



## ATTACHMENT 3 – PERTH PARK CONTEXT SUMMARY

### 1. SITE DETAILS

#### Tenure

The Perth Park extends over multiple separate land parcels as identified in Figure 1 and described in **Error! Reference source not found.**, with most being Crown reserves held under Management Order to a variety of parties including the Burswood Park Board (BPB), VenuesWest (VW) and the Town of Victoria Park. Only Lot 551 on which the Crown Towers Hotel is located is owned in freehold by Burswood Nominees Ltd.

Figure 1. Land assembly plan





Table 1. Site details

Parcel Identifier	Deposited Plan	C/T	Owner
Lot 2001 – Optus Stadium Precinct	414942	LR3172/923	State – Management Order to VenuesWest
Lot 2006- Camfield Drive Road Reserve	414942	LR3172/927	State –Road under control and management of the Town of Victoria Park
Lot 2002- Burswood Park	414942	LR3172/924	State – Management Order to BPB
Victoria Park Drive Road Reserve	-	ID 3407163	State –Road under control and management of the Town of Victoria Park.
Lot 551- Crown Towers Hotel	76986	2812/341	Burswood Nominees Ltd (freehold )

## Approvals

The Perth Park site is subject to several different legal and planning instruments which influence the appropriate approval requirements. The *Casino (Burswood Island) Agreement Act 1985* (CBIA) and the *Metropolitan Region Scheme* (MRS) are the two most influential instruments affecting the majority of the Perth Park site.

The spatial influence of the CBIA and the MRS over the Perth Park site is identified in Figure 1, with the relevant approval requirements for each area of the Perth Park summarised in Table 2.

Table 1 – Approvals Summary

Land Parcel	Status	Approval Pathway
Lot 2001	MRS: Regional Open Space reserve	MRS Development Approval :WAPC
Lot 2006 (Camfield Drive)	MRS: Regional Open Space reserve	MRS Development Approval :WAPC
ID 34071653 (Victoria Park Drive)	MRS: Regional Open Space reserve	MRS Development Approval :WAPC
Lot 2002	CBIA “Resort Site”	Memorandum of Understanding (MOU) with Burswood Park Board
Lot 551	CBIA “Site”	Arrangements with Burswood Nominees Ltd

- **Development Approval by the WAPC under the MRS:**

The Perth Park extends into Lot 2001, Victoria Park Drive and Camfield Drive road reserves which are all reserved 'Regional Open Space' under the MRS and as such, these portions of the Perth Park are subject to development approval by the WAPC; and,

- **Approval under the CBIA :**

Portions of the Perth Pak are located within Lot 2002 and Lot 551, both of which are within the CBIA and classified as "Resort Site" and "Site" respectively. The CBIA removes planning laws over these areas which means that these areas are not reserved under the MRS and Development Approval is not required.

A Memorandum of Understanding has been agreed between the Burswood Park Board and the Office of Major Transport Infrastructure (OMTID) to facilitate the Perth Park works and use within the relevant portion of Lot 2002.

In addition, suitable arrangement are being progressed by OMTID with the Burswood Nominees Ltd as the landowners of Lot 551 to facilitate access and works on a portion of Lot 551.

The entire Perth Park project is also subject to additional consideration/approvals under other frameworks as described in the Development Application Explanatory Report, including :

- Environmental;
- Aboriginal/Historical heritage;
- Design Review by the Government Architect of WA (GAWA); and,
- Building Permits under the Building Act 2011.

## **Operations**

Following completion of the Perth Park works, it is anticipated that the ongoing operations of the Perth Park will be managed between VenuesWest and the Burswood Park Board. The Victoria Park Drive and Camfield Drive road reserves will remain under the control and management of the Town of Victoria Park, noting suitable arrangements will be required for any required road closures associated with the annual 3 day motorsport event and other events such as the current Optus Stadium events. Suitable arrangements are also being progressed with the Burswood Nominees Ltd for ongoing access and use of a portion of Lot 551.

## 2. PERTH PARK VISION

The Perth Park aims to deliver a dynamic activated parkland destination of multi-use event, entertainment, sporting and cultural venues and facilities, that brings together community, culture, environment, and event excellence at the heart of the Burswood Peninsula.

The Perth Park enhances the existing major venues by improving connectivity, activating underutilised spaces, and creating a cohesive landscape that supports event overflow, leisure, and community use. Its integration with Optus Stadium, Burswood parklands, and pedestrian networks strengthens the precinct's identity as a vibrant cultural and recreational hub with year-round appeal. The aim is to provide both daily community benefit and large-scale event capacity.

The Amphitheatre and Multi-Use Building (MUB) are sited to anchor the key event and gathering point in the precinct, while public realm connections create an accessible parkland precinct that is walkable and permeable, activating it beyond event days.

The main elements of the Perth Park are illustrated in Figure 2 and are outlined below, noting that the visualisations have been developed from early concept designs and are subject to change as design development progresses

Figure 2 : Site Context illustration





## Amphitheatre

As Perth's first dedicated outdoor amphitheatre with 'plug and play' facilities, the venue will significantly reduce setup and transport costs for artists and promoters offering a more affordable option for hosting outdoor music and entertainment events in the city.

Western Australia faces a unique challenge of being the most isolated city in the world. This makes it a costly exercise to bring major events including international touring artists, entertainers and sporting events to Perth. The Western Australian Government recognises the gap in Perth's entertainment-focused event infrastructure, and the high cost of running events in Perth. The permanent amphitheatre at Perth Park will accommodate up to 12,000 people, enabling an increase in the number of local events, intimate concerts and global music acts hosted in WA.

The design will also allow for scalable capacity to cater for different audience sizes. Permanent back-of-house amenities for artists and event organisers will include dressing rooms, production spaces and storage. The venue will feature a variety of viewing options, with space for people to stand or sit at the front of the stage, and a grassed area suitable for standing or relaxing on a blanket. Premium viewing areas will also be offered. Beyond the amphitheatre within the inner track, a landscaped area will provide space for community events, festivals, or multi-stage performances.

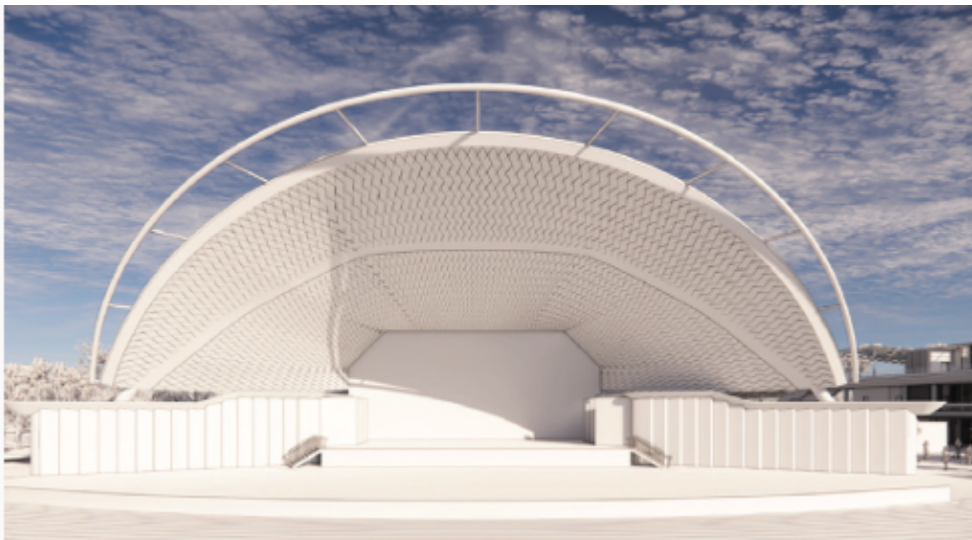


Figure 3: View of amphitheatre from seating area (For illustration purposes only, subject to change).

## Multi-Use Building

The multi-use building will feature event, function and sporting facilities along with other public amenities. The building will be designed to cater for an annual motorsport event and cycling events as needed, saving money on future temporary bump-in costs. Two indoor multi-use courts are proposed in the design to support participation in sport for those with disabilities. The ground floor will be an adaptable space providing direct access to the track and transforming into pit facilities during the annual motorsport event.

The building will also offer a range of event, function, and meeting spaces, with viewing opportunities overlooking the track, the amphitheatre and the city. This versatile layout will cater to a wide range of community, corporate, and entertainment uses throughout the year. A potential new hospitality venue is proposed as part of the development, providing an opportunity for the private sector to invest in a new, year-round food and beverage venue.

Featuring an open-planned design with an outdoor deck, the venue will offer multi-use building connection with the track and provide patrons a unique experience with panoramic views of various locations around the track, amphitheatre and the Perth city skyline. The Western Australian government is currently calling for expressions of interest in relation to this venue. In addition, a public viewing platform is envisaged to be accessible for most of the year. Visitors will be able to reach the building's roof terrace via a walkway along its exterior, providing an elevated vantage point to enjoy the surrounding park.



Figure 4: Multi-use building connection with track and amphitheatre (For illustration purposes only, subject to change)



Figure 5 : Hospitality venue (For illustration purposes only, subject to change)

## Connectivity and Environment

Perth Park will be Western Australia's premier entertainment and sporting precinct. It will diversify the economy and create new jobs in tourism, hospitality, sport and the arts. Landscaping will be a major feature of Perth Park, with current tree canopy to be substantially increased, and planting to include native species of trees, large shrubs, and wetland vegetation. A detailed study of existing trees is underway, with a view to identify trees suitable for retention, particularly within key public spaces, to help maintain existing character and continuity of canopy. Native wetland vegetation will be integrated into biofiltration swales, parklands, and streetscapes. This approach reinforces the connection to place and ensures a resilient and low-maintenance landscape. The current artificial irrigation ponds will be retained and/or relocated within the precinct, where they will provide their same function as a stormwater basin, and provide a safe and healthy environment for local fauna.

Multiple parkland areas, will be incorporated throughout the precinct, offering spaces for sport, public recreation, and walking; encouraging year-round community use. Landscaping will also play an important role in wayfinding, and cultural story telling. The project will be working with Traditional Owners in the development of the cultural interpretation opportunities.

The precinct has been designed to embrace multiple forms of transport access including a fully accessible pedestrian boulevard that will link the stadium station and precinct core. It will feature clear wayfinding, shaded rest areas and lighting. The existing public transport zone will be integrated into the Arrival Plaza, with safe and accessible crossings and the retention of real-time information displays to assist passengers. Active transport will be encouraged with dedicated cycle paths, new footpaths, and amenities providing direct connections and links to Matagarup Bridge and the wider Burswood Parklands.



Figure 6: Every day park use movement paths

### Multi Use Track

Perth Park will diversify the economy and create new jobs in tourism, hospitality, sport and the arts. A designated cycling training route of just over 1km, separated from vehicle traffic, has been designed in collaboration with key cycling stakeholders and in consideration of managing cyclist and pedestrian interfaces. In addition, an approximate 1.4km criterium cycling track will be enabled on the inner track for competitive cycling events. The training and competitive tracks could also be combined for an alternate event option.

The inner track and surrounding roads will be constructed and/or upgraded to FIA Grade 3 standards, enabling the precinct to host an annual three-day motorsport street circuit event. Spanning approximately 3.4 kilometres, the circuit will feature 12 turns and a main straight anticipated to be capable of reaching top speeds of up to 230 kilometres per hour. To enhance the spectator experience, several viewing mounds will be positioned around the track.

The inner section of the track will remain dedicated to community and event use throughout the year and will not be open to public vehicles. Roger MacKay Drive will be realigned to improve connectivity across the entire precinct and will form part of the new annual motor sport event track layout, which incorporates three existing key roads: Camfield Drive, Victoria Park Drive, and Roger MacKay Drive



Figure 7 : Criterium and cycling routes



Figure 8 : Potential Temporary Motorsport overlay