge.
6. The Panel appreciated the landscape sections provided and understands further resolution of site levels and the various landscape interfaces within the project is underway.

Principle 3: Built form and scale *Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.*

1. The Panel commends the logical and legible arrangement of built form and functional elements on the site, which are well scaled and will have low impact on the surrounding residential context.
2. The Panel seeks more detail on the design of the site maintenance facilities.
3. Co-locating/integrating the electrical transformer with the maintenance buildings could be one of several strategies to ameliorate the visual impact of service elements upon the public realm.

Principle 4: Functionality and build quality *Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.*

1. The Panel appreciated the event overlays, which demonstrated sound logic in the management of day-to-day capacity and event expansion strategies.
2. The Panel commends the selection of a robust and low-maintenance material palette that contributes texture, depth, and colour to the project.
3. The project's program is functionally and flexibly designed, offering good long-term adaptability and value for money.
4. Further explore using the expansion zone for break-out/congregation/activation given that the broad public plaza has now been redesigned as a linear, street-like public open space.

Principle 5: Sustainability *Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.*

1. The proposal's commitment to sustainability outcomes is welcomed by the Panel and there is encouragement to elevate the approach into an exemplary demonstration of environmentally sustainable design (ESD) 'best-practice', as befitting a public project of State significance. Consider the range of ways to communicate the project's sustainability story to the community, especially with regards to landscaping strategies, which could be a source of education and local pride.

2. The proposed use of PVs, passive ventilation, daylighting, planted roofs, landscape restoration, and carbon neutrality are all strongly supported by the Panel. Consider confirming the project's sustainability credentials by using a recognised rating tool.
3. Strengthen the demonstrated commitment to sustainability outcomes. Consider rainwater catchment for toilet flushing and instantaneous electric hot water to manage shower load. Batteries to capture PV cell output are considered essential for the project to contribute to off-grid energy solutions in the future.
4. Investigate opportunities to increase the permeability of hardscape across the site, to improve infiltration.
5. The Panel notes the design team advice that the lighting impact assessment has been found to have no negative impact upon local fauna.

Principle 6: Amenity *Good design optimises internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.*

1. The Panel notes that the plaza space now functions more like a pedestrian street. Considering it as a linear space that facilitates walking and gathering may point to further design development opportunities.
2. The Panel recognises efforts to prioritise functions along the plaza/street that contribute activity to the public realm. The Panel supports the introduction of a shop-front interface to the proposed physiotherapy use as a public amenity and means of activation.
3. Explore opportunities to provide daylight to offices adjacent to the south wall of the admin facility.
4. The Panel encourages design efforts to generate as much 'daily life' in the plaza/street as possible. Cater to Centre employees, athletes, visitors and local pedestrians using the site.
5. The expansion zone would benefit from further attention to improve amenity in the short to medium term. Consider ways to introduce landscaping, especially trees for shade while maintaining flexibility for events.

Principle 7: Legibility *Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.*

1. The Panel notes that good public access and clear movement networks have been provided throughout the site. Explore ways to mitigate the risk that the now-generous pedestrian entry may be mistaken for a vehicle crossover and thereby cause traffic issues on Welshpool Road.
2. Develop and refine the prominent northern elevation so it contributes to a welcoming entry experience from Welshpool Road. The Panel notes some of the uses on the ground floor may not contribute much to an arrival experience.
3. The Panel recommends further design attention for the substation if it is to remain in its present location. Landscape and aesthetic treatments could be used to support legibility and wayfinding outcomes for the facility.

Principle 8: Safety *Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.*

1. The Panel seeks confirmation of CPTED strategies for the project public realm, including appropriate night lighting and management/reduction of any potential areas of concealment.
2. The Panel notes the design team advice regards use of international best-practice guidelines for sport stadium design.

Principle 9: Community *Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction*

1. The Panel is confident that the civic qualities, landscape amenity, ecological restoration, and functionality of the State Football Centre will make it a valuable asset for athletes, employees, and the local community alike.
2. The Panel suggests that it would be appropriate for the State Football Centre to feature local indigenous narratives. Consider opportunities to integrate indigenous story-telling and themes within the project's architectural design and public artwork.
3. Pedestrian connectivity/permeability to and from surrounding residential areas is effective and will allow the Centre to facilitate social interaction and support community health and well-being.

Principle 10: Aesthetics *Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.*

1. The Panel considers the early explorations of an aesthetic approach to the finer-grained elements of the proposal to be positive, and looks forward to seeing the outcome fully articulated in a future drawing package.
2. Consider public art opportunities in the northern entry zone and southern expansion zone to create a sense of occupation and activity, even when the facility is at low occupancy. Refer to Tony Caro's installation of human-scale pillars in the 2000 Sydney Olympic Stadium Plaza as an example.

SDAU 015-20 | Applicant Response to State Agency Referral Comments

The following the applicant response to the remaining matters to be addressed by SDRP following the review held on the 15 December 2020.

SDRP Comment No1:

Arrival sequence and legibility from Welshpool Road, including treatment of the north elevation

Applicant Response:

Noted. We are, and will continue to liaise with the City of Canning on the State Football Centre's interface to Welshpool Road, as the City progresses with their civil plans. This will include ensuring that the sequencing and legibility from Welshpool Road is of the highest standard practicable. Design solutions being investigated include; wayfinding signage, ground treatments, the cycle station, integration with existing trees, building signage and detailed planning arrangement of ground floor at the northern corner – including openings. The emerging design seeks to provide the appropriate prominence for a state facility - to be experienced on approach and at arrival.

SDRP Comment No2:

Treatment/integration of electrical substation elevation

Applicant Response:

Noted. Design solutions being investigated include; final location in relation to plaza and existing / proposed trees, finishes (including potential artwork) and screening.

SDRP Comment No3:

Fencing details

Applicant Response:

Noted. Fencing materials, systems and details are to be explored during Design Development phase. This includes environmental fencing to the PEC, fence to maintenance compound, ticketing line fencing to pitch 1, low pitch fencing to pitches 1 and 2, operable netting to small-format pitches and high-ball netting to pitches 1 and 2.

SDRP Comment No4:

Opportunities to strengthen sustainability outcomes

Applicant Response:

Noted. The DLGSC is committed to the SFC being a model for sustainability outcomes and will continue to explore any opportunity to further this outcome. This may include (but not be limited to) the use of PVs, rainwater catchment and maximising onsite infiltration. Details of sustainability outcomes may be provided at subsequent detailed design phases

SDRP Comment No5:

Opportunities to increase use of permeable paving

Applicant Response:

Noted. The project will be incorporating permeable materials (including permeable paving) where practical. Further design will identify these opportunities.

SDRP Comment No6:

Opportunities to improve shade and amenity to carparks and open congregation areas

Applicant Response:

Noted. As part of detailed design phase, opportunities for additional shade trees and/or structure for car parking areas and open congregation areas will be explored, in consultation with the City of Canning.

SDRP Comment No7:

Integration of indigenous cultural and historical narratives

Applicant Response:

Noted. Interpretive signage to explain and education on indigenous cultural and historical narratives may be incorporated throughout the landscape design as appropriate, in close consultation with the City of Canning, with final designs subject to Council approval. There may be opportunities for indigenous cultural and historical narratives to be incorporated within the public art strategy. DLGSC is establishing an aboriginal reference group to provide inputs to a range of items including; signage, landscape and public art. In addition the department will be establishing a community reference group to also provide inputs into these areas.

SDRP Comment No8:

Public art strategy

Applicant Response:

Noted. A public art budget has been allocated and a brief is being prepared. The design team are committed to a well-integrated public art layer to the project.