



Government of **Western Australia**
Department of **Treasury**
Strategic Projects

NEW PERTH STADIUM MANAGEMENT PLAN

AUGUST 2014



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EXECUTIVE SUMMARY

In 2011 the State Government committed to the development of a new 60-70,000 seat multi-purpose sports Stadium located within the northern portion of the former Burswood Park Golf Course on the Burswood Peninsula.

The new Perth Stadium Management Plan (Management Plan) has been prepared by Strategic Projects, Department of Treasury to facilitate the construction and operation of the Stadium and associated sport and entertainment Precinct. The Management Plan addresses the requirement of clause 16 of the Metropolitan Region Scheme (MRS) and endorsement by the Western Australian Planning Commission (WAPC) will allow the Stadium and associated sport and entertainment precinct to be realised as “permitted development” with no further development approvals required.

A Master Plan has been prepared as a framework to guide the development of the Stadium within a sports and entertainment precinct and was included in the new Perth Stadium Project Definition Plan (Stadium PDP) endorsed by Cabinet in August 2012.

The new Perth Stadium Master Plan (Master Plan) was informed by extensive investigation and analysis of the legal, physical, environmental and transport characteristics of the site, and included consultation with a range of stakeholders. This allowed for the development of the vision and principles applicable to the project with these being consistent with the State’s regional planning framework including the MRS and *Directions 2031* as well as the Office of Government Architect’s (OGA) *“Better Places and Spaces: A Policy for the Built Environment in Western Australia”* (Better Places and Spaces Policy).

The Master Plan incorporates a Development Concept prepared by the State to provide an illustration of the vision and principles applied to the site. The resultant “Stadium within a parkland” concept focused on a “Fans First” experience and supported year round activation opportunities within the Stadium and associated sport and entertainment Precinct.

The structural elements identified within the *State’s Initial Development Concept Plan* include:

- the Stadium and associated functional areas including the pitch, seating bowl, external plaza, hospitality outlets, parking, servicing, management facilities and a roof (partial coverage), and;
- the Precinct accommodating landscaped parklands incorporating the River-Fed Lake, community oval, public assembly areas, pedestrian and cyclist network, bus-hub, outdoor amphitheatre, restaurants, cafes, function areas, parking, and vehicle access.

In 2013, the State released a Request for Proposal (RFP) for a design, build, partially finance and maintain contract (DBFM). The design brief included in the RFP was prepared from the vision and principles enshrined within the Master Plan and the OGA’s “Better Places and Spaces Policy”.

The State awarded the DBFM contract in 2014 to the Westadium consortia. The Westadium proposal addresses the required vision and principles through a Development Concept which closely resembles the *State's Initial Development Concept Plan*.

The *Westadium Final Development Concept Plan* includes the following structural elements:

- The 5 level Stadium structure with a colosseum seating bowl accommodating 60,000 seats (with potential to increase to 70,000 seats) clad with an anodised aluminium façade reflecting WA's unique geology and incorporating LED lighting displaying team colours. A lightweight fabric roof covers 85% of seats and creates a suspended "halo" effect. A variety of food and beverage options are provided including restaurants, cafes and other outlets. An internal Stadium ring road and parking are accommodated at the ground level with team facilities and the pitch.
- The Precinct accommodates a variety of passive and active spaces including a community oval, playgrounds and nature-scape play space set within a landscaped parkland reflecting the Aboriginal six-seasons. A Community Arbour provides shade and shelter as well as opportunities for Aboriginal story-telling. An outdoor amphitheatre accommodates cinema/theatre/community events, with commercial facilities including restaurants, bars, and cafes around the Precinct providing year-round activation opportunities. A pedestrian and cycle network extends around the Precinct with separate vehicle access to the Stadium and parking areas. The bus-hub maintains priority access for public transport on Event Day and parking on non-Event Day.

The design of the Stadium and associated sport and entertainment Precinct addresses the State's design brief and reflects the vision and principles articulated in the Master Plan and the OGA's *"Better Places and Spaces Policy"*:

The State has assessed the *Westadium Final Development Concept Plan* against the development objectives of clause 30 of the MRS and confirms that the proposed development is consistent with the purpose of the reserve, ensures good orderly and proper planning and preserves the amenity of the locality.

A number of management assurances have been identified to ensure delivery of the new Perth Stadium and associated sport and entertainment precinct in accordance with legislative and policy requirements and the project objectives. The *Westadium Final Development Concept Plan* and the DBFM contract between the State and Westadium provide the main assurances of delivery of an outstanding fan experience on Event Day plus year-round access to a magnificent recreational Precinct.

1. INTRODUCTION

Management Plan

The Management Plan has been prepared by Strategic Projects, Department of Treasury to facilitate the construction and operation of the new Perth Stadium and associated sport and entertainment Precinct by 2018 within the northern portion of the former Burswood Park Golf Course. **(Figure 1 – Location Plan)**



Development on land within the “parks and recreation” reservation of the MRS may be undertaken as “permitted development” under clause 16 of the MRS provided a management plan has been endorsed by the WAPC.

The Management Plan addresses the requirement of clause 16 of the MRS. Endorsement by the WAPC will allow the Stadium and associated sport and entertainment precinct to be realised as “permitted development” with no further development approvals required.

Development approval from the relevant authorities will remain applicable to those associated transport elements outside the Management Plan area and not included in the “Parks and Recreation” reserve, including the Swan River Pedestrian Bridge and the new Stadium Train Station. Development approvals have been obtained for other associated infrastructure including the Belmont Park Footbridge and the Victoria Park Drive works.

Background

In 2011 the State Government committed to the development of a new 60-70,000 seat multi-purpose sports Stadium located within the northern portion of the former Burswood Park Golf Course on the Burswood Peninsula. The Master Plan was prepared as a framework to guide the development of the Stadium within a sports and entertainment Precinct and was included in the Stadium PDP endorsed by Cabinet in August 2012.

A public transport strategy was developed to support the Stadium and Precinct, with a focus on new transport infrastructure including a new train station and the Swan River Pedestrian Bridge. The new Perth Stadium Transport Project Definition Plan (Transport PDP) defined the required transport infrastructure and was endorsed by Cabinet in December 2012.

In 2013, the State released a Request for Proposal (RFP) for a design, build, partially finance and maintain contract (DBFM). The design brief included in the RFP was based on the vision and principles enshrined within the Master Plan as well as the OGA’s “Better Places and Spaces Policy”.

The State awarded the DBFM contract in 2014 to the Westadium consortia. The Westadium proposal addresses the required vision and principles through a Development Concept which closely resembles the Development Concept prepared by the State.

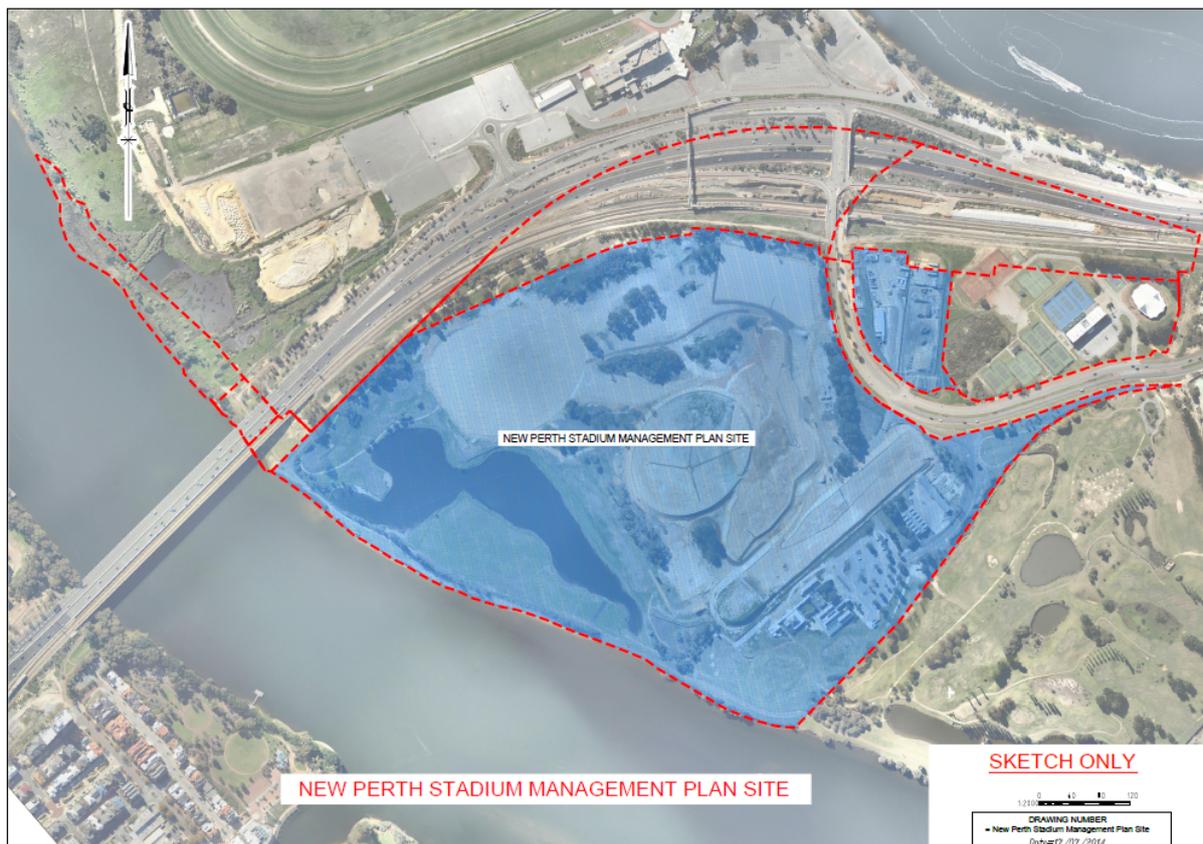
Physical preconstruction site works have been completed on the site to prepare the ground for construction, with commencement of full construction expected to commence by late 2014.

2. SITE CONTEXT

The preparation of the Master Plan to support development of the new Perth Stadium at the Burswood Peninsula has been underpinned by comprehensive research, analysis and consultation to inform the strategic and local context of the site. This work has been subject to extensive input from key state and local government agencies and stakeholders through technical reference meetings to consider and address complex legal, physical, environmental and transport matters.

Location

The area of study included in the Master Plan extended over the Burswood Peninsula and to the wider regional road and rail network to ensure consideration of the regional context. The area subject of the Management Plan is restricted generally to the northern portion of the former Burswood Park Golf Course and a portion of the State Tennis Centre site. **(Figure 2 – Management Plan Site)**



Land Use

The Burswood Peninsula accommodates a variety of land uses including the Burswood Parkland (southern portion of former Burswood Park Golf Course), the Belmont Park Racecourse, the Peninsula residential development, the Crown Casino Complex and the Burswood Station Precinct. Included on the Peninsula are the road and rail corridors incorporating the Graham Farmer Freeway, Victoria Park Drive and the rail infrastructure including the former Belmont Park Rail Station and the Burswood Rail Station.

It is noted that both the Belmont Park Racecourse Precinct and the Burswood Station Precinct are subject to redevelopment proposals.

Planning Authority

The *Casino (Burswood Island) Agreement Act 1985* extends over the former Burswood Park Golf Course, the State Tennis Centre, and the Crown Casino Complex. The Agreement Act created both a "Site" (Crown Casino Complex) and a "Resort Site" (former Burswood Park Golf Course, State Tennis Centre, public parkland and car parks within the Agreement Act area, the MRS and local town planning scheme are effectively suppressed, with the Minister for Racing and Gaming responsible for development approval within the Agreement Act area.

The Management Plan area is currently included within the "Resort Site" under the Agreement Act, however, the process is underway to excise the Management Plan area from the Agreement Act area and for it to be "normalised" under the MRS, reviving the "parks and recreation" reservation over the Management Plan area and reinstating the planning authority of the WAPC under the *Planning and Development Act 2005*.

Tenure

The majority of the Management Plan area currently comprises three Crown Land Titles:

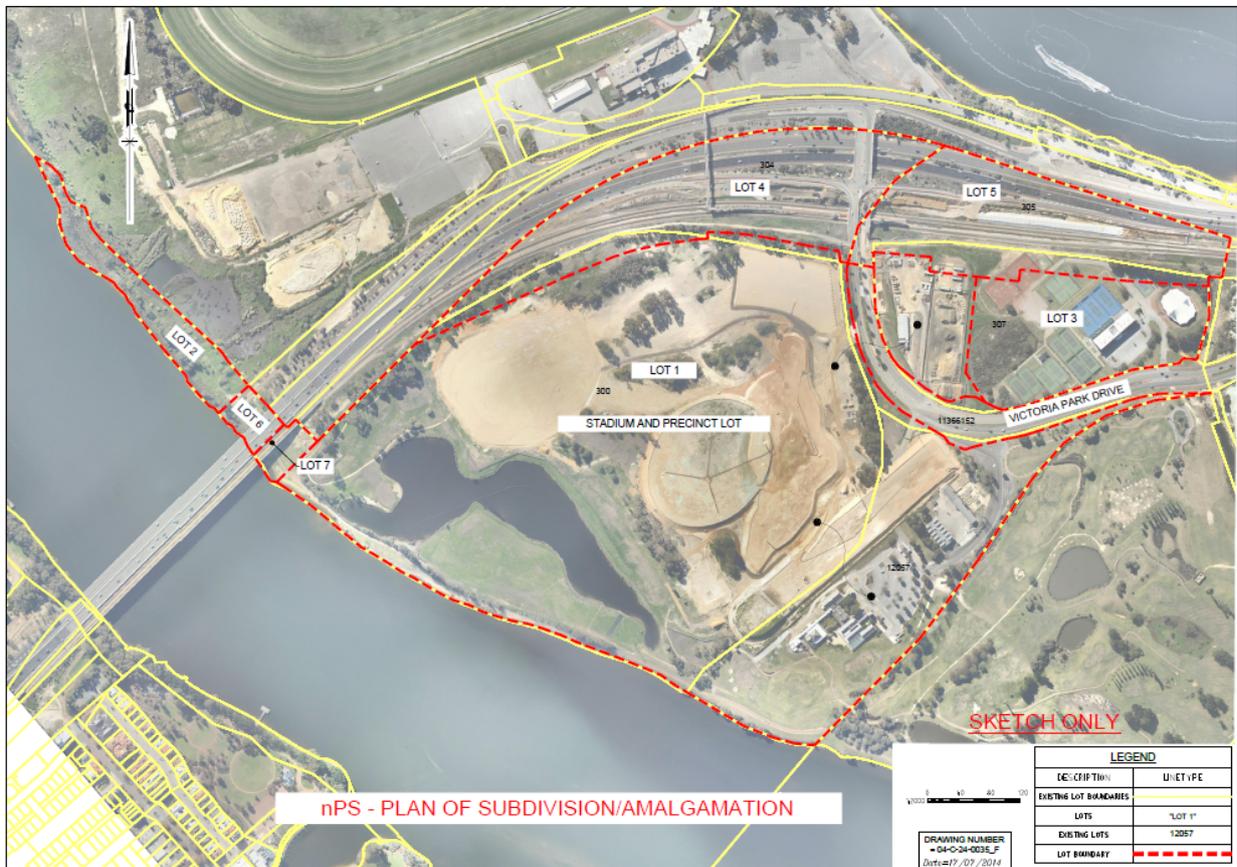
- Portion of Lot 300 on Deposited Plan 42394 accommodating the "northern nine" of the former golf course;
- Lot 12057 on Deposited Plan 42394 accommodating the former Burswood Park Golf Course Club House and car park; and,
- Portion of Lot 307 on Deposited Plan 42394 accommodating the State Tennis Centre.

These lots are currently included in a "C" Class Public Reserve (No. 39361) for the purposes of parks and recreation and are currently under the control and management of the Burswood Park Board.

The Management Plan also includes a portion of Victoria Park Drive which has been subject to a road closure and is to be amalgamated into the Management Plan area.

The process to rationalise these lots has commenced with the aim of creating a single Crown Land Title for the Management Plan area. This is to be contained within a new "C" Class Public Reserve for the purposes of "sport and entertainment precinct", with a Management Order to the Minister for Works for the duration of the construction phase of the

project and transfer to VenuesWest for the operating phase. **(Figure 3 - Plan of subdivision-amalgamation)**



Environment

The State has undertaken extensive environmental investigations, including detailed soil, groundwater and ground gas investigations, as well as flora and fauna surveys, within the Management Plan area, extending to the adjacent transport corridors and the Swan River to confirm the soil, groundwater and ground gas conditions in accordance with the legislative requirements.

Contamination

The character and condition of the Burswood Peninsula has been shaped by natural riverine processes as well as man-made activities which have left a legacy of soil and groundwater contamination over the Peninsula. The activities predominantly relate to the disposal of waste material including ash slurry from the East Perth Power Station, spoil from river dredging, sewage piped from Claisebrook and household and building waste. In addition, the activities associated with the James Hardie Industries at the Swan Portland Cement Works made a significant and specific contribution to contamination of the Burswood Peninsula.

Landfill to depths of 8 meters has been encountered within the Management Plan site, reflecting its former use as a municipal tip. Acid sulphate soils are also known to be present. As a result of the known historic land uses, the majority of the Management Plan area has been classified by the Department of Environment Regulation under the *Contaminated Sites Act 2003* as “Possibly Contaminated – Investigation Required”.

A Department of Environment Regulation (DER) accredited Contaminated Sites Auditor has been appointed for the nPS Project to oversee the contamination investigations and management of the site in accordance with the *Contaminated Sites Act 2003*.

Statutory Referrals

In 2012, the State referred the Project to the Environmental Protection Authority (EPA) under Section 38 of the Environmental Protection Act 1986. An Environmental Impact Assessment report (EIA) was provided with the Section 38 referral and included additional information associated with the potential impacts, proposed management measures and relevant legislative processes that will be applied to the nPS Project. The main issues identified included soil and groundwater contamination, ground gas and the impact of development on the movement of nutrients to the Swan River.

In 2012, the EPA determined that the proposal did not require formal assessment, but provided public advice with respect to the implementation of the environmental commitments identified in the EIA report and requiring further consultation with the regulators including the Swan River Trust, the Department of Water and the Department of Environment Regulation.

A flora and fauna survey conducted over the former Burswood Park Golf Course identified that vegetation species types were predominantly limited to exotic species introduced as part of the golf course landscaping, with these having no protected status. A number of bird species were identified, however, that are protected under the *Environmental Protection and Biodiversity Conservation Act 1999* (Cth) specifically Carnaby’s Black Cockatoo and migratory birds (Common Sandpiper and Caspian Tern).

A referral to the Commonwealth Department of the Environment (formerly Department of Sustainability, Environment, Water, Population and Communities (SEWPAC) was undertaken and in February 2013, DOE (SEWPAC) determined that the new Perth Stadium Project is a “not controlled action” and therefore does not require assessment.

Environmental Management Strategy

The State has prepared an Environmental Management Strategy to guide the implementation of the project, and to inform the preparation and implementation of the appropriate environmental management plans in accordance with relevant state and federal legislative requirements. **(Figure 4 – Environmental Management Strategy Flowchart)**

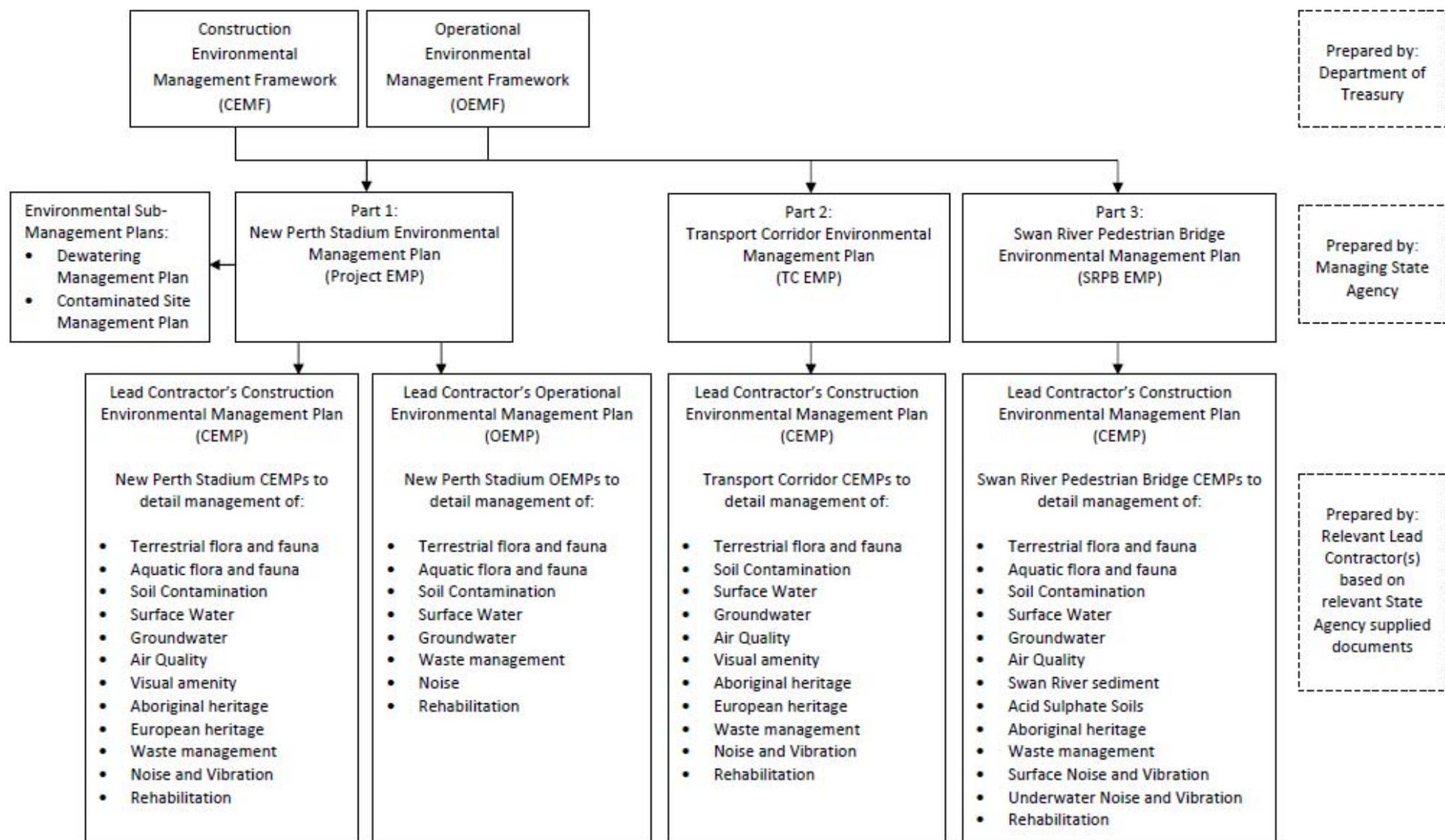


Figure 4: New Perth Stadium Environmental Management Strategy

The Environmental Management Strategy and associated environmental management plans, inter alia, a Construction Environmental Management Plan, a Dewatering and Groundwater Management Plan, a Stormwater Management Plan, a Ground Gas Management Plan and a Rehabilitation Management Plan all form part of Westadium's contractual obligations and are subject to review by the Swan River Trust, Department of Water and DER.

The intent is to reclassify the site to "*Contaminated – Restricted Use*" or "*Remediated – Restricted Use*" at such time that the Contaminated Sites Auditor is satisfied that the site is suitable for the proposed land use with no unacceptable risks to human health or the environment resulting from this land use.

Geotechnical

The Burswood Peninsula was originally mudflats with a series of island sand bars. The shape and form of the present land surface is a result of river bank works and infilling over the Burswood Peninsula comprising a combination of dredged material sourced from the river, placement of uncontrolled fill whilst the site was used as a refuse tip and clean sand fill placed as a containment barrier.

The principal features of the subsurface materials have been identified through geotechnical investigation, including the installation of bore holes to depths of approximately 30 meters. The surface level was generally a thin veneer (0.5-1.0m thick) of clean sandy fill underlain by 4-8m of uncontrolled fill comprising industrial landfill containing sand, gravel, steel, concrete, bricks, clay pipes etc. Beneath this and extending to a depth of up to about 26m is the Swan River Alluvium, consisting of soft, organic, highly compressible mud. The bedrock in the area, the Kings Park Formation, typically encountered as very dense sand, forms a low permeability basement to the superficial aquifer and provides separation from the much deeper (>300m) artesian aquifer.

Groundwater is present at about 1-2m depth below the current ground surface. A number of ancient river channels (paleochannels) run beneath the site to a depth of approximately 32m below ground surface with relatively steep slopes and are filled with the Swan River Alluvium.

As a result of the underlying ground conditions, the site has been subject to differential settlement, and this has necessitated the State recently undertaking ground treatment works to prepare the ground for construction. The preconstruction site works have been completed on specific areas of the Precinct to minimise future settlement and has included dynamic compaction and the placement of surcharge loading (sand) with vertical "wick" drains to accelerate settlement. The stadium structure itself is to be supported on piles, similar to a number of nearby structures including the Peninsula residential towers and the Casino Complex.

Aboriginal Heritage

The management plan area is affected by a number of sites registered under the *Aboriginal Heritage Act 1972*, (AHA) including burial, mythological and camping sites. An application under Section 18 of the AHA was lodged with the Department of Aboriginal Affairs (DIA) in 2012 and approved, subject to conditions, by the Minister for Aboriginal Affairs in May 2013.

The State has undertaken extensive consultation with the South West Land and Sea Council (SWALSC) and the Whadjuk Working Party, with an Engagement Strategy and an Aboriginal Heritage Management Plan prepared to guide the implementation of the nPS Project to ensure minimal disturbance to registered sites while recognising and interpreting the Aboriginal cultural and heritage significance of the Management Plan area.

Utilities

The provision of services on the Peninsula is generally limited to existing development and has been undertaken generally incrementally in association with development including the Casino Complex, the State Tennis Centre, the Burswood Golf Course Club House and, Mirvac Peninsula Residential Development, with limited forward planning of services occurring on the Peninsula.

Major new service infrastructure will be required to serve the Stadium and associated sport and entertainment precinct and includes the need to extend power, water, gas, and telecommunications along Victoria Park Drive to the site.

Transport

The Burswood Peninsula is currently serviced by significant road and rail infrastructure. Analysis undertaken by the Public Transport Authority, including Paramics micro-simulation modelling based on forecast Perth Metropolitan 2030 traffic volumes and pedestrian modelling, however confirms the capacity challenges of this infrastructure and identifies the measures required to ensure the efficient transport of 60,000 Stadium patrons. The capacity of the road network in particular was identified as being a constraint to private car usage at the Stadium.

A multi-modal transport strategy has been developed, dominated by public bus and rail transport, with limited on-site parking. A shuttle bus service is proposed from Nelson Avenue in East Perth to provide access to existing public parking facilities in East Perth and the Perth (CBD). The main elements of the Transport Strategy as included in the Transport PDP endorsed by Cabinet in December 2012 include:

- **Mode Split**

The transport strategy developed for the new Perth Stadium Project is based on a target of approximately 50,000 patrons (or 83% of the Stadium capacity) arriving at the Stadium by public transport. This includes those patrons arriving via the PTA shuttle-bus service but who have parked a private vehicle in East Perth or the Perth CBD. The overall transport mode, however, as included in Table 1, identifies the anticipated 72% public transport mode share provided by rail and suburban bus.

Table 1: new Perth Stadium Transport Mode Share Targets

Transport Mode	Mode Share Targets PTA (2012)	
Rail	35,500	Stadium Station: 28,000 East Perth Station: 7,500
Bus	8,200	Suburban Service from Stadium Bus Hub
Car	16,300	East Perth Public Car Parks: 8,100 Perth CBD Public Car Parks: 6,200 Stadium and Precinct Car Parks: 2,000*
Walk, cycle, taxi etc	TBC	

*Includes approximately 1,500 temporary parking spaces available on Event-Day.

- **Rail**

It is estimated that approximately 35,500 patrons (59% of patrons) will be transported by rail in the first hour after an event at the Stadium utilising the existing East Perth Train station (7,500) via Windan Bridge and the new six-platform Stadium Train Station which replaces the Belmont Park Train Station.

- **Bus**

An Event Day bus service is proposed for suburbs not currently serviced by rail, with an estimated 200 buses required to accommodate the expected 8,200 Stadium patrons. The volume of traffic generated by the Stadium is not sufficient to necessitate any major road upgrades, however, road improvements are anticipated, including construction of a roundabout on Victoria Park Drive (to assist with efficient bus access into the Precinct) and the possible upgrading of the Victoria Park Drive/Burswood Road/Great Eastern Highway intersection, possibly as a four way signalised intersection to assist with bus movements on Event Day.

- **Parking**

Parking for emergency service vehicles, Stadium operations, staff and visitors is limited to approximately 250 bays within the Stadium and a limited number of bays within the Precinct. There is potential for an additional 1,500 temporary bays within the Precinct, available on Event Day for authorised permit holders. An estimated 14,300 patrons, however, are anticipated to source parking in private and public car parks on Event Day outside the Precinct, with approximately 5,720 car bays anticipated to be utilised, based on 2.5 persons per car.

The demand can be satisfied with existing public car parking facilities within the Perth CBD and East Perth without recourse to on-street parking or parking in public open spaces and parks, although private parking facilities such as the Burswood Entertainment Complex and the Belmont Park Racecourse may attract Stadium patrons.

It is recognised however that the CBD parking bays are beyond the 2 kilometre walkable distance to the Stadium and therefore, there is a need to establish a high-frequency event shuttle bus service accessing the CBD and East Perth public parking bays. The Swan River Pedestrian Bridge provides the connection between the shuttle-bus drop-off on Nelson Avenue, East Perth (Special Event Bus Stands) and the Stadium.

Nelson Avenue offers strong connections into the CBD via an existing 20m wide road reserve, providing a suitable location for the shuttle bus operations. A number of alternative alignments for the pedestrian bridge landing in East Perth were investigated, including Claisebrook Cove, however, this site was constrained by Water Corporation infrastructure, Aboriginal Heritage sites, and proximity to existing residents and poor access to the road network.

• Other Modes

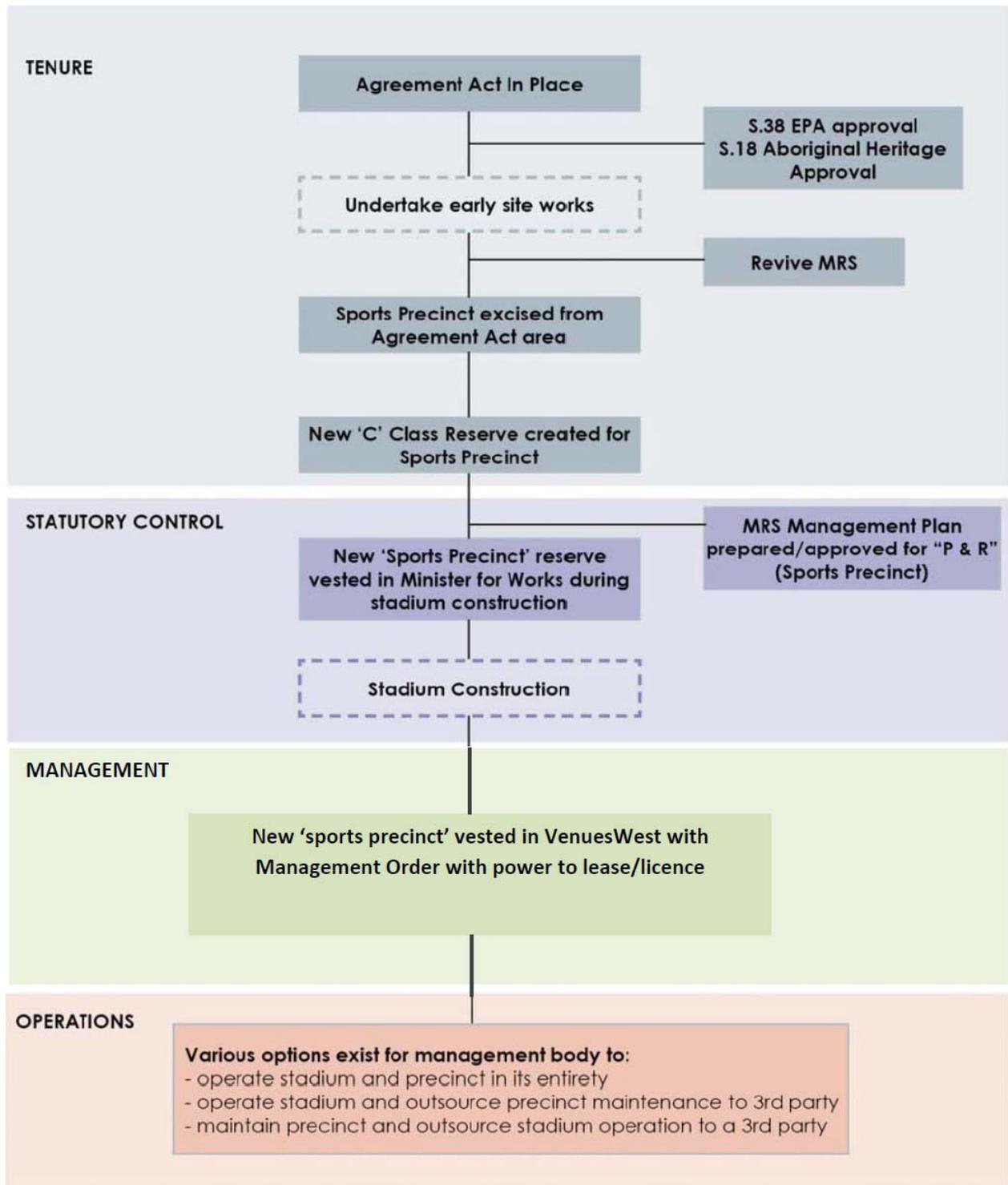
It is anticipated that a number of patrons may travel to the new Perth Stadium by bicycle or by taxi/private vehicle with drop-off in proximity to the Stadium. The number of cyclists on Event Day is generally low due to the large pedestrian flows, however, improvements to cycle facilities including pathways and parking, will assist in establishing the Precinct as a destination on non- Event Days. Taxi and car drop-offs require an appropriate facility which is in close proximity to the Stadium and is separated from buses, pedestrians and Stadium vehicles to allow ease of access and egress.

The potential for a special event day ferry service has been considered, however, notwithstanding the opportunities which might exist on Event Day for river travel associated with private functions, public ferry transport to the Stadium is considered to have limited effectiveness in transporting large crowds. Alternative ferry terminal sites associated with the Belmont Park Racecourse redevelopment have been identified in the approved Local Structure Plan and pedestrian linkages with the Stadium provide an opportunity to access any such facility.

3. IMPLEMENTATION STRATEGY

An Implementation Strategy has been developed to identify the processes and timeframes to be considered in delivering the project, recognising the site's legal status, underlying ground conditions and future management and operations associated with the Precinct and the new Perth Stadium.

Figure 5: Implementation Strategy



The three phases of the project: Preconstruction site works, Stadium construction and post-construction management of the Stadium and Precinct are incorporated into the Implementation Strategy as follows:

Pre-construction site works: retain the Agreement Act in place to undertake pre-construction site works, subject to approval of the BPB. No further development approval is required, however, environmental and Aboriginal Heritage approvals are a pre-requisite for commencement of site works. This stage has been completed.

Stadium Construction: requires that the MRS is revived as “parks and recreation”, the Sports Precinct is excised from the Agreement Act and that a new “C” Class Crown Reserve “sports precinct” is created and vested in the Minister for Works during construction. A Management Plan for the Sports Precinct prepared under the MRS and approved by the WAPC will allow construction to be undertaken as permitted development, with no further development approval required.

Post-Construction: a number of options were considered for the future management and governance of the Precinct accommodating the Stadium. VenuesWest has been selected as the governance authority for the Management Plan area and will have the power to lease or licence.

A suite of management plans will be developed to guide the various elements of the project including environmental management plans, landscape management plans, construction management plans and traffic management plans. The detailed design of the Stadium and Precinct and its associated infrastructure will inform this process, although the environmental management plans are well advanced, with some already approved.

4. STRATEGIC PLANNING CONTEXT

The Stadium and associated sports and entertainment Precinct are to be developed in accordance within the existing strategic planning framework which provides a sound and supportive context for this development. The Stadium and associated sports and entertainment precinct will enhance the significance of the Peninsula as a major regional destination and contribute to realising the State’s planning objectives for the Peninsula, identified in the following documents:

Metropolitan Region Scheme

The MRS provides the statutory framework to guide development within the Perth Metropolitan Region. The management plan area is currently governed by the *Casino (Burswood Island) Agreement Act 1985*, with the MRS suppressed within this area.

The proposed excision of the management plan area from the Agreement Act and the revival of the “parks and recreation” reserve over the Management Plan area, however, will “normalise” the site. The “parks and recreation” reservation complements the surrounding

land uses including the public parkland on the southern portion of the former Burswood Park Golf Course and the existing and proposed urban development by increasing the availability of public recreation space.

The development of the Stadium and Precinct is consistent with the intent of the “parks and recreation” reservation and satisfies the objectives of the WAPC Development Control Policy 5.3 “*Use of Land Reserved for Parks and Recreation and Regional Open Space*”.

Directions 2031

Directions 2031 and Beyond released in 2010 provides a high level spatial framework establishing a vision for the future growth of the Perth and Peel areas. The Burswood Peninsula is identified as an existing “Metropolitan Attractor”, drawing residents across the Perth and Peel area, as well as tourists, to the site for a variety of recreation and entertainment.

The Stadium and Precinct builds on and extends the attractor status of the area and will complement existing facilities whilst providing an additional highly valued regional destination for major sporting events as well as enhancing connections to the green network along the Swan River and within the Precinct.

Central Metropolitan Perth Sub Regional Strategy

The *Central Metropolitan Perth Sub Regional Strategy* supports the implementation of Directions 2031 and establishes a dwelling target of 4,900 dwellings for the Peninsula to achieve the desired inner city densities. The current and planned developments on the Peninsula exceed this target, assuming realisation of the 5,000 - 6,500 dwellings in surrounding developments including the Belmont Park Racecourse redevelopment, the Burswood Station East and the Peninsula Towers residential expansion.

The facilities and open space provided through the Stadium and Precinct will provide an enhanced locality for the planned residential development and address the demand for open space in a high density residential area.

5. PROJECT VISION

The vision for the nPS Project has been developed through the preparation of the Stadium PDP and the Master Plan and has been informed by the OGA’s “Better Places and Spaces Policy”.

The vision developed is for the Stadium and Precinct to create a spectacular gateway to the city and to form the centrepiece for the redevelopment of the Peninsula. The project will be one of the major sporting and entertainment venues for Perth and will cater for the fans who use the Stadium by taking a “fans-first” approach to planning and design to create an exceptional event atmosphere.

The fan experience will be enhanced through the provision of an improved and integrated public transport system comprising upgrades to road, rail, bus and pedestrian services to allow maximum public transport usage, with planning for more than 83% of fans using public transport for major events.

The project will make a positive contribution to the city, as “Perth’s Playground” and developing Perth as a “river city” reinforcing the importance of the Swan River to the city by creating a network of parklands around the River, with a major parkland to bookend the City of Perth with King’s Park and enhancing the visual relationship with the city through view corridors to the city.

The standard of the Stadium facility, including its functionality, services, finishes and fit-out will be equivalent to the world’s best practice. It has been benchmarked with Australian and international facilities. The prominent location underpins the potential of the Stadium to contribute to the distinctive identity of this significant Precinct, and demands a high quality landscape and architectural design outcome which will support the delivery of an exceptional sports and entertainment Precinct.

6. PROJECT PRINCIPLES

The principles applicable to the design and development of the Stadium and Precinct centre on establishing the Stadium within a parkland setting rather than an urban setting with land uses which support and complement, rather than compete with, other commercial and retail developments in and around the Burswood Peninsula. The potential to create extensive passive and active entertainment and recreational precincts is a response to the un-met demand for recreational space in the inner metropolitan area.

The Precinct will provide the contextual setting for the Stadium and will constitute the primary approach experience for all users of the Precinct and the Stadium on Event Day and non-Event Day. Accordingly, the quality of urban design in the Sports Precinct is critical to the new Perth Stadium Project’s success and the outcomes are to be exemplary.

The overarching principles applicable to the design and development of the Stadium and associated sport and entertainment Precinct include:

- i. contribute to a unique and identifiably Western Australian event experience, accommodating a range of national and international sporting and event experiences in an integrated and Master Planned Precinct;
- ii. complement and enhance the Burswood Peninsula’s sense of place through high quality urban design and landscaping, with this informed by the site’s central location, its proximity to the Swan River, its environmental sensitivity, its visibility and the views it offers of Perth’s key natural and urban settings;
- iii. support land uses which complement rather than directly compete with the existing or planned residential, retail and commercial developments on the Burswood Peninsula, East Perth and the wider Perth city area;

- iv. support ancillary commercial uses within the Stadium and the Precinct consistent with the MRS “parks and recreation” reservation to enhance the visitor experience and to create destinations which activate the Stadium and Precinct year round;
- v. integrate and connect with other land uses on the Burswood Peninsula, as well as the Perth CBD, making the Burswood Peninsula a part of the city;
- vi. connect the Stadium and the Swan River, both physically and via view corridors, in a way that complements and adds value to the public’s experience;
- vii. encourage the use of public transport, walking and cycling as the primary means of transport to the Stadium for Events, while also recognising that there is some requirement for limited car parking within the Precinct;
- viii. recognise that the majority of users to the Stadium on Event Day will be travelling to the Stadium by public transport and in accordance with the principles of “fans-first”, provide excellent legibility, integrate wayfinding and integrate fully with the public transport options to enhance and optimise the “door-to-door” experience and comfort of all Stadium users;
- ix. establish a safe and efficient Precinct clearance rate, plan for the safe management of large crowds, and minimise conflict between pedestrians and vehicles, as well as utilise existing parking infrastructure in the CBD and maximise the value of the Swan River Pedestrian Bridge;
- x. acknowledge and interpret the Aboriginal cultural and heritage significance of the site and the Swan River;
- xi. incorporate environmentally sustainable and responsible development principles; and,
- xii. create a well-considered formal relationship with the public realm (massing, height and proportion).

7. STATE’S INITIAL DEVELOPMENT CONCEPT

Based upon the vision and principles developed through the Master Plan, a Development Concept Plan was prepared by the State which demonstrates how the vision and principles can be integrated to deliver a comprehensive Master Planned solution that creates a world class sporting, entertainment and recreational precinct.

The *State’s Initial Development Concept Plan* illustrates the new Perth Stadium established within a parkland setting extending over the northern portion of the former golf course, supported by transport infrastructure and essential services as identified in Figure 6.

Figure 6 – State's Initial Development Concept Plan



Structural Elements

The key structural elements of the *State's Initial Development Concept* include:

Stadium

- The Stadium location has been determined to take advantage of the accessibility to the former Belmont Park Rail Station and proximity to the river lake on the western side of the site. The Stadium seating bowl is located to achieve the maximum distance to the train station in order to manage crowd dispersal requirements.
- The Stadium structure is identified with an external elevated plaza which wraps around the entire Stadium with variable widths. An internal service road circulates within the Stadium.
- The functional requirements of the Stadium include offices, team facilities, media outlets and other ancillary facilities to support the operation of the Stadium.
- Commercial opportunities including retail space for event merchandise, with restaurants, bars, cafes and function spaces included within the Stadium, with opportunities to incorporate views to the river and the city.

Precinct

- Community Oval: A grassed area north of the Stadium functions on non-Event Day as a community playing field with opportunities for informal “kick-about” and junior training. On Event Day the Community Oval has the potential to accommodate the parking of approximately 700 vehicles, with these being subject to the same traffic management regime applicable to vehicles in the Stadium, with early arrivals and delayed departures. The Community Oval also has the potential for use as an overlay area, storage or “back of house” during certain events such as concerts.
- River-Fed Lake: The existing river-fed lake on the western side of the site is to be retained for its environmental attributes as well as to create a waterfront interface to the Stadium, with no adverse impact on the Swan River foreshore. There is potential for lake terraces, a boardwalk and entertainment uses interacting with the River-Fed Lake. Opportunities exist for enhancement of the River-Fed Lake shoreline through revegetation or rehabilitation which would integrate with the overall landscape design for the Precinct.
- Commercial Opportunities: the former Burswood Park Golf Course Club complex provides redevelopment opportunities to accommodate a variety of commercial and entertainment facilities including restaurants, function spaces, bars and cafes to stimulate activation in the Precinct all year round. Its proximity to the Swan River Pedestrian Bridge optimises its exposure on Event and non-Event Days.

Access and Movement

- Perimeter Road: An external ring road around the Stadium provides pedestrian and bicycle access around the Precinct, with traffic management measures, including a curfew required on Event Day to maintain pedestrian priority. The perimeter road provides essential vehicular access around the Precinct for emergency, service,

delivery and construction vehicles, and also provides access to the internal Stadium undercroft ring road and the community oval.

- The perimeter road is accessed from the Victoria Park Drive roundabout, with this intersection shared between vehicles accessing the Stadium undercroft, the external perimeter road, the bus-hub and the taxi drop-off area. Accordingly, an appropriate traffic management strategy is required to maintain priority access/egress for buses and emergency vehicles. Early arrivals and delayed departures for private vehicles may be expected.
- Stadium Train Station: The redevelopment of the Belmont Park station includes moving the station to the south to allow longer and straighter platforms, widening of the station to accommodate a six-platform train station, realignment of the rail lines, additional rail lines to store trains and a dual station entry to optimise access and flows. The passenger assembly areas associated with the rail station concourse have been sized for the expected patron demand and could also be used for temporary community/commercial festive spaces such as markets or for other smaller public events.
- Bus Hub: An on-street bus hub is proposed to the south of the Stadium to service suburban destinations. Direct pedestrian flow from the Stadium is achieved, maintaining separation of pedestrians and buses to optimise bus service efficiency. A large passenger assembly area adjacent to the bus hub is required to manage the estimated 8,200 bus patrons and needs to be suitably designed to provide landscaping and shade/shelter.
- Swan Pedestrian Bridge: A pedestrian bridge over the Swan River is planned to accommodate the estimated 14,300 patrons accessing East Perth and the CBD. The pedestrian bridge improves pedestrian/cycle access to the Precinct, linking with the wider existing network and promotes opportunities for activating the Precinct on non-Event Days.
- Victoria Park Drive Underpass: A pedestrian underpass under Victoria Park Drive facilitates pedestrian access between the Stadium and the southern concourse of the Stadium Train Station for the anticipated 14,000 patrons on Event-Day. Separation of pedestrians and vehicles at this location is crucial in maintaining vehicle flows from the Precinct to Victoria Park Drive.
- Taxi Drop-off Area: The existing car park adjacent to the golf club house has the potential for a taxi/private vehicle drop-off area on Event Day, with potential storage for regional coaches during events.

8. WESTADIUM'S FINAL DEVELOPMENT CONCEPT

In 2014, the State Government awarded the contract to design, build, partially finance and maintain (DBFM) the Stadium and the Precinct to the Westadium consortia. The *Westadium Final Development Concept Plan* addresses the State's design brief and also the vision and principles enshrined in the Master Plan and as illustrated in the *State's Initial Development Concept*. **(Figure 7 – Westadium Final Development Concept Plan).**

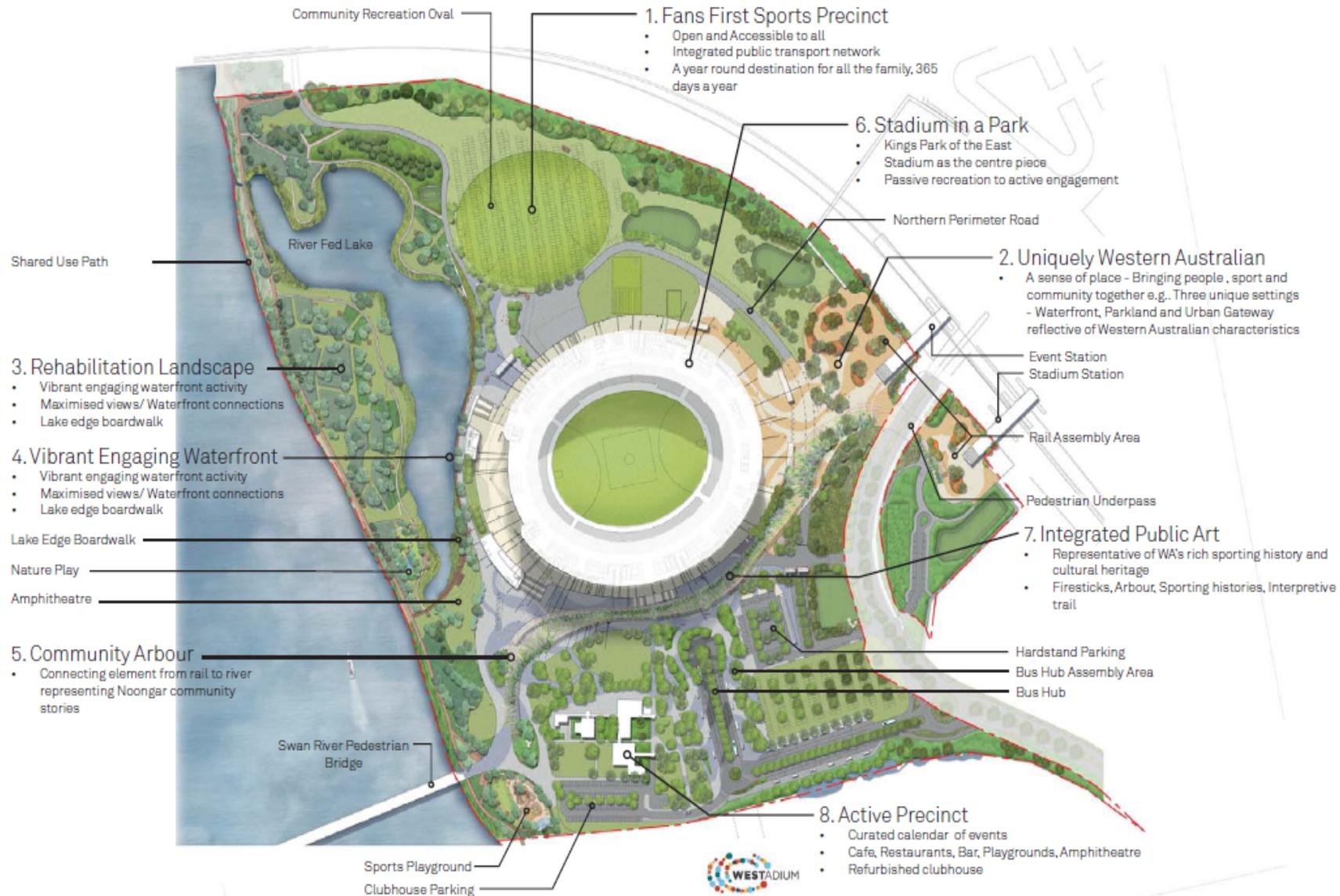
The *State's Initial Development Concept Plan* was not considered a blueprint for the ultimate design and development of the Stadium and Precinct but provides an illustration of an interpretation of the project vision and principles. Flexibility in the interpretation of the design brief and the project vision and principles encourages innovation in design to create the highest quality architectural and urban design outcomes.

The Stadium Train Station, Swan River Pedestrian Bridge, Belmont Footbridge and Victoria Park Drive works each have an interface with the Precinct, with portions of this infrastructure included within the Management Plan area. In general, however, this transport infrastructure is to be delivered by the Perth Transport Authority (PTA) and Main Roads WA (MRWA) and not through the DBFM contract.

The *Westadium Final Development Concept* addresses the requirements of the design brief and interprets the project vision and principles in a manner which provides an urban form closely aligned with the *State's Initial Development Concept*, achieving the objectives of a Stadium within a parkland attracting year-round activation within a sports and entertainment Precinct.

Figure 7 – Westadium Final Development Concept Plan

Westadium Development Concept Plan



Structural Elements

The key structural elements of the *Westadium Final Development Concept* include:

Stadium

The Stadium has been designed to accommodate its primary purpose as a multi-purpose sports Stadium hosting AFL, cricket, and other entertainment events with flexibility to reconfigure to a rectangular form for rugby and soccer as well as major events such as a Commonwealth Games and international athletic events. The Stadium structure extends over 5 levels and incorporates a 60,000 seat colosseum seating bowl with capacity to expand to 70,000 seats.

Figure 8 – Stadium Structure



The design of the Stadium is informed by the OGA's, "Better Places and Spaces Policy" with the use of form and materials to define the civic architecture of the building, allowing it to sit within its landscape and create a unique Western Australian built form. A palette of natural materials and colours are to be used and are intended to be representative of the rich colours and textures typically present in the Western Australian landscape.

Form

The Stadium structure is broken down into four primary components, the landscaped podium/plinth, the façade wrap, the upper glazed gallery and the "floating" "roofscape":

- the plinth of the Stadium, constructed from a textured precast concrete, rises from the ground plane to the level one Concourse. The textured and stratified treatment of the precast concrete plinth, with its rich earth tones and colourations defines the base of the 5 level building with a warmth and scale that is appropriate to its important civic status;

- the Stadium façades are stratified and layered with bronze anodised metal panels and louvres that incorporate LED lighting and reflect the Western Australian landscape colours and textures. The stratified façade wrap erodes around the primary openings to reveal glazed façades that respond to the functional arrangements (atria, lounges, Function Rooms) of the Stadium providing vistas to the city and the hills; and,
- the roof design comprises a cantilevered structure incorporating a lightweight material which is located to the underside of trusses which cantilever towards the centre of the bowl and provide a clean soffit to the roof plane. This arrangement, gives the appearance of the roof 'floating' above the façade and seating bowl which with the light reflective qualities of the roof material, when artificially lit at night time, is suggestive of a "halo". The roof provides coverage to 85% of seats within the Stadium.

Function

The Stadium has been designed to accommodate ancillary facilities reflecting its functional requirements including:

- team and official's facilities such as change rooms, warm-up areas, gymnasium, recovery areas and media facilities;
- general admission facilities including toilets, children's activation zone and hospitality options. Patrons with increased accessibility requirements have access to designated seating platforms across all seating tiers, adult changing rooms and IRUA parking;
- catering facilities including approximately 70 food and beverage outlets on the internal Stadium concourses accessible from the General Admission areas, a buffet restaurant and an a la carte restaurant on the western side of the Stadium overlooking the River-Fed Lake to the Swan River. A variety of Premium Product facilities are also provided including Terraces, Skyview Lounge, Club Lounges, Suites, Field Club, Coaches' Club and Chairman's Club, all with associated catering facilities;
- the main Stadium entry points and associated ticketing facilities are strategically located on the north-east and south-west of the structure to serve the main pedestrian flows from the Stadium Train Station and the Swan Pedestrian Bridge;
- internal ground level service roads provide access to 250 car parking bays, service areas and access to the northern community oval. Vertical transportation is provided through lifts providing access to the various levels of the Stadium and supplementing the stairways and ramps;
- retail space of approximately 1,000 m² within the Stadium provides opportunities for merchandise outlets, equipment hire and health club facilities operational year round;
- office and ancillary space is located predominantly within the southern area of the Stadium and accommodates Stadium management, administration, maintenance and operational facilities associated with security, cleaning, catering, supplies, events and catering; and,

- engineering services including electrical, fire protection systems, hydraulic services, security systems and ICT and AV are provided throughout the Stadium in accordance with the relevant legislative and industry standards. Large screen televisions form an integral part of the Stadium function and are located internal and external to the Stadium. The services and mechanical engineering systems of the Stadium are discretely incorporated into the building fabric to minimise external visual impact.

Precinct

The sport and entertainment Precinct accommodates the infrastructure necessary to support the Stadium but also provides facilities which will become destinations in their own right. The design of the Precinct is based around the theme of “Our Land”, “Our People” and “Our Sport” with three distinct zones from an eastern “Urban Edge” a middle “Parkland Strip” and a western “River and Waterfront”.

Figure 9 – Precinct View



The main elements accommodated within the Precinct include:

- a grassed community oval to the north of the Stadium which is available on non-Event Days for community purposes including sports, concerts and temporary events. On Event Day the community oval is available for temporary car parking or for event overlay purposes;
- the River-Fed Lake retains its function as an environmental attribute within the Precinct, with the revegetation of the lakeside enhancing its long term rehabilitation. The River-Fed Lake accommodates a boardwalk along its eastern shore providing an interface between the water and the Stadium, accessible from the Stadium restaurant

facilities and providing river and city views. The boardwalk forms part of the overall pedestrian/cycle network within the Precinct and is accessible year round;

- passive and active spaces incorporating playgrounds, picnic areas, barbeques and a sponsored nature-scape playground are located predominantly in the western section of the Precinct. Street furniture including seating, shelter and bicycle racks are incorporated throughout the Precinct, predominantly in high traffic pedestrian areas. An outdoor amphitheatre abutting the southern shore of the River-Fed Lake accommodates an outdoor cinema /theatre community event space with river and city views. Street furniture including lighting, seats, and wayfinding infrastructure are distributed though the Precinct;
- a Community Arbour extending from the new Stadium Train Station to the Swan River Pedestrian Bridge around the southern edge of the Stadium is a significant functional and design element within the Precinct. Seating, tree planting, public art, wayfinding and shelter are incorporated within its form to create a defining experience with the landscape. The Aboriginal cultural and heritage significance of the site is reflected in the local Aboriginal stories which will feature in the Arbour design;
- extensive landscaping within the Precinct reflects the transition across the Precinct. The river foreshore is to be rehabilitated with extensive endemic planting to restore the river's edge with a stabilising and habitat-rich riparian flora. The parkland area will combine grassed areas, gentle land forms, native woodlands and circuitous grass routes with pause points, seating and shelters among zones of native groundcover planting. An extensive tree planting programme is proposed to restore the site to a parkland setting, with tree species chosen for their suitability to the peninsula environment, including *Banksia grandis*, *Melaleuca raphiopylla* and *Hakea vatria*. New groundcover and shrubs will feature water-wise endemic planting appropriate to this high intensity city parkland environment, with species relating to the local Aboriginal "six seasons" story; and,
- event-related facilities within the Precinct include outside broadcast media areas, outdoor practice cricket wickets north of the Stadium as well as ticketing boxes, ticket control areas and patron service offices associated with the main Stadium entrances in the north-east and south-east quadrants of the Stadium.

Commercial Opportunities

The Precinct accommodates a number of permanent commercial facilities which function year round and include the redeveloped former Golf Club House complex which accommodates food and beverage facilities including a micro-brewery, restaurant, beer garden and function centre. Opportunities also exist for other potential ancillary commercial opportunities within the Precinct including cafes, restaurants, equipment hire and health club facilities as a means of activating the Precinct year round without compromising the parkland quality of the Precinct.

Temporary events and functions are anticipated within the Precinct to activate the Precinct year round. This may include event overlay functions, concerts and community events, with associated temporary food, beverage and merchandise outlets.

Access and Movement

- Pedestrian and cyclist movement around the Precinct is facilitated by a network of pedestrian and cycle paths which encourage use of the Precinct on non-Event Days but are sufficiently sized to accommodate the estimated patron numbers on Event-Days. The pedestrian network maintains priority for pedestrians in the Precinct on Event Days and provides a legible network to assist with wayfinding and access to the approximately 600 bicycle racks within the Stadium and Precinct.
- The passenger assembly areas associated with the northern and southern train concourses as well as the bus-hub are located and sized to accommodate the target 83% of patrons using public transport and serve to manage crowds accessing public transport following an Event, with temporary corralling installed during Events. The assembly area south of the Stadium accommodates patrons accessing the Swan River Pedestrian Bridge as well as functioning as an emergency evacuation area for the Stadium. The assembly areas are serviced to provide Event-Day pop-up retail opportunities as well as community event spaces such as markets on non-Game Day.
- Bus access from Victoria Park Drive retains priority within the Precinct with the bus-hub quarantined for PTA use on Event Day. It is configured in an “L” shape to optimise accessibility for Stadium patrons and incorporates bus shelters to provide shelter and shade as well as act as wayfinding for patrons. The bus-hub has been designed to accommodate visitor car parking on non-Event Days.
- Private and service vehicle access to the Precinct and the Stadium is via two secondary intersections on Victoria Park Drive which will be managed on Event Day to restrict entry to authorised vehicles. To maintain separation between pedestrians and vehicles within the Precinct on Event Day, vehicular access to parking within the Stadium and the community oval is from an internal circulation road within the Stadium. On non-Event Day, vehicular access around the Precinct is on the shared pedestrian/cycle/vehicle path network.
- Parking within the Precinct on Event Day is for authorised vehicles only and is restricted to approximately 1500 parking spaces including 250 parking bays within the Stadium, 700 temporary parking spaces within the community oval and additional temporary spaces around the former golf club house and within the areas east of the bus-hub, accessed directly from Victoria Park Drive. On non-Event Days, public parking is available on the bus-hub, the former Golf Club House car park and the external perimeter road, providing access to the playgrounds and Precinct amenities. Stadium parking remains available on non-Event Day for functions and events occurring within the Stadium. Parking for IRUA vehicles is provided close to accessible entrances of the Stadium and within the Precinct, with drop-off areas also provided.
- A taxi pick-up/drop-off area is accommodated east of Victoria Park Drive adjacent to the southern passenger assembly area of the new Stadium Train Station, with direct vehicular access from Victoria Park Drive and pedestrian access from the Victoria Park Drive underpass.

Utilities

The infrastructure to support the stadium and precinct is being delivered as private infrastructure and is to be accommodated within a new Utilities Service Connection Zone (USCZ) located within the Management Plan area on the western side of Victoria Park Drive.

A new switchroom accommodates the two independent 12 MVA feeder cables which have been installed along both sides of Victoria Park Drive from the Western Power Rivervale Substation to provide sufficient power for the Stadium and Precinct.

The existing water main servicing the Peninsula Towers is to be extended along the western side of Victoria Park Drive as a DN 560mm PE Water Distribution Main.

A private DN 110mm PE Waste Water Pressure Main is to be installed along the western side of Victoria Park Drive, connecting into the USCZ within the Management Plan area.

Two P100 Telecommunications conduits are to be extended along the western side of Victoria Park Drive, with additional conduits installed across Victoria Park Drive through the Victoria Park Drive underpass.

The gas supply to the Precinct is yet to be detailed, however, is anticipated to be located from Victoria Park Drive and will connect with the USCZ.

Drainage management within the Precinct is primarily on-site retention in accordance with the principles of Water Sensitive Urban Design and the Stormwater Management Plan forming part of the Environmental Management Strategy for the project. A series of drainage swales are located in the eastern portion of the Precinct to accommodate the majority of the expected storm events.

Environmental Sustainable Design (ESD)

The Stadium has been designed with the principles of Environmental Sustainable Design as a core tenet to the development of an appropriate architectural response. The Stadium design incorporates passive, active and operational sustainability and energy performance systems that are to be evaluated against the USGBC LEED accreditation rating tool.

The Stadium provides the following key ESD initiatives as part of the integrated design solution:

- rainwater harvesting and storage for 1 ML for use in flushing toilets and landscape irrigation of the Precinct. Additional rainwater storage can be provided in the future and utilised to provide grey water reticulation for the Stadium should this be required;
- passive ventilation of the façade and plan areas of the Stadium allows natural ventilation to the general admission Concourses and the Seating Bowl and minimises the demand on air conditioned spaces within the building;
- passive shading devices to the façade of the Stadium reduce the solar heat load of the building envelope reducing the demand on the air conditioning systems as well as the solar heat gain in enclosed areas of the facility;

- performance based responsive façade that addresses the particular site conditions of prevailing winds, seasonal rainfall and solar exposure;
- selection and utilisation of Low Embodied Energy materials in the design and construction of the Stadium;
- selection and utilisation of 'low energy' fittings in the Stadium through the extensive use of LED lighting (including the sports lighting);
- the incorporation of low water usage plumbing fixtures combined with control valve taps and sanitary ware, including a vacuum drainage system;
- life cycle cost analysis and assessment of specified materials will minimise the project's adverse environmental impact and provide opportunities for the recycling of materials wherever possible during the Operating Phases;
- minimisation of waste during construction through maximised use of off-site pre-fabrication and use of standard building components;
- active use of construction management / waste minimisation / recycling strategies that have been developed and previously implemented on major infrastructure projects such as Fiona Stanley Hospital, Midland Hospital, Brookfield Place etc; and
- intelligent material selection with minimised use of PVC, VOCs etc

9. STATUTORY ASSESSMENT

The *Westadium Final Development Concept Plan* has been prepared in accordance with the vision and principles enshrined in the Master Plan and in accordance with the State's planning framework, including the MRS. The Westadium Development Concept for the Stadium and associated sports and entertainment Precinct addresses the planning considerations for development under clause 30 of the MRS:

Purpose for which the Land is Zoned or Reserved under the Scheme

The Westadium Development Concept proposes a Stadium within a parkland which will provide a new recreational Precinct within the Peninsula, consistent with the purpose for which the site is reserved. The land uses proposed within the Precinct, predominantly sporting, entertainment and recreational uses, with ancillary office, commercial and retail uses, are consistent with the WAPC Development Control Policy 5.3. This Policy requires that the use and development of reserved land be restricted to development which is consistent with enhancing the reserve and facilitating its use for recreational or conservation purposes.

The Orderly and Proper Planning of the Locality

The Stadium and associated sports and entertainment Precinct has been considered through the development of a Master Plan which provides a local and regional context for the project. The project has been developed in the context of all legislative and policy requirements including the MRS development provisions.

The site is to be “normalised” through revival of the MRS “Parks and Recreation” reservation which will reinstate the authority of the WAPC over the site and allows the site to be considered in the context of draft District Structure Plan being prepared by the WAPC.

The Preservation of the Amenity of the Locality

The nPS Master Plan prepared for the project identified the constraints and opportunities of the site to ensure that the Stadium and Precinct were sensitively designed to minimise impact on the locality.

The vision for the project is to retain the parkland quality of the site, reflecting its historic use as a golf course, while also enhancing the availability of sport and entertainment facilities for the local and wider community. In addition, the project will contribute to environmental enhancements, improved community facilities and significant investment in public transport.

10. MANAGEMENT ASSURANCES

The scale and nature of the nPS Project has required extensive investigation, approvals and resolution of many complex issues to address legislative, policy and design matters.

Table 2 identifies the most significant issues affecting the project and outlines their legislative or policy context as well as the relevant project objectives. The management assurances provided for each element demonstrate how the legislative/policy and project objectives are to be satisfied to ensure delivery and operation of the new Perth Stadium and associated sport and entertainment Precinct in manner which ensures the most appropriate land uses and best quality design and environmental outcomes.

Table 2: Management Assurances

Factor	Applicable Legislation or Policy framework	Project Objective	Management Assurances
<p>Land Use</p> <ul style="list-style-type: none"> • stadium • sports, recreation and entertainment precinct • commercial opportunities • utilities 	<ul style="list-style-type: none"> • <i>Planning and Development Act 2005</i> • WAPC Development Control Policy 5.3 “Use of Land Reserved for Parks and Recreation and Regional Open Space”. • <i>Directions 2031</i> • <i>Central Metropolitan Perth Sub Regional Strategy</i> • <i>Public Works Act 1920</i> 	<ul style="list-style-type: none"> • Contribute to a unique and identifiably Western Australian event experience, accommodating a range of national and international sporting and event experiences in an integrated and master planned precinct. • Ensure consistency of development with the MRS Parks and Recreation reservation. • Support land uses which complement rather than directly compete with the existing or planned residential, retail and commercial developments on the Burswood Peninsula, East Perth and the wider Perth city area. • Support the use of the Stadium on Event Days 	<ul style="list-style-type: none"> • Adopt a Development Concept which addresses the project objectives and as a minimum includes: <ul style="list-style-type: none"> - stadium structure addressing functional and design criteria; - land uses which facilitate a “stadium in a parkland”; - commercial opportunities which contribute to the activation of the Precinct; - activation proposals; - integration with neighbouring sites; and, - compliance with the MRS Parks and Recreation reserve. • Implement the obligations established in the commercial contract between the State and Westadium.

		<p>and Non-Event Days, and as a destination in itself.</p> <ul style="list-style-type: none"> • Integrate and connect with other land uses on the Burswood Peninsula, as well as the Perth central business district, making the Burswood Peninsula a part of the city. • Recognise the opportunity to deliver district and regional level sporting infrastructure, addressing an identified infrastructure need. 	
<p>Urban Design</p> <ul style="list-style-type: none"> • Architecture • Landscape • Wayfinding • Public Art 	<ul style="list-style-type: none"> • Office of the Government Architect <i>“Better Places and Spaces: A Policy for the Built Environment in Western Australia”</i>. (OGA) • <i>Disability Standards Act</i> 	<ul style="list-style-type: none"> • Complement and enhance the Burswood Peninsula’s sense of place through high quality urban design and landscaping. • Connect the Stadium and the Swan River, both physically and via view corridors, in a way 	<ul style="list-style-type: none"> • Adopt a stadium design which addresses OGA’s Better Places and Spaces Policy. • Implement the Public Art policy requirements. • Adopt a wayfinding strategy which integrates with the built form and the softscape. • Adopt a landscape management plan which addresses the

	<p>1993</p> <ul style="list-style-type: none"> • <i>Percent for Art Scheme, Department of Finance</i> • <i>Public Works Act 1902</i> 	<p>that complements and adds value to the public's experience.</p> <ul style="list-style-type: none"> • Provide for a range of passive recreational and leisure activities, within accessible and connected spaces of varying scales that offer spatial and recreation flexibility, landscape character diversity and include areas of usable landscape to accommodate active recreational programmes and functional overflow areas for major Events. • Create a comfortable, safe, lively and social environment. • Integrate with the State Transport Infrastructure Works. • Create a well-considered formal relationship with the public realm (massing, 	<p>requirements of the EMS and the design brief.</p> <ul style="list-style-type: none"> • Implement the obligations established in the commercial contract between the State and Westadium.
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		<p>height and proportion).</p> <ul style="list-style-type: none"> • Provide excellent legibility and integrated wayfinding. 	
<p>Environment</p> <ul style="list-style-type: none"> • Geotechnical • Soil contamination • Groundwater • Ground Gas • Flora and Fauna • Dust • Noise • Light 	<ul style="list-style-type: none"> • <i>Environmental Protection Act 1986 (and regulations)</i> • <i>Environmental Protection Biodiversity and Conservation Act 1999</i> • <i>Contaminated Soils Act 2003</i> • <i>Swan and Canning River Management Act 2006</i> • <i>Rights in Water and Irrigation Act 1914</i> 	<ul style="list-style-type: none"> • Minimise and manage environmental and social impacts arising from the project. • Incorporate environmentally sustainable and responsible development principles. • Be sustainable, enduring and resilient. • Progress towards reclassification of the site to “<i>Contaminated – Restricted Use</i>” or “<i>Remediated– Restricted Use</i>”. 	<ul style="list-style-type: none"> • Comply with the adopted Environmental Management Strategy which establishes a suite of environmental management frameworks and plans to be implemented including : <ul style="list-style-type: none"> - a Project Environmental Management Plan; - a Construction Environmental Management Plan; - an Operational Environmental Management Plan; and, - other aspect specific Environmental-Management Plans including: Groundwater Management Plan, Ground Gas Management Plan, Dewatering Management Plan, Stormwater Management Plan and Rehabilitation Management Plan. • Progress reclassification of the site under the Contaminated Sites Act. • Ensure continued involvement of the Site Conditions Working Group in implementation of the Environmental

			Strategy.
Aboriginal Heritage <ul style="list-style-type: none"> • Heritage • Culture • Engagement 	<ul style="list-style-type: none"> • <i>Aboriginal Heritage Act 1972</i> 	<ul style="list-style-type: none"> • Minimise and manage impacts to Aboriginal heritage sites. • Recognise the Aboriginal Heritage and Cultural significance of the site. • Promote employment, training and business opportunities for the Noongar community. • Maintain engagement with the South West Land Council and the Whadjuk Working Party. 	<ul style="list-style-type: none"> • Adopt and implement an Aboriginal Heritage Management Plan. • Adopt and implement an Aboriginal Engagement Strategy. • Adopt and implement an Aboriginal Recognition Plan. • Adopt a Development Concept which recognises and interprets Aboriginal culture and heritage.
Access and Movement <ul style="list-style-type: none"> • Buses • Parking • Pedestrians 	<ul style="list-style-type: none"> • <i>Disability Services Act 1993</i> • <i>Public Transport Authority Act 2003</i> • <i>Main Roads Act 1930</i> • <i>Public Works Act 1902</i> 	<ul style="list-style-type: none"> • Encourage the use of public transport, walking and cycling as the primary means of transport to the Stadium for Events. 	<ul style="list-style-type: none"> • Adopt Development Concept which includes: <ul style="list-style-type: none"> - pedestrian accessways; - vehicle access network; and, - IRUA access and parking. • Implement the Transport PDP and

		<ul style="list-style-type: none"> • Recognise opportunities for limited permanent car parking on the site. • Establish a safe and efficient precinct clearance rate, plan for the safe management of large crowds, and avoid conflict between pedestrians and vehicles, as well as utilisation of existing parking infrastructure in the central city area and maximise the value of the Swan River Pedestrian Bridge. • Ensure equitable access for IRUA patrons. 	<p>construct transport infrastructure including:</p> <ul style="list-style-type: none"> - new train station; - Swan River Pedestrian Bridge; - Bus-hub; - Victoria Park Drive underpass; and, - Belmont footbridge.
Community Engagement		<ul style="list-style-type: none"> • Ensure stakeholders and the wider community are kept informed about the project. 	<ul style="list-style-type: none"> • Adopt and implement a Stakeholder Engagement Plan addressing: <ul style="list-style-type: none"> -community engagement; -website updates;

		<ul style="list-style-type: none"> • Ensure stakeholders and wider community are advised of major milestones during construction. • Establish a response framework to address community concerns. 	<ul style="list-style-type: none"> - media releases;
Governance	<p><i>Public Works Act 1902</i> <i>Western Australia Sports Centre Trust Act 1986</i></p>	<ul style="list-style-type: none"> • Ensure each phase of project is managed to achieve project objectives. 	<ul style="list-style-type: none"> • Comply with the Project Implementation Strategy. • Adopt and implement relevant management plans at each phase of the project including: <ul style="list-style-type: none"> - Construction Management Plan ; and, - Operational Management Plan which includes an Events Management Plan.

11. WAPC REPORT ON SUBMISSIONS



Submitter	Issue(s) Raised	Planning Response
<p>Mr Michael O'Callaghan</p>	<ul style="list-style-type: none"> • Considers 60,000 seat capacity for stadium is under-sized and as a result only members of AFL clubs will be able to see a game. Recommends stadium capacity be increased to 70,000 • Should be a walkway from the Maylands Peninsula in the vicinity of the golf course emphasising pedestrian access to the stadium 	<p>Submission Noted</p> <ul style="list-style-type: none"> • The capacity of the Stadium has been determined through extensive analysis to ensure the optimum size of stadium for Perth. The stadium has the potential to expand to 70,000 seats and a decision will be made at some time in the future as to whether there is sufficient demand to justify an expansion to 70,000 seats. There has been extensive research undertaken from other stadia in Australia evaluating the various membership profiles which may be available. This work is continuing, with the goal of ensuring a broad spectrum of the community has access to the stadium. • The investigations undertaken for the new Perth Stadium Master Plan identified that demand associated with attendance at AFL games was predominantly from the north-west corridor and south-west corridors of the Perth metropolitan area. The transport strategy developed for the project addresses this expected demand, with the Swan Pedestrian Bridge to be

		constructed to encourage and facilitate walking to the stadium. The strategic requirement for another river crossing on the Burswood Peninsula is to be considered as part of the Burswood Peninsula District Structure Plan.
Water Corporation	<ul style="list-style-type: none"> Comments regarding required water and sewerage service provisions, approvals and funding. 	<p>Submission Noted.</p> <ul style="list-style-type: none"> The water infrastructure required to service the new Perth Stadium is being funded and installed by Strategic Projects, Department of Treasury under the Developer Constructed Headworks Asset Process. This process, developed by the Water Corporation, provides a well- defined framework for Strategic Projects to follow in accordance with Water Corporation Policy. Strategic Projects has worked closely with the Water Corporation to progress all necessary processes including the Prerequisites to Works, Scoping Report, Engineering Summary Report, Detailed Design and Documentation, Tendering and Award processes. Water Corporation have appointed their own Project Manager and Quality Inspectors to monitor the installation of the water infrastructure during construction and through to handover of the Asset to Water Corporation.
Heritage Council	<ul style="list-style-type: none"> Project is within proximity of the State Registered Place known as the “Old Burswood Canal”. The installation of services along Victoria Park Drive may intrude into the curtilage of the Canal, however this area has previously been disturbed by the construction of the road and installation of other services in this 	Submission noted

	<p>area.</p> <ul style="list-style-type: none"> • The proposed development does not significantly impact on the identified cultural significance of the Old Burswood Canal. 	
Mr Jeff Brown	<ul style="list-style-type: none"> • Inadequate car parking within stadium and precinct. This will have an impact on attendance rates. An increase in parking similar to Allianz Arena in Germany and some Qatar stadia is required to maximise commercial opportunities within the new Perth Stadium. • 60-70,000 seat capacity is inadequate considering West Coast membership of 50,000 in 2014. An increase to 70-82,000 seat capacity could also accommodate smaller functions through the use of curtains to create a smaller seating area. • Roof currently only provides 85 % coverage. A fully enclosed retractable grassed roof will maximise commercial and tourism opportunities eg expos climbing the roof, golf on roof and zip lines. • Will Swan Pedestrian Bridge be covered for its entire length as walking a couple of kilometres in wet weather is not family friendly? 	<p>Submission noted</p> <ul style="list-style-type: none"> • A Transport Strategy was prepared for the new Perth Stadium Project during the preparation of the new Perth Stadium Master Plan. The Transport Strategy was informed by traffic analysis and modeling of the wider road network which identified future capacity constraints in the road network associated with the general growth of Perth. To address the capacity constraints and to promote a more sustainable transport mode, the principle of the Transport Strategy was the increased use of public transport rather than private vehicle use. The State is investing \$300 million in infrastructure to encourage the use of public transport to travel to the stadium. • The capacity of the stadium has been determined through extensive analysis to ensure the optimum size of the stadium for Perth. The stadium has the potential to expand to 70,000 seats and a decision will be made in the future as to whether there is sufficient demand to justify an expansion to 70,000 seats. There has been extensive research undertaken from other stadia in Australia evaluating the various membership profiles which might be available. This work is continuing, with the goal of ensuring a broad spectrum of the community has access to the stadium.

	<ul style="list-style-type: none">• The overarching principle applicable to the design and development of the stadium and associated sports precinct need to be improved and provide value to the State and all stakeholders and provide a better return on investment for the community.	<ul style="list-style-type: none">• There has been extensive analysis and research undertaken to determine the extent of coverage of the stadium roof. The 85% roof coverage addresses technical, design, management and maintenance issues. Commercial and tourism opportunities are provided within the stadium and the sports precinct.• The Swan River Pedestrian Bridge has not yet been designed so at this time the extent of any roof coverage on the bridge is not yet known.• The overarching principles applicable to the design and development of the stadium reflect the Vision developed for the Project. The principle have been developed with input from a range of stakeholders and achieve a balance between the Game day requirements for the Project including safely accommodating 60,000 sports patrons within the precinct and the need to activate the precinct on non-Game days.
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