



TOWN OF
VICTORIA PARK



Special Council Meeting Minutes – 25 March 2025



WE'RE OPEN
VIC PARK

A **Special Council Meeting** was held at **6:00 PM** on **Tuesday 25 March 2025** in the **Council Chambers**, Administration Centre at 99 Shepperton Road, Victoria Park.

Her Worship the Mayor Karen Vernon
28 March 2025

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1 Declaration of opening

Mayor Karen Vernon opened the meeting at 6:04 pm.

Acknowledgement of the traditional owners

Mayor Karen Vernon read out the Acknowledgement of Country.

Ngany djerapiny Wadjak – Noongar boodja-k yaakiny, nidja bilya bardook.

I am honoured to be standing on Whadjuk - Nyungar country on the banks of the Swan River.

Ngany kaaditj Noongar moort keny kaadak nidja Wadjak Noongar boodja. Ngany kaaditj nidja Noongar birdiya – koora, ye-ye, boorda, baalapiny moorditj Noongar kaadijtin, moort, wer boodja ye-ye.

I acknowledge the traditional custodians of this land and respect past, present and emerging leaders, their continuing cultural heritage, beliefs and relationship with the land, which continues to be important today.

Ngany youngka baalapiny Noongar birdiya wer moort nidja boodja.

I thank them for the contribution made to life in the Town of Victoria Park and to this region.

2 Announcements from the Presiding Member

2.1 Recording and live streaming of proceedings

In accordance with regulation 14I of the Local Government (Administration) Regulations 1996, this meeting is being audio and video recorded and live streamed on the Town's website.

Under clause 39(1) of the *Meeting Procedure Local Law 2019* I do not give permission for any other person to record the proceedings of this meeting. By being present at this meeting, members of the public consent to the possibility that their image and voice may be live streamed to public. Recordings are also made available on the Town's website following the meeting.

2.2 Public question time and public statement time

As this is a Special Council Meeting, any public questions or statements must relate to the business of the agenda.

There are guidelines that need to be adhered to in our Council meetings and during question and statement time people speaking are not to personalise any questions, or statements about Elected Members, or staff or use any possible defamatory remarks.

In accordance with clause 40 of the *Town of Victoria Park Meeting Procedures Local Law 2019*, a person addressing the Council shall extend due courtesy and respect to the Council and the processes under which it operates and shall comply with any direction by the presiding member.

A person present at or observing a meeting shall not create a disturbance at a meeting, by interrupting or interfering with the proceedings, whether by expressing approval or dissent, by conversing or by any other means.

When the presiding member speaks during public question time or public statement time any person then speaking, is to immediately stop and every person present is to preserve strict silence so that the presiding member may be heard without interruption.

2.3 No adverse reflection

In accordance with clause 56 of the *Town of Victoria Park Meeting Procedures Local Law 2019*, both Elected Members and the public when speaking are not to reflect adversely on the character or actions of Elected Members or employees.

2.4 Town of Victoria Park Meeting Procedures Local Law 2019

All meetings of the Council, committees and the electors are to be conducted in accordance with the Act, the Regulations and the *Town of Victoria Park Meeting Procedures Local Law 2019*.

In accordance with Regulation 14C(2)(b) of the *Local Government (Administration) Regulations 1996*, Mayor Karen Vernon authorises Cr Daniel Minson to attend the Special Council Meeting on 25 March 2025 at 6pm by electronic means, namely MS Teams, on the basis that Mayor Karen Vernon is satisfied that he will be in a location suitable for participating in the meeting electronically by MS Teams as required by Regulation 14C(5).

In accordance with Regulation 14CA(5), Mayor Karen Vernon confirm that Cr Minson has declared that he can maintain confidentiality if the meeting goes 'behind closed doors' during any confidential session.

3 Attendance

Mayor	Ms Karen Vernon
Banksia Ward	Cr Claire Anderson Cr Peter Devereux Cr Peter Melrosa Cr Lindsay Miles
Jarrah Ward	Cr Sky Croeser Cr Jesse Hamer Deputy Mayor Bronwyn Ife Cr Daniel Minson (Online)
Chief Executive Officer	Mr Carl Askew
Chief Operations Officer Chief Financial Officer Chief Community Planner	Ms Natalie Adams Mr Duncan Olde Mr David Doy
Manager Governance and Strategy Coordinator Governance and Strategy Manager Development Services Acting Strategic Projects Manager	Ms Bernadine Tucker Mr Jordan McDermott Mr Robert Cruickshank Mr Frank Squadrito
Meeting Secretary Public Liaison	Ms Winnie Tansanguanwong Ms Tomoko Kidahashi
Public	5

3.1 Apologies

Nil.

3.2 Approved leave of absence

Nil.

4 Declarations of interest

4.1 Declarations of financial interest

Nil.

4.2 Declarations of proximity interest

Nil.

4.3 Declarations of interest affecting impartiality

9.1 Development application for Australian and State Hockey Centre - No. 208 (Lot 1884) Kent Street, Bentley (Curtin University)	
Cr Claire Anderson	Member of the Hockey Working Group.
Cr Sky Croeser	I have discussed this item with residents in the area near the location. I work at Curtin University, one of the stakeholders for this project.
Mr Robert Cruickshank	Often attend Perth Hockey Stadium as a spectator to watch my children play or train.
Cr Jesse Hamer	I am on the Hockey Working Group.
Mayor Karen Vernon	I have had meetings with the Victoria Park Xavier Hockey Club about their request for an upgrade of their facilities since 2018, and about their views about this redevelopment project. I have also attended events hosted by the Victoria Park Xavier Hockey Club. I am a member of the Town's Hockey Working Group where this DA has been discussed.

10.1 Lathlain Zone 1 options analysis and request to proceed with stage 2 works under contract CTVP-24-04	
Cr Claire Anderson	I have attended an event from Perth Football Club over the years and been invited and attended.
Cr Sky Croeser	Members of the community have expressed their feelings about the future of this project to me.
Cr Peter Devereux	I have attended events at Lathlain Park and have been on the Lathlain advisory committee.
Cr Lindsay Miles	I have been to an event hosted by Perth Football Club at the current building.
Cr Daniel Minson	I have met with members of the Perth Football Club regarding the proposed redevelopment.
Mayor Karen Vernon	I have been engaged in advocacy for the Town for external funding for this project since 2019, and I have had meetings with the Perth Football Club since 2019 about their request for an upgrade to their facilities. I have also attended events held by the Perth Football Club.

11.1 Mayor Karen Vernon - Carlisle Traffic Management Issues	
Cr Sky Croeser	I have discussed this item with members of the community.
Cr Peter Devereux	I have heard a range of views from the community on safety concerns
Mayor Karen Vernon	I have had communications with members of the community about issues relating to traffic management in Carlisle for several years, including the subject matter of this motion.

5 Public question time

As there were no questions from the public, Mayor Vernon opened and closed the public question time at 6.13pm.

6 Public statement time

Mayor Vernon opened public statement time at 6:14pm.

Adrian Barich, Perth Football Club

Made a statement urging the Town to proceed with a redevelopment project for their community facilities, emphasising the poor condition of the current facilities, especially the change rooms, which were impacting the experience for players.

Michelle Burton, Perth Football Club

Made statement about how the club's female football program had grown, but inadequate facilities, including shared change rooms and limited privacy, limited the players' experience. Despite improvements, challenges remain in providing a comfortable environment for women.

Mayor Vernon closed the public statement time at 6:26pm.

7 Presentations

7.1 Petitions

Nil.

7.2 Presentations

Nil.

7.3 Deputations

Nil.

8 Method of dealing with agenda business

Nil.

9 Chief Community Planner reports

9.1 Development application for Australian and State Hockey Centre - No. 208 (Lot 1884) Kent Street, Bentley (Curtin University)

Location	Bentley
Reporting officer	Manager Development Services
Responsible officer	Manager Development Services
Voting requirement	Simple majority
Attachments	<ol style="list-style-type: none"> 1. Attachment 1 - Aerial Photo [9.1.1 - 1 page] 2. Attachment 2 - Planning Report [9.1.2 - 37 pages] 3. Attachment 3 - Architectural Site Drawings [9.1.3 - 7 pages] 4. Attachment 4 - Architectural Drawings [9.1.4 - 17 pages] 5. Attachment 5 - Staging Plans [9.1.5 - 2 pages] 6. Attachment 6- Landscape Architecture Drawings [9.1.6 - 16 pages] 7. Attachment 7 - Arborist Report [9.1.7 - 75 pages] 8. Attachment 8 - Hayman Road Intersection Design [9.1.8 - 1 page] 9. Attachment 9 - Transport Impact Assessment [9.1.9 - 194 pages] 10. Attachment 10- Environmental Assessment and Management Plan [9.1.10 - 200 pages] 11. Appendix 11 - Acoustics Report [9.1.11 - 25 pages] 12. Attachment 12 - Public Art Strategy [9.1.12 - 30 pages] 13. Attachment 13 - Schedule of Submissions with applicant's response [9.1.13 - 63 pages]

Landowner	Lot 1884 - Crown with Management Order to Curtin University Portion of Hayman Road reserve - Crown with the Town having care, control and management
Applicant	Department of Local Government, Sport and Cultural Industries
Application date	20 December 2024
DA/BA or WAPC reference	5.2024.509.1

MRS zoning	Public Purposes - University
Lot area	1,104,634m2
Right-of-way (ROW)	No
Heritage	Local Heritage Survey – yes (the listing relates to the entire Curtin University campus); Management Category 3 – some/moderate significance Local Heritage List – no State Heritage List – no
Residential character study area/weatherboard precinct	No
Surrounding development	Educational buildings; student accommodation with ground floor commercial tenancies.

Summary

- An application for development approval has been submitted for the construction of the new Australian and State Hockey Centre on land within the Curtin University campus.
- The land is reserved under the Metropolitan Region Scheme for Public Purposes – University. Accordingly the Western Australian Planning Commission (WAPC) is the determining authority, with the Town’s role being to provide a recommendation to the WAPC on the development application.
- The subject portion of land is currently occupied by hockey facilities, car parking and landscaping.
- The development application proposes the removal of some of the existing hockey facilities, car parking and landscaping, the retention of one existing hockey pitch, associated building and some landscaping, and the construction of new buildings and incidental structures, new turf hockey pitches (3 new pitches to make 4 in total), new on-site landscaping and a new road (Karrak Drive) connecting University Boulevard to Hayman Road with a left in/left-out intersection proposed at Hayman Road.
- The application was advertised for public comments with 25 submissions being received.
- The application has been “called in” by Council to consider the recommendation to provide to the WAPC.
- Following planning assessment of the application and consideration of the public submissions it is recommended that the application be supported subject to conditions.

Officer Recommendation

That Council :

- A. Recommends to the Western Australian Planning Commission that the application for the proposed Australian and State Hockey Centre (DA Ref: 5.2024.509.1) at No. 208 (Lot 1884) Kent Street, Bentley (Curtin University), is supported subject to the following conditions:
1. Prior to occupancy a final detailed landscaping plan for the entire site shall be submitted and approved to the satisfaction of the Western Australian Planning Commission, on advice of the local government. The approved landscaping shall be installed prior to the occupation of the buildings and thereafter maintained to a high standard to the satisfaction of the Western Australian Planning Commission.
 2. The landscaping plan referred to at condition 1 shall include at least 147 new tree(s), within the development works boundary, the species and size of which are to be provided to the satisfaction of the WAPC on the advice of the Town.
 3. The landscaping plan referred to at condition 1 should also include the planting of new trees within the carpark to the west of Karrak Drive, at a minimum rate of 1 tree for every 4 car bays.
 4. This approval is for the removal of only those trees identified as 'Demolish Existing Trees' on Drawing DD1129 within the architectural site drawings, unless otherwise approved by the Town.
 5. Those existing trees to be retained identified as 'Retain Existing Trees' on Drawing DD1129 within the architectural site drawings are to be retained and protected in accordance with AS 4970-2009 Protection of Trees on Development Sites, to the satisfaction of the WAPC on the advice of the Town, unless otherwise approved.
 6. No external PA systems are to be used amplifying music and commentary at any time, unless the applicant can demonstrate that the resulting noise levels will comply with the assigned levels under the *Environmental Protection (Noise) Regulations 1997* or the applicant obtains an exemption or approval under Regulation 16 or Regulation 19B of the Regulations.
 7. The development shall comply with the noise pollution provisions of the *Environmental Protection Act 1986*, and more particularly with the requirements of the *Environmental Protection (Noise) Regulations 1997*.
 8. A Noise Management Plan shall be submitted and approved to the satisfaction of the Western Australian Planning Commission, on advice of the local government, prior to operation of the development. The Noise Management Plan shall incorporate all noise attenuation measures recommended at pages 14 and 15 of the Environmental Acoustics Development Approval Report prepared by Gabriels Hearne Farrell dated 13/11/2024. Once approved, the venue shall operate in accordance with the approved Noise Management Plan.

9. Prior to occupancy of the Stage 1 development, information is to be provided to the satisfaction of the Western Australian Planning Commission on advice of the local government, which comprehensively details the full range of events/activities proposed, the estimated attendance numbers (total per day and at any one time) across the entire site, and the measures that will be put in place to manage any off-site impacts.
10. With respect to condition 9, for regular activities with lower estimated attendance numbers an Operational Management Plan shall be submitted and approved to the satisfaction of the Western Australian Planning Commission, on advice of the local government, prior to operations. Once approved, general events and functions (with the exception of 'special events') shall operate in accordance with the Operational Management Plan.
11. With respect to condition 9, for events with higher estimated attendance numbers, a Special Event Management Plan shall be submitted and approved to the satisfaction of the Western Australian Planning Commission, on advice of the local government, prior to operation of the special event. Once approved, Special Events shall operate in accordance with the approved Special Event Management Plan.
12. A Construction Management Plan shall be submitted and approved to the satisfaction of the Western Australian Planning Commission, on advice of the local government, prior to the commencement of site works. Once approved, the Construction Management Plan is to be implemented in its entirety.
13. Prior to commencement of the development, detailed plans and civil design drawings for Karrak Drive and the proposed works at the Karrak Drive/Hayman Drive intersection are to be submitted and approved to the satisfaction of the Western Australian Planning Commission, on advice of the local government. The approved works are to be completed prior to occupancy of the Stage 1 works.
14. The dimensions of all car parking bays, the vehicle entrance, aisle widths and circulation areas to comply with the Australian Standards AS2890.1. Car parks to be constructed and maintained in accordance with the relevant Australian Standards to the satisfaction of the Western Australian Planning Commission, on advice of the local government.
15. Prior to the commencement of site works, detailed plans showing the reconfigured car park and vehicle access arrangements for the retained carparking between University Boulevard and the site boundary, are to be submitted to the satisfaction of the Western Australian Planning Commission, on advice of the local government.
16. The ACROD parking spaces shall be permanently marked and sign posted for the exclusive use of ACROD permit holders, and located so as to provide convenient access from the car parking areas to the main entries and lift accesses to the building, to the satisfaction of the Western Australian Planning Commission, on advice of the local government.

17. All bicycle parking facilities shall be designed in accordance with Australian Standard AS2890.3 – Bicycle Parking.
18. Any proposed external building plant, lift overruns, piping, ducting, water tanks, air conditioning units, vents, transformers, and fire booster cabinets shall be located so as to minimise any visual and noise impact on the adjacent properties or buildings and shall be screened from public view, to the satisfaction of the Western Australian Planning Commission, on advice of the local government.
19. Prior to the issue of a building permit a detailed lighting consultant's report to be provided to the satisfaction of the WAPC on advice of the local government, confirming that the installation of the proposed flood lighting towers will comply with all relevant Australian Standards. The report shall include provision of lux level plans and light spill diagrams demonstrating that light spill will not unreasonably impact upon the amenity of surrounding properties and is in accordance with Australian Standards requirements. All lighting shall be installed and thereafter maintained and operated in accordance with the approved report.
20. Prior to occupancy of the Stage 1 works complete details of all external fencing to be constructed or installed as part of the development is to be submitted and approved to the satisfaction of the Western Australian Planning Commission, on advice of the local government.
21. This approval does not include the approval of any signage. A Signage Strategy shall be submitted and approved to the satisfaction of the Western Australian Planning Commission, on advice of the local government, prior to the erection of any signage on the site. Once approved, all signage on the site is to be installed in accordance with the Signage Strategy.
22. Prior to the submission of an application for a building permit, elevational drawings of any required electrical substation building, high voltage switchgear, or other electricity infrastructure visible from streets shall be submitted to the satisfaction of the Western Australian Planning Commission, on advice of the local government. Any such infrastructure shall be located, designed and screened to minimise adverse impacts on the amenity of the area, and be wholly located within the boundaries of the lease area.
23. Prior to occupancy of the Stage 1 works, a pedestrian connection is to be constructed to the satisfaction of the WAPC on advice of the local government, linking the development site to University Boulevard.
24. Prior to occupancy of the Stage 1 works, a pedestrian priority treatment is to be provided over Karrak Drive between the site boundary and the existing car park to the west. Details of the proposed treatment are to be provided in association with condition 13.
25. No deliveries or waste collection service is to attend the property outside the hours of 7:00am to 7:00pm Monday to Saturday, with no deliveries or waste collection service on Sunday.

26. Prior to the submission of the relevant building and/or demolition permit application, a photographic record of the existing building to be demolished and the general landscape is to be prepared, submitted and approved to the satisfaction of the Western Australian Planning Commission, on advice of the local government.
27. Prior to occupancy, public art being delivered in accordance with the State Government's Percent for Art Policy to the satisfaction of the WAPC on the advice of the local government.

Advice notes

AN1 In regard to the Construction Management Plan is to detail how demolition work, excavation and construction of the development will be managed to minimise impact on the surrounding area, and is to address the following matters:

- a) How materials and equipment will be delivered and removed from the site;
- b) How materials and equipment will be stored on the site;
- c) Parking arrangements for contractors;
- d) How construction waste disposal is to be managed, including the recycling of materials and the location of waste disposal bins;
- e) Details of cranes, large trucks or similar equipment which may block public thoroughfares during construction;
- f) How risks of wind and/or water borne erosion and sedimentation will be minimised during and after the works;
- g) Construction traffic and pedestrian management;
- h) Other matters likely to impact on the surrounding properties.

AN2 The Landscaping Plan is to address, but is not limited to, the following matters:

- i. Details of all plant species and sizes;
- ii. The depth and width of structural root zones;
- iii. Tree protection zones etc
- iv. The type, extent and levels of any hard landscaping treatments including street furniture, bollards, lighting and paving;
- v. Provision of pedestrian and universal/disabled access;
- vi. The provision of a suitable quantity of new trees including Marri- Sheoak, Melaleuca and Banksia woodland within the site for purposes of increasing Carnaby's black cockatoo foraging habitat and Forest red-tailed black cockatoo foraging habitat and nesting trees

AN3 Relevant drawings are to be updated to depict retention of the scoreboard to the existing north pitch.

AN4 The Town encourages Curtin University to investigate whether logs from the trees being removed from the site can be reused either within the Curtin Bentley Campus or within the broader Town area.

AN5 With reference to the Acoustic Report it has been identified that the noise emanating from the venue during special events will not comply with the *Environmental Protection Noise Regulations 1997*. The venue operator will need to seek advice on a regulation 18 or 19B approval to seek an exemption. Please note that a Regulation 16 only allows for 2 events per year to exceed the assigned noise levels.

AN6 The development is proposed in close proximity with Student Accommodation (noise sensitive premises). The acoustic report submitted identifies that the noise impacts to the tenants will be above the legislative noise levels during its operation. It is recommended that the applicant and Curtin University consider a suitable mechanism to advise potential occupants of the student accommodation that being in proximity to the hockey facilities they may be subject to activities such as traffic, carparking, and elevated noise levels especially during Special Event days.

AN7 In relation to Special Events Management Plan, it would be expected that this would be accompanied by a Traffic and Parking Management Plan and a Noise Management Plan for the vent.

B. Requests the CEO to advice submitters of the Town's recommendation to the WAPC.

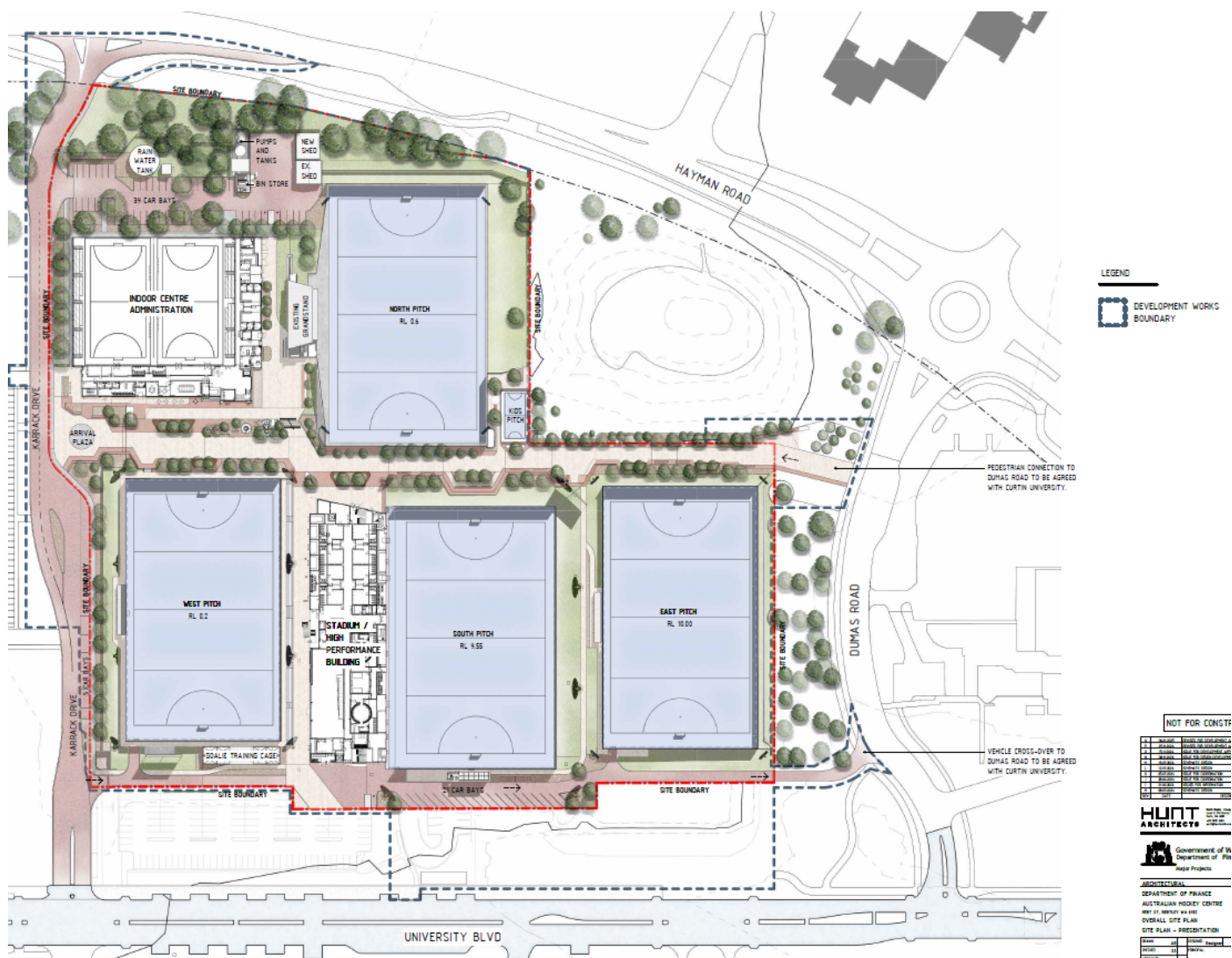
Background

- The land comprising the Curtin University campus sit primarily on one lot, Lot 1884. The portion of Lot 1884 that is the subject of this development application is currently occupied by hockey facilities, car parking and landscaping (known as Perth Hockey Stadium). See aerial photo at Attachment 1.
- Perth Hockey Stadium was opened in 1979, initially comprising one artificial turf pitch, offices, meeting room and change rooms. In 1984 the Australian Institute of Sport hockey program was relocated to Perth, leading to a building programme to expand the existing facilities, including the construction of a second turf pitch, the extension of the office building and the provision of grandstand seating. Further expansions and renovations were undertaken prior to the 2002 Women's Hockey World Cup significantly increasing the capacity of the stadium for international, national and club tournaments and matches.
- The Perth Hockey Stadium currently provides administrative facilities for Hockey WA; pitches, training and administrative facilities for Hockey Australia's High Performance Program; pitches also being used for training purposes by Hockey WA State teams, schools and local clubs as well as matches involving junior and senior club teams.
- In 2022, Hockey WA, the Western Australian Institute of Sport and the State Government were successful in a bid to retain Hockey Australia's High Performance Program in Perth. The bid involved a commitment to the redevelopment of the Perth Hockey Stadium into a world class, purpose-built hockey facility.
- A new lease, due to commence in 2028, has been negotiated between the State and Curtin University for the new hockey facilities, with VenuesWest as the lessee.

- This development application seeks approval for the redevelopment of the Perth Hockey Stadium to deliver upon the successful bid.
- While not a relevant planning consideration to the assessment of this development application, the Town has been working for some time with the Victoria Park Xavier Hockey Club to explore locations for the construction of a synthetic hockey turf for the club. Previous locations that have been considered but have ultimately not been supported by Council have included Harold Rossiter Reserve and Higgins Park.
- At the Special Council Meeting held on 16 December 2020, the Council resolved to establish a Hockey Working Group comprising members of the Victoria Park Xavier Hockey Club, Councillors, Hockey WA and community representatives to advise Council on the future sporting requirements of the club.
- Through the Hockey Working Group, the needs of the Victoria Park Xavier Hockey Club have been identified, with the Council resolving at its meeting on 15 March 2022 to prepare a Business Case in relation to facilities for the club at one of the following locations – Charles Paterson Reserve; McCallum and Taylor Reserve; and Perth Hockey Stadium.
- The Business Case is yet to be finalised and has been dependent on the ongoing development of the Perth Hockey Stadium design and future use and management arrangements.
- In September 2024, prior to lodgement of the development application, Town Officers met with representatives from the Department of Local Government, Sport and Cultural Industries, Department of Finance and Hunt Architecture to discuss the proposal, with the Town's Officers providing preliminary comments on the proposal.

Applicant's submission

1. The land upon which the development is proposed forms part of Lot 1884, which is owned by the Crown and the subject of a Management Order to Curtin University.
2. The relevant portion of Lot 1884 that will be the subject of the lease between the State and Curtin University is the land within the red dashed line notated as 'site boundary' in the image below whereas the land the subject of development works and this development application is the land within the grey/blue dashed line noted as 'development works boundary'.



3. In support of the development application, the applicant has submitted a number of specialist technical reports and documents. Most of these are referenced in the list of Attachments at the start of this report.
4. The information that has been submitted is extensive, but in summary the proposed development includes (but is not limited to) :
 - o Demolition of the main Perth Hockey Stadium (PHS) building and pitch known as PHS pitch 1.
 - o Retention of one existing pitch (currently known as PHS pitch 2) and the adjacent grandstand building.
 - o The setting back of the development 30-40m from University Boulevard.
 - o The construction of three new pitches, to make a total of four pitches (two to international standard – the south pitch and the west pitch).
 - o A specialist goalkeepers training cage and small children’s playing turf.
 - o Construction of a new three storey building including : stadium seating for approximately 1000 people; facilities for Hockey Australia’s High Performance Program; change rooms and facilities/spaces for club and community competitions and events; kitchen, bar and function spaces.

- o Construction of a new two storey building accommodating a new indoor centre (with 2 indoor courts), administration spaces and meeting rooms for Hockey Australia and Hockey WA.
- o Construction of a new north-south road (Karrak Drive) connecting Hayman Road to University Boulevard, with a new left-in and left-out only intersection treatment at Karrak Drive/Hayman Road.
- o Removal of circa 711 car bays, with 60 new car bays supplemented by existing parking to the west of Karrak Drive (approx. 430 bays), within the setback area to University Boulevard and elsewhere within the university campus.
- o Bicycle parking facilities for staff, players and the public, including at least 20 bike racks.
- o Tree removal with new landscaping and tree planting, including the proposed removal of circa 102 trees and the planting of 147 new trees.
- o Ancillary buildings and structures including floodlights, sheds, water tanks etc.
- o Broadcast facilities for the televising of games.
- o A targeted 5-star equivalency under Green Star buildings.
- o Public art in accordance with the State Government’s Percent for Art Policy.
- o An intent for the facility to be able to cater for a range of events from small events such as local club game days through to international events.

Relevant planning framework

Legislation	<ul style="list-style-type: none"> o <i>Planning and Development Act 2005</i> o Metropolitan Region Scheme (MRS) - an amended version of the MRS Text takes effect on 31 March 2025 o Town of Victoria Park Local Planning Scheme No. 2
State Government policies, bulletins or guidelines	<ul style="list-style-type: none"> o State Planning Policy 7.0 – Design of Built Environment o Development Control policy 1.2 - Development Control – General principles
Local planning policies	<ul style="list-style-type: none"> o Local Planning Policy No.23 - Bicycle Parking, Car Parking and Access for Non-Residential Development o Local Planning Policy - 39 Tree Planting and Retention o Local Planning Policy No. 29 - Public Art Private Developer Contribution
Other	Local Heritage Survey

It should be noted that as the development only requires approval under the Metropolitan Region Scheme not the local planning scheme, the above mentioned local planning instruments are technically not applicable. Notwithstanding this they have been used as a guide to assess the acceptability of the development.

General matters to be considered

Local planning policy objectives

The following objectives of Local Planning Policy 23 'Bicycle Parking, Car Parking and Access for Non-Residential Development' are relevant in considering the application.

b) To avoid an over-supply of car parking that can encourage dependence on private vehicles and discourage the use of active modes of transport such as walking, cycling and public transport.

c) To facilitate the provision of bicycle parking and end of trip facilities that are well designed to support mode shift to cycling and other active modes of transport.

d) To ensure that the design and location of car parking minimises negative visual and environmental impacts on amenity and streetscapes.

e) To ensure that car and bicycle parking facilities are safe and accessible including ensuring that ACROD parking bays are appropriately provided.

The following objectives of Local Planning Policy 29 'Public Art Private Developer Contribution' are relevant in considering the application.

(a) The development and promotion of the community's identity through the provision of public artworks which reflect the place, locality and/or community of which the occupants, visitors and customers of new or refurbished developments form part;

(b) To increase the amenity provided to the existing or future occupants of new or refurbished developments through the provision of public artwork on the development site or within the surrounding locality;

The following objectives of Local Planning Policy 39 'Tree Retention and Planting' are relevant in considering the application.

(a) To encourage the preservation of 'trees worthy of retention';

(b) To ensure appropriate 'medium' or 'large' trees are planted which are suited to their environment and location where 'trees worthy of retention' have been removed or do not exist on private land;

	<p><i>(c) To promote and facilitate development that enables existing trees to be preserved;</i></p> <p><i>(d) Provide a diverse range of tree sizes and species to enhance visual interest and to assist with providing a more resilient urban forest; and</i></p> <p><i>(e) To assist with achieving the Town of Victoria Park’s objective to increase tree canopy coverage to 20% by increasing tree canopy coverage on public and private land.</i></p>
Clause 43 of the Metropolitan Region Scheme (takes effect on 31 March 2025)	<p>Clause 43 outlines the relevant matters that the WAPC is to have regard to in determining the application.</p> <p>Planning and Development Amendment (Metropolitan Region Scheme) Act 2024 - [00-00-00].pdf</p>
Urban forest strategy	<p>This application has the following impacts, in regards to the Town’s Urban Forest Strategy.</p> <p>Approximately 102 existing trees are proposed to be removed, with 147 new trees proposed.</p>
Integrated Transport Strategy	<p>This application has the following impacts, in regards to the Town’s Integrated Transport Strategy:</p> <p>The proposal removes approx. 711 car bays, with 60 new bays proposed and a reliance upon existing car parking located nearby on the campus. Additionally the site is in close proximity to Curtin Bus Station. The existing bays have been used on a reciprocal basis between Curtin students and hockey attendees, noting that the peak parking periods for both user groups do not coincide.</p>
Local Heritage Survey	<p>Curtin University is identified under the Town’s Local Heritage Survey, as Management Category 3 ‘Some/Moderate Significance’. The existing hockey infrastructure on the site has been determined by the Heritage Council to not be of cultural heritage significance. Notwithstanding this, a condition of approval is recommended requiring photographic records of the existing facilities.</p>

Compliance assessment

Not applicable as specific development standards do not apply to reserved land.

Engagement

Internal engagement

<i>Stakeholder</i>	<i>Comments</i>
Engineering (Street Improvement)	<p>Do not object.</p> <p>Provided comments with respect to the Traffic Impact Assessment (TIA), carparking design, vehicle access, storm water. Standard conditions and advice notes recommended.</p>
Environmental Health	<p>Do not object.</p> <p>Recommended standard noise related conditions and advice notes.</p> <p>Have requested the submission of a Noise Management Plan and that all noise attenuation measures identified by the Gabriels Hearne Farrell acoustic report titled Environmental Acoustics Development Approval Report, dated 13.11.2024, shall be implemented in full.</p> <p>Noted that some public submissions suggest deficiencies in the Acoustic Report, but consider the report is acceptable, which places responsibilities upon the applicant to undertake in the future and matters that need to be addressed through a Noise Management Plan.</p>
Place Planning	<p>Supportive of the proposal and its importance in addressing the demand for synthetic hockey turfs from local clubs as a long-standing issue for the Town.</p> <p>Place Planning is supporting ongoing discussions with Hockey WA and DLGSC on how the new facility will accommodate local clubs and meet their needs.</p> <p>Place Planning is generally supportive of the design of the proposal with the following exceptions/additional comments:</p> <ul style="list-style-type: none"> • Recognising that the site is quite constrained Place Planning would support consideration for tree replacement within adjacent road reserves where feasible.

	<ul style="list-style-type: none"> • The proposed new connection of Karrak Drive to Hayman Road includes enlarged road geometry (westbound slip lane to new Karrak Drive) which are undesirable given the low traffic volumes and detrimental to cycling and pedestrian amenity and safety. • The new Karrak Drive entry point will create a key connection between Technology Park and Curtin University and opens up a desire line for pedestrian/cyclists in this location. The final intersection design should include a north-south connection for pedestrians to cross Hayman Road safely. • Additionally the design does not maintain adequate priority for the shared path that will be dissected by the new road link.
Building	<p>Do not object.</p> <p>A Building Permit is required for the proposed works.</p>
Parks	<p>Do not Object.</p> <p>Recommended the Arbor Centre report be followed.</p> <p>Standard advice notes regarding the existing street trees in the verge recommended.</p> <p>Recommended detailed landscaping and reticulation plan required prior to Building permit.</p>

External engagement	
Stakeholders	<p>Victoria Park Xavier Hockey Club</p> <p>Curtin University Hockey Club</p> <p>Wesley South Perth Hockey Club</p> <p>City of South Perth</p> <p>Development WA</p> <p>Curtin University</p>

	Owners and occupiers of properties within proximity of the development
Period of engagement	09/01/2025 to 07/02/2025
Level of engagement	Consult
Methods of engagement	Online survey and written submission
Advertising	Emails to individual key stakeholders, Signs on site, social media posts/advertising, Perth now newspaper advertisement
Submission summary	In total, the Town received 25 submissions (9 in support, 15 of objection, 1 neither support or object). A schedule of the submissions received during consultation period can be viewed at Attachment 13.
Key findings	<p>Submissions supporting the proposal considered that the proposed Australian Hockey Centre will:</p> <ul style="list-style-type: none"> • Be an overdue improvement of the existing facility and increase access to turf for local hockey clubs. • Be a welcomed upgrade that would benefit current and future hockey players from local, state and Australian high performance levels. • Have a positive impact on the area and a good use of space. <p>Those opposing the proposal are primarily concerned about the following :</p> <p>(a) Noise</p> <p>Submissions from residents within the closest neighbouring residential area of east Victoria park, primary along Jarrah Road and roads intersecting with Jarrah Road and also a neighbouring aged care facility within proximity of the development are concerned about potential increased noise pollution from the proposed expanded hockey facility.</p> <p>Many submissions have highlighted that the existing facility has noise issues primary stemming the prior use of PA commentary and game day audio systems, sound of Hockey balls, spectators, and concerns have been raised that the proposed expansion will increase the existing noise issues.</p> <p>(b) Tree removal and habitat impact</p>

Submissions express concerns about the impact on the local Carnaby's Black Cockatoo population due to the removal of trees that are said to be crucial for their habitat and food sources.

(c) Reduced carparking bays

Removal of a large number of carparking bays servicing Curtin University and the existing hockey facility.

These matters are considered further in the Planning Assessment section of the report below.

Refer to Attachment 13 for a summary of submissions received and the applicant's response.

Other engagement	
Stakeholder	Comments
Curtin University	Were engaged by the project team in the development of the proposal, and advised that they would not be providing formal comments on the proposal.
City of South Perth	Support noting the proposed development's importance for local hockey clubs and no concerns in relation to the design of the proposal.
WAPC (Transport)	The Department of Planning, Lands and Heritage has no objection to the proposal on regional transport grounds subject to recommendations.
DBCA	<p>The WAPC has provided the following comments regarding black cockatoo habitat from DBCA.</p> <ul style="list-style-type: none"> • <i>DBCA recognises that the area of threatened black cockatoo habitat proposed to be cleared for the facility is relatively small and notes that the Emerge Black Cockatoo habitat assessment proposes that the level of impact is not significant enough to require referral to the Commonwealth Department of Climate Change, Energy, the Environment and Water under the Environment Protection and Biodiversity Conservation Act (EPBC Act).</i> • <i>The habitat includes mature pine trees which provide a disproportionately higher quantity of food for Carnaby's cockatoos</i>

	<p><i>than many other foraging species. Removal of the mature trees will result in some reduction in food resource for Carnaby's cockatoo, which would add to the cumulative impacts of other future developments in the Bentley ex-plantation area.</i></p> <ul style="list-style-type: none"> <i>While the 2022 Emerge Black Cockatoo Habitat Assessment found no evidence of roosting activity, DBCA would advise that the entirety of the remnant pine trees in this Bentley/Kensington area provides an important roost for Carnaby's cockatoos, with most large pine trees in this area likely to be used for roosting at some time.</i> <i>DBCA notes that the loss of trees is proposed to be compensated by planting of new trees and advises that it is important that cleared pine trees are replaced with species, and numbers of replacements, that will provide equivalent food and roosting values, such as pine species and marri trees. The proponent might also consider including other very high foraging value species such as macadamia trees.</i> <i>DBCA would also note that planted replacement black cockatoo habitat trees may take seven or more years before they begin to produce food, and a smaller volume of food will be produced until the trees reach maturity. Recognising this, the proponent may wish to consider planting additional replacement trees to maximise the return of foraging resource.</i>
<p>State Design Review Panel and Government Architect Western Australia</p>	<p>The proposal was reviewed by the State Design Review Panel prior to submission, with the design responding to the feedback. Comments from the Government Architect have been sought by DPLH Officers as part of the DA assessment, which are generally supportive of the design response.</p>
<p>Mindeera Advisory Group</p>	<p>The applicant's project team met with the Town's Mindeera Advisory Group on 30 September 2024. The discussions are referenced at item 6.4 of the applicant's Planning Report (see page 29 of Attachment 2).</p>

Planning Assessment

The matters addressed below have been identified as key planning considerations for the assessment of this application:

Land Use

- The subject lot, Lot 1884, is reserved 'Public Purposes – University' under the Metropolitan Region Scheme (MRS). The proposed redevelopment works are not proposing any change to the use of the

existing site as the area has been used as hockey facility since 1979 and the home of the Australian High Performance Hockey Program (in its various incarnations) since 1984. The proposed development intends to intensify the existing use through the addition of 2 new turfs and an Indoor hockey facility.

6. The Town has no objections to the continuation of the land being used for hockey purposes, even in a more intensified manner, provided that amenity related matters such as noise, event management and car parking are addressed to ensure that the amenity of surrounding residential and non-residential land uses is not impacted by the proposed redevelopment.

Built form

7. The contemporary design of both of the two proposed substantial buildings is considered to achieve a high standard of architectural design and is in keeping with the varied form, scale and appearance of other buildings across the Curtin University campus. Additionally, note the supportive comments provided by the Government Architect of Western Australia on the proposed built form, responding to earlier State Design Review Panel (SDRP) recommendations.

Capacity and events

8. It is understood that the existing Perth Hockey Stadium has a total spectator capacity of 6,000 across the existing facilities. The stadium has hosted numerous international hockey games and competitions, including the 1985 Champions Trophy and the 2002 Women's Hockey World Cup. The existing venue hosts a variety of events, ranging from local hockey club training and games, school competitions, state and national competitions, to domestic league matches for the Perth Thundersticks who play in a national hockey competition (3-4 games per year), and occasional international matches.
9. The information provided in the DA report (see Attachment 2) is focused on addressing the training and other needs of the Hockey Australia High Performance Program, with little commentary provided in relation to the use of the new facility by other users, for what types of events and relative attendance numbers. There are general descriptions provided in the DA report around the delivery of "community change rooms" and the facilities "*accommodating potential visitors and spectators for normal activities associated with the proposed hockey facility*", but little in the way of detailed information describing the events that will occur, their regularity, estimated attendances etc. It is understood that the new facilities will continue to host the same sort of events that currently occur described above. The technical reports acknowledge an intent to possibly host major events.
10. The only information provided in the DA report in relation to capacities is a statement that the grandstand building will accommodate up to 1600 persons. The Town's Officers questioned the applicant on this statement noting that the drawings indicate spectator seating for up to 1000 people. The applicant has clarified that the 1600 person figure comprises :
 - o Spectators in fixed seats – 1,000
 - o Community players and officials – up to 80 at any one time

- o Hockey Australia High Performance Program (HAHPP) personnel – up to 80 at any one time
- o Patrons in hospitality spaces (lounge, terrace, servery, function room) – up to 440

11. The above reference to 1600 persons relates to the capacity of the new stadium building only – no information has been provided in the DA report or other technical documents regarding capacities across the remainder of the site at any one time or for particular events.
12. In response to questions raised by Council Officers, the applicant has provided information describing that :
 - during “event mode” (presumably major events) the estimated maximum attendance may be up to 14,000 people.
 - for regular events, it is estimated that weekday attendances would range from around 1000 to 1800 persons per day whereas this increases to around 4200 to 4500 persons per day on weekends.
13. It is important that further information is provided by the applicant which clearly describes the anticipated range of events and activities that are to occur at the site, their frequency and estimated attendance numbers at any one time (rather than per day).
14. By comparison, in support of the development application for the playing of competitive football matches at Lathlain Park, the applicant provided the following information (noting that the figures represented capacity at any one time for a particular match).

	Frequency (No. of matches per year)	Approximate Crowd Size
AFL Marsh Community Matches	0 – 3	4,000 – 6,500
WCE WAFL	0 – 11	1,500 – 4,000
AFLW	3 – 6	2,000 – 5,000
Perth Demons	9 – 11	1,500 – 4,000
WAFLW	0 - 9	0 - 500
Misc. requests (WAFL Finals / Fan days etc)	0 – 5	0 – 6,500

15. Furthermore the applicant provided an outline of the protocols and management measures that would be implemented depending upon the expected crowd numbers, as follows :

Table 3 - Management Bands

Band	Expected Crowd Numbers	Protocols
A	Equal to or less than 3,500 spectators. Standard practice and game times.	Application of reciprocal parking between Perth Demons and WCE;
B	Greater than 3,500 but less than 6,500 spectators. Special events (eg finals) within ground capacity	LGA notification, Transport plan; Measures and controls as per approved standard Traffic Management Plan.
C	Greater than 6,500 spectators.	LGA notification, Community notice, Additional facilities on site, Transport Plan; Measures and controls as per approved Traffic Management Plan, Crowd Management Plan implementation.

16. It is therefore recommended that the applicant submit comparable information for the current development application which outlines the types of events proposed, the estimated attendance numbers (total per day and at any one time) and the measures that will be put in place to manage any off-site impacts.
17. It would be expected that regular events and activities (such as club training, weekend club competitions etc) will be the subject of an Operational Management Plan, whereas larger more irregular events such as Grand Final Day, Perth Thundersticks matches and international matches/events will be the subject of a Special Events Management Plan. In the case of a Special Events Management Plan it would be expected that this will be accompanied by information relevant to that specific event such as a Traffic Management Plan, Noise Management Plan etc.

Parking

18. The application includes information in support of the development from a parking perspective (see Attachments 2 and 9) inclusive of the following :

"The development proposes a 60-vehicle parking capacity located across two proposed car parks which is considered to adequately accommodate the parking needs for staff and national team players, with occasional exemption for visitors and contractors. The proposed car parking provision within the development are as follows:

- 39 car parking bays including two ACROD bays in the northern car park, and
- 21 car parking bays including one ACROD bay at the southern car park.

Additionally, 5 parallel parking bays along Karak Drive are being provided, adjacent to the bus drop-off location.

A preliminary parking demand analysis was conducted by VenuesWest based on a macroanalysis of the preliminary schedules provided by Hockey WA. The analysis estimated that 350 parking bays would be adequate to accommodate potential visitors and spectators for normal activities associated with the proposed hockey facility. It is estimated that approximately 430 car parking bays would be available on the existing Curtin University car park area after the proposed development which is anticipated to be adequate to accommodate the visitor parking demand."

19. Applying the Town's Local Planning Policy 23 as a guide, the number of parking spaces provided for a development is to be determined by the applicant and/or landowner having regard to the likely parking demand. There is no parking minimum prescribed by the Town.
20. However the Town and the WAPC still need to be satisfied that adequate parking is provided to meet the needs of the users. While approximately 710 car bays are proposed to be removed to facilitate the development, the application relies upon the availability of 60 proposed new on-site car bays (largely for office staff and players/coaches of the High Performance Program) and an existing car park area to the west of Karak Drive containing approximately 430 car bays. Additional car parking is also available across the campus.
21. An assessment of likely parking demand undertaken by Venues West for what appears to be regular events and activities, estimates that 350 parking bays will be sufficient to meet the demand.
22. Additionally it should be noted that Curtin University has invested heavily in active transportation options, including public transport infrastructure such as the Curtin Bus Station, which is within a short walking distance of the existing facility.
23. Officers are satisfied that for regular events and activities there is a sufficient provision of car parking bays proposed in proximity to the development, including the new 60 bays provided on-site, the retained western carpark (approximately 430 bays), and carparking bays elsewhere on campus noting that the peak periods of use by the hockey community are not likely to clash with peak university parking. Additionally, the development proposes a new east- west pedestrian link within the centre of the proposed hockey facility, which will provide new access to the Curtin University carpark east of Dumas Road.
24. Furthermore it is open to Curtin to manage the parking demands of the centre, and if necessary impose parking restrictions or construct additional parking on-site (the latter not expected).

25. In the case of special events, a Parking and Traffic Management Plan will need to be submitted for such events, which will address the parking demands of the special event and how that will be managed to ensure no off-site impacts.

Traffic

26. The development proposes the construction of a new north-south road (Karrak Drive) connecting University Boulevard with Hayman Road, and the construction of a left-in and left-only intersection treatment at the intersection of Karrak Drive with Hayman Road (see Attachment 8).
27. In support of the development application, the applicant has submitted a Transport Impact Assessment (see Attachment 9). This has been reviewed by the Town's Traffic Engineer who has found the report and traffic impact to be acceptable.
28. Outside of the development approval process, discussions are occurring between the Town's Officers, Development WA, Curtin and DLGSC regarding an alternative intersection design which would enable direct access from Karrak Drive to Brodie-Hall Drive across Hayman Road.
29. The development proposes to deliver a left-in and left-out access only, as that is sufficient to meet the needs of the development. The delivery of an alternative intersection design, if agreed to, will need to be separately funded outside the development approval process.

Tree removal and landscaping

30. To facilitate the development, it is proposed to remove existing vegetation from the site and replace this with new tree planting and landscaping. This is described further in detail within Attachments 2, 7 and 10 inclusive of the following :

"The site currently contains approximately 141 mature trees comprising a mix of planted native and non-native vegetation and planted Pine plantation. The proposed works extend across most of the existing site and will necessitate the removal of some of the existing vegetation. It is anticipated that approximately 102 trees will be removed to facilitate the works."

The proposed planting strategy developed for the project identifies the significance of the 'Living Knowledge Stream Design Guidance' within the site and provides a site planting response that aims to enhance the cultural and ecological values of the area. This includes the planting of 147 new trees including Marri-Sheoak, Melaleuca and Banksia woodland within the site, which equates to a ratio of new trees to removed trees of 1.44."

The Australian Hockey Centre (AHC) Development Plan has been developed with consideration to the identified environmental values of the site. A number of design responses have been incorporated into the layout in this regard, including:

- *Retention of approximately 1.49 ha of Carnaby's black cockatoo foraging habitat and 0.52 ha of Forest red-tailed black cockatoo foraging habitat, and retention of four black cockatoo potential nesting trees.*
- *Retention of all native vegetation pursuant to the Environmental Protection Act 1986 within the site.*
- *Retention of selected trees throughout the site, including several *Corymbia calophylla* (marri), which are habitat trees for black cockatoos, and *Pinus pinaster* (pine), which have high amenity significance.*
- *Retention of the Curtin University Compensating Basin, which is a surface water feature that accepts runoff from catchments within the site and will provide flood retention capacity.*
- *Incorporation of native flora/vegetation species into landscaping to maximise fauna habitat and environmental value around the AHC.*

Overall, the environmental attributes and values of the site have been accommodated within the design and can be managed appropriately in line with the relevant state and local government legislation, policies and guidelines and with appropriate management practices."

"The site contains five (5) habitat trees, comprising of two marri and three flooded gums, none of which contain potentially suitable nesting hollows. Therefore the site does currently not provide breeding habitat for any species of black cockatoo. One of these trees is proposed to be removed."

"Of the trees to be removed (102 trees), 33 have a "high retention value" - all pine trees.

"The area in which the AHC proposal is situated comprises entirely historically planted vegetation, comprising both endemic and non-endemic native and exotic plant species. There is no remnant native vegetation occurring within the site."

*"The planting scheme for the project use species that reference the *Banksia* woodlands as well as the *Jarrah-Banksia* woodlands and *Marri-Sheoak Forest* vegetation associations, these vegetation associations are known for black cockatoo foraging and habitat and have been included in the design."*

31. The proposed removal of existing trees and the impact on the habitat of black cockatoos has been raised as a concern in many of the public submissions received.
32. In this respect the Town and DPLH Officers have sought advice from Officers of the Department of Biodiversity, Conservation and Attractions (DBCA). Their advice is detailed above in the Engagement section of this report, but in short comments that :

- The area of threatened black cockatoo habitat proposed to be cleared for the facility is relatively small; and notes that the Emerge Black Cockatoo habitat assessment proposes that the level of impact is not significant enough to require referral to the Commonwealth Department of Climate Change, Energy, the Environment and Water under the Environment Protection and Biodiversity Conservation Act (EPBC Act).
 - Removal of the mature pine trees will result in some reduction in food resource for Carnaby's cockatoo, which would add to the cumulative impacts of other future developments in the Bentley ex-plantation area.
 - The entirety of the remnant pine trees in this Bentley/Kensington area provides an important roost for Carnaby's cockatoos, with most large pine trees in this area likely to be used for roosting at some time.
 - It is important that cleared pine trees are replaced with species, and numbers of replacements, that will provide equivalent food and roosting values, such as pine species and marri trees.
 - The proponent may wish to consider planting additional replacement trees to maximise the return of foraging resource.
33. The proposal is supported by a high-quality landscaping proposal (see Attachment 6). 147 new trees are proposed to be planted to replace the 102 trees removed, representing a new planting ratio of 1.44:1. The new planting includes Marri-Sheoak, Melaleuca and Banksia woodland species within the site.
34. Applying the Town's Local Planning 39 'Tree Planting and Retention' as a guide, the planting of 147 new trees is calculated to comply taking into account the extent of trees to be removed, trees to be retained and new trees to be planted.
35. Opportunities for retention of any other existing trees is limited given the site constraints. Similarly there is limited opportunity to plant new trees also considering the functional requirements of the centre.
36. One opportunity could be for the planting of trees within the existing car park to the west of Karrak Drive, which is proposed to be used for parking by hockey players and spectators. While this area is outside of the proposed lease area, it is on the same lot as the hockey centre and is proposed to be used by hockey centre patrons for parking. The car park currently accommodates approximately 430 cars, but is a bituminised area without any landscaping within it. The Town's standard tree planting requirement for new parking areas is 1 tree per 4 car bays. If this ratio were to be applied then up to 107 new trees could be accommodated. The planting of trees within this area would both assist in offsetting the proposed tree loss as well as provide shade for vehicles parked within this car park. Accordingly a condition is recommended that tree planting be included within the western car park.

37. The removal of existing trees to the extent proposed is concerning, and the community comments on this issue are understood. Within the context of a constrained site with a State Government commitment of \$135 million to deliver a world class facility that expands the size of the facility, some extent of tree loss is necessary.
38. Acknowledging this, the Officers have focussed on opportunities to increase the extent of new tree planting and to ensure that the new tree species are suitable to provide food supply for cockatoos. On this latter matter, a final detailed landscaping plan is requested as a condition of approval, which will detail proposed tree species.

Noise

39. In support of the development application, the applicant has submitted an Acoustic Report (see Attachment 11) inclusive of the following :

With respect to typical game activities -

"From the noise modelling of the existing and proposed facilities, it can be seen that compliance with the Relevant Assigned Noise levels is plausible at the Swancare and Jarrah Road residences (depending on the variability of the game being played, and / or the time of day), however compliance with the Environmental Regulations at the closest College Buildings is not likely to be achieved at any time of the day (if ever required to do so).

In comparison to the existing noise emissions, there is minimal change at the majority of locations, except for the western College building. This particular building is now located closer to the hockey pitches, and is expected to receive similar noise emissions from the existing facilities that the Eastern College building does currently.

At this stage, it is our view that the noise emissions from the additional hockey pitches can be managed, to ensure that the amenity of the noise sensitive premises is maintained to similar levels as existing. The Stakeholders may need to consider the following noise management practices in order to reduce environmental noise emissions where practicable, including noise to the façade of the student accommodation:

- *Install temporary damping materials (e.g. rubber matting) against the goal backboards for training occurring prior to 7am Monday to Saturday, and before 9am on Sundays and Public Holidays.*
- *Prior to 7am on Monday to Saturday (and prior to 9am on Sundays / PH) avoid using the southern goals of the proposed hockey pitches for goal shooting practice.*
- *Avoid use of whistles and the sirens prior to 7am Monday to Saturday and before 9am on Sundays.*

- *Siren and public address systems to be designed and configuration to limit environmental noise emissions. This is to be addressed by the AV consultant."*

In relation to special events -

"It is likely that there will be major events at the Australian Hockey Centre which will include use of temporary loud speakers in the external areas playing music at a higher volume (e.g. Grand Final Day, Hockey One games, Hockey World Cup, etc). Whilst this will not be a regular occurrence, the potential noise emissions from amplified music during special events will require consideration.

Loud amplified music within the external areas will not likely comply with the Assigned Levels at the nearest residences and Swancare Ningana aged care facility, especially given the relevant penalties that apply to music emissions under Regulation 9(3). It therefore may be necessary for the Stakeholders to obtain one of the following approvals from the Town of Victoria Park, to permit louder noise emissions for special events:

- *Regulation 18 approval for one-off events; or,*
- *Regulation 19B approval for the overall venue, to permit multiple 'notifiable events' per year."*

With respect to potential noise breakout from the function room :

"Calculations of potential music breakout from the function room in the Stadium Building is likely to achieve compliance at all times of the day.

- *External doors should be kept closed after 10pm to limit noise breakout to neighbours.*
- *Any external music for functions (if provided) is not to exceed conversational level and must not be audible at the adjacent neighbouring residences."*

40. The proposal includes several activities that will generate noise, which must be considered in the context of the development's proximity to residential land uses. The closest noise sensitive land uses are the:

- St Catherine's College and Unilodge (on land owned by Curtin University) - Twin Dolphin Hall Student Accommodation, located to the south and within a 100-metre radius of the development site.
- low-density residential dwellings located along Jarrah Road and intersecting streets to the north and northeast of the site, within a 500-metre radius of the subject site.
- Aged care facilities located between Jarrah Road and Hayman Drive.

41. Submissions from residents within the closest neighbouring residential area of East Victoria Park, primarily along Jarrah Road and roads intersecting with Jarrah Road and a neighbouring age care facility within proximity of the development have expressed concerns about potential increased noise pollution from the proposed expanded hockey facility.
42. Many submissions have highlighted that the existing facility has noise issues, with recordings provided of significant noise resulting from the use of PA commentary and game day audio systems. The submitters express concern that the noise impacts will be exacerbated with an expansion of the facility.
43. The Town's records indicate that noise complaints have been previously received regarding the operation of PA systems and game day audio equipment from the existing Perth Hockey Stadium. Four separate complaints have been received over the past 10 years, with the most recent complaint being in May 2024, and prior being November 2023. Actions were undertaken in collaboration with Hockey WA, including the taking of sound level measurements, adjusting the level of noise created by the PA system, and the repositioning of speakers. At present the Town is not dealing with any ongoing noise complaints about the venue.
44. The Acoustic report and its recommendations have been reviewed by the Town's Environmental Health Team, who have commented that :
 - The development is proposed in close proximity with Student Accommodation (noise sensitive premises). The acoustic report submitted identifies that the noise impacts to the tenants will be above the legislative noise levels during its operation and would not comply with the Noise Regulations if ever subdivided.
 - With reference to the Acoustic Report it has been identified that the noise emanating from the venue during special events will not comply with the *Environmental Protection Noise Regulations 1997*. The venue operator will need to seek advice on a regulation 18 or 19B approval to seek an exemption.
 - Ensure that no deliveries or waste collection service attends the property outside the hours of 7:00am to 7:00pm Monday to Saturday, and not at all on a Sunday. Access of service vehicles to the property including deliveries and the operation of forklifts shall not occur before 7:00am or after 7:00pm Monday to Saturday and before 9:00am or after 7:00pm on Sundays and Public Holidays.
 - The development shall comply with the noise pollution provisions of the *Environmental Protection Act 1986*, and more particularly with the requirements of the Environmental Protection (Noise) Regulations 1997.
45. Accordingly standard conditions of approval are recommended requiring compliance with the Noise Regulations and the submission of a Noise Management Plan including outlining any mitigation measures that need to be implemented when the facility is in operation.

46. Noting that the noise concerns expressed by residents primarily relate to noise resulting from the PA systems, it would be appropriate that the Noise Management Plan prohibit the use of PA systems to regular events and activities. PA systems should only be permitted to be used for major events that occur on an irregular basis.
47. With respect to the applicable Noise Regulations, the maximum permitted noise levels do not apply to sirens or spectator noise. Furthermore Regulation 18 provides a mechanism for an exemption to be granted to the assigned noise levels for a maximum of 2 events in a 12 month period, or alternatively a Regulation 19B approval for the venue to host 'notifiable events' which exceed the maximum assigned noise levels on more than 2 occasions in a 12 month period (used for Optus Stadium).

Public Art

48. It is pertinent to note that the stated construction cost of \$108.8 million within the applicant's report would otherwise be sufficient to trigger the public art requirements of the Town's Local Planning Policy 29 (applies to development with a cost of \$2 million or more).
49. The applicant has provided a Public Art Strategy (see Attachment 12) within its submission and has advised that the development will utilise the Western Australian State Government's Percent for Art Scheme. The Western Australian State Government's Percent uses an allocation of up to one percent of the estimated of the Estimated Total Construction Cost (ETC) of a building project to commission public artworks from Western Australian artists.
50. Potential locations for public art installation within the development are identified within the submitted strategy.

Heritage

51. As described above, Curtin University is identified within the Towns Local Heritage Survey, with a Management Category 3 (moderate/some significance). On the 13 December 2024 the Heritage Council of Western Australian advised that it had undertaken a preliminary assessment of the existing administration and stadium building on the site and had determined the buildings do not have sufficient cultural heritage significance to warrant entry on the State Heritage List.

Conclusion

52. The proposed development will deliver a state of the art hockey centre that will benefit the hockey community ranging from junior and senior club players to Australia's national hockey teams (the Kookaburras and Hockeyroos).
53. It is acknowledged that community concerns have been expressed principally in relation to the extent of proposed tree removal and noise resulting from the centre. As outlined in the Officers

comments above, when taking into account all relevant matters it is considered that the matters have been or can be managed or mitigated through appropriate approval conditions.

54. On balance, the recommendation is that the WAPC be advised that the Town supports the proposed development.

Financial implications

Current budget impact	No impact
Future budget impact	Outside of the development approval process, discussions are occurring between the Town's Officers, Development WA, Curtin and DLGSC regarding an alternative intersection design which would enable direct access from Curtin University to Brodie-Hall Drive across Hayman Road. Construction of an alternative intersection design, if agreed to, may require a future funding commitment from the Town.

Risk management considerations

Risk impact category	Risk event description	Risk rating	Risk appetite	Risk Mitigation
Financial	Not applicable			
Environmental	Not applicable			
Health and safety	Not applicable			
Data, Information Technology and Cyber	Not applicable			
Assets	Not applicable			
Compliance Breach	The proponent has a right of review to the State Administrative Tribunal against Council's decision, including any conditions	Low	Low	ACCEPT Ensure that Council is provided with information to make a sound recommendation based upon the relevant planning considerations including the Local Planning Scheme and applicable Local Planning Policies.
Reputation	Public criticism regarding decision on application	Low	Low	ACCEPT Provide sound reasons for decision of application and advise submitter/s of decision in a timely manner

Service delivery interruption	Not applicable
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Strategic alignment

Environment	
Community Priority	Intended public value outcome or impact
EN1 – Protecting and enhancing the natural environment	The proposal removes a number of existing trees from the site, but replaces this with a greater new of new trees.
EN3 - Enhancing and enabling liveability through planning, urban design and development.	The proposal delivers a high quality development that will be recognised locally, nationally and internationally. Officers are satisfied that measures can be implemented to manage any off-site impacts of the development.

OFFICER RECOMMENDATION AND COUNCIL RESOLUTION (57/2025):

Moved: Cr Jesse Hamer

Seconded: Cr Claire Anderson

That Council :

- A. Recommends to the Western Australian Planning Commission that the application for the proposed Australian and State Hockey Centre (DA Ref: 5.2024.509.1) at No. 208 (Lot 1884) Kent Street, Bentley (Curtin University), is supported subject to the following conditions:
1. Prior to occupancy a final detailed landscaping plan for the entire site shall be submitted and approved to the satisfaction of the Western Australian Planning Commission, on advice of the local government. The approved landscaping shall be installed prior to the occupation of the buildings and thereafter maintained to a high standard to the satisfaction of the Western Australian Planning Commission.
 2. The landscaping plan referred to at condition 1 shall include at least 147 new tree(s), within the development works boundary, the species and size of which are to be provided to the satisfaction of the WAPC on the advice of the Town.
 3. The landscaping plan referred to at condition 1 should also include the planting of new trees within the carpark to the west of Karrak Drive, at a minimum rate of 1 tree for every 4 car bays.
 4. This approval is for the removal of only those trees identified as 'Demolish Existing Trees' on Drawing DD1129 within the architectural site drawings, unless otherwise approved by the Town.
 5. Those existing trees to be retained identified as 'Retain Existing Trees' on Drawing DD1129 within the architectural site drawings are to be retained and protected in accordance with AS 4970-2009 Protection of Trees on Development Sites, to the satisfaction of the WAPC on the advice of the Town, unless otherwise approved.
 6. No external PA systems are to be used amplifying music and commentary at any time, unless the applicant can demonstrate that the resulting noise levels will comply with the assigned levels under the *Environmental Protection (Noise) Regulations 1997* or the applicant obtains an exemption or approval under Regulation 16 or Regulation 19B of the Regulations.

7. The development shall comply with the noise pollution provisions of the *Environmental Protection Act 1986*, and more particularly with the requirements of the *Environmental Protection (Noise) Regulations 1997*.
8. A Noise Management Plan shall be submitted and approved to the satisfaction of the Western Australian Planning Commission, on advice of the local government, prior to operation of the development. The Noise Management Plan shall incorporate all noise attenuation measures recommended at pages 14 and 15 of the Environmental Acoustics Development Approval Report prepared by Gabriels Hearne Farrell dated 13/11/2024. Once approved, the venue shall operate in accordance with the approved Noise Management Plan.
9. Prior to occupancy of the Stage 1 development, information is to be provided to the satisfaction of the Western Australian Planning Commission on advice of the local government, which comprehensively details the full range of events/activities proposed, the estimated attendance numbers (total per day and at any one time) across the entire site, and the measures that will be put in place to manage any off-site impacts.
10. With respect to condition 9, for regular activities with lower estimated attendance numbers an Operational Management Plan shall be submitted and approved to the satisfaction of the Western Australian Planning Commission, on advice of the local government, prior to operations. Once approved, general events and functions (with the exception of 'special events') shall operate in accordance with the Operational Management Plan.
11. With respect to condition 9, for events with higher estimated attendance numbers, a Special Event Management Plan shall be submitted and approved to the satisfaction of the Western Australian Planning Commission, on advice of the local government, prior to operation of the special event. Once approved, Special Events shall operate in accordance with the approved Special Event Management Plan.
12. A Construction Management Plan shall be submitted and approved to the satisfaction of the Western Australian Planning Commission, on advice of the local government, prior to the commencement of site works. Once approved, the Construction Management Plan is to be implemented in its entirety.
13. Prior to commencement of the development, detailed plans and civil design drawings for Karrak Drive and the proposed works at the Karrak Drive/Hayman Drive intersection are to be submitted and approved to the satisfaction of the Western Australian Planning Commission, on advice of the local government. The approved works are to be completed prior to occupancy of the Stage 1 works.
14. The dimensions of all car parking bays, the vehicle entrance, aisle widths and circulation areas to comply with the Australian Standards AS2890.1. Car parks to be constructed and maintained in accordance with

the relevant Australian Standards to the satisfaction of the Western Australian Planning Commission, on advice of the local government.

15. Prior to the commencement of site works, detailed plans showing the reconfigured car park and vehicle access arrangements for the retained carparking between University Boulevard and the site boundary, are to be submitted to the satisfaction of the Western Australian Planning Commission, on advice of the local government.
16. The ACROD parking spaces shall be permanently marked and sign posted for the exclusive use of ACROD permit holders, and located so as to provide convenient access from the car parking areas to the main entries and lift accesses to the building, to the satisfaction of the Western Australian Planning Commission, on advice of the local government.
17. All bicycle parking facilities shall be designed in accordance with Australian Standard AS2890.3 – Bicycle Parking.
18. Any proposed external building plant, lift overruns, piping, ducting, water tanks, air conditioning units, vents, transformers, and fire booster cabinets shall be located so as to minimise any visual and noise impact on the adjacent properties or buildings and shall be screened from public view, to the satisfaction of the Western Australian Planning Commission, on advice of the local government.
19. Prior to the issue of a building permit a detailed lighting consultant's report to be provided to the satisfaction of the WAPC on advice of the local government, confirming that the installation of the proposed flood lighting towers will comply with all relevant Australian Standards. The report shall include provision of lux level plans and light spill diagrams demonstrating that light spill will not unreasonably impact upon the amenity of surrounding properties and is in accordance with Australian Standards requirements. All lighting shall be installed and thereafter maintained and operated in accordance with the approved report.
20. Prior to occupancy of the Stage 1 works complete details of all external fencing to be constructed or installed as part of the development is to be submitted and approved to the satisfaction of the Western Australian Planning Commission, on advice of the local government.
21. This approval does not include the approval of any signage. A Signage Strategy shall be submitted and approved to the satisfaction of the Western Australian Planning Commission, on advice of the local government, prior to the erection of any signage on the site. Once approved, all signage on the site is to be installed in accordance with the Signage Strategy.
22. Prior to the submission of an application for a building permit, elevational drawings of any required electrical substation building, high voltage switchgear, or other electricity infrastructure visible from streets shall be submitted to the satisfaction of the Western Australian Planning Commission, on advice of the local government. Any such infrastructure shall be located, designed and screened to minimise

adverse impacts on the amenity of the area, and be wholly located within the boundaries of the lease area.

23. Prior to occupancy of the Stage 1 works, a pedestrian connection is to be constructed to the satisfaction of the WAPC on advice of the local government, linking the development site to University Boulevard.
24. Prior to occupancy of the Stage 1 works, a pedestrian priority treatment is to be provided over Karrak Drive between the site boundary and the existing car park to the west. Details of the proposed treatment are to be provided in association with condition 13.
25. No deliveries or waste collection service is to attend the property outside the hours of 7:00am to 7:00pm Monday to Saturday, with no deliveries or waste collection service on Sunday.
26. Prior to the submission of the relevant building and/or demolition permit application, a photographic record of the existing building to be demolished and the general landscape is to be prepared, submitted and approved to the satisfaction of the Western Australian Planning Commission, on advice of the local government.
27. Prior to occupancy, public art being delivered in accordance with the State Government's Percent for Art Policy to the satisfaction of the WAPC on the advice of the local government.

Advice notes

AN1 In regard to the Construction Management Plan is to detail how demolition work, excavation and construction of the development will be managed to minimise impact on the surrounding area, and is to address the following matters:

- a) How materials and equipment will be delivered and removed from the site;
- b) How materials and equipment will be stored on the site;
- c) Parking arrangements for contractors;
- d) How construction waste disposal is to be managed, including the recycling of materials and the location of waste disposal bins;
- e) Details of cranes, large trucks or similar equipment which may block public thoroughfares during construction;
- f) How risks of wind and/or water borne erosion and sedimentation will be minimised during and after the works;
- g) Construction traffic and pedestrian management;
- h) Other matters likely to impact on the surrounding properties.

AN2 The Landscaping Plan is to address, but is not limited to, the following matters:

- i. Details of all plant species and sizes;
- ii. The depth and width of structural root zones;
- iii. Tree protection zones etc
- iv. The type, extent and levels of any hard landscaping treatments including street furniture, bollards, lighting and paving;
- v. Provision of pedestrian and universal/disabled access;
- vi. The provision of a suitable quantity of new trees including Marri- Sheoak, Melaleuca and Banksia woodland within the site for purposes of increasing Carnaby's black cockatoo foraging habitat and Forest red-tailed black cockatoo foraging habitat and nesting trees

AN3 Relevant drawings are to be updated to depict retention of the scoreboard to the existing north pitch.

AN4 The Town encourages Curtin University to investigate whether logs from the trees being removed from the site can be reused either within the Curtin Bentley Campus or within the broader Town area.

AN5 With reference to the Acoustic Report it has been identified that the noise emanating from the venue during special events will not comply with the *Environmental Protection Noise Regulations 1997*. The venue operator will need to seek advice on a regulation 18 or 19B approval to seek an exemption. Please note that a Regulation 16 only allows for 2 events per year to exceed the assigned noise levels.

AN6 The development is proposed in close proximity with Student Accommodation (noise sensitive premises). The acoustic report submitted identifies that the noise impacts to the tenants will be above the legislative noise levels during its operation. It is recommended that the applicant and Curtin University consider a suitable mechanism to advise potential occupants of the student accommodation that being in proximity to the hockey facilities they may be subject to activities such as traffic, carparking, and elevated noise levels especially during Special Event days.

AN7 In relation to Special Events Management Plan, it would be expected that this would be accompanied by a Traffic and Parking Management Plan and a Noise Management Plan for the vent.

B. Requests the CEO to advice submitters of the Town's recommendation to the WAPC.

Carried (9 - 0)

For: Mayor Karen Vernon, Cr Claire Anderson, Cr Sky Croeser, Cr Peter Devereux, Cr Jesse Hamer, Deputy Mayor Bronwyn Ife, Cr Peter Melrosa, Cr Lindsay Miles and Cr Daniel Minson

Against: Nil

10 Chief Operations Officer reports

10.1 Lathlain Zone 1 options analysis and request to proceed with stage 2 works under contract CTVP-24-04

Location	Lathlain
Reporting officer	Principal Traffic and Design Coordinator
Responsible officer	A/ Strategic Projects Manager
Voting requirement	Simple majority
Attachments	1. Attachment ToVP and PFC Lease Heads of Agreement - 9 Sept 2024 [10.1.1 - 5 pages]

Summary

To provide Council with an update on the options available for the project arising from the "Lathlain Precinct Zone 1 – Contract TVP-24-04 Construction of the Grandstand – Notice to Proceed", as per resolution 219/2024 from the September 2024 Ordinary Council Meeting.

Officer Recommendation

That Council

1. Endorses Option 1 of the Project Options to progress the project through a Notice to Proceed to Stage 2 under the current Contract TVP-24-04 Construction of the Grandstand.
2. Notes the alternate options available if Council rejects the current offer from PS Structures to proceed with Stage 2 construction works.
3. Accepts that by proceeding with this tender, the Town will be responsible for any funding gap.
4. Refer for consideration in the 2025/26 and 2026/27 budgets, the funding source and method for the funding gap, currently at \$4.8 million.
5. Authorises the Chief Executive Officer to negotiate and settle the terms of the following documentation and to execute the documents as deeds:-
 - a. Partial surrender with Indian Pacific Ltd of an approximately 217 square metre part of the West Coast Eagles lease area;
 - b. Construction licence with Indian Pacific Ltd for construction logistics within the West Coast Eagles lease area;
 - c. Construction licence and/or partial surrender of lease for works to be undertaken to develop the new Grandstand within the Perth Football Club's existing lease area.
6. Requests the Chief Executive Officer and the Mayor to undertake further advocacy to external stakeholders for additional funding to address the funding shortfall.

Background

1. At the September 2024 Ordinary Council Meeting the following resolution was passed by Council:

"That Council:

- 1. Notes the funding shortfall for the Lathlain Precinct Zone 1 Community sport and recreation facility project, which is currently indicatively estimated at \$3.64 million and the Town's recommendation to fund any shortfall for this project from the Future Fund reserve;*
 - 2. Resolves not to give notice of intention to proceed with the second part of the construction contract between the Town and PS Structures at this stage, pending the outcome of further advocacy for additional funding from external stakeholders;*
 - 3. Requests the Chief Executive Officer and the Mayor to undertake further advocacy to external stakeholders for additional funding to address the funding shortfall;*
 - 4. Requests the Chief Executive Officer to liaise with PS Structures regarding the potential options for continuing the construction contract at a later stage;*
 - 5. Requests the Chief Executive Officer to report back to Council by no later than February 2025 with an update on points 3 and 4 of this resolution, and options for the future of this project.*
 - 6. Notes that the CEO will terminate the existing leases with Vodafone Network Pty Ltd and Telstra Pty Ltd and that a further report will be presented to Council by December 2024 on the proposed new Heads of Terms for a lease with co-location of replacement telco services to a new site.*
 - 7. Notes that the Town will commence any urgent works on the existing facility and will bring a report back to Council by December 2024 on the ongoing plan and funding for required works. "*
2. Not proceeding with construction in September 2024 has had significant flow on impacts with an increase to the pricing structure and uncertainty with funding tied to the execution of the contract with PS Structures.
 3. Advocacy efforts as part of the recent State Government elections has not produced a commitment in writing that the additional required funding is secure moving forward.
 4. Any new or carry forward allocation as part of the 2025 State Budget is also unknown.
 5. It is important to note that in May 2024 Council endorsed the Business Plan for the Lathlain Precinct Redevelopment Project Zone 1, based on Option 2a, which had a funding gap identified at \$9.8million (Resolution 93/2024). This resolution indicated that Council was willing to fund a greater portion of the funding gap at that time.

Discussion

Construction Contract

6. The Town has, as noted in the February 2025 OCM report, extended Stage 1 activities with PS Structures to allow a further opportunity to issue the Notice to Proceed as an option available to Council.
7. A revised price was submitted by PS Structures on 13 February 2025 which increases the overall cost of the project
8. The pricing provided by PS Structures has a 50 day validity period in which the Town still can issue the Notice to Proceed to Stage 2 under the contract which expires on 3 April 2025.

9. By the current validity deadline date the Contract will require either:
 - a. A notice to Proceed to Stage 2, or
 - B Termination of the contract.
10. Recent email exchanges with PS Structures representatives indicates they are not willing to extend the validity period, beyond the 3 April 2025 deadline.
11. Beyond these actions a tender process would again be required due to the high value of the project and the requirement to maintain the highest standards of procurement practices.
12. The funding gap based on the available funding as of September 2024 would be \$4.8 million based on the assumption that external funding from the State and Federal Government is still forthcoming for the project. At this stage there is no indication that it has been withdrawn.
13. The Conditions Precedent to progress to Stage 2 have been met as per the requirements listed below:

Conditions precedent required	Town response
The Contractor has prepared and submitted the Final Cost Plan to the satisfaction of the Principal	The Final Cost Plan, and accompanying documentation required to satisfy the Principal has been submitted and is deemed satisfactory. The pricing was submitted on 13 February 2025.
The Contractor has prepared and submitted a Baseline Program and the Baseline Program has been approved by the Superintendent	The Contractor has prepared and submitted a Baseline Program which has been reviewed and approved by the Superintendent.
The Contractor has submitted, and the Superintendent has approved the Draft management Plans	The Contractor has submitted the required Draft Management Plans and the Superintendent has approved the drafts.
The Contractor has lodged the Initial Dilapidation Survey with the Principal and the Superintendent	The Contractor submitted the Initial Dilapidation Survey with the Superintendent and Principal on 9 September 2024.
The Contractor has complied with its obligations and the Consultant Fee has been finalised and included in the Final Cost Plan	The Consultant Fee, including novation of Hames Sharley, has been finalised and included.
The Contractor has, where requested, consented to conducting a financial due diligence assessment on the Contractor and provided all necessary documentation reasonably required to enable the Principal to conduct the financial due diligence assessment	The Contractor has, where requested, consented to conducting a financial due diligence assessment on the Contractor and provided all necessary documentation reasonable required to enable the Principal to conduct the financial due diligence assessment.

Asset Management Considerations

- 14. If the contract does not proceed the Council will need to determine next steps for the facility further to enacting the Asset Management measures noted at the December 2024 OCM (Resolution 297/2024).
- 15. Asset maintenance activity will have to be closely managed to avoid impacting the current operational activity at the location which is now all year-round and involve 8 teams.
- 16. The original business case investigated the options and agreed a new separate facility was the preferred option, with the "Do Nothing Option" ranked 4 out of 6, and "Refurbish Existing Facility" ranked 3 out of 6.
- 17. Several structural reports consistently highlight the limited life remaining, and audits for DDA compliance as well as the current AFL Facility Guidelines indicate that the facility does not meet the required functionality nor compliance for modern AFL and community usage.
- 18. In the longer term, to meet the current functionality and compliance issues it is still the officer's position that retrospective modifications will be more expensive than the previously endorsed option of a new facility. Additionally, the current project framework achieves several key asset management objectives in that it:
 - a. Addresses the ongoing end of life liability through the creation of a new and compliant facility
 - b. In the current absence of a sinking fund the new lease arrangement will create a sinking fund through the rent from Perth Football Club.
 - c. Clearly articulated asset responsibilities between the Town and the tenant as part of the Lease agreement

Advocacy Outcomes

- 19. Despite the ongoing advocacy activity since September 2024, no outcomes for additional funding sources or any alternatives are available for the Town to consider for this report.
- 20. Advocacy activity is still required to retain the \$4million committed to the project by the Federal Government.
- 21. On the 18 March 2025 the Premier announced the portfolio allocations for the WA Labour Government. This has not allowed adequate time for further advocacy efforts and therefore there is still uncertainty regarding the current or new funding commitments.

Options Analysis

- 22. The below lists the key high level options – and the preferred approach remains to proceed with Option 1.

Option No	Description	Commentary by officers
Option 1 – Preferred	Council fund the current gap and proceed to Stage 2 of the project. The gap was	This would result in a new Grandstand and associated facilities being built and the execution of

	<p>\$3.64 million and has now increased to \$4.8 million. Price increase due to sub-contractors resubmitting prices.</p>	<p>the PS structures contract TVP-24-04 Construction of the Grandstand – Notice to Proceed”, The delivery of the new facility is seen as the best outcome for the Town’s asset liability and from the key stakeholders.</p>
<p>Option 2 – Do Nothing”</p>	<p>This option effectively places the project in a holding pattern where Council focuses on maintenance upkeep of the existing building and surrounding facilities until such time the building is no longer operationally viable to be retained</p>	<p>Maintaining an old building is ultimately an asset liability as Council will need to continue funding repairs into the short to medium term future. To our understanding the Perth Football Club have no other options to relocate their headquarters and are benefiting from the arrangements with West Coast Eagles, therefore remaining at Lathlain Oval is in the best interest of the club. Key risk matters for Council to consider are noted below;</p> <ul style="list-style-type: none"> • Operational maintenance costs continue into increase over time • Lease with PFC in a holdover pattern • Amenity for AFLW facilities remain unresolved • Current DA lapse • Limitations for users/employees – Access and Inclusion with facilities not being accessible • External funding withdrawn
<p>Option 3</p>	<p>Continue to advocate for funding with both State and Federal Governments</p>	<p>A funding commitment would allow Council to confidently proceed with work. Key risk matters for Council to consider are noted below;</p> <ul style="list-style-type: none"> • The conditions and implications which will need to be further discussed by the Town and by Perth Football Club • Will trigger a full re-tendering process and will see increased escalation of costs • Funding advocacy now needs to include urgent intervention to preserve the current allocations provided by the State and Federal agencies • As there is a real risk of funding being withdrawn, this option is essentially similar to the “Do Nothing” option with the Council continuing its maintenance obligations and

		<p>ensuring the facility continues to operate under the current conditions.</p>
<p>Option 4</p>	<p>Renovate existing facility</p>	<p>Scope mainly involves a new internal fit-out to resolve Universal Access requirements/changerooms/ resolution of structural defects. Building additions may also be required to accommodate additional AFLW facilities.</p> <p>Key risk matters for Council to consider are noted below;</p> <ul style="list-style-type: none"> • Ongoing operations cost still a concern due to age of existing building and surrounding infrastructure such as the carpark. • To achieve category 4 AFLW requirements would still require major work • No business case • Potential trigger for other compliance matters to be resolved. E.g Toilets to be DDA compliant • Limited increase in life of building • Costs to renovate would still be substantial. Funding may need to come from municipal sources • The project would still require design and procurement activities with potential long lead times.
<p>Option 5</p>	<p>Restart project from the base business level</p>	<p>This requires the Town to review other options in collaboration with new or existing stakeholders that have an interest of redeveloping the site. This would require significant involvement from a planning perspective, checking feasibility and reviewing economic benefits of such a complex undertaking</p> <p>Key risk matters the Town needs to consider are noted below;</p> <ul style="list-style-type: none"> • New business case will be required • Reputational impact with potential negative media reporting • Current funding availability withdrawn • Commence new procurement process – Scope unknown. • Any future construction costs will likely be much higher and will again need to address.

		<ul style="list-style-type: none"> • This option has not been discussed with PFC to date. To support such a drastic measure has significant financial implications. <p>Future options on critical asset management will likely have less funding available or require municipal funding only</p> <p>Key Lathlain Advisory Group stakeholders would likely need to be re-engaged to ensure outcomes are in line with the objectives.</p> <p>Current functionality would still likely be required in the Lathlain precinct and would require a full re-think</p>
Option 6	State Government lease arrangement or sale of property	<p>This has been discussed verbally with members of parliament however no formal written proposal has been provided to Council for consideration. Key risk matters for Council to consider are noted below;</p> <ul style="list-style-type: none"> • Future revenue loss/ rates from new building could be jeopardised. • State Government conditions and basis of participation are not known at this stage. The impact of any State Government participation on the Town, the functioning of the precinct and its stakeholders is therefore unknown. • Community facilities and access maybe excluded • Timing uncertain
Option 7	Review alternative uses for the site	<p>Given the community sentiment and the passion for the club to remain at Lathlain Oval this could be seen as unpopular choice. However, this could also bring in new tenants and other business opportunities.</p>

23. Restarting the entire project from a base level brings in a whole new set of challenges as noted in option 5.

Relevant documents

Not applicable.

Legal and policy compliance

[Local Government \(Functions and General\) - Part 4 - Provision of Goods and Services](#)

Financial implications

Current budget impact	<p>There is currently insufficient funds in the 2024/25 budget. It is proposed that a new funding package will be developed and put forward as part of the annual 2025/2026 budget process.</p> <p>Further delays will see the funding gap increase if the \$4 million federal funding is withdrawn.</p> <p>The recommendation is to commit to funding the gap which is currently \$4.8 million.</p>
Future budget impact	<p>At least \$1,965,000 will be required to be spent on the existing building to ensure the asset can be maintained for operational use in the short term with additional medium-term expenditure to address the end of life nature of several aspects of the building. No current building reserve is in place to address this maintenance cost.</p> <p>Long term, the building will require major expenditure to address the end-of-life facility or a future rebuild.</p> <p>If the Lathlain Grandstand project proceeds, the recommendation is to fund the gap which is currently \$4.8 million through the 2025/2026 as part of the annual budget process.</p>

Risk management consideration

Risk impact category	Risk event description	Risk rating	Risk appetite	Risk Mitigation
Financial	Not proceeding with Stage 2 of the contract will have an impact on the project timelines. This would produce a high chance of failing to meet the milestones of the \$4million federal grant and State Government funding.	High	Low	TREAT risk by advocating for new timelines or providing another source of funding
Financial	Ability to attract future grant funds is impacted by the ability of the town to deliver on current commitments	High	Low	TREAT risk by ensuring ongoing discussion with relevant state and federal stakeholders

Financial	Entering into construction contracts of this scale is a financial risk particularly if any unexpected issues emerge during the contract period.	High	Low	TREAT risk by having sufficient allowance with contingencies via the annual 2025/2026 budget process (currently 10%)
Environmental	Climate Emergency objectives not met for meeting Green Star Positive Category	Medium	Medium	TREAT risk – Construction of new facility will meet appropriate Greenstar ratings.
Health and safety	Current building does not meet contemporary health, DDA and safety standards.	High	Low	TREAT risk by ensuring rectification works are undertaken if no funding solution is presented for the new building. DDA issues are not achievable in the current built form.
Health and Safety	Construction activities have a high level of safety risk for those involved in the activity, particularly on large scale building projects	Medium	Low	TREAT risk by ensuring builder has proper OSH procedures and systems in place prior to construction. Superintendent to act on Town's behalf shall be appointed
Data, Information Technology and Cyber	New location for Telco Tower to be installed on the site may not be acceptable to stakeholders	Medium	Medium	TRANSFER Risk – Terminate current lease arrangements and negotiate on new location with stakeholders
Assets	Existing building requires significant maintenance expenditure to remedy ongoing structural/waterproofing and end of life assets	Extreme	Medium	TREAT Risk – Demolish existing building in the short – medium term unless there are other viable options that Council would like officers to investigate.
Compliance Breach	LGA compliance for tenders in excess of \$250,000	Low	Low	TREAT Risk by following requirements of Local Government Regulations and Town procurement policies.
Reputation	Negative media and political commentary on the Town and the breach of commitments	High	Low	TREAT risk by having a dedicated response if notice to proceed does not occur

	if the Stage 2 works don't commence			
Reputation	Future funding opportunities potentially compromised if development doesn't proceed	High	Low	TREAT risk by utilising the funding provided
Reputation	The condition of the current facility is an ongoing concern and stakeholders will likely escalate their views to ministerial level if the project does not progress to Stage	High	Low	TREAT risk by reforming the Lathlain Advisory Working Group and working through the issues.
Service delivery interruption	The Ability to use the venue for AFLW events presents significant challenges and functionality issues. Venue is not fit for purpose and does not cater for future needs of the existing tenancy.	High	Medium	ACCEPT Risk by temporary measures only
Service Delivery	Significant impacts on existing clubs and groups that use the ground during construction	High	Medium	TREAT risk by implementing a full construction management plan and put in place Construction Licence for impacted clubs

Engagement

External engagement	
Construction Contractor	Additional pricing as per the contract
Federal Grant	Information on the milestones within the current grant agreement – further meetings have been requested by the Federal agency to discuss the milestone performance and completion.

Internal engagement

Property Development and Leasing

As reported under Item 13.2 to the Council meeting on 17 September 2024, A number of land transactions will be necessary as a result of a decision to implement Option 1:-

Termination of Telco leases (roof of the existing Grandstand)

The current telecommunication leases on the roof of the existing Grandstand are:

- a. Lease dated 16 July 2007 to Vodafone Network Pty Ltd (assigned to Towers Business Operations Pty Ltd), with sub-lease to Optus (the TowerCo Lease);
- b. Lease dated 13 July 2004 to Telstra Corporation Limited (the Telstra Lease).

The CEO has taken the necessary action and issued Notices of Termination, which will have the effect of terminating these lease interests on 30 June 2025 and 1 July 2025.

Perth Football Club Lease

The Board of the Perth Football Club (PFC) has supported the terms of the lease of the proposed new facility, subject to final legal clearance. This agreement in principle, together with final costings, will inform negotiation to settle some outstanding points and detailed lease documentation.

In the event that Council resolves to proceed with Option 1, a further report will be presented to Council by July 2025 on final negotiated lease outcomes with the PFC.

The new facility is located on part of PFC's existing lease area. PFC's existing lease is holding over. A construction licence and partial surrender of lease will be required to provide space for construction logistics to enable the new Grandstand to be constructed. This would permit PFC to continue to occupy the existing Grandstand in the meantime, without the Town having to terminate the lease. PFC have agreed to these arrangements.

West Coast Eagles – Partial Surrender of Lease and Construction Licence

The preparation of detailed documentation for the partial surrender of a small part of the West Coast Eagles (WCE) leased area to cater for the new facility (roof overhang and seating) and for West Coast Eagles to grant temporary use of part of their lease area for construction purposes is at an advanced stage and is expected to be resolved, given the relationship between the Town and WCE.

Assets and Environment

The Building Maintenance Team will continue to work with the Perth Football Club to maintain the facility. High risk issues will be attended to.

Strategic alignment

Environment	
Community Priority	Intended public value outcome or impact
EN3 - Enhancing and enabling liveability through planning, urban design and development.	The project objectives are to deliver a development that completes the long-term precinct level revitalisation. The investigation will look to further enhance the use and experience of Lathlain Park, its facilities and its surrounding environment.
EN5 - Providing facilities that are well-built and well-maintained.	The impact of not proceeding will be that the Town's resources and funding will have to be diverted onto the existing facility which has been identified through the various council stage gates as being end of life. It is currently anticipated that further investigation and remedial works are required to the existing Grandstand and will be an ongoing concern.

OFFICER RECOMMENDATION

That Council

1. Endorses Option 1 of the Project Options to progress the project through a Notice to Proceed to Stage 2 under the current Contract TVP-24-04 Construction of the Grandstand.
2. Notes the alternate options available if Council rejects the current offer from PS Structures to proceed with Stage 2 construction works.
3. Accepts that by proceeding with this tender, the Town will be responsible for any funding gap.
4. Refer for consideration in the 2025/26 and 2026/27 budgets, the funding source and method for the funding gap, currently at \$4.8 million.
5. Authorises the Chief Executive Officer to negotiate and settle the terms of the following documentation and to execute the documents as deeds:-
 - a. Partial surrender with Indian Pacific Ltd of an approximately 217 square metre part of the West Coast Eagles lease area;
 - b. Construction licence with Indian Pacific Ltd for construction logistics within the West Coast Eagles lease area;
 - c. Construction licence and/or partial surrender of lease for works to be undertaken to develop the new Grandstand within the Perth Football Club's existing lease area.
6. Requests the Chief Executive Officer and the Mayor to undertake further advocacy to external stakeholders for additional funding to address the funding shortfall.

ALTERNATE MOTION AND COUNCIL RESOLUTION (58/2025):

Moved: Deputy Mayor Bronwyn Ife

Seconded: Cr Jesse Hamer

That Council

1. Notes the funding shortfall for the Lathlain Precinct Zone 1 Community sport and recreation facility project, which is currently indicatively estimated at \$4.8 million;
2. Resolves not to proceed with the second part of the construction contract between the Town and PS Structures at this stage;
3. Requests the Chief Executive Officer and the Mayor to undertake further advocacy to external stakeholders for additional funding to address the funding shortfall;
4. Requests the Chief Executive Officer to report back to Council by no later than July 2025 with an update on point 3 of this resolution, and options for the future of this project, particularly related to option 6 as outlined in this report.

Carried (9 - 0)

For: Mayor Karen Vernon, Cr Claire Anderson, Cr Sky Croeser, Cr Peter Devereux, Cr Jesse Hamer, Deputy Mayor Bronwyn Ife, Cr Peter Melrosa, Cr Lindsay Miles and Cr Daniel Minson

Against: Nil

Reason: Council was not willing to accept the risk of funding a shortfall of under \$4 million in September last year, and now that shortfall has grown.

11 Motion of which previous notice has been given

11.1 Mayor Karen Vernon - Carlisle Traffic Management Issues

In accordance with clause 23 of the Town of Victoria Park Meeting Procedures Local Law 2019, Mayor Karen Vernon has submitted the following notice of motion.

Motion
<p>That Council requests the Chief Executive Officer to:</p> <ol style="list-style-type: none">provide a report to the Ordinary Council meeting in March 2025 including:<ol style="list-style-type: none">the current status on the Town's progress in responding to Resolution 282/2022 and Resolution 81/2023 to conduct a review of traffic management in Carlisle;whether the Town is proposing to install any further traffic interventions or calming treatments within Carlisle in the next 18 months, including the locations, types, indicative costs and timing of implementation of such further interventions and calming treatments;remove the speed humps installed on Archer St, Carlisle between Planet St and Orrong Rd;list for consideration in the draft 2025/26 budget the cost of installing a dedicated pedestrian crossing on Archer St, Carlisle between Bishopsgate St and Star Street.

Reason

There is a considerable level of concern within the Carlisle community about the safety of local roads, and how traffic volumes and speeds are being managed across a cross-section of intersecting roads.

Given the increased traffic volumes on Roberts, Rd, Archer St and Oats St over the last 5 years, and increases in traffic, diversion of traffic during railway crossing removals and railway line upgrades, it is timely to complete a review of the traffic management and effectiveness of traffic calming measures currently in use in this section of Carlisle, and potentially plan for future changes to traffic management.

The speed humps will need to be removed to address community concerns.

Strategic alignment

Civic Leadership	
Community Priority	Intended public value outcome or impact
CL1 – Effectively managing resources and performance.	Timely review will enable better budget planning.

Economic	
Community Priority	Intended public value outcome or impact
EC2 - Connecting businesses and people to our local activity centres through place planning and activation.	Roads connect community and businesses safely and efficiently.

Environment	
Community Priority	Intended public value outcome or impact
EN6 - Improving how people get around the Town.	People get to their destinations safely and expeditiously.

Social	
Community Priority	Intended public value outcome or impact
S1 - Helping people feel safe.	Traffic management that creates safer solutions for vehicles and residents

Officer response to notice of motion

Location	Carlisle
Reporting officer	Traffic and Transport Engineer;
Responsible officers	Manager Technical Services; Manager of Projects
Voting requirement	Simple majority
Attachments	Nil

Officer comment

1. The Town's previous responses regarding the progress of Resolution 282/2022 and Resolution 81/2023, which call for a review of traffic management in Carlisle, remain unchanged. This is due to ongoing road closures and road construction projects related to METRONET and the Archer Street streetscape initiative, which continue to disrupt traffic patterns in the area. In previous reports staff reiterated that additional time was needed to prepare an area wide Traffic Management Plan for Carlisle and incrementally many treatments have already been actioned over the last 15 - 20 years which include some of the following;
 - Star Street (Roberts Road to Lion Street – Red painted median with tree planting introduced to narrow the overall carriageway cross-section.
 - Bishopsgate Street – Roberts Road to Archer Street – 2 X blister island treatments and cycle lanes installed to reduce traffic speed. III.
 - Mercury Street – Orrong Road to Harris Street – Speed Humps installed to discourage rat-running and reduce overall traffic volumes accessing the local road network.
 - Planet Street/Lion Street Intersection – Traffic Islands installed on the Planet Street approaches to improve visual cues for motorists as they approach the intersection. V.
 - Archer Street - Streetscape Improvement Project – Major ongoing works to increase amenity and encourage slower vehicle speeds in the Carlisle Town Centre.
 - More recently – Right turn ban at the intersection of Orrong Road/Roberts Road was introduced. This was completed in December 2023
2. Given the complexity of these road network changes predominately due to the Metronet project, it is recommended that the traffic study not occur until these projects are completed and normal traffic conditions are restored. As a result, it is unlikely that traffic modelling and detailed impact assessments can be conducted at this time. Traffic conditions are likely to be normalised by early 2026
3. An elected member portal post was provided in June 2023 which indicated the reasoning why any traffic management reviews would need to be delayed. The portal post indicated that it would be premature to formalise any networks changes given that; the rail shutdown is ongoing, bus route changes in place, Shepperton Road corridor changes, station precinct works still being progressed with the Armadale Line Upgrade Alliance (ALUA), active temporary traffic management and other works such as Archer Street and Mint Street Streetscape Project.
4. As part of the Low-Cost Urban Road Safety Program initiated by Main Roads WA, the Town has installed mini- roundabouts at several intersections within the Fletcher Park Precinct in Carlisle over the

past twelve months. These include the intersections of Raleigh Street/ Mercury Street, Raleigh Street/ Lion Street, Lion Street/ Mars Street, Mercury Street/ Mars Street, and Mercury Street/ Jupiter Street.

5. Additionally, the Town is currently planning to upgrade an existing give-way priority-controlled intersection at Star Street and Lion Street to a roundabout intersection to enhance traffic safety. Site works for this project are expected to commence in the coming months and the project is currently at the procurement stage with detailed design complete. This is already a budgeted project and anticipate delivery in May 2025 subject to contractor scheduling.
6. Furthermore, the intersection of Oats Street and Tuckett Street has recently been upgraded to a new roundabout intersection as part of METRONET's Perth-Armadale elevated rail line and the upgraded Oats Street train station project.
7. In June 2024, the Town submitted a proposal to Main Roads WA for upgrading the existing roundabout at the Roberts Road/ Star Street/ Howick Street intersection under the 2025/26 Black Spot program. The proposed improvements include the installation of pre-deflections on all approaches along Roberts Road and the addition of a dedicated children's crossing facility. This enhancement aims to improve pedestrian safety, particularly as a small commercial precinct and Lathlain Primary School are located west of this intersection. This is another project that borders the Carlisle precinct and has been highlighted by the community as a location difficult for children to cross. Detailed design is anticipated to commence in July/August 2025 and delivery likely in November 2025.
8. These modifications are expected to encourage lower vehicle speeds when approaching the roundabout, reducing the likelihood of right-angle and rear-end crashes, which are currently recorded as the most common types of collisions at this intersection. To further reinforce these safety measures, necessary signage and pavement markings will be installed to alert drivers to the modified intersection. Additionally, two watts asphalt speed humps are proposed on the Howick Street and Start Street legs to further reduce vehicle speeds at the approaches. The total estimate of this upgrade is approximately \$600,000 and the approval of State Black Spot program is subject to approval by Main Roads WA. The project will form part of the 2025/2026 capital works program if the nomination is successful
9. Moreover, the Town also submitted a proposal to upgrade the priority-controlled intersection of Bishopsgate Street and Lion Street to a raised plateau intersection to Main Roads WA as part of 2025/26 Black Spot program. This proposal at this location is an effective traffic calming device to slow down vehicles on all four approaches and reduce severity of the crashes. This will help to increase driver awareness, contributing to a safer environment for both vehicles and pedestrians. It is also proposed to improve the pedestrian crossing facilities at this intersection. The total estimate of this upgrade is approximately \$212,500 subject to approval by Main Roads WA. This project will also be considered for the 2025/2026 capital works program. The cost sharing for State Blackspot projects is 2/3 State and 1/3 Local Government.
10. To address community concerns, it is recommended that the speed humps on Archer Street between Mars Street and Apollo Way, as well as between Weston Street and Marchamley Street, be removed. Additionally, the speed hump on Archer Street between Mars Street and Star Street may also be removed, as this section of Archer Street (from Mars Street to the town centre) will be upgraded to a raised section as part of the ongoing Archer Street Streetscape Project.
11. As part of these improvements, the Town is proposing to upgrade the intersection of Archer Street and Weston Street to a raised plateau intersection, incorporating pedestrian crossing facilities with medians on both sides of the Archer Street approach legs. Furthermore, additional pedestrian crossing facilities with median islands and pram ramps are being considered at the intersection of Archer Street and

Marchamley Street to compensate for the proposed removal of speed cushions. All roadworks changes have a budgetary implication and therefore Council Staff will put forward a new initiative as part of the 2025/2026 budget process to fund the proposed changes.

12. To further enhance traffic calming, the Town is also considering installing flat-top road plateaus on the Archer Street approaches to the roundabout at Star Street. These would be similar to the devices currently installed on the Star Street approaches at this roundabout.
13. As part of these upgrades, some sections of the existing protected bike lanes will need to be modified to accommodate the recommended improvements, however bicycle lane continuity will remain through the intersections. This will be required to accommodate the new median island crossing points.
14. Additionally, to reduce the impact of noise, the Town is proposing to replace the speed cushions on Star Street (between Roberts Road and Lion Street) with horizontal type deflection type treatments, specifically, two lane Slow Point calming devices. This project will also be put forward as a new initiative as part of the 2025/2026 budget process
15. The estimated total cost of these interventions, covering both Archer Street (between Mars Street and Marchamley Street) and Star Street (between Roberts Road and Lion Street) is approximately \$585,000 and is currently unbudgeted for in the current years Capital Works Program. This is a high-level estimate based on simple concept sketches. These refinements to the design are proposed to be presented as a budget consideration in the 2025/26 budget.
16. It is important to note that the refinements being considered do not compromise the Archer Street and Mint Street Streetscape Improvement Design, originally approved in 2021, but are refinements based on community feedback and observations on what has been delivered so far. The Town will continue to plan for the delivery of the remainder of Archer Street and Mint Street consistent with the intent of the design approved by Council and the objectives in the Town’s Integrated Transport Strategy.
17. Until these planned improvements are implemented, the Town intends to retain the existing speed cushions at their current locations.

Legal compliance

[Local Government \(Functions and General\) Regulations 1996 - Part 4 - Provision of goods and services](#)

Risk management consideration

Risk impact category	Risk event description	Risk rating	Risk appetite	Risk Mitigation
Financial	Costs for the recommended future treatments on Archer Street and Star Street are approximately \$575,000. If the abovementioned initiatives are supported by Council, municipal funds would likely be required to facilitate civil works. Other	High	Low	TREAT risk – Prepare detailed designs to refine costs and identify any amenity impacts for Council to consider.

	funding sources can also be investigated.			
Environmental	Frequent sudden braking and acceleration at speed cushions can lead to increased fuel consumption and noise emissions.	Medium	Medium	TREAT risk – Installing traffic calming devices such as asphalt typed raised-plateau and horizontal deflection type treatments would reduce the noise pollution and minimize unnecessary braking
Health and safety	Sudden jolts over speed cushions can cause discomfort especially for people with medical conditions.	Low	Low	TREAT risk – Install treatments with horizontal deflection rather than vertical or ensure transition ramps and heights are less severe (emergency vehicle/bus friendly options)
Data, Information Technology and Cyber	Nil	Nil	Medium	Nil
Assets	Installation of traffic calming devices may result in road widening and the need to modify existing drainage infrastructure Installation of traffic calming devices may interfere with underground utilities and disrupt existing infrastructure.	Medium	Medium	TREAT risk – Undertaking detailed design will highlight any impacted assets for Council to consider, including to incorporate proper drainage designs and conducting utilities mapping.
Compliance Breach	Nil	Nil	Low	Nil
Reputation	As per the completed public consultation feedback, it is understood that the residents in the locality are not in favour of the rubber speed cushions installed, but would prefer different forms of traffic calming measures to be considered	Medium	Low	TREAT risk – Installing traffic calming devices such as asphalt raised-plateaus and horizontal deflection type treatments with proper heights, spacing and less severe transitions would result in more accepted community outcome and solve the current environmental, health and safety issues regularly reported to Council.

Financial implications

Current budget impact	Sufficient funds do not exist within the annual budget. All new initiatives will need to go through the 2025/2026 annual budget process
Future budget impact	<p>High level estimates indicate the following budget allocations to remedy the current minor works changes.</p> <p>Archer Street Improvements – Scope includes the removal of cushions at targeted locations, raised plateau with pedestrian median treatments at intersection of Weston Street/Archer Street, median island treatments with pedestrian facilities at Archer Street/Marchamley Street and raised flat top plateaus on the Archer Street approaches at the Star Street roundabout - \$465,000</p> <p>Star Street - Replace speed cushions between Roberts Road and Lion Street) with horizontal type deflection type treatments, specifically, two lane Slow Point calming devices - \$120,000</p>

Relevant documents

Not applicable.

MOTION

That Council requests the Chief Executive Officer to:

1. provide a report to the Ordinary Council meeting in March 2025 including:
 - (a) the current status on the Town's progress in responding to Resolution 282/2022 and Resolution 81/2023 to conduct a review of traffic management in Carlisle;
 - (b) whether the Town is proposing to install any further traffic interventions or calming treatments within Carlisle in the next 18 months, including the locations, types, indicative costs and timing of implementation of such further interventions and calming treatments;
2. remove the speed humps installed on Archer St, Carlisle between Planet St and Orrong Rd;
3. list for consideration in the draft 2025/26 budget the cost of installing a dedicated pedestrian crossing on Archer St, Carlisle between Bishopsgate St and Star Street.

Reason: There is a considerable level of concern within the Carlisle community about the safety of local roads, and how traffic volumes and speeds are being managed across a cross-section of intersecting roads.

Given the increased traffic volumes on Roberts, Rd, Archer St and Oats St over the last 5 years, and increases in traffic, diversion of traffic during railway crossing removals and railway line upgrades, it is timely to complete a review of the traffic management and effectiveness of traffic calming measures currently in use in this section of Carlisle, and potentially plan for future changes to traffic management.

The speed humps will need to be removed to address community concerns.

With the agreement of the Mover and Seconder, point 2 was reworded as follows

MOTION

Moved: Mayor Karen Vernon

Seconded: Cr Peter Melrosa

That Council requests the Chief Executive Officer to:

1. provide a report to the Ordinary Council meeting in March 2025 including:
 - (a) the current status on the Town's progress in responding to Resolution 282/2022 and Resolution 81/2023 to conduct a review of traffic management in Carlisle;
 - (b) whether the Town is proposing to install any further traffic interventions or calming treatments within Carlisle in the next 18 months, including the locations, types, indicative costs and timing of implementation of such further interventions and calming treatments;
2. remove **and replace** the rubber speed cushions installed on Archer St, Carlisle between Planet St and Orrong Rd as part of planned upgrades scheduled in the Annual Budget 2025/2026;
3. list for consideration in the draft 2025/26 budget the cost of installing a dedicated pedestrian crossing on Archer St, Carlisle between Bishopsgate St and Star Street.

AMENDMENT

Moved: Cr Peter Melrosa

Seconded: Mayor Karen Vernon

That point 2 be reworded to:

2. remove the rubber speed cushions installed on Archer St, Carlisle between Planet St and Orrong Rd; and Star St between Roberts Rd and Lion St by 30 April 2025.

And add a new point 3 and 4 to be:

3. Halt any further installations of this type of speed device on designated local distributors and district distributors within the Town.
4. Halt the intersection modifications proposed which are listed in point 8 and 9 of the officer's comments to the Mayor's Notice of Motion, until the traffic management review of Carlisle is complete and it can be determined whether other modifications are more suitable.

Reason: The modification to point 2 is to ensure the Star St rubber speed cushions which are also problematic, are included in the motion.

The inclusion of a new point 3 is to ensure this unpopular speed device is not applied to any other roads in the Town with high traffic numbers, ensuring this issue does not present again.

The inclusion of a new point 4 is to ensure significant modifications to the network are not undertaken before a review of traffic management in Carlisle is undertaken and to ensure a level of consistency is properly considered for the network at these key local distributor intersections.

In accordance with Clause 105 (b) of the Town of Victoria Park Meeting Procedures Local Law 2019, debate resumed at the point it was interrupted at the Ordinary Council Meeting held 18 March 2025. Following the resumption, Cr Melrosa withdrew his amendment.

AMENDMENT

Moved: Cr Jesse Hamer

Seconded: Mayor Karen Vernon

That point 2 and 3 be reworded as follows:

2. remove the speed cushions installed on Archer St, **Carlisle between Planet St and Orrong Rd; by 30 June 2025.**
3. list for consideration in the draft 2025/26 budget:
 - (a) the costs of installing the **possible options including a raised** or dedicated crossing for locations on Archer St, Carlisle between Bishopsgate St and Star Street;
 - (b) the funds required to accomplish the Carlisle traffic management review**

Reason: Firstly the common ground about this amendment.

- 1) The speed cushions along Archer street are clearly not here to stay but we have a few options and opinions as to when they be removed.
- 2) The importance of the Carlisle wide traffic study to inform the holistic approach to traffic management, with the aim to avoid reactive treatments and unintended consequences.
- 3) The importance of pedestrians being able to cross an arterial road like archer street safely.

The small amendments I am asking you to support give clarity to when the speed cushions be removed. I have selected a date in the short term that is before the expected date which the town will have capacity to deliver the as yet unknown alternatives. Im comfortable with this because of the following.

- 1) The risk associated from cars going faster than 50kph has already been mitigated by the road treatments such as landscaping and road width being reduced by the bike lanes. The town are unable to give an exact measurement of how effective each of these have been on the ground as we only have speed data recorded after all 3 treatments were completed. This section of road will still have 2 other treatments in place with the aim keeping average speeds closer to 50kph. Apparently no industry standards are available to predict how effective landscaping and skinny streets are by them selves, but it will be a part of the traffic study that is a part of this motion to answer that question and inform other parts of the town. Also Main roads have not suggested speed cushions be installed at this location.
- 2) Without them will have better access for emergency services, less noise, and approximately 12,000 cars per day not braking and accelerating from 50kph to 10kph and back to 50kph.
- 3) Once Metronet is finished and the Carlisle wide traffic data can be gathered having archer street perform at its base line without speed cushions will be very beneficial as it won't distort the driving behaviour of people trying to avoid that section of road.
- 4) These 2 things need to have taken place before we can truly be informed of what are our best and suitable options in regards to traffic calming at this location.
- 5) It is not acceptable to allow these to stay in place until an unknown time period in the future , waiting until a possible alternative be considered in a future budget, hit all other milestones detailed drawing and tender processes etc and await delivery with many other capital works projects that often experience constraints. Especially after such a clear message from the community and the town staff who both say that they should be removed.
- 6) Also the Archer st project has had its fair share of criticism and the community have raised a great number of concerns. This is our opportunity to show we are listening and can show that we are learning and this small modification to remove the speed cushions will go along way in rebuilding some of that trust that we are trying to deliver something that works for everyone.
- 7) The other part of the amendment is to include the cost of doing the traffic survey of Carlisle in this years upcoming budget so that piece of work can commence when normal traffic patterns resume after Metronet is complete.

So I ask for your support in the removal of the speed cushions before 30 June 2025 giving the officers ample time to communicate this change to main road and update any signage etc.

The Mayor put the items to the vote separately

AMENDMENT

Moved: Cr Jesse Hamer

Seconder: Mayor Karen Vernon

That point 2 be reworded as follows:

2. remove the speed cushions installed on Archer St, **Carlisle between Planet St and Orrong Rd; by 30 June 2025.**

Lost (3 - 6)

For: Mayor Karen Vernon, Cr Jesse Hamer and Cr Peter Melrosa

Against: Cr Claire Anderson, Cr Sky Croeser, Cr Peter Devereux, Deputy Mayor Bronwyn Ife, Cr Lindsay Miles and Cr Daniel Minson

AMENDMENT (59/2025):

Moved: Cr Jesse Hamer

Seconder: Mayor Karen Vernon

That point 3 be reworded as follows:

3. list for consideration in the draft 2025/26 budget:

- (a) the costs of installing the **possible options including a raised** or dedicated crossing for locations on Archer St, Carlisle between Bishopsgate St and Star Street;

- (b) the funds required to accomplish the Carlisle traffic management review**

Carried (9 - 0)

For: Mayor Karen Vernon, Cr Claire Anderson, Cr Sky Croeser, Cr Peter Devereux, Cr Jesse Hamer, Deputy Mayor Bronwyn Ife, Cr Peter Melrosa, Cr Lindsay Miles and Cr Daniel Minson

Against: Nil

AMENDMENT

Moved: Cr Sky Croeser

Seconder: Cr Lindsay Miles

That a new point 4 be added as follows:

- 4. provide a report to Council by February 2026 outlining the options for, and costs of, engaging in a collaborative place design process that would facilitate the creation of a Traffic Management Plan for Carlisle in response to the outcome of the traffic management review.**

Reason: We have received considerable feedback from sections of the community in Carlisle that they feel they have not been consulted when it comes to traffic management. This amendment will allow us to get a better understanding of how we might include the community in the process of creating a Traffic Management Plan that reflects their needs and priorities.

The information that we have is that traffic flows will have normalised by early 2026 - this will allow us to begin thinking about how to allow for and facilitate more community input. This amendment is not intended to require staff to engage in consultation or engagement: the amendment is focused on helping council to understand the **processes and costs** that might be used in order to engage with the community. For example, options might include hiring consultants that specialise in collaborative placemaking, or Town staff running in-person workshops within Carlisle.

With the agreement of the Mover and Seconder, the amendment was reworded as follows

AMENDMENT (60/2025):

Moved: Cr Sky Croeser

Seconder: Cr Lindsay Miles

That a new point 4 be added as follows:

4. Bring a report to Council no later than 30 June 2026 upon the completion of the Carlisle traffic management review outlining the outcome of the review and including the options for, and costs of, engaging in a collaborative place design process that would facilitate the creation of a Traffic Management Plan for Carlisle in response to the outcome of the traffic management review.

Carried (9 - 0)

For: Mayor Karen Vernon, Cr Claire Anderson, Cr Sky Croeser, Cr Peter Devereux, Cr Jesse Hamer, Deputy Mayor Bronwyn Ife, Cr Peter Melrosa, Cr Lindsay Miles and Cr Daniel Minson

Against: Nil

AMENDED MOTION AND COUNCIL RESOLUTION (61/2025):

Moved: Mayor Karen Vernon

Seconder: Cr Peter Melrosa

That Council requests the Chief Executive Officer to:

1. provide a report to the Ordinary Council meeting in March 2025 including:
 - a. the current status on the Town's progress in responding to Resolution 282/2022 and Resolution 81/2023 to conduct a review of traffic management in Carlisle;
 - b. whether the Town is proposing to install any further traffic interventions or calming treatments within Carlisle in the next 18 months, including the locations, types, indicative costs and timing of implementation of such further interventions and calming treatments;
2. Remove and replace the rubber speed cushions installed on Archer St, Carlisle between Planet St and Orrong Rd as part of planned upgrades scheduled in the Annual Budget 2025/2026;
3. list for consideration in the draft 2025/26 budget:
 - a. the costs of installing the possible options including a raised or dedicated crossing for locations on Archer St, Carlisle between Bishopsgate St and Star Street;
 - b. the funds required to accomplish the Carlisle traffic management review
4. Bring a report to Council no later than 30 June 2026 upon the completion of the Carlisle traffic management review outlining the outcome of the review and including the options for, and costs of, engaging in a collaborative place design process that would facilitate the creation of a Traffic Management Plan for Carlisle in response to the outcome of the traffic management review.

Carried (7 - 2)

For: Mayor Karen Vernon, Cr Claire Anderson, Cr Sky Croeser, Cr Peter Devereux, Deputy Mayor Bronwyn Ife, Cr Lindsay Miles and Cr Daniel Minson

Against: Cr Jesse Hamer and Cr Peter Melrosa

12 Public question time

As there were no people in the public gallery, public question time opened and closed at 8:50pm.

13 Public statement time

As there were no people in the public gallery, public statement time opened and closed at 8:50pm.

14 Meeting closed to the public

Nil.

14.1 Matters for which the meeting may be closed

Nil.

14.2 Public reading of resolutions which may be made public

Nil.

15 Closure

There being no further business, Mayor Karen Vernon closed the meeting at 8:50 pm.

I confirm these minutes to be true and accurate record of the proceedings of the Council.

Signed:

Dated this:

Day of:

2025