

Lot 2103 Brockway Road, Mt Claremont – Proposed Limited Outline Development Plan for the University of Western Australia Sports Hockey Precinct

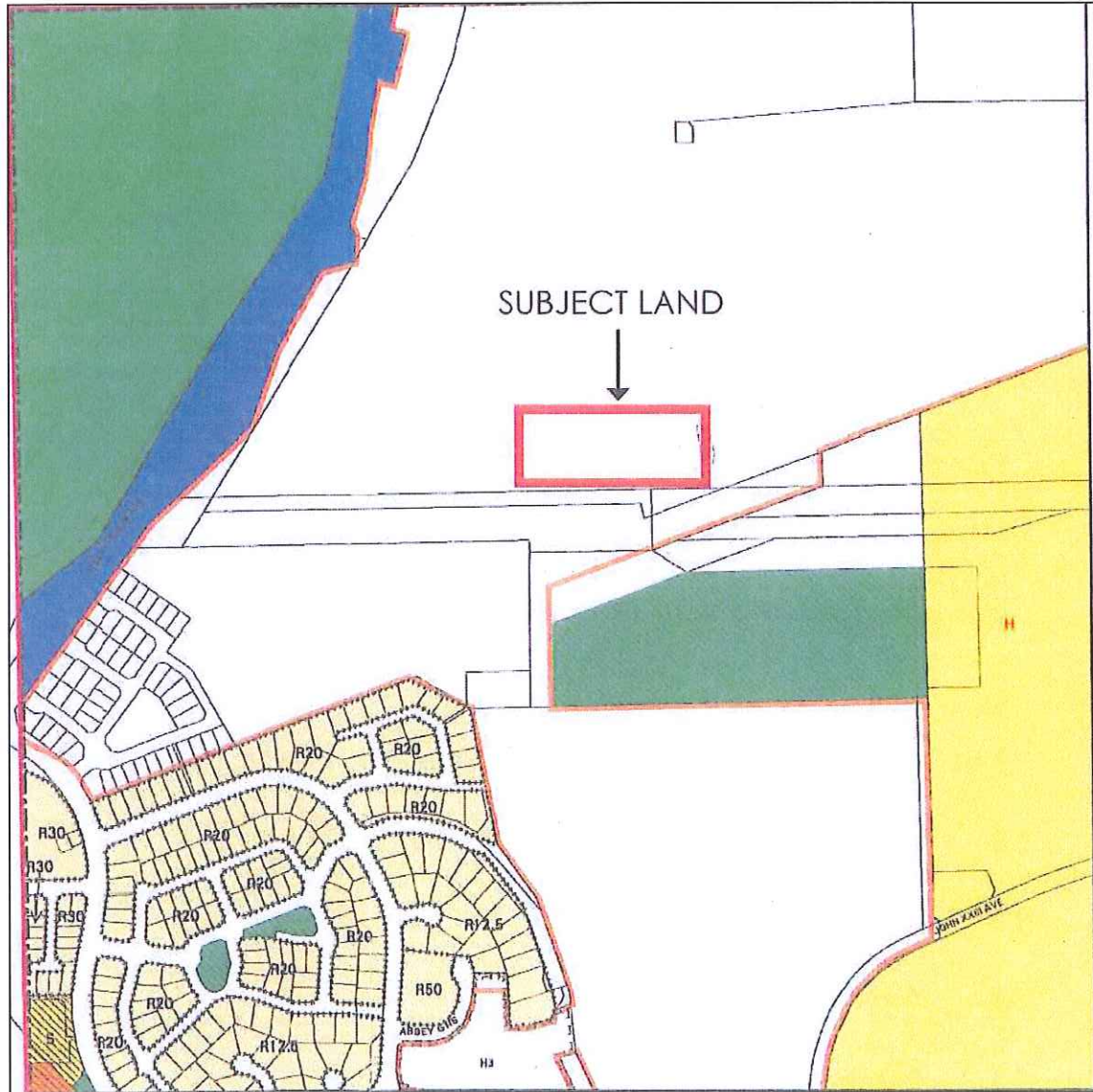
Attachment 1: Local site context



D56.11 – Attachment 1
Figure 1 of the ODP
Local Site Context

Lot 2103 Brockway Road, Mt Claremont – Proposed Limited Outline Development Plan for the University of Western Australia Sports Hockey Precinct

Attachment 2: Town Planning Scheme No. 2



D56.11 – Attachment 2
Figure 2 of the ODP
Town Planning Scheme No. 2

Lot 2103 Brockway Road, Mt Claremont – Proposed Limited Outline Development Plan for the University of Western Australia Sports Hockey Precinct

Attachment 3: Sports Hockey Precinct Limited ODP plan

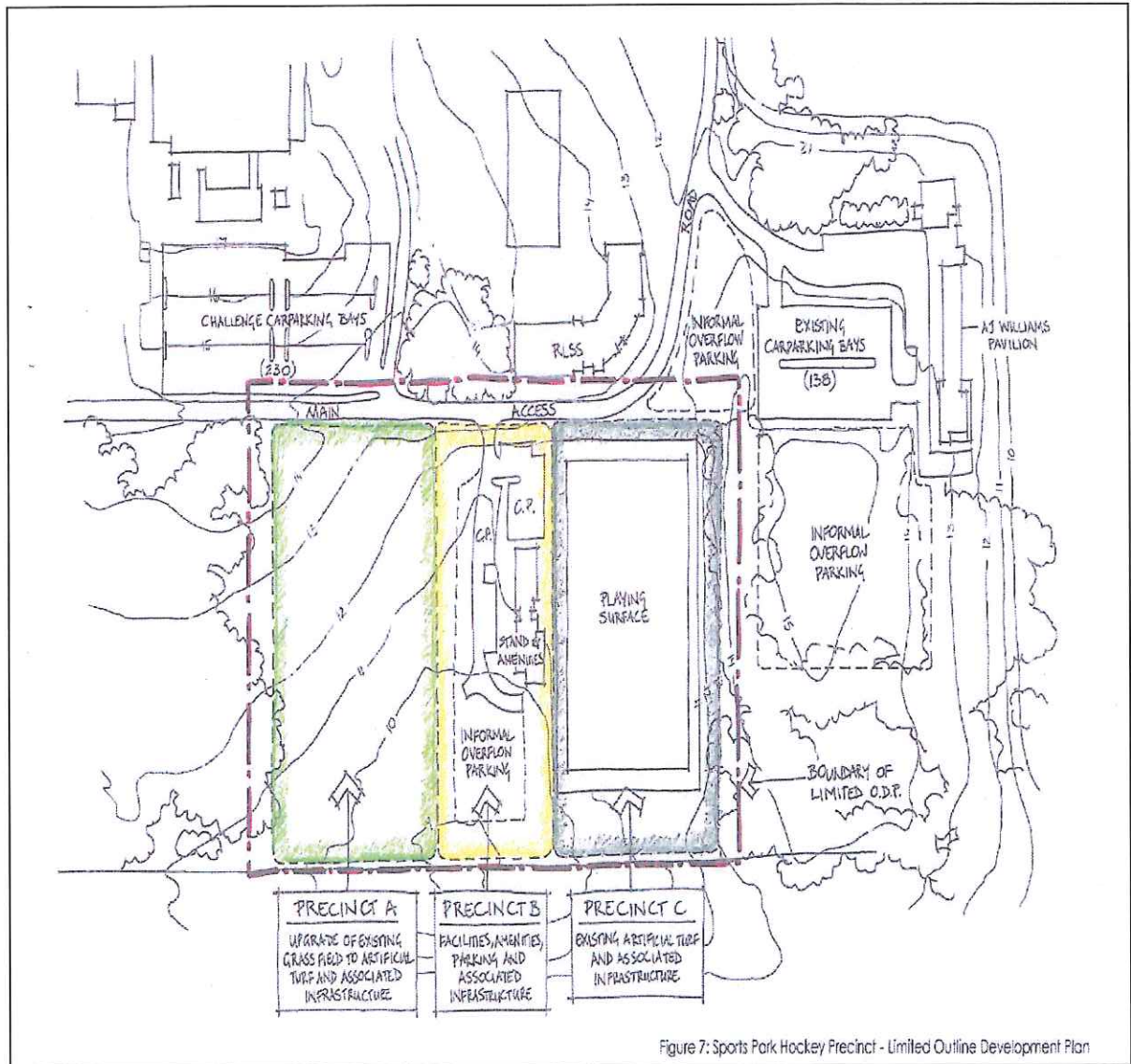


Figure 7: Sports Park Hockey Precinct - Limited Outline Development Plan

D56.11 – Attachment 3

Figure 7 of the ODP
Sports Hockey Precinct
Limited ODP plan

CITY OF NEDLANDS

26 AUG 2011

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UWA SPORTS PARK HOCKEY PRECINCT
LIMITED OUTLINE DEVELOPMENT PLAN



THE UNIVERSITY OF
WESTERN AUSTRALIA

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D56.11 – Attachment 2
Limited ODP document

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UWA SPORTS PARK HOCKEY PRECINCT LIMITED OUTLINE DEVELOPMENT PLAN

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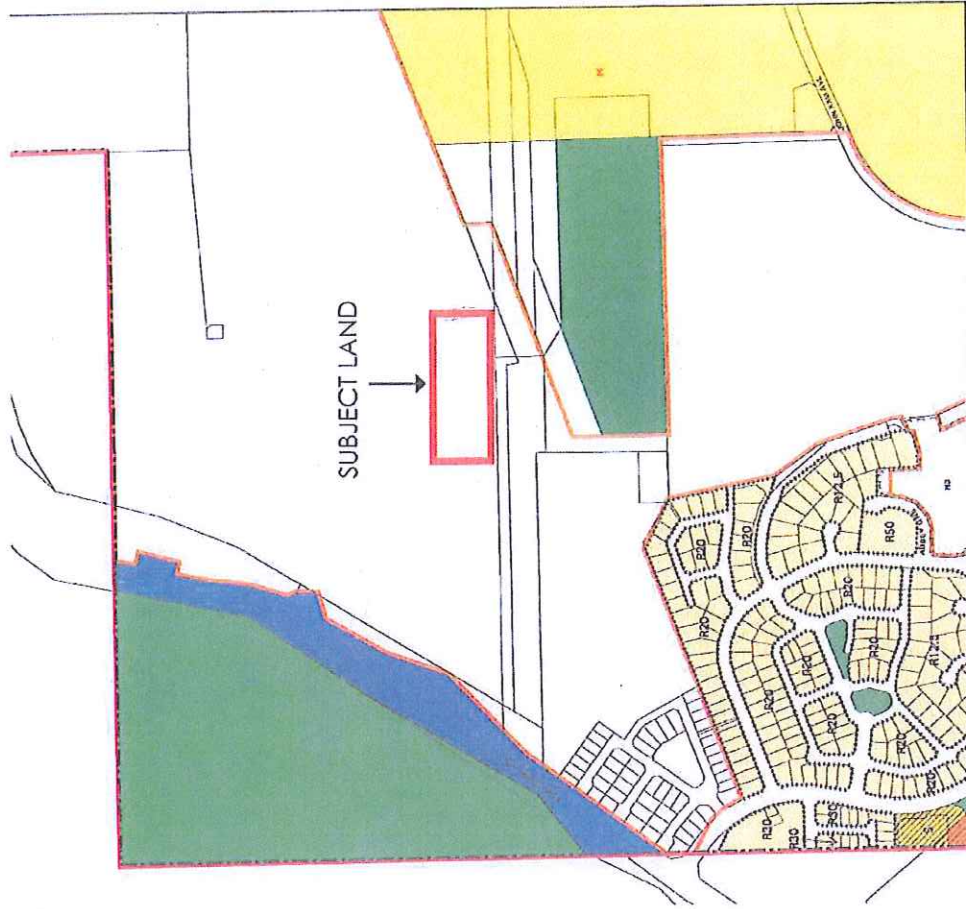


Figure 2: City of Nedlands Town Planning Scheme No. 2



Figure 1: Local Site Context
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PART ONE BACKGROUND

1.1 Introduction

This document is a Limited Outline Development Plan prepared to cover a selected portion of UWA Sports Park wherein it is proposed to upgrade the existing grassed hockey field within the southern end of the Hockey Precinct to an international standard blue artificial turf and associated infrastructure.

There is extreme urgency with the proposal as the new artificial turf must be developed as soon as possible in order to enable the Australian Olympic Hockey Team athletes to train and become acclimatised to this surface for the London Olympics next year.

1.2 Subject Land

The subject land (Fig 1 Site Context) is included within Lot 201 Stephenson Avenue Mt Claremont which comprises a total area of 48.98ha. Legal road frontage and primary site access is gained to Lot 201 from Brockway Road to the east (McGillivray entry) and Stephenson Avenue to the west (Challenge entry).

The land is outside of the Perry Lakes Redevelopment Act Area and is therefore subject to planning control under the local planning scheme (see below).

The land included within the (Limited) Outline Development Plan area itself comprises only 3.5 ha covering the existing artificial turf & amenities, the formal and informal car parking immediately adjacent and the existing grassed field to the west (which will be upgraded to artificial turf).

This ODP does reference surrounding land uses and car parking provision as relevant to the Hockey precinct.

1.3 Town Planning Scheme 2

The Subject Land (and all of UWA Sports Park) is zoned Urban under the MRS and Development Zone (Fig 2) under the TPS 2. Portion of the greater sports precinct is also covered by the Perry Lakes Redevelopment Act. This ODP is outside the Act boundary and is therefore subject to the requirements of the Development Zone as per Clause 3.8, which in part requires an Outline Development Plan be prepared and lodged as part of any development proposals. The ODP must be approved by both the City of Nedlands and the Western Australian Planning Commission "as the basis for approval of subdivision and development applications".

This Limited ODP will provide the context and support to any subsequent Development Application including the turf upgrade.

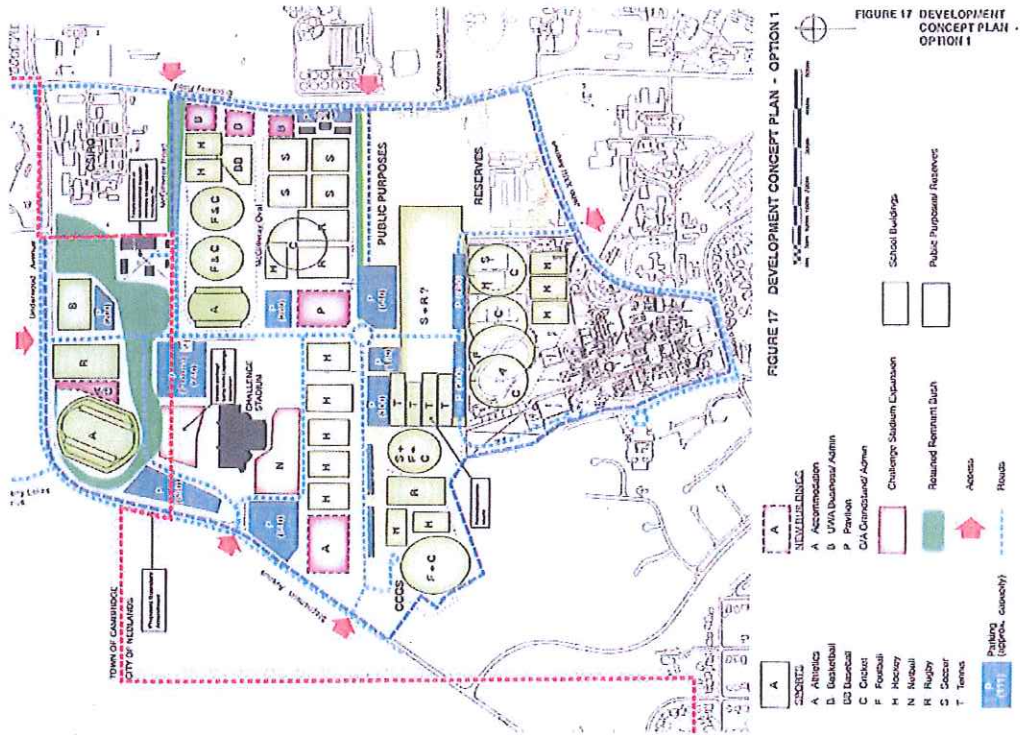


Figure 3: Mt Claremont Sports Precinct Structure Plan Draft Development Concept Option 1 (2004-2005)

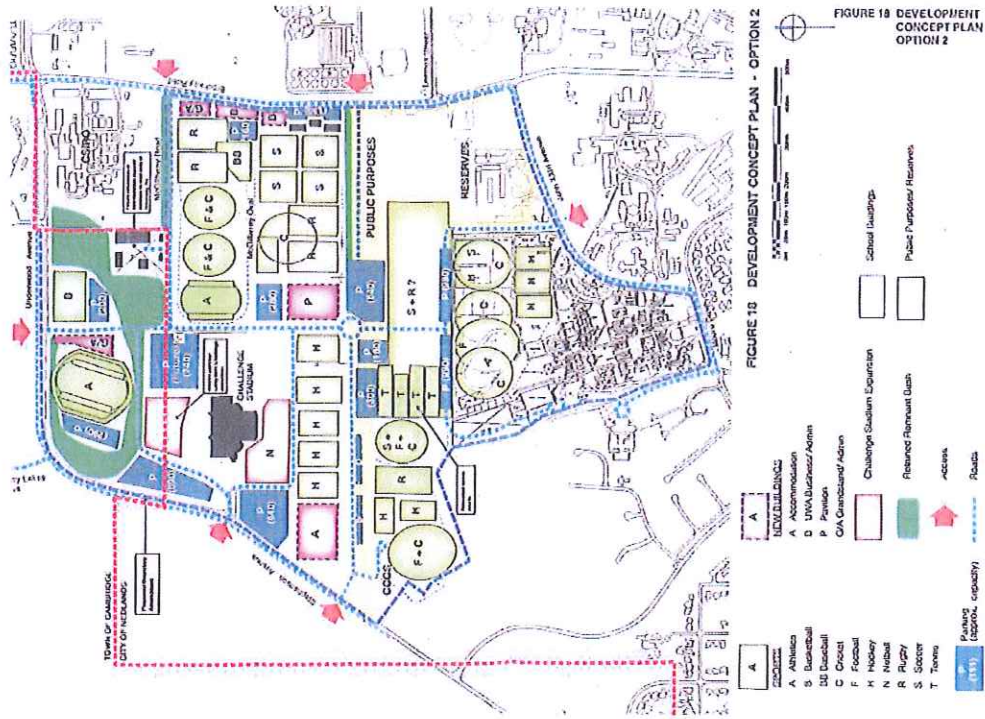


Figure 4: Mt Claremont Sports Precinct Structure Plan Draft Development Concept Option 2 (2004-2005)

UWA SPORTS PARK HOCKEY PRECINCT

LIMITED OUTLINE DEVELOPMENT PLAN

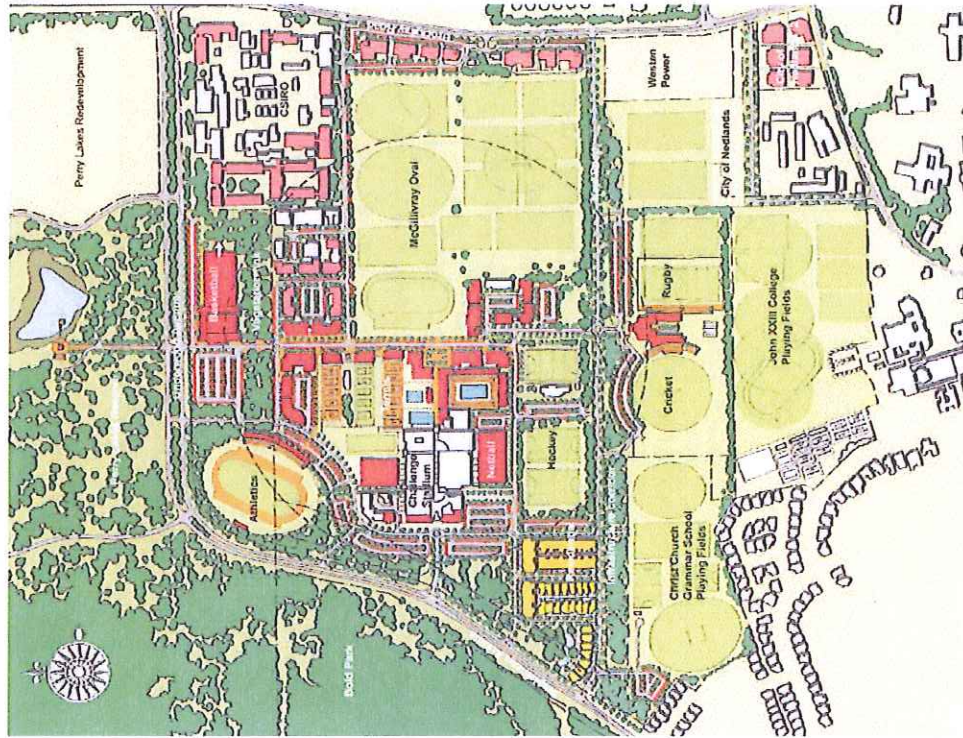


Figure 5: AK Reserve/UWA Sports Park Master Plan (2005-2006)
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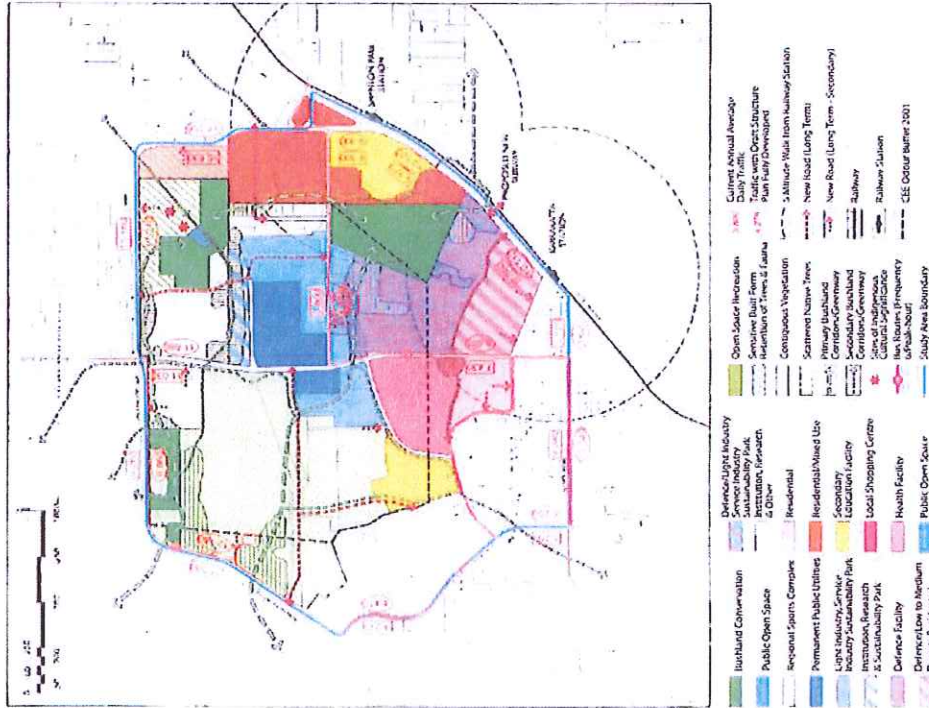


Figure 6: Shenton Park Structure Plan 2004
(source: Hames Sharley)

1.4 Current Relevant Strategic Planning Initiatives

A broader Outline Development Plan process has been commenced for the University's Shenton Park land holdings including UWA Sports Park and the area east of Brockway Road, however this will take time to complete and the urgency of this Hockey field upgrade has meant a Limited ODP is required in the interim to enable prompt determination of the development application.

A number of important strategic Structure Plans have been prepared over recent years and have involved significant public consultation, the outcomes of which all confirmed the strategic recreational nature of UWA Sports Park and the location of the expanded hockey precinct.

These documents are briefly discussed.

1.4.1 Shenton Park Structure Plan (2002-2004)

The Shenton Park Structure Plan (Fig 6) was prepared for and adopted by the WAPC in 2004 following a 3 day public consultation workshop at the Irwin Barracks and a formal public advertising period. It describes a broad land use structure over the wider Shenton Park and Mt Claremont area and includes UWA Sports Park as Regional Sports Complex.

This was a very important foundation document for subsequent more detailed structure planning in the area.

1.4.2 Mt Claremont Sports Precinct Structure Plan (2004- 2005)

The Mt Claremont Sports Precinct Structure Plan (Figs 3 & 4) was built on the detail of Shenton Park Structure Plan and examined for the first time the detail of basketball/rugby/athletics proposals for AK reserve.

Following extensive stakeholder consultation the Structure Plan (Final Report) was advertised by the WAPC in May 2005 for six weeks. A Report on Submissions was considered by the WAPC in December 2005 but as the PLRD Act was passed by Parliament on 1 December, the WAPC resolved to simply note the submissions and acknowledge that more detailed future planning would be required.

Importantly none of the 13 submissions directly related or referred to the hockey precinct expansion plans described in this Limited OPD with most focused on the (then) AK reserve proposals.

Two Development Concept Plans were produced and both confirm the intent for retention and expansion of the hockey facilities in the location and form now proposed.

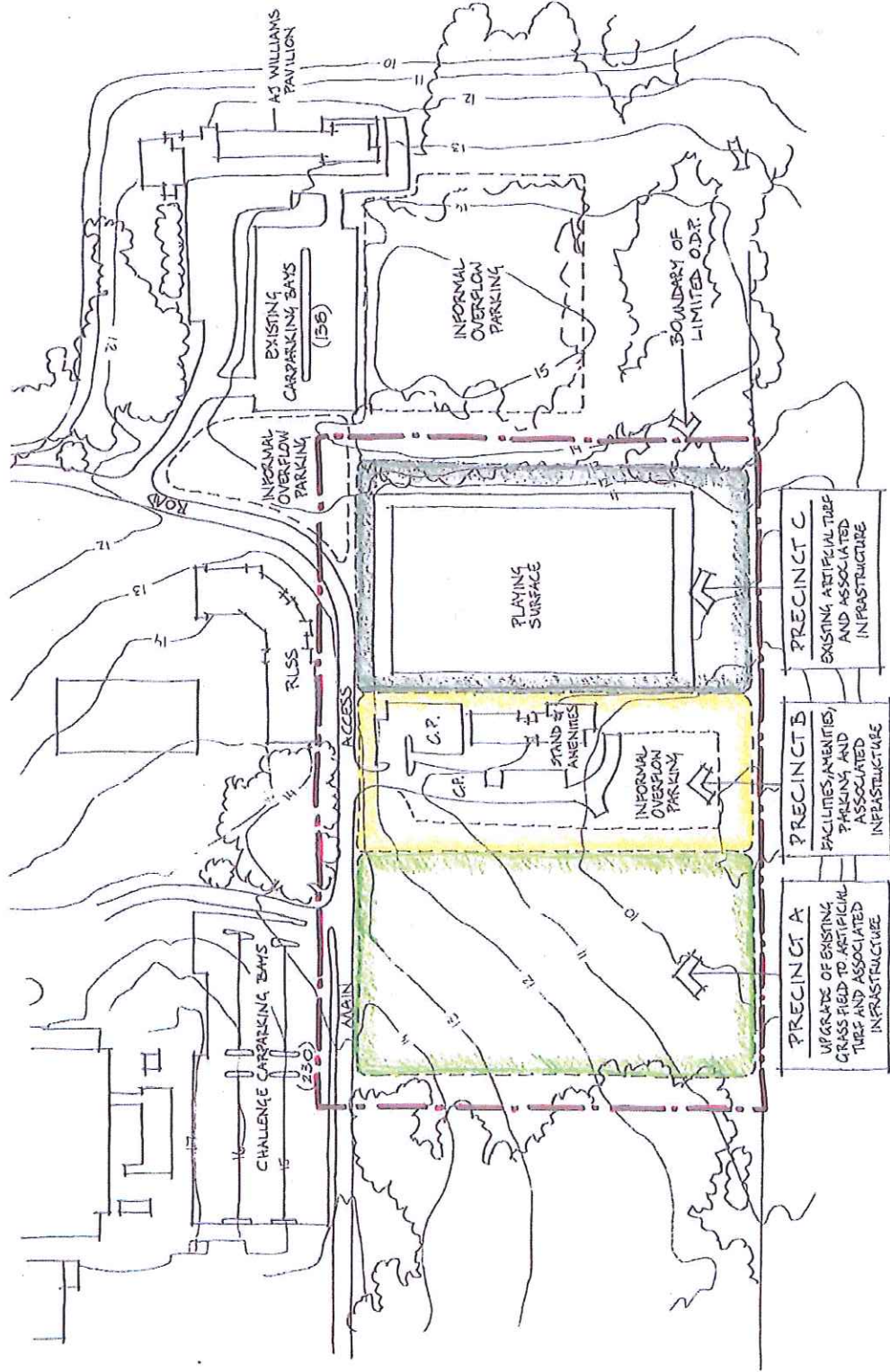


Figure 7: Sports Park Hockey Precinct - Limited Outline Development Plan
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1.4.3 AK Reserve/UWA Sports Park Master Plan (2005-2006)

AK Reserve/UWA Sports Park Master Plan (Fig 5) was adopted by the WAPC pursuant to the Perry Lakes Redevelopment Act in 2006. It followed an exhaustive consultation process including stakeholder workshops and covered not just UWA Sports Park but land to the south. The document was a legal requirement of the Perry Lakes Redevelopment Act, establishing an approved land use framework for the AK Reserve Redevelopment Plan (2007) which facilitated the construction of the new basketball and athletics facilities.

It made detailed recommendations concerning the whole of UWA Sports Park and once again specifically reinforced the intent to consolidate and expand this southern area as a major hockey precinct.

PART TWO THE OUTLINE DEVELOPMENT PLAN

2.1 Existing Site Conditions and Land uses

The ODP (Fig 7) indicates both the existing and proposed land uses and allocates three Planning Precincts. To the east is the existing artificial turf with the grandstand/amenity area on the western edge of the field. Immediately adjacent is the hockey parking area which at present caters for around 70 vehicles in the paved and informal spaces.

Vehicle access is directly from the main internal UWA Sport Park roadway running east west.

West of the existing car park area is the existing grass hockey field which is to be upgraded to artificial turf.

Whilst the area has been fully developed, intermingled with the development are a number of scattered trees which have been retained in a parkland setting for amenity purposes. The ODP recognises the need for subsequent development applications to consider the trees and where possible and practical retain more significant specimens. Fortunately the current upgrade proposed is confined predominantly to the existing grassed area.

The ODP also includes contours which indicate the relatively flat topography of the site except for some batters around the fields.

2.2 Roads and Access

Consideration of these upgrade proposals must be done in the context of the larger sports precinct development which provides a wide range of additional facilities and amenities for all users. The most relevant of these being additional parking capacity which is shared across all uses and by all users and is managed internally by UWA Sport and Recreation.

The hockey upgrade will not generate any noticeable traffic increases as both playing spaces are already heavily utilised and have excellent access to the main internal road. Parking will continue to be accommodated around the amenities and in the formal and informal/overflow spaces adjacent the facilities and as part of stage 2 of the redevelopment the formal paved spaces will be extended.

In particular it is worth noting that there are around 600 additional paved and informal bays within walking distance behind Challenge Stadium and around the Rugby pavilion in both paved and an informal overflow capacity. These are indicated on the ODP.

The hockey centre has immediate and very efficient access to the main internal Sports Park roadway which links from Stephenson Avenue through the facility, around McGillivray Ovals and out to Brockway Road. This is a private roadway managed by the University. The following section addresses parking in more detail.

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2.3 Parking Management

In general Sports Park provides ample parking for all users during the day and for general demand. Typically there is no permanent or ongoing car parking exclusivity for particular uses which allows for day to day reciprocity to function well.

Venues West manages Challenge Stadium, Basketball & Athletics stadiums and new Rugby facilities; UWA Sport and Recreation manages the balance of the precinct including hockey. Both organisations also co-ordinate their activities through a Precinct Working Committee which liaises directly with the individual users and clubs to co-ordinate and plan events and activities.

The need for more formalised parking management generally only arises during more major events (such as a world championship events) or when numerous major local events or carnivals are concurrently scheduled. During these times the Precinct Working Committee can convene and will:

- Provide information and advice on forthcoming events;
- Manage any competing parking demands & potential schedule conflicts;
- Arrange for control and monitoring of car park entries admissions etc;
- Open and delineate additional overflow areas as required.

During these peak times (and at all times) there are many informal areas which provide overflow capacity when the formal carparks are fully utilized. This applies to the hockey activities.

At present the area immediately adjacent the playing surface (Precinct B) provides 46 paved bays and around 25 informal bays on natural surface (although in reality there are many other informal spaces around the playing areas which are also utilised during events). Importantly, in the immediate vicinity there is another 368 paved bays and 200 overflow bays (see ODP Plan) which are utilised as needed and if required. This is all co-ordinated by the Committee.

The Nedlands Scheme itself does not provide a straight parking ratio for recreation uses however based on other Schemes a ratio of 1 bay per 5 people accommodated can be considered a reasonable indicator of potential demand for a stand alone facility, although for a recreation centre the size of UWA Sports Park significant reciprocity considerations must also apply.

At present the UWA Hockey Club has advised that total patron numbers for the turf and grass can vary from 50 during training sessions to a maximum of up to 600 on a club game day - although this is a brief spike with numbers typically fluctuating over the course of the day.

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With the upgrade, Hockey WA estimate that the peak numbers could increase by around 20% to around 720 people. It is during these brief peaks where the benefits of parking around the Hockey Centre and reciprocity generally can be factored in. Typically numbers in busy times range from 200 to 400 people.

Assuming therefore a worst case of 600 to 720 persons in total during a major event then at 1 bay per 5 persons a total demand arises for around 120 to 140 bays. During these periods therefore the 61 bays on site are fully utilised and any excess readily accommodated in the surrounding car park areas ensuring that adequate parking provision always exists even during the peak periods for the hockey.

2.4 Planning Precincts

The ODP sets out a very simple land use framework for the parallel lodgement of Development Applications the first being for the new artificial turf, light towers and associated infrastructure. At this broad level the ODP identifies three basic precincts as follows:

Precinct A.

This Precinct contains the existing grassed hockey field. It is intended that within this Precinct that as a priority stage 1 action and as part of a Development Application to be lodged shortly, that the surface will be upgraded to artificial turf with all associated supporting infrastructure

including the runoff areas & surrounds, lighting towers, water storage and other standard services.

Initially once built it will largely be used for training pending development of additional support facilities in Precinct B

All existing and any new uses will continue to be related to the ongoing use of this area for recreation purposes and be consistent with those uses described in Table 1 – Use Class Table of the Scheme.

Precinct B.

Generally includes that area which comprises the existing clubrooms, amenities, supporting infrastructure, access, permanent & temporary parking. As part of the longer term development (and as a separate DA to the new playing surface) this area will be upgraded to formalise the parking and extend the various facilities.

All existing and any new uses will continue to be related to the ongoing use of this area for recreation purposes and be consistent with those uses described in Table 1 – Use Class Table of the Scheme.

Precinct C

Includes the current artificial turf surface and surrounds. No immediate redevelopment is contemplated here beyond maintenance and upkeep and the existing playing activity will continue.

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All existing and any new uses will continue to be related to the ongoing use of this area for recreation purposes and be consistent with those uses described in Table 1 – Use Class Table of the Scheme.

8.0 Conclusion

This Limited ODP has been prepared pursuant to Scheme requirements to enable expansion and consolidation of an existing recreation use as part of the subsequent development approval process. The range of uses and activities will not change however the facility will be substantially improved and enable our athletes to train on a world class surface. All parking, traffic and servicing issues are readily accommodated.

Entire Network



D57.11 – Attachment 1 Entire Network of Draft Transport Plan

Stage 1

The following projects are scheduled for implementation prior to 2020.

1. Northern Suburbs Rail

The northern suburbs rail is proposed to be extended to Yanchep and will service the following centres, Butler, Alkimos, Edlington and Yanchep.

2. Central Northern Corridor/Curtin/UWA Light Rail

A light rail service to be constructed that links Mirrabooka, Edith Cowan University (Mt Lawley Campus), Perth CBD, UWA and Curtin University.

3. Connections to strategic centres

A number of projects are identified to provide city-wide connectivity with the objective of transferring large numbers of passengers to public transport. Access is intended to be provided to the following centres:

- Ellenbrook (via bus rapid transit);
- University of Western Australia (via light rail);
- Curtin University (via bus priority);
- Morley (via bus priority);
- Fremantle (via combination of bus rapid transit and bus priority);
- Murdoch (via bus priority);
- Perth Airport and Belmont (bus priority and rail); and
- Midland (via a focus on transit oriented development).

Stage 2

The following projects are to be implemented before 2031.

These projects were identified as being essential building blocks toward achieving the long term vision for public transport:

- Glendalough/Subiaco/UWA Light Rail;
- Railway to Perth Airport;
- Cannington to Fremantle cross city link via Murdoch;
- Fremantle to Cockburn Central via Cockburn Coast; and
- Fremantle to Rockingham via Latitude 32 and Kwinana.

Other projects to be implemented in Stage 2 also include:

- Priority bus routes around the metropolitan region; and
- Three rapid transit services in the outer growth areas including Alkimos to Elkington; Rockingham to Baldivis; and Keralup/Karnup to Mandurah,

Stage 1



D57.11 – Attachment 3 Stage 1 of the Draft Transport Plan

Stage 2



D57:11 – Attachment 4 Stage 2 of the Draft Transport Plan