



Development Application

Hands Oval
Redevelopment

Prepared for the Perkins Pty Ltd
Prepared by Taylor Burrell Barnett
September 2022



Document Information

Development Application

Hands Oval Stadium

Perkins Pty Ltd

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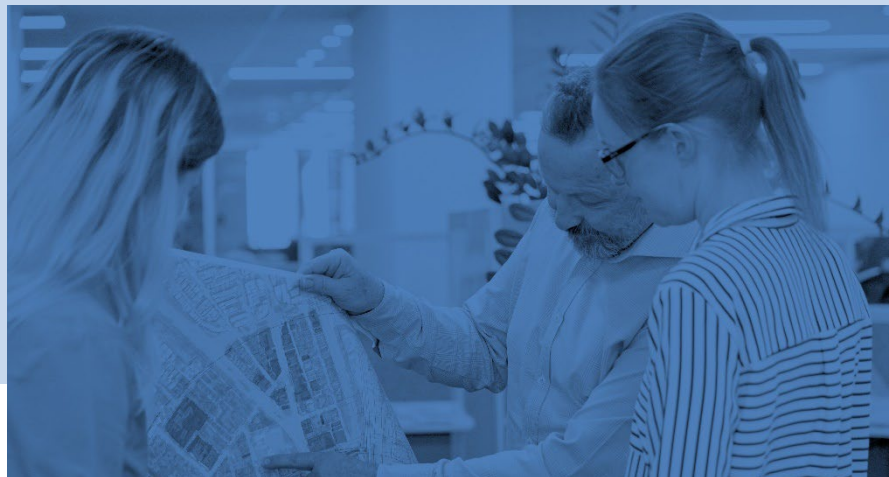
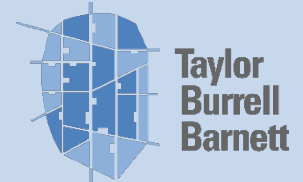
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Doc ID: Document2

Revision	Status	Author	Approved by	Date Issue
1.2	Draft to client	E. Mitchell	T. Will	03/10/2022
1.3	DA lodgement	E. Mitchell	T. Will	6/10/2022

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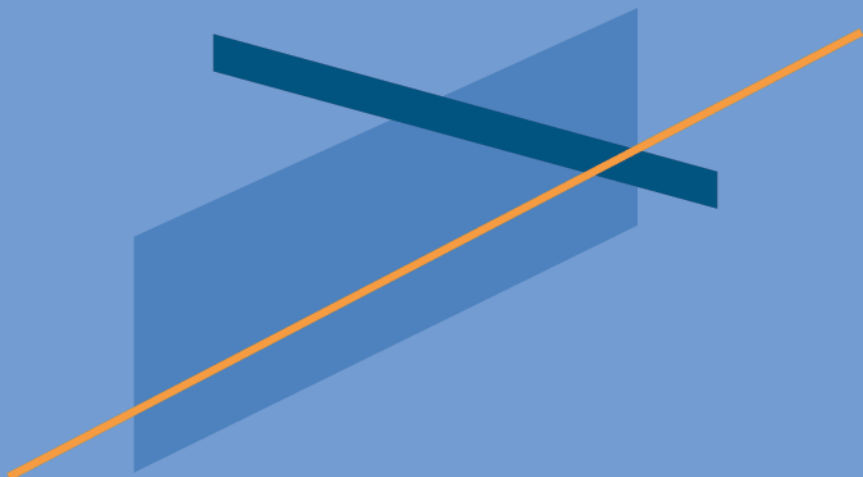
Table of Contents

1.0	Introduction	5	4.4.1	City of Bunbury Local Planning Scheme No. 8	19
1.1	Proposal	5	4.4.2	Local Planning Policies	21
1.2	Pre-lodgement Consultation	5	4.5	Aboriginal Cultural Heritage	22
2.0	Site Context	7	5.0	Key Considerations	24
2.1	Site Description and Ownership	7	5.1	Car Parking	24
2.2	Location and Context	8	5.1.1	Statutory Requirements and Assessment	24
2.3	Existing Land Use and Development	8	5.1.2	Effect of proposed development	24
2.4	Movement Network	9	5.1.3	Informal Parking	25
2.4.1	Road Network and Access	9	5.1.4	Major events	26
2.4.2	Traffic Volumes	9	5.1.5	Alternative modes of transport	26
2.4.3	Public Transport and Pedestrian and Cycling Facilities	9	5.1.6	Conclusion	26
3.0	Development Proposal	11	5.2	Tree Retention	26
3.1	Overview of Proposed Development	11	6.0	Conclusion	28
3.2	Development Rationale	11	Technical Appendices		
3.2.1	Development Objectives	12	Appendix A		
3.3	Design	12	Certificate of Title		
3.4	Access, circulation and parking	13	Appendix B		
3.4.1	Site Access	13	Application Forms		
3.4.2	Car Parking	13	Appendix C		
3.4.3	Traffic	13	Development Plans		
3.5	Waste Management	14	Appendix D		
3.6	Sustainability	14	Traffic Impact Assessment		
3.7	Acoustics	14	Appendix E		
4.0	Planning Framework	16	Waste Management Plan		
4.1	State Planning Framework	16	Appendix F		
4.1.1	State Planning Policy 7.0 – Design of the Built Environment	16	Environmentally Sustainable Design Assessment		
4.2	Strategic Planning Framework	18	Appendix G		
4.2.1	Greater Bunbury Strategy 2013	18	Acoustic Statement		
4.2.2	City of Bunbury Local Planning Strategy	19			
4.3	Greater Bunbury Region Scheme	19			
4.4	Local Planning Framework	19			

1.0



Introduction



1.0 Introduction

1.1 Proposal

Taylor Burrell Barnett, acting on behalf of Perkins Pty Ltd as project manager for the City of Bunbury, has prepared this report in support of an application for development approval for the development of a grandstand and associated upgrades to J.E. Hands Memorial Park (Hands Oval) in South Bunbury (**the subject site**). The development application has been prepared in accordance with the provisions of the City of Bunbury Local Planning Scheme No. 8 (LPS8).

To assist the City with its assessment of this application, the following supporting information is provided to demonstrate compliance with the City's planning requirements:

- Appendix A – Certificates of Title
- Appendix B – Development Application Forms and Checklist
- Appendix C – Development Plans
- Appendix D – Traffic Impact Statement
- Appendix E – Waste Management Plan
- Appendix F – Environmentally Sustainable Design Assessment
- Appendix G – Acoustic Statement

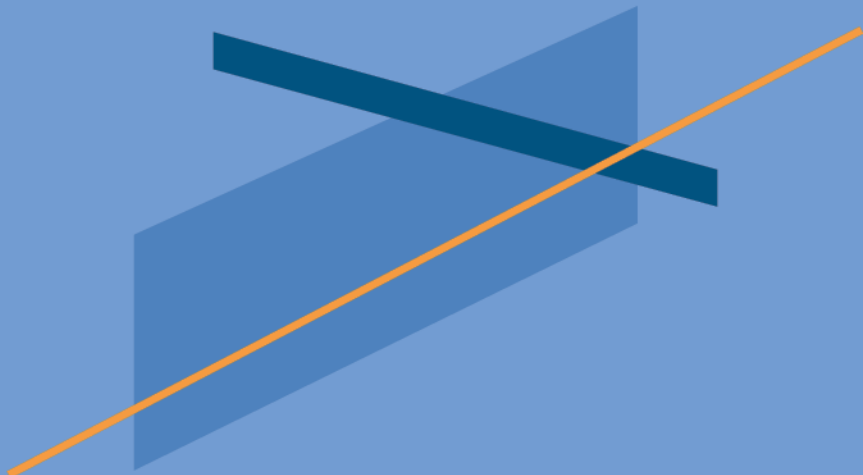
1.2 Pre-lodgement Consultation

Representatives from Taylor Burrell Barnett and Perkins Pty Ltd met with the City's planning department on 8 September 2022 to discuss concept development plans, as well as the supporting investigations and reporting prepared to accompany the development application. Matters relating to the development proposal, planning framework, and development application inputs were discussed and clarified at this meeting and via subsequent written correspondence. The feedback received through this consultation has been taken into consideration in the development of the submitted documentation, with relevant matters discussed throughout this report.



2.0

Site Context



2.0 Site Context

2.1 Site Description and Ownership

The subject site is comprised of 44 lots, inclusive of two closed roads, with a total area of 5.9356 hectares. All lots are owned by the City of Bunbury (or its former entities). The lot details are outlined in Table 1 and evidenced by the Certificates of Title attached at **Appendix A**.

Table 1 Lot Details

Owner	Lot No.	Lot Size (sqm)	Volume/Folio	Survey Plan
TOWN OF BUNBURY	1	2901.363	2821/280	P002138 1
MUNICIPALITY OF BUNBURY	1	758.272	1040/271	P002326 1
MUNICIPALITY OF BUNBURY	2	758.272	1040/271	P002326 2
TOWN OF BUNBURY	2	2022.462	2821/280	P002138 2
MUNICIPALITY OF BUNBURY	3	1010.829	1040/271	P002326 3
TOWN OF BUNBURY	3	2022.462	2821/280	P002138 3
TOWN OF BUNBURY	4	2022.462	2821/280	P002138 4
MUNICIPALITY OF BUNBURY	4	1011.835	1040/271	P002326 4
MUNICIPALITY OF BUNBURY	5	759.027	1040/271	P002326 5
MUNICIPALITY OF BUNBURY	6	759.027	1040/271	P002326 6
TOWN OF BUNBURY	7	1011.835	2821/280	P002326 7
TOWN OF BUNBURY	8	1438.037	2821/280	P002326 8
TOWN OF BUNBURY	8	2022.463	2821/280	P002138 8
TOWN OF BUNBURY	9	2023.066	2821/280	P002138 9
MUNICIPALITY OF BUNBURY	9	809.528	1040/271	P002326 9
TOWN OF BUNBURY	10	2024.443	2821/280	P002138 10
MUNICIPALITY OF BUNBURY	10	1048.925	1040/271	P002326 10
TOWN OF BUNBURY	11	2023.799	2821/280	P002138 11
MUNICIPALITY OF BUNBURY	11	877.902	1040/271	P002326 11
TOWN OF BUNBURY	12	2025.105	2821/280	P002138 12
MUNICIPALITY OF BUNBURY	12	1113.139	1040/271	P002326 12
MUNICIPALITY OF BUNBURY	13	842.86	1040/271	P002326 13
MUNICIPALITY OF BUNBURY	14	842.86	1040/271	P002326 14
MUNICIPALITY OF BUNBURY	15	842.86	1040/271	P002326 15
MUNICIPALITY OF BUNBURY	16	708.083	1040/271	P002326 16
MUNICIPALITY OF BUNBURY	17	987.92	1040/271	P002326 17
TOWN OF BUNBURY	102	2257.307	2821/280	P002138 102
TOWN OF BUNBURY	103	2294.323	2821/280	P002138 103

TOWN OF BUNBURY	104	2331.54	2821/280	P002138	104
TOWN OF BUNBURY	105	2368.758	2821/280	P002138	105
TOWN OF BUNBURY	151	6582	2821/280	P004687	151
TOWN OF BUNBURY	295	797.244	2821/280	P002138	295
TOWN OF BUNBURY	296	404.814	2821/280	P002138	296
TOWN OF BUNBURY	297	404.814	2821/280	P002138	297
TOWN OF BUNBURY	298	404.814	2821/280	P002138	298
MUNICIPALITY OF BUNBURY	299	405	1040/271	P002138	299
MUNICIPALITY OF BUNBURY	300	202	1040/271	P002138	300
MUNICIPALITY OF BUNBURY	301	304	1040/271	P002138	301
MUNICIPALITY OF BUNBURY	302	304	1040/271	P002138	302
TOWN OF BUNBURY	303	404.814	2821/280	P002138	303
TOWN OF BUNBURY	304	404.814	2821/280	P002138	304
TOWN OF BUNBURY	305	1400.657	2821/280	P002138	305

Further to the lots identified above, there are two closed roads contained within the site boundary; however, no development is proposed over these lots.

2.2 Location and Context

The subject site is located approximately 3km south of the Bunbury Town Centre and approximately 2.5km south-west of the Australind Bypass. The site is within the municipal boundaries of the City of Bunbury.

The subject site has a frontage to Clarke Street along its northern boundary and abuts Blair Street along the eastern boundary, Halsey Street at the southern boundary and Spencer Street at the western boundary as depicted in Figure 1. The subject site has vehicular access points to Clarke Street and Halsey Street. The subject site is generally surrounded by residential development, which exists on the opposite side of all four street frontages. Commercial land uses are located on Spencer Street to the north-west of the site including a service station, medical centre and pharmacy. These uses form part of the Spencer Street activity corridor, which links back to the Bunbury town centre.

The subject site is accessible with a range of amenities available within walking and cycling distance and via public transport. Specifically:

- Bus services between the Bunbury Bus Station and the Bunbury Health Campus operate along Blair Street and Spencer Street and regular intervals throughout the day; and
- Spencer Street has a line marked bike lane allowing for easy cycling access.

2.3 Existing Land Use and Development

The subject site is currently used for sporting and recreation purposes, primarily Australian Rules football. It contains a sporting oval, a stadium, car parking and associated sporting and recreation infrastructure. The oval currently comprises two grandstand buildings which sit adjacent to each other on the western side of the ground. The northern grandstand is proposed to be demolished through this development application, whilst the southern grandstand and clubrooms (operated by the South Bunbury Football Club) will remain.

There are several open bench seats located around the ground. A track around the playing field also allows spectators to view the game from their cars.

The main spectator entry point is at the corner of Spencer Street and Clarke Street at the north-western corner of the site. The main vehicular access point is from Clarke Street to the north, which provides access to a bitumen car park located behind the northern grandstand.

The site contains a number of existing trees around the exterior of the ground.

In relation to topography, the playing surface is flat, with a slight incline to the surrounding land allowing for optimal viewing. There are no substantive level changes proposed through this development application.

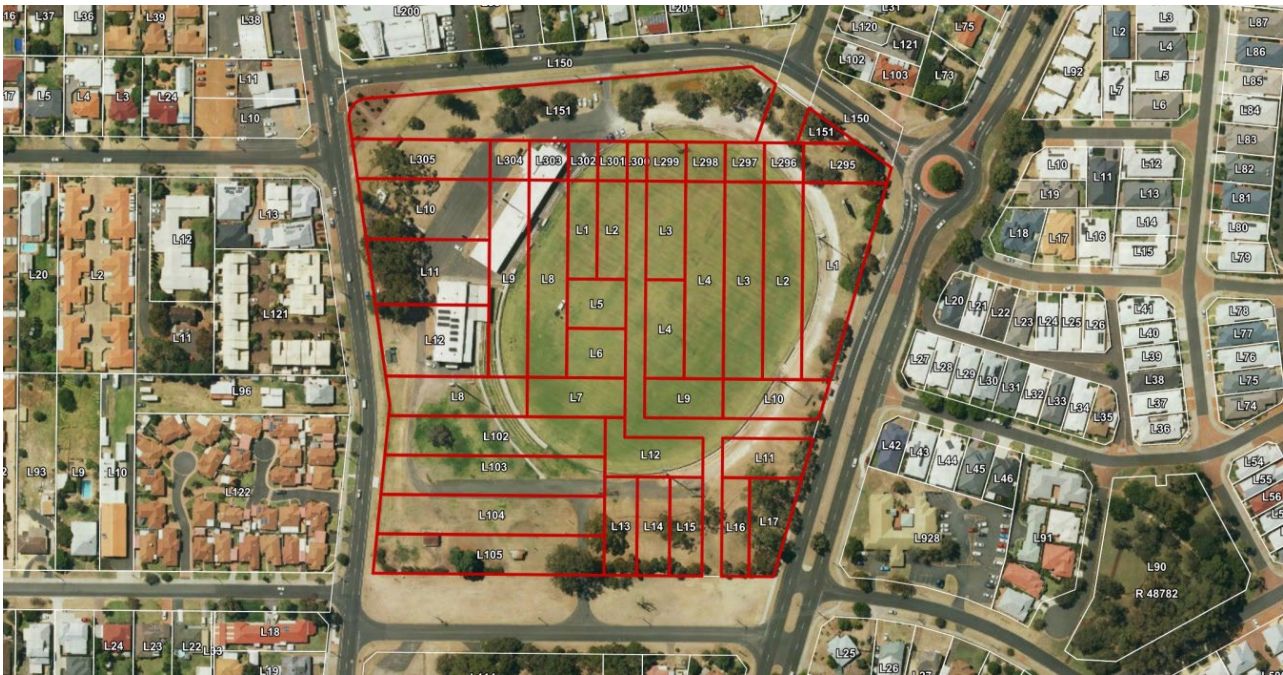


Figure 1 Aerial photograph with cadastral boundaries overlaid

2.4 Movement Network

A Traffic Impact Statement has been prepared by Cardno now Stantec in support of the proposed development (refer **Appendix D**). The key components of the report regarding the existing road network are outlined below.

2.4.1 Road Network and Access

The subject site is serviced by a network of existing roads that are classified under the Main Roads WA Functional Hierarchy. The surrounding road network is described as follows:

- The site has a primary frontage to Clarke Street which is an 8.2m wide, two-land road with one footpath and a maximum speed of 50 km/h that is classified as an Access Road.
- The site is bound by Blair Street to the east which comprises of two 7.3m wide, two-lane roads with two footpaths and a maximum speed of 60 km/h that is classified as a Distributor A Road.
- The site is bound by Halsey Street to the south which is 8.5m wide, two-lane road with no footpaths and a maximum speed of 50 km/h which is classified as an Access Road
- The site Spencer Street which is a 9m wide road (including a 1m should on either side), two-lane road, with one footpath and a maximum speed 50 km/h which is classified as a Local Distributor Road.

2.4.2 Traffic Volumes

According to the latest traffic data sourced from MRWA, Blair Street (north of Mangle Street) carried approximately 15,329 vehicles per day on a regular weekday, while Clarke Street (west of Mary Street) carried approximately 317 vehicles per day.

2.4.3 Public Transport and Pedestrian and Cycling Facilities

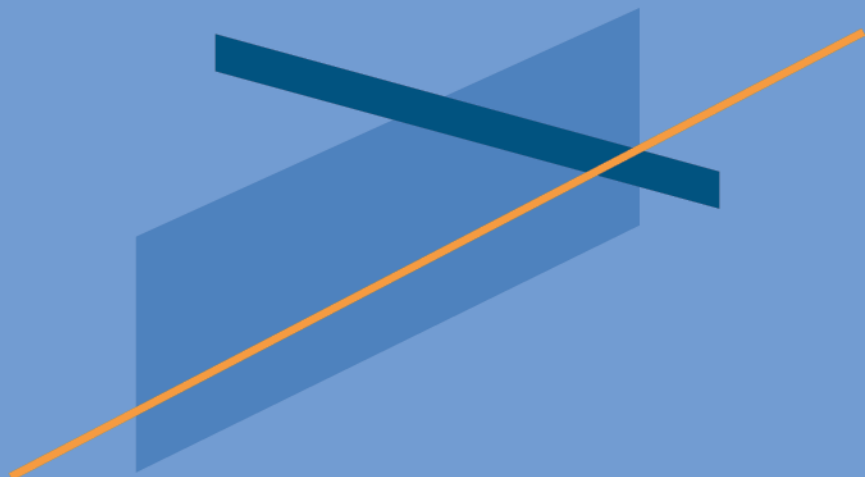
The subject site is accessible by public transport, with the bus routes located on Spencer Street and Blair Street that run between the Bunbury Bus Station and the Bunbury Health Campus.

The site is accessible for cyclists as Spencer Street contains bicycle lanes on both sides of the road. Additionally, dual use footpaths are available along Clarke Street, Blair Street and Spencer Street which allows pedestrian access to the subject site.



3.0

Development Proposal



3.0 Development Proposal

3.1 Overview of Proposed Development

The proposal primarily involves the demolition of the existing northern grandstand and the construction of a new grandstand building in its place. The particulars of the grandstand building are summarised in Table 3 below.

Additionally, a new car park is proposed in the north-west corner of the site. This provides 70 line marked parking bays, 6 ACROD parking bays and includes a pedestrian walkway and crossing from the main pedestrian entry at the corner of Spencer Street and Clarke Street. Additional landscaping and trees are proposed surrounding the car park and the grandstand.

Solar panels are provisionally proposed on the rooftop of the grandstand.

The subject application is outlined in the plans contained in **Appendix C**.

Table 2 – Particulars of proposed grandstand

Level	Key Components
Ground	<ul style="list-style-type: none"> 4 x players changerooms 1 x umpires changeroom 2 x massage rooms 2 x doctors rooms 2 x flexible office / prayer rooms Publicly accessible male, female and unisex toilets including accessible toilets A kiosk on the south side of the building A bin storage area Various store rooms and plant rooms.
Level 1	<ul style="list-style-type: none"> Grandstand seating comprising a total of 745 seats plus wheelchair spaces Public and private male, female and unisex toilets including accessible toilets Offices, boardroom and kitchen/kitchenette for the South West Football League Six boxes for coaches, umpire observes, time keepers and media Three additional boxes for either food and beverage vendors or media Sensory room
Level 2	<ul style="list-style-type: none"> Camera deck

3.2 Development Rationale

The J. E. Hands Oval Memorial Park (Hands Oval) is home to the South West Football League (SWFL), which is Western Australia's largest country football league. Hands Oval is South Bunbury's premier Australian rules football ground and hosts an array of sporting events including the regional football finals, pre-season AFL matches, A-league soccer games and state cricket matches.

The Western Australian government has provided funding to upgrade existing infrastructure to establish the Hands Oval sporting and recreation facility as an inclusive, accessible and sustainable multipurpose facility oval that can be enjoyed by players, community members and visitors all year round. The facility aims to provide universal access and mobility support to facilitate inclusion for players and visitors with disabilities. Additionally, the infrastructure upgrades will offer gender neutral changerooms to provide access to support and adapt to the growing number and diversity of players in the league and provide a welcoming environment to support on-going participation.

As well as accommodating sports matches, the facility will also serve as the offices and boardroom of the South West Football League. The new building will also support community uses, while providing the facilities to encourage a broader range of individuals, groups and visitors so it can be enjoyed by all.

3.2.1 Development Objectives

The intention of the application is to upgrade the quality of the sporting facilities provided and improve the public amenity for the users and surrounding residential context. The provision of the new grandstand seating and upgrades to the associated infrastructure will promote better use of the sporting facilities, improve onsite amenity and reduce traffic movements.

The key objectives for the re-development of Hands Oval include:

- Enhance Hands Oval to enable it to host state, national and international events;
- Increase community connectivity and inclusion,
- Establish Hands Ovals as a community meeting place;
- Increase participation in sport, especially participation by females and people with a disability by providing an accessible facility;
- Enhance spectator experiences with all-weather spectator viewing both day and night.



Figure 2: 3D Perspective of Future Hands Oval Stadium Development

3.3 Design

The existing facilities at Hands Oval are nearing the end of their economic lifespan. The proposal seeks to replace and upgrade these facilities, with the new design having regard to the history and context of the subject site as well as the broader Bunbury locality. The design and materiality take cues from natural attractions on the waters surrounding Bunbury, including the Basalt rocks and cliffs of the bay and beaches and the mangrove boardwalk along the inlet.

The upgrades are designed to suit AFL Regional Preferred Facility Guidelines and incorporate some AFL Category 4 venue requirements (where possible and appropriate) to allow the facility to host pre-season AFL games and AFLW games.

The new Hands Oval stadium provides a wide range of amenities to support the uses of the oval and encourage visitors and community participation for all. Inclusive design principles have been followed with accessibility of areas and entrances, adaptable changeroom facilities that are gender-neutral, universally accessible restrooms with change tables and a Changing Places standard room.

The design seeks to create a built form that is sustainable to build and operate. To reduce consumption energy and water efficient fittings and services, waterwise landscaping as well as durable materials designed to last will be priority. The proposed materials, together with retention of existing trees and significant landscaping on the public realm, the design is specifically tailored to its site and locality, providing an elegant and coherent development and contributes to a sense of place.

A more detailed design statement is provided in **Appendix D** and Section 4.1 of this report, including an assessment against the 10 principles of good design.

3.4 Access, circulation and parking

This application includes a comprehensive assessment of access, circulation and parking considerations for the proposed development, as detailed in the Traffic Impact Statement (TIS) contained in **Appendix D**. The following summarises the key matters for consideration as a component of this development application.

3.4.1 Site Access

Access to the site will be provided via the existing single full-movement crossovers located on Clarke Street and Halsey Street. The Clarke Street crossover is the primary access point which provides access to the main carparking area to the north-west of the site and over-flow parking at other spots around the ground. The Halsey Street crossover is the secondary access point which also leads to an internal east-west driveway that connects to the main and overflow carparking areas.

The application proposes to retain the existing access points with minor adjustments to the location and geometry. The TIS provides a Swept Path Analysis that demonstrates that the modifications to the access points are able to adequately allow vehicles to enter and exit the access points.

3.4.2 Car Parking

The development will provide a total of 76 formal parking bays (70 standard parking bays and 6 ACROD parking bays), approximately 70 informal parking bays directly adjacent to the ring road around the oval as part of this application.

In addition to the formal carparking provided, the facility maintains space for informal parking on the verges and landscaped areas within the site could potentially provide a further 350 - 435 parking spaces. The informal verge parking is anticipated to be required for major events only, with the parking demand further supplemented by informal street parking.

Event management and traffic marshalling will be provided for major sporting events that are expected to generate a demand greater than 500 vehicles to manage the informal overflow parking, traffic movement and car parking layout efficiencies.

Furthermore, the proposed carparking arrangement will provide for the appropriate ambulance and emergency vehicle access and parking requirements with direct access to the oval in accordance with the AFL 2022 Guidelines.

3.4.3 Traffic

An assessment of the traffic generated by the proposed development has been undertaken by Stantec as part of the TIS contained in **Appendix D**. Based on the City of Bunbury's traffic count data, a total of three peak traffic activity periods were identified. These events are details as follows:

- It is estimated that 82 trips were generated heading north of the site and 115 trips heading south of the site during PM Peak Periods on weekdays;
- It is estimated that 114 trips were generated heading north of the site and 128 trips heading south of the site during Saturday Peak Periods; and
- It is estimated that 108 trips were generated heading north of the site and 152 trips heading south of the site during Sunday Peak Periods.

3.5 Waste Management

A Waste Management Plan (WMP) has been prepared to address the waste associated with the proposed development. The WMP is provided in **Appendix E**. The WMP identifies that the office and takeaway premises (kitchen and kiosk) will be the key waste-generating activities on site and provides a series of tactics to manage waste. The plan separates general waste, comingled recycling, CDS containers, used cooking oil and bulky waste and identifies an appropriate number of bins required based on the rate at which the waste is generated. The separation of waste into streams facilitates the appropriate waste to be recycled to minimise landfill.

The WMP identifies that the City will service the general waste and recycling bins and transport the waste off-site. Private service provider will service the Container Deposit Scheme bins, grease trap and the used cooking oil storage unit.

Standard side-lift vehicles will service the general waste and recycling bins while a tanker vehicle will be required to service the grease traps. The waste collection vehicles are able to safely enter, operate and exist the proposed development with minimal reversing and/or manoeuvring with access via Clarke Street and Halsey Street. The collection vehicles will collect waste from designated points on collection days. The bins will be located within a fully enclosed internal bin store area on the ground floor of the stadium near the lifts and vehicle collection point.

3.6 Sustainability

An Environmentally Sustainable Design Assessment has been prepared by Full Circle to advise on the performance of the building envelope and demonstrate compliance with performance criteria to ensure the built form has a sustainable design approach (refer **Appendix F**). Key sustainable features of the proposal include:

- Provision of 30kW PV array;
- Low toxicity product selection;
- Exceed BCA Envelope Requirements by 10%;
- Low flow tapware and sanitary fixtures;
- Potential metering system to aid in performance optimisation;
- Ongoing sustainable design and review optimisation;
- Integration of nature within design solution; and
- Responsible construction practices.

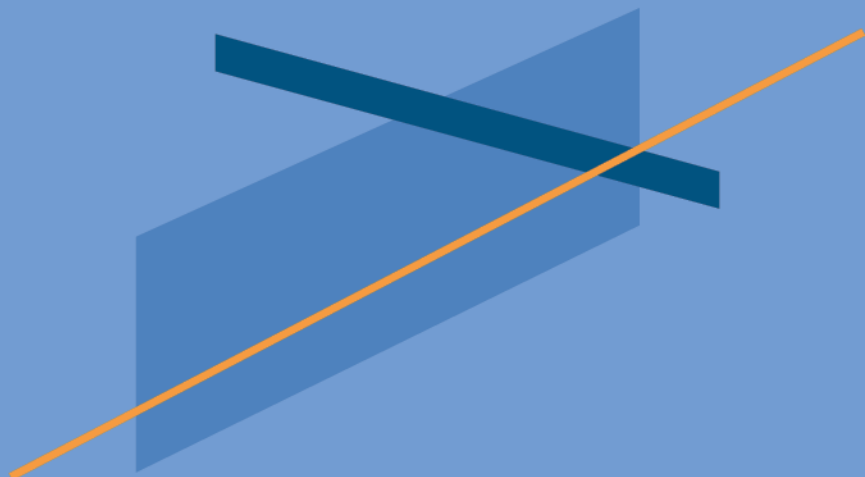
3.7 Acoustics

An Acoustic Statement has been prepared by Stantec to consider the potential noise impacts of the proposed development (refer **Appendix G**). The Acoustic Statement notes that given there is minimal increase to the overall capacity of the site, it is anticipated that the expected noise levels generated from the proposed development will not exceed the current noise levels generated during typical weekend use. It is noted that the proposed infrastructure and associated mechanical services are to comply with the requirements of the *Environmental Protection (Noise) Regulations 1997* while crowd noise is considered 'community noise' and is generally exempt from assessment against the Regulations. Noting Hands Oval has been a longstanding sporting oval, it is considered that the proposal will cause no additional adverse amenity impacts to the surrounding properties.



4.0

Planning Framework



4.0 Planning Framework

4.1 State Planning Framework

4.1.1 State Planning Policy 7.0 – Design of the Built Environment

State Planning Policy 7.0 Design of the Built Environment (SPP 7.0) is leading the design outcomes in the planning system. SPP 7.0 includes 10 principles for good design and establishes the framework for integrating design review as part of the evaluation process. An overview of the 10 design principles and the manner in which they are address as outlined below in Table 3.

Table 3 State Planning Policy 7.0 Design Principles Assessment



<i>SPP 7.0 Design Principles</i>	
	<p>Context and Character</p> <p>The existing facilities at Hands Oval are run down and do not reflect the high standard ground which they serve. The proposed works for a new stadium will provide a suitable hub for football in the south west. The design seeks to work harmoniously with its surroundings. Situated in a mostly residential area, the north-west corner of the site is also surrounded by medical centres, petrol stations and small-scale retail. The grandstand and car park are located in the north-west corner of the site, at the intersection of Spencer and Clarke Street.</p> <p>Bunbury has a layered character influenced by natural and historical aspects. Bunbury is distinctively situated at the nexus of 3 waters; ocean, the bay and the inlet with industrial port city history. This new stadium design takes cues and inspirations from its surrounding natural attractions mainly the basalt formations and the mangrove boardwalk which are solely owned by the City of Bunbury and its people. This project aims to rejuvenate the site, creating a welcoming precinct that supports its use by a diversity of visitors and groups.</p> 

Figure 3 View of the proposed grandstand from the north



Landscape Quality

The existing landscape will be improved with new opportunities for waterwise planting and trees to be integrated with movement through and around the building, hardscaping, street furniture and lighting contributing to a unified experience for visitors. The design maximises the retention of important trees, many of which provide vital shade, habitat for local fauna and identity to the site.



Built Form and Scale

To reflect its use, the building has a civic nature but within a modest scale that is respectful of surrounding neighbours. A cantilevered roof encompasses the activity beneath, unifying the building. The overall scale of the development is appropriate for its context. The grandstand is well setback from Spencer Street and Clarke Street, with retained and new trees ensuring the streetscape maintains its current scale.



Functionality and Build Quality

The proposed building has an efficient layout, maximising symmetry and functional planning that maximise the use of each space. The facility has been designed to suit AFL Regional Preferred Facility Guidelines. It has also responded to AFL Category 4 venue guidelines where appropriate and possible, as guided by the City of Bunbury. This provides the opportunity for AFLW and pre-season AFL to be played at Hands Oval. These requirements are met with many spaces being multi-functional, allowing the building to adapt as needed to foster a variety of events.

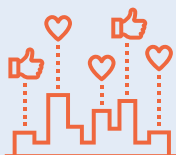
The building has been orientated to minimise sun glare when viewing matches in the afternoon, provide weather protection and optimise opportunities for solar passive design. The cantilevered roof over the seating providing shading to spectators. Material selection has been driven by quality and durability, appropriate for the coastal context, longevity and aesthetics.



Sustainability

The design seeks to create a built form that is sustainable to build and operate. To reduce consumption energy and water efficient fittings and services are prioritised. Waterwise landscaping, durable materials will also be pursued.

Indoor environment and air quality have also been important considerations with areas being able to take advantage of mixed mode ventilation. Solar panels are to be installed on the roof to power with provision to allow expansion of the array in future. To reduce the impact of urban heat, the design maximises the number of trees retained and introducing one tree every 6 car bays to improve shading and reduce heat.



Amenity

The new Hands Oval stadium provides a wide range of amenities to support the uses of the oval and encourage visitors and community participation for all. Inclusive design principles have been followed with accessibility of areas and entrances, adaptable changeroom facilities that are gender-neutral, universally accessible restrooms with change tables and a Changing Places standard room.

The space will be further activated with a kiosk at ground floor and vendor space on level 1. Public toilets are provided at ground and first level, as well as a couple of water fountains ideal for all abilities and even pets.

Existing and new trees and the built form create shade, weather protection, and a welcoming environment.



Legibility

Set back off the street, the basalt inspired façade addresses the intersection of Clarke Street and Spencer Street, clearly defining the building from the pedestrian entry. On approaching from the south on Spencer St or the east on Clarke Street, perforated screens boarded with coloured concrete catch the eye and define the edge of the building, encouraging persons to follow it around to the main entry.

Pedestrian traffic from the ticket office on the corner of Spencer and Clarke streets is led down a footpath spine that lands directly in front of the grand stair where spectators can either walk up to the stand or continue on the path to the lobby which sits proud of the monolithic basalt inspired wall. Defined by its concrete frame and perforated panels, the main stairs are set out from the building and hover over the entry forecourt and centrally connect to the building at the upper level of the lobby creating a defined entry portal.



Safety

The upgraded entrance off Clarke Street will provide a clear entry that directly addresses the new building. Varied paths will be pedestrian priority and set out safe routes for people to move around and through roads and carparks. Anchored opposite the Clarke Street entry is the entry forecourt, made easily locatable by its proximity to the entrance, a clear network of pedestrian paths, the monolithic basalt inspired wall and landscaping.

Pedestrian movement is a priority to keep visitors safe and to create a seamless user experience. A mix of traffic calming devices such as speed humps and islands will be used in conjunction with clearly defined paths to promote ease of movement throughout the precinct.



Community

The new building will support the existing community use by groups such as the South West Football League, the South Bunbury Football Club and the greater Bunbury community, while providing the facilities to encourage a broader range of individuals, groups and visitors so it can be enjoyed by all.

Accessible and inclusive design support and welcome groups and individuals that may previously been discouraged, providing an equitable experience.

The interface between the new building and the existing SBFC building will be serviced by a kiosk, with landscaping and windbreak elements to allow use of the space between the buildings to cultivate a lively and engaging connection with the surrounding facility.



Aesthetics

The design and materiality of the new Hands Oval Stadium seeks to provide a civic built form with an identity that is of its place, so it can serve as the back drop for community activity and participation. The materials take cues from natural attractions on the waters surrounding Bunbury, including the Basalt rocks and cliffs of the bay and beaches and the mangrove boardwalk along the inlet.

Basalt is recognised as a uniquely Bunbury attraction found at Capel and Black Point, existing only minutes from the city centre. As a significant geological phenomenon, the basalt tells of plate tectonics, of continental drifting, and more specifically of the moving away of the Indian plate from Western Australia as part of the breaking up of the Gondwana supercontinent. It is a material with presence and a long history. The western wall portrays a reinterpretation of the basalt rocks formation, its monolithic nature running the width and height of the building is defines the arrival experience. Deep recesses for entries and lightwells create shadow and depth articulating the wall and referencing jagged rock edges. On the other side of the wall is where the action takes place.

In contrast to the jagged rock forms, the mangrove boardwalk is reflected in boardwalk patterned in-situ concrete on the lower walls and folding down to some of the footpath areas. It speaks to the calm rhythm and repetition of the planks on the boardwalk. The roof cantilevers over the seating providing shade, and encompassing the entirety of the building. Metal and composite materials on the east façade will be in neutral and earthy tones to complement the basalt rock and reference its coastal locale.

The proposed materials, together with retention of existing trees and significant landscaping in the public realm, the design is specifically tailored to its site and locality, providing an elegant and coherent development and contributes to a sense of place.

4.2 Strategic Planning Framework

4.2.1 Greater Bunbury Strategy 2013

The Greater Bunbury Strategy 2013 has been prepared to guide urban, industrial and regional land use planning and associated infrastructure delivery in the Greater Bunbury sub-region in the short, medium and long terms.

The strategic document provides for necessary land uses and future robustness to accommodate the projected population growth identified within the State Demographer's *WA Tomorrow 2012* report. The Greater Bunbury Strategy 2013 advocates for a 'compact and connected' growth pattern as the most balanced and responsible way for the Greater Bunbury sub-region to develop.

The subject land is included within the 'Urban Developed Land', which identifies land that is currently zoned urban and is developed.

The Strategy strongly encourages residential infill and greenfield development in the short and medium term for land that is already zoned urban and urban deferred. To support projected population growth, the Strategy encourages the small-scale

expansion of commercial, light and general industry to encourage employment opportunities and local amenity. Furthermore, the Strategy acknowledges that there is a need for social infrastructure within the sub-region, including public open space and sports and recreation facilities.

The proposed development directly response to the need identified within the Strategy to provide sports and recreation facilities to improve the amenity and quality of the infrastructure and facilities, reduce traffic movements and establish a sense of social cohesion.

4.2.2 City of Bunbury Local Planning Strategy

The City of Bunbury Local Planning Strategy (LPS) was endorsed by the WAPC on the 1st of March 2018. The subject site is identified as a 'District Park' in the LPS, which has the following strategies:

- *Maintenance and enhancement of the provision and quality of active and passive recreational open spaces;*
- *Promotion of best practice recreational open space planning, design and management;*
- *Protection and enhancement of Koombana Drive as an important visual amenity corridor;*
- *Maintenance and enhancement of the diversity of recreational and cultural open space opportunities;*
- *Alignment of Hay Park Master Plan with district and regional sport and recreational needs;*
- *Facilitation of the reduction in water consumption for the irrigation of public open spaces;*
- *Preparation and implementation of reserve management plans; and*
- *Facilitation of the rationalisation or establishment and maintenance of recreational linkages through the Preston River to Ocean Regional Park.*

The proposed development of the subject site for sporting and recreation purposes is in accordance with the strategies identified with the LPS for the area.

4.3 Greater Bunbury Region Scheme

The subject site is zoned 'Urban' under the Greater Bunbury Region Scheme (GBRS). The proposed development is able to be accommodated under the current GBRS zoning.

4.4 Local Planning Framework

4.4.1 City of Bunbury Local Planning Scheme No. 8

The subject site is reserved for 'Public Open Space' under the City of Bunbury Local Planning Scheme No. 8 (LPS8) (refer Figure 3). The relevant provisions of LPS8 requiring assessment are:

- Clause 14 – Local Reserves
- Clause 40 – Landscaping

Clause 14 – Local Reserves

There is no land use permissibility for a public open space reserve. Instead, the development is to be consistent with the purposes of the reserve and the relevant objectives under Clause 14. The objectives for land reserved for Public Open Space are as follows:

- *To set aside areas for public open space, particularly those established under the Planning and Development Act 2005 s152; and*
- *To provide a range of active and passive recreation uses such as recreation buildings and courts and associated carparking and drainage.*

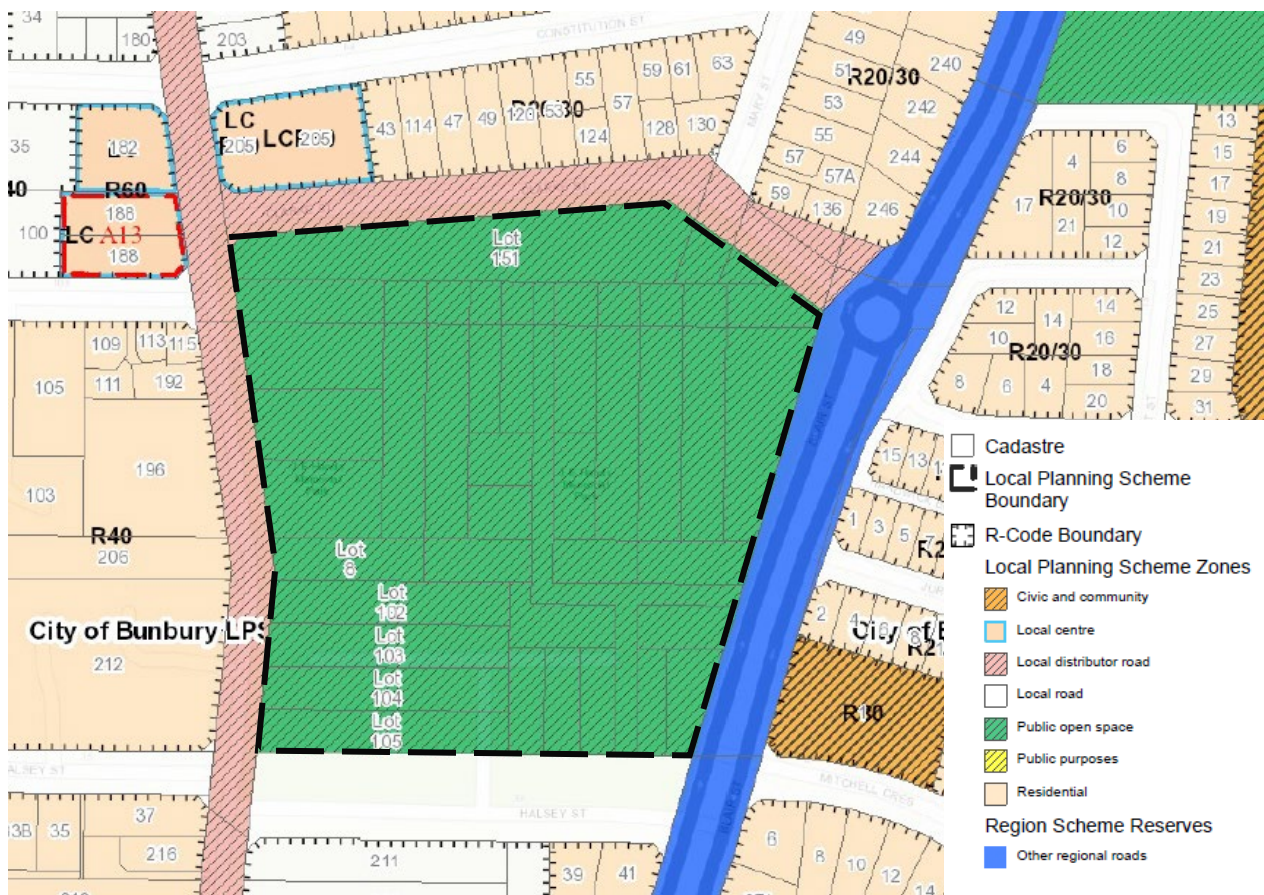


Figure 4 Zoning Map (Sourced from PlanWA mapping)

Development Response:

The proposed grandstand and associated infrastructure facilitate the lawful use of the subject site in alignment with the purposes for which the Public Open Space Reserve was intended. Hands Oval is used throughout the year to host an array of sporting and recreation events including the regional football finals, pre-season AFL matches, A-league soccer games and state cricket matches. Additionally, the oval is accessible to the public to use for other recreational activities throughout the year and outside of football training and game times. As the primary function of the stadium infrastructure is to facilitate sporting and recreation, it is considered that the proposal is generally consistent with the requirements of LPS8 and warrants support from the City.

The proposed development provides infrastructure to improve the amenity of the Hands Oval Stadium and support the use of the site as an active and passive sporting and recreational facility. The proposal also seeks to increase the availability of on-site carparking to provide additional spaces for future use of the oval. Therefore, the proposed development is permissible under LPS8 and will achieve the purposes of the oval for recreational activities in accordance with the objectives outlined in Clause 14 (3), while contributing to an attractive public amenity.

Clause 40 Landscaping

Clause 40 of LPS8 requires the following provision for land within the Scheme area:

- *Primary and secondary front street setback areas and other setback areas not used for access, parking and/or waste management are to be landscaped in accordance with the provisions of the relevant local planning policy and Schedule 5.*

Development Response:

Whilst there are no relevant provisions in Schedule 5, the development proposes to retain the majority of existing trees and incorporate additional landscaping within and around the carparking area and pedestrian walkways within the street setback areas. The setback areas are not used for any purposes other than access, parking and landscaping. All landscaping within the setback areas is designed in accordance with Local Planning Policy 48 Landscaping, as discussed below and is therefore consistent with Clause 40 of LPS8.

Clause 41 Carparking

Clause 41 of LPS8 requires parking to be provided in accordance with Schedule 4 of the Scheme. The Scheme does not specify a minimum required carparking rate for a sporting ground. However, the following relevant requirements are provided in the planning framework:

- Schedule 4 of LPS8 prescribes a requirement for 'Private Recreation' uses being one bay for every four persons the facility is designed to accommodate.
- The City's Local Planning Policy 3.1 – Parking includes a requirement for 'stadium', but notes that the rate will be determined by the local government having regard to the availability of public transport, timing of events and opportunities for reciprocal and shared parking.

The development provides for a total of 76 standard parking bays, including 6 ACROD parking bays which will be used for staff, players and visitors attending the site. This is in addition to approximately 350 – 435 informal parking spaces around the remainder of the oval to be provided for major events.

Car parking is discussed in further detail in Section 5 of this report.

4.4.2 Local Planning Policies

Local Planning Policy 1.4 – Local Planning Policy for Design Review

LPP 1.4 seeks to ensure the City considers the design principles in significant developments and the planning policy framework and refer such proposals to the South West Joint Design Review Panel (DRP). The South West DRP is not yet established.

It has been discussed and agreed with the City through preliminary consultation that design review is not required for this development application noting:

- The facility replaces an existing grandstand on the site.
- Substantive efforts have been made to retain and enhance landscaping and
- An assessment against the 10 principles of good design and a design analysis from CCN architects is included in Section 4.1 of this report.

Local Planning Policy 3.1 – Spencer Street Activity Corridor Design Guidelines

The purpose of the Spencer Street Activity Corridor Design Guidelines is to set out the development requirements for sites located within the Spencer Street Activity Corridor. The policy outlines the development standards for sites fronting Spencer Street, particularly with regard to the street interface. As identified in Map 1 of LPP 3.1, **the subject site is excluded from the area where the policy applies**. However, given the policy affects the immediate surrounding properties on Spencer Street, consideration has been given the objectives of the policy.

Response to policy requirements:

The subject site is primarily located opposite 'Interface 4' which is a medium density residential interface, whilst the corner of Spencer Street and Clarke Street is designated 'Interface 3' being a mixed use residential zone with ground level commercial uses. While the proposal is not subject to assessment, the frontage of the development respects the existing character and scale of the surrounding residential context (in interface 4) and commercial context (in interface 3) and is generally in keeping with the desired built form outcome identified within the policy. Specifically, the main entry to the stadium is located at the corner of Spencer Street and Clarke Street – opposite interface 3. This ensures the main area of activity is situated adjacent to commercial uses, rather than residential uses.

Interface 4 requires that development is to be in accordance with the R-Codes and establishes the development requirements for the construction of pedestrian shelter where commercial uses are proposed. Notably, the proposal retains the existing setback to ensure the development does not cause visual bulk while respects the surrounding residential context.

Local Planning Policy 3.1 – Access and Parking Requirements for Pedestrians, Bicycles and Vehicles

LPP 3.1 seeks to ensure that the access and parking requirements for pedestrians, bicycles and vehicles are adequately provided for by the use and development of land within the City of Bunbury. The policy aims to provide an adequate supply of vehicle and bicycle parking facilities, create efficient and safe movement networks, integrate the existing public transport infrastructure and promote alternative transport modes. Furthermore, the policy seeks to provide adequate loading and service vehicle parking facilities and create supportive environments for physical activity by maintaining streets that are pedestrian and cyclist friendly.

Response to Policy Requirements:

Car Parking

An assessment of car parking is provided in Section 5.1 of this report. In summary, the combined number of formal and informal parking spaces around the site is considered sufficient to accommodate the intended patronage of the oval, other than for major events.

Access and Manoeuvring

The proposed car park is designed in accordance with AS2890.1. It allows forward gear ingress and egress for all vehicles and is designed to accommodate a vehicle of up to 12.5m in length (being a waste truck or bus).

Access to the car park remains in the same location as the existing crossover to Clarke Street. A slightly widened crossover is proposed to accommodate the 12.5m service vehicles.

A 2m wide pedestrian pathway is provided through the car park, connecting the main entry at the corner of Spencer Street and Clarke Street with the grandstand. Cross walks are to be provided to allow pedestrians priority in entering and exiting the ground.

Bicycle Parking

As detailed in the Traffic Impact Statement, it is recommended that up to 15 bicycle parking spaces are allowed for within the facility. These will be considered at a later stage noting there is ample space within the site to provide this required bicycle parking.

Local Planning Policy 48 – Landscaping

LPP 48 encourages development that deliver creative and innovative landscape designs through the use of details of interest, plant selection and design. This policy promotes landscaping outcomes that achieve a high standard of visual excellence and make a positive contribution to the area as a whole.

Response:

This application proposes to increase the provision of trees on site and provide additional landscaping around the pedestrian walkways and onsite carparking. Existing trees have been retained wherever possible. Five trees are proposed to be removed – four trees to accommodate appropriate access to the car park and one tree due to risk of limb failure.

The indicative landscaped areas are shown in the architectural plans and a detailed landscaping plan may be provided as a condition of development approval to satisfy the requirements of LPP 48.

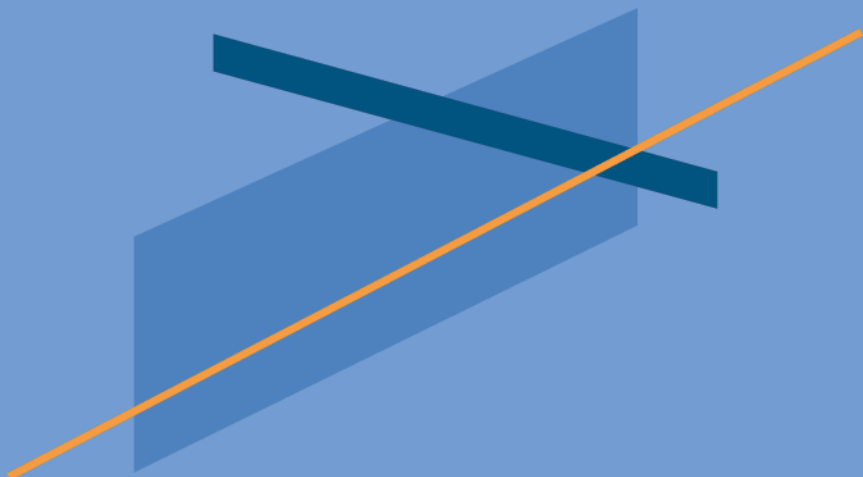
4.5 Aboriginal Cultural Heritage

A review of the Aboriginal Sites or Heritage Places (AHIS) database reveals that while there are registered sites of significance located within the City of Bunbury, the subject site is not identified as a registered site or heritage place. As such, the preparation of an Aboriginal Heritage Management Plan is not required.



5.0

Key Considerations



5.0 Key Considerations

5.1 Car Parking

Car parking is a key consideration for facilities which accommodate a large number of patrons such as a sporting ground. The demand and supply of car parking has been carefully considered in the preparation of this development application and the accompanying Traffic Impact Statement. The following section provides a summary of parking for the facility.

5.1.1 Statutory Requirements and Assessment

As outlined in Section 4.4 of this report, the City’s Parking and Access Policy requires parking for a ‘stadium’ to be assessed at the discretion of the local government having regard to the availability of public transport, timing of events and opportunities for reciprocal and shared parking.

For comparison purposes, the Local Planning Scheme sets a minimum requirement of 1 bay per 4 persons for ‘private recreation’ land uses. It is noted the requirements of the Local Planning Scheme prevail over the Local Planning Policy.

With regard to parking demand, the facility experiences fluctuating numbers of attendees on different days and at different times of the year. The peak parking demand is during the Australian Rules football season which typically runs from March to September. Table 5 below details the typical patronage through the week during football season (sourced from estimated supplied by the City of Bunbury) and applies an indicative parking requirement for these days and events.

Table 4 Typical patronage during football season

Day / Event	Nature of Use	Patronage	Parking Assessment (assuming 1 bay per 4 persons)	Parking Supply
Monday – Friday	Training Social events (e.g. Bingo nights)	100 – 300 persons for training sessions Up to 500 persons including children (at overlap)	Up to 125 parking spaces required	Approximately 500 spaces (comprising 76 new line marked parking bays and 350 - 435 informal spaces around the oval).
Saturday	Game day (alternates between seniors and juniors)	Up to 100 players, coaches, umpires at a time Maximum 1,500 spectators	Up to 400 parking spaces required	
Sunday	Game day (alternates between seniors and juniors)	Up to 100 players, coaches, umpires at a time 700 – 1,000 spectators	Up to 275 parking spaces required	
Major Event Days	Grand Finals / other major events (estimated twice per year)	Junior games – 1,500 people Seniors games – up to 5,000 people	Parking demand exceeds capacity	

5.1.2 Effect of proposed development

The proposed development is not expected to generate substantial additional attendees to the ground. Rather, the purpose of the project is primarily to renew the existing grandstand building on the site. There is a small increase in the number of seats in the grandstand to 745 seats. Whilst this may be seen as requiring additional parking bays, the number of attendees at the ground is not expected to markedly increase. Notwithstanding, it is noted the bitumen car park located to the north-west of the site is being increased from 60 formal line marked bays to 76 formal line marked bays.

5.1.3 Informal Parking

The majority of parking at Hands Oval is informal, meaning most vehicles do not park in line marked parking bays. Instead, parking from spectators occurs around the ground in an informal capacity. This is typical of most suburban football grounds, with spectators commonly viewing the game from their cars or from the open bench seating around the ground.

Figure 5 below shows an aerial photograph taken during a typical Sunday football game at the oval. It demonstrates the north-west car park is not occupied to its full capacity, with approximately 90 cars parked around the ground on this day.



Figure 5 Aerial Photograph of Sunday game showing informal parking around the ground (Source: Nearmaps – Sunday 10 July 2011, 10.58am).

As outlined above, the most relevant and comparable parking rate in the planning framework is 'Private Recreation', which requires one parking bay per four persons which the facility is designed to accommodate. As outlined in Table 5 above, it is considered the number of combined formal and informal parking bays (approximately 350 - 435) is sufficient to accommodate all training sessions and regular Saturday and Sunday games while providing additional informal bays for major events.

5.1.4 Major events

Additionally, it is noted that the general use of the site is expected to be significantly lower than the actual capacity of the ground. It is anticipated that special major events such as AFL pre-season games, state cricket matches or A-League soccer matches will occur once or twice a year and will generate larger crowds of approximately 5,000 people. The City has identified that events management planning for major events will be undertaken which will address event traffic management and provision for additional off-site carparking. Furthermore, it is likely that a significant portion of the users are local community members who are likely to live within close proximity to the site and may be encouraged to car-pool or seek alternative transport modes for special events, therefore not requiring a carparking bay.

5.1.5 Alternative modes of transport

The site is appropriately serviced by public bus routes with stops located adjacent to the subject site on Blair Street and Spencer Street which connect the site to the Bunbury Bus Station and Bunbury Health Campus. Additionally, it is considered that the site is accessible by the existing pedestrian and cycling networks that connect the site to the surrounding residential context. The cycling and pedestrian access is considered to be safe and reasonable due to the low traffic speeds of maximum 50km/h for Clarke Street, Halsey Street and Spencer Street and a maximum of 60km/h on Blair Street. In particular, Spencer Street has a dedicated bicycle lane, providing easy access to and from the Bunbury town centre.

5.1.6 Conclusion

The car parking provision on site is being increased from 60 bays to 76 formal parking bays with the remainder of the parking being informal. Other than for major events, the parking is considered to be sufficient to meet the demand of the proposed development and is otherwise consistent with the requirements of the planning framework.

5.2 Tree Retention

The development proposal prioritises the retention of existing trees on site and proposes to remove five trees from the north-western setback.

The re-development of the main carparking area has been designed to ensure the maximum number of existing trees are retained. Due to the access requirements, there were some circumstances where trees are proposed to be removed. The key circumstances where the removal of trees is considered appropriate is to accommodate access to the car park and to minimise the risk of limb failure.

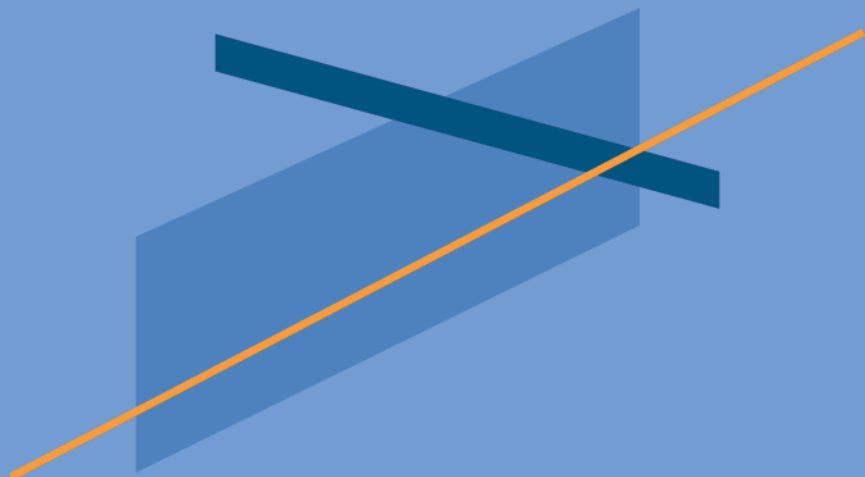
The City has received advice that the Sugar Gum tree in the north-west corner is at risk of dropping limbs. As such, this tree is proposed to be removed.

The development proposes additional landscaping and increases the provision of trees to improve the visual amenity of the main entrance as well as providing additional shading for pedestrians. The indicative landscaping areas and retained trees are shown on the site plan as attached in **Appendix C**.



6.0

Conclusion



6.0 Conclusion

The subject development is intended to improve the offering of the existing stadium at Hands Oval in South Bunbury. The proposal will result in the demolition of the existing northern grandstand with a new grandstand to be developed in its place, also incorporating new changerooms and a boardroom and offices of the South-West Football League. A number of the rooms and facilities are designed for multiple purposes and are suitable for a range of community uses. The proposal also incorporates upgrades to parking and landscaping in the north-west portion of the oval.

The proposed development seeks to establish the Hands Oval sporting and recreation facility as an inclusive, accessible and sustainable multipurpose facility oval that can be enjoyed by players, community members and visitors all year round. The facility aims to provide universal access and mobility support to facilitate inclusion for players and visitors with disabilities, and provides changeroom facilities to encourage diverse participation in football.

The proposal respects the amenity of the surrounding properties. It seeks to retain existing and established trees wherever possible and provides a more formal and legible car park for players, officials and visitors. Finally, the proposal incorporates a high-quality design outcome that has given regard to the surrounding context of the oval and the Bunbury locality more generally.

It is considered that the proposed development is in accordance with the requirements of the state and local planning framework, and warrants approval accordingly.