

Allegro Annual General Meeting



**Presentation on
Draft Burswood Peninsula
District Structure Plan**

Presentation Structure

- Burswood Peninsula Draft District Framework (May 2010)
- Burswood Peninsula Draft District Structure Plan (September 2014)
 - Its basic assumptions re governance
 - A brief overview
 - Key areas of concern for Allegro residents
- Where to from here??

Burswood Peninsula

Draft District Framework
May 2010



Government of Western Australia
Department of Planning

Belmont Park Precinct

Belmont Park Precinct refers to the area surrounding Belmont Park railway station. It includes the planned redevelopment of Belmont Park racing facility and, under this scenario, conceptually explores the option of redeveloping the State Tennis Centre and part of the Burswood Park Golf Course.

Belmont Park

A unique residential development focused on upgraded Belmont Park racing facilities and extensive frontage to the Swan River, providing a diversity of living, recreation and entertainment experiences. Designed on transit oriented development principles to capitalise on access to the adjacent railway station, Belmont Park is proposed to be a significant new inner city neighbourhood with an estimated population of between 5,000 and 6,000 residents.

Golf course redevelopment

The option of redeveloping the State Tennis Centre and part of the Burswood Park Golf Course has been explored by the Burswood Peninsula Working Group as a means of achieving State Government objectives of making fuller use of urban land and aligning transport systems and land use to optimise accessibility and amenity. If supported, the area could be developed as a medium to high density residential and mixed use development focused around a local neighbourhood centre adjacent to Belmont Park station, with an estimated population of more than 7,000 residents. A key feature of the proposal is a significant new public park that replaces part of the golf course with active and passive open spaces, restorative riverine environments and wildlife habitats.

Scenario 1



Burswood Station Precinct

Burswood Station Precinct refers to the area surrounding Burswood railway station. It is envisaged that the area will become a highly active mixed use centre, building on the Burswood Entertainment Complex as a key tourism destination and providing opportunities for a diverse range of housing, employment, entertainment and recreation. The Burswood Station Precinct incorporates:

The Peninsula

The Peninsula is a medium to high density residential neighbourhood being developed in advance of other planning areas, but designed in such a way that it can be integrated with future redevelopment to the south. The Peninsula has established a new benchmark for the area in terms of built form and design. When completed The Peninsula will be home to an estimated population of between 2,500 to 3,000 residents.

The Springs

The Springs is a planned medium to high density residential neighbourhood capitalising on close proximity to the Swan River and high order public transport services (train and bus). A key feature of the development will be a landscaped spine of public open space running centrally from a pedestrian underpass at Great Eastern Highway to the Swan River. Once complete, it is estimated The Springs will house a population of up to 2,000 residents.

Burswood Station east and west

Detailed structure planning of the areas east and west of Burswood station will facilitate the development of a mixed use urban centre integrating commercial, retail, hospitality, tourism, entertainment, residential and civic and community uses with an upgraded Burswood Station. It is estimated that these areas could provide an additional 100,000 m² of office and commercial floorspace, and house a population of up to 3,500 residents. This scenario explores the option of redeveloping Burswood Dome.

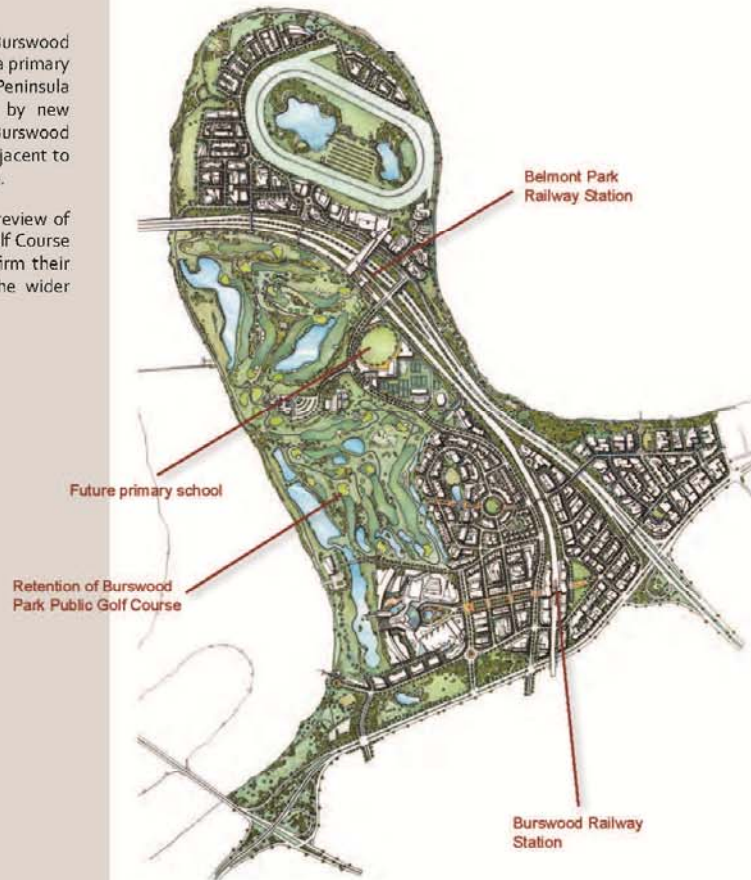
Belmont Park Precinct

Under scenario 2, the State Tennis Centre and the entire Burswood Park Public Golf Course would remain and the majority of new urban development would be confined to Belmont Park.

If this scenario is ultimately supported, the Burswood Park Working Group has identified the need for a primary school to be located centrally within Burswood Peninsula to accommodate future demand generated by new communities in both the Belmont Park and Burswood Station precincts. A site has been identified adjacent to the existing State Tennis Centre for this purpose.

The working group has recommended that a review of the State Tennis Centre and Burswood Park Golf Course be undertaken as a matter of priority to confirm their strategic importance and relative value to the wider community.

Scenario 2



① The Peninsula (0-5 years)

Construction of The Peninsula commenced in 2003 and is scheduled for completion by 2013. The land is appropriately zoned for its intended use and is being developed under an approved structure plan. Assuming detailed development approvals continue to be issued in a timely manner, there is no procedural reason why the construction timeframe should not be achieved. Timing may, however, be affected by the state of the residential property market, with the possibility that decisions on stage commencement may be influenced by the market conditions at the time. Nonetheless, The Peninsula provides a useful benchmark for estimating development timeframes for other areas.

② The Springs (0-10 years)

Structure planning for The Springs is completed and it is anticipated that applications for development approval will follow shortly. Again, construction timing may be influenced by the state of the property market, and the capacity of the market to absorb the amount of product being offered.

③ Burswood Station East (2-12 years)

The Burswood Station East Precinct will play a critical role in 'stitching together' the south-eastern corner of Burswood Peninsula, and maximising transit oriented development opportunities within the walkable catchment of Burswood station. It is therefore recommended that detailed structure planning for the precinct be progressed as a priority to ensure that redevelopment east of and including Burswood station occurs in a coordinated manner and significant staging delays are avoided.



④ Belmont Park (3-15 years)

Planning for Belmont Park redevelopment has been underway for several years. Metropolitan Region Scheme amendments have been finalised and local planning scheme amendments are being progressed. However, it is anticipated that there will be a lead time of approximately 2 to 3 years prior to commencement of construction to finalise land dealings and detailed structure planning, and obtain necessary development approvals. The subsequent development timeframe is an estimate only and will be confirmed at structure planning stage.

⑤ Burswood Station West (5-15 years)

Redevelopment of Burswood station west is considered critical to achieving a high density, transit oriented urban centre surrounding Burswood station. It is effectively the 'missing piece of the puzzle' that is necessary to integrate the disparate land uses and activities west of the station, and establish clear, comfortable and safe pedestrian links with the station itself. However, there are a number of matters to be resolved prior to development including the status of the Burswood Dome, governance arrangements, and detailed structure planning.

⑥ Golf Course (25-30 years)

Redevelopment of the golf course is considered 'propositional' at this stage, due to the level of investigation and review still required to confirm its viability. However, if following a review of existing facilities and more detailed site investigations, the proposition to redevelop the golf course is supported, it is still considered a medium to long term development opportunity. This assertion is based partly on the amount of work yet to be undertaken, but also on the expected capacity of the market to absorb this development in addition to what is already committed and proposed in other parts of the district framework area and across the central metropolitan area generally.

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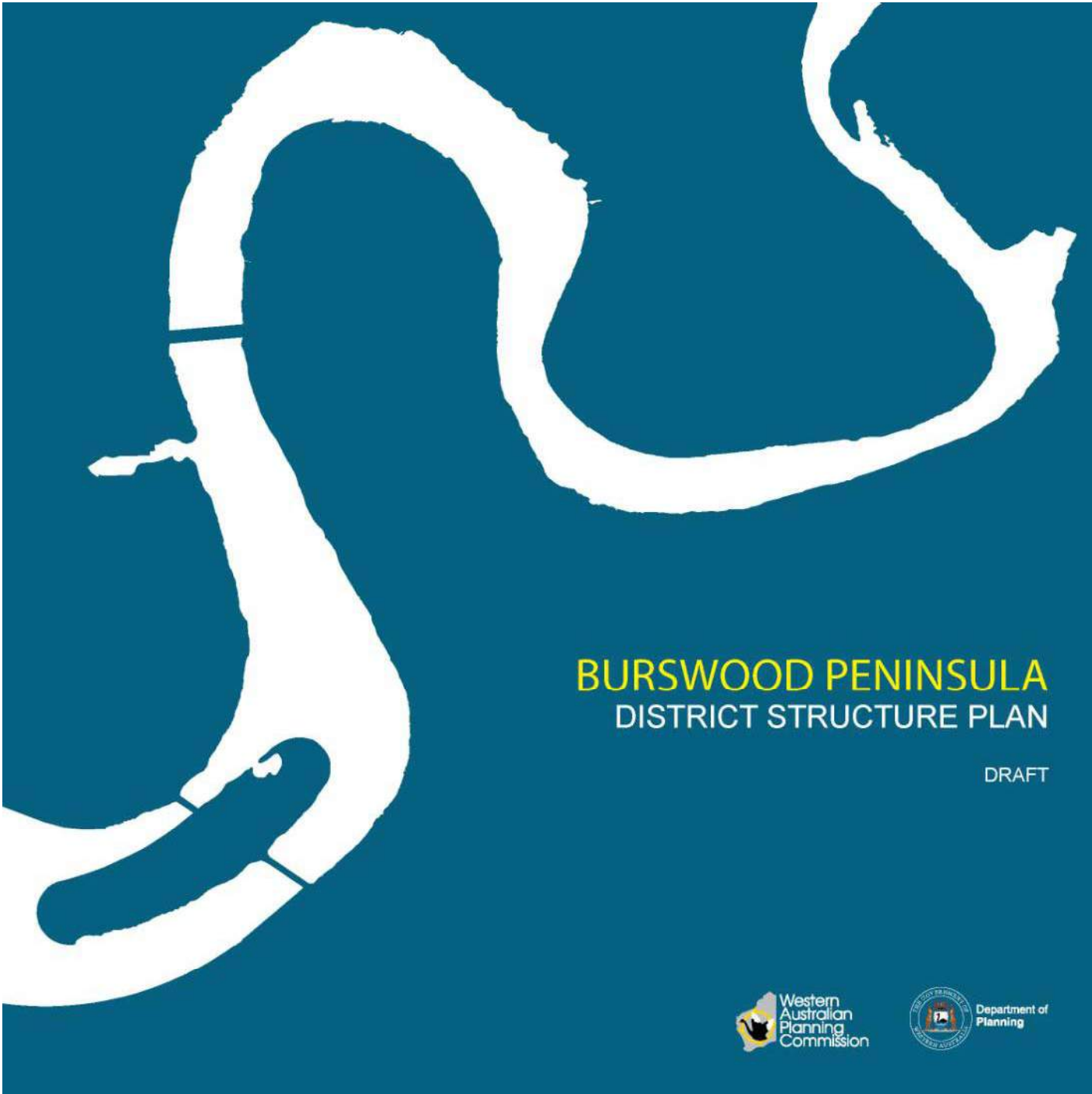
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BURSWOOD PENINSULA
DISTRICT STRUCTURE PLAN

DRAFT



1.2 PURPOSE OF THE DISTRICT STRUCTURE PLAN

Major projects that are either planned or underway will transform Burswood Peninsula, and establish a new context around which the area will continue to develop and evolve over the next 20 to 30 years. The purpose of the Burswood Peninsula District Structure Plan (Burswood DSP) is to provide a strategic framework to guide the development of these key projects in the short term, and support the planning, assessment, coordination and implementation of longer term development across the Peninsula. The principal objectives of the Burswood DSP are to:

- place Burswood Peninsula in its regional context and identify any factors that might influence the future planning and development of the area;
- confirm the role and function of Burswood Peninsula in the context of the State Government's metropolitan planning strategy, *Directions 2031*;
- develop a spatial plan that defines planning and development precincts, and informs the preparation of local structure plans, planning scheme amendments, and statutory planning and development proposals;
- identify existing environmental and geotechnical site conditions and confirm what additional studies and investigations are necessary to support planning and development decisions;
- identify any social and community infrastructure that will be necessary to support the proposed new development; and
- identify any services and infrastructure constraints, and options for the coordinated delivery of additional capacity to the area.

The Burswood DSP will be used by both State and local government to inform planning and development decisions across the Burswood Peninsula.

1.3 BACKGROUND TO THE DISTRICT STRUCTURE PLAN

In 2010, the Western Australian Planning Commission (WAPC) endorsed the *Burswood Peninsula District Framework* (the Framework). The Framework was a precursor to the Burswood DSP, and set out the broad landuse and planning objectives for the Burswood Peninsula.

A series of major new initiatives have since redefined the planning intent outlined in the Framework, and promise to deliver a more diverse range of activities across Burswood Peninsula that will firmly establish the area as a significant metropolitan destination.

These initiatives have been incorporated into the Burswood DSP, including a revised structure plan for the proposed Belmont Park development, the proposed new Perth Stadium, and a major expansion of Crown Perth.

The Burswood DSP has been prepared by the Department of Planning in consultation with key State and local government stakeholders.

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2. CONTEXT

2.5 PLANNING AND GOVERNANCE

Land use planning in Western Australia is administered under the *Planning and Development Act 2005*, which provides for the establishment of a Metropolitan Region Scheme (MRS) by the WAPC and Town Planning Schemes by local governments, to guide land use planning and development.

Burswood Peninsula is subject in part to the standard land use and development provisions of the MRS and the Town of Victoria Park Town Planning Scheme No.1 (TPS), however, a large area of the Peninsula falls under the control of the *Casino (Burswood Island) Agreement Act 1985* (the Agreement Act) - see plan on opposite page. The Agreement Act supersedes both the Planning and Development Act and the Town of Victoria Park TPS, and confers on the Minister for Racing and Gaming the authority to determine planning and development proposals.

Any proposed development outside the Agreement Act area will be assessed and determined under the provisions of the MRS and TPS.



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By this statement, the State Government clearly pre-supposes that the BRAG appeal will be lost



4. STRUCTURE PLAN

4.1 BURSWOOD PENINSULA DISTRICT STRUCTURE PLAN

Under the Western Australian planning system there are two forms of structure plans, statutory and non-statutory.

A statutory structure plan is prepared and approved under a local planning scheme for land within a development zone (or similar) or where there is a general head of power provided in the local planning scheme that requires a structure plan to be prepared prior to development. It applies zoning, land uses and residential densities to the land. Once endorsed by the Western Australian Planning Commission (WAPC) the structure plan has statutory effect. Local structure plans and activity centre structure plans are examples of statutory structure plans.

Non-statutory structure plans such as sub-regional structure plans, and district structure plans, are strategic in nature and are generally prepared for large areas of land that:




- are not yet zoned for urban land use and development; or
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The Burswood DSP is a non-statutory structure plan. Its purpose is to establish the future land use and development intent for the Peninsula, and clearly identify areas that require additional detailed planning and investigation before development can proceed. The DSP provides guidance on a range of matters, including:

- population, housing and employment;
- built form;
- open space;
- metropolitan attractors;
- movement and access;
- community facilities;
- services and infrastructure; and
- urban water management.

The draft Burswood DSP is shown on the opposite page.

Legend

-  Residential - high density
-  Residential - medium density
-  Mixed use
-  Tourism and entertainment
-  Sporting
-  Future urban / public use
-  Public parklands
-  Roads - existing and planned
-  Roads - proposed
-  Rail
-  Key pedestrian and cycle paths
-  Water bodies
-  Gateways - Major
-  Gateways - Other
-  Railway stations
-  Bus stops
-  Possible river ferry stops
-  Optional future primary school sites

Notations

- ① Belmont Park Racecourse
- ② Belmont Park Racing Club
- ③ Belmont Park redevelopment
- ④ New Perth Stadium precinct
- ⑤ New pedestrian bridge
- ⑥ Future urban development adjacent to Belmont Park Station
- ⑦ Future urban / public use
- ⑧ The Peninsula urban neighbourhood
- ⑨ Crown Perth tourism and entertainment complex
- ⑩ Mixed use redevelopment of former Bruswood Dome site
- ⑪ Burswood Station East Precinct future urban development
- ⑫ The Springs urban neighbourhood
- ⑬ Future local road connection

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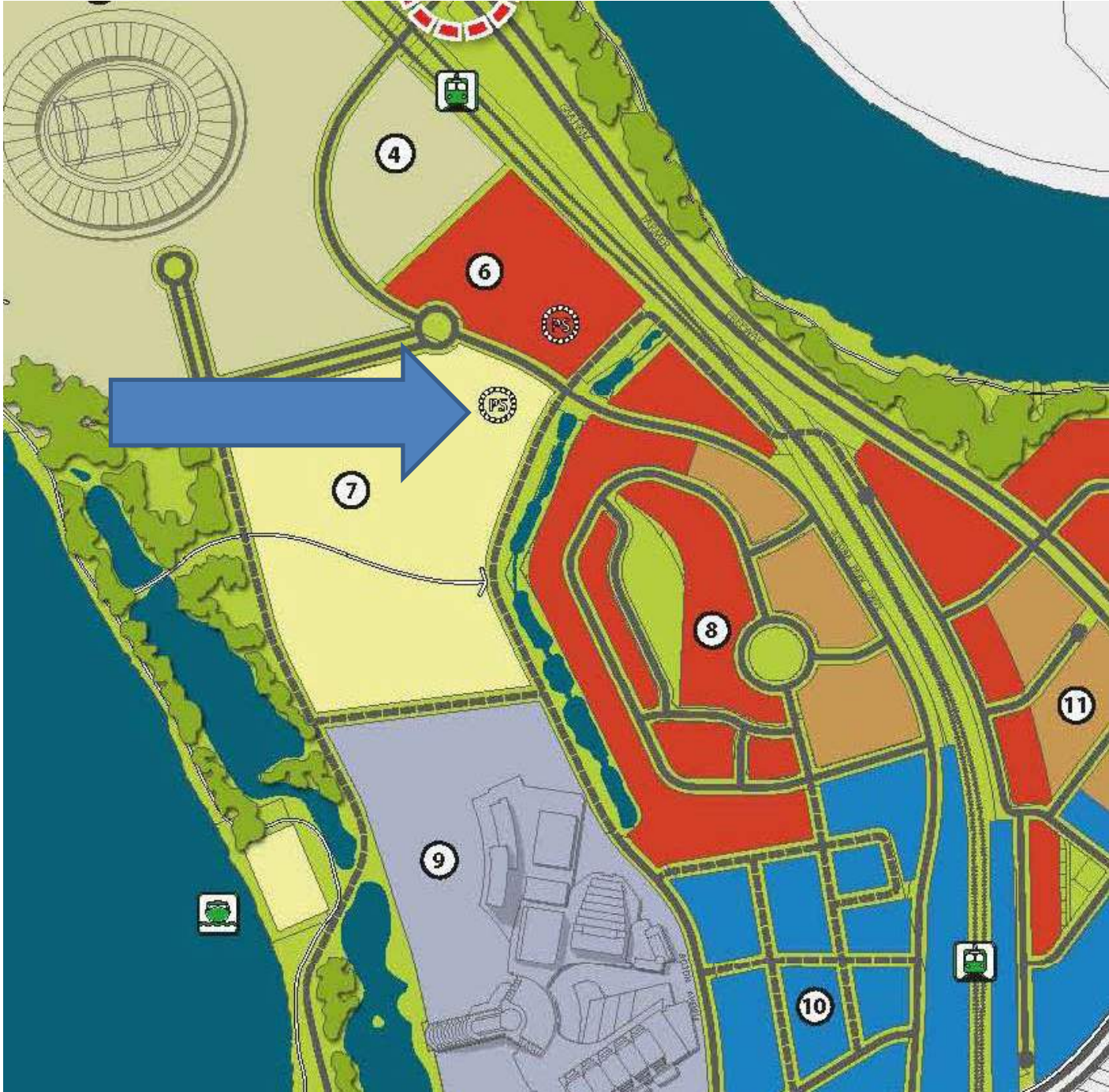
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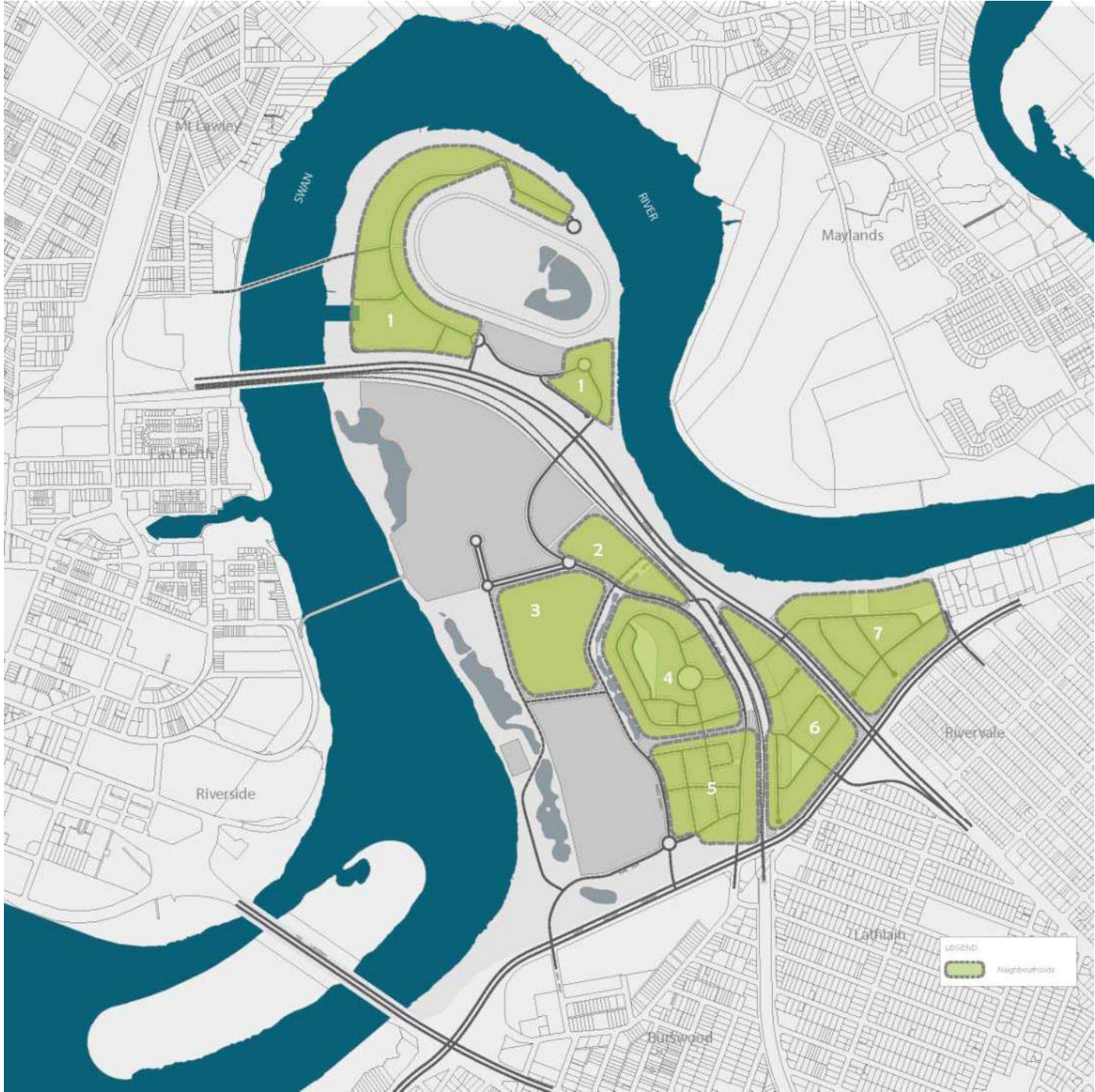
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4. STRUCTURE PLAN

4.2 POPULATION, HOUSING AND EMPLOYMENT

Directions 2031 and Beyond (Directions 2031) estimates that the population of the Perth Metropolitan Region will have grown to 2.2 million within the next 20 years. To mitigate some of the negative impacts of continued urban expansion, *Directions 2031* has set a target to accommodate 47 percent of that new growth as infill development within existing urban areas.

In August 2010, the State Government released the *Central Metropolitan Perth Sub-Regional Strategy* which sets out eight strategic priorities to achieve *Directions 2031* targets. The Sub-regional Strategy covers 19 central metropolitan local government areas and estimates that the sub-region is capable of accommodating an additional 205,000 people in 121,000 new homes. This assumes an average of 1.7 people per household and a reduction in dwelling size from the current Western Australian average of 244 square metres.

Rather than adopting a blanket approach to increased population and housing densities, *Directions 2031* and the sub-regional strategy have targeted growth in key activity centres and activity corridors.

Population and Housing

The Sub-regional Strategy has identified Burswood Peninsula as one of the key “Planned Urban Growth Areas” within the sub-region, estimating that the area has the capacity to support 5,400 dwellings housing over 9,000 residents.

Since the release of the Sub-regional Strategy, more detailed planning of the Burswood Peninsula has confirmed that the area has even greater potential to accommodate up to 12,500 dwellings and a population of approximately 20,000 residents. This additional capacity is considered achievable due to the proximity of the area to high order road and rail infrastructure, accessibility to the Perth city centre, the Swan River and substantial public parklands, and the ability to achieve higher residential densities without impacting on existing lower density neighbourhoods. Notwithstanding this, the potential for growth will need to be further assessed and confirmed as part of the detailed planning for proposed new urban development areas.

Neighbourhoods

The Burswood DSP has defined seven residential and mixed-use neighbourhoods, each with its own character and combination of land uses.

- 1. Belmont Park:** A high density residential and commercial redevelopment of the land surrounding the Belmont Racecourse, the area is planned to accommodate up to 4,500 new apartments and townhouses
- 2. Belmont Station South:** Considered a long term option, this precinct has the potential to be converted to higher density residential use due to its proximity to the upgraded Belmont Park railway station. Any such development would be subject to future relocation or consolidation of the existing tennis use.
- 3. Stadium South:** Another long term option, this precinct has the potential to accommodate a range of public or urban uses. Further detailed planning and investigation will be required to determine the appropriate land use mix for the precinct. In the meantime, the area will continue to be managed as parklands by the Burswood Park Board.
- 4. The Peninsula:** The Peninsula is a predominantly residential neighbourhood that when complete will include more than 1,100 new apartments and townhouses.
- 5. Burswood Station West:** Planned as a comprehensive redevelopment of the land formerly occupied by the Burswood Dome and surrounding carpark, Burswood Station West is envisaged as a mixed residential, commercial and entertainment precinct that stitches together The Peninsula and Crown Perth with an upgraded Burswood Station.
- 6. Burswood Station East:** A planned regeneration of the ageing and underutilised service industrial area immediately east of Burswood Station, into a new residential and mixed use neighbourhood.
- 7. The Springs:** Currently under development, The Springs will be a predominantly residential neighbourhood, with some commercial and retail frontage to Great Eastern Highway. The Springs is planned to accommodate approximately 700 new dwellings.

5. DEVELOPMENT

5.1 INDICATIVE DEVELOPMENT AND STAGING

While the Burswood DSP sets out an ultimate vision for the Peninsula, it does not expect that the vision will be realised in the short term, rather it will evolve in a staged way over the long term in response to market conditions and competing development priorities.

In the short to medium term (0-10 years) the new Perth Stadium will be complete and operational, the Crown Towers hotel will be constructed, and The Peninsula residential estate is expected to be fully built out.

In the medium to long term (10-20 years) The Springs and Belmont Park precincts are expected to be substantially redeveloped, while local structure planning for the Burswood Station East and West precincts will have been finalised and redevelopment underway.

In the long term (20-30 years) it is expected that the vision for Burswood Peninsula will be fully realised, including the final planning and development resolution of the Stadium South and Belmont South precincts.

While this may seem like a long time, it is important to recognise that the scale of development proposed for Burswood Peninsula is the equivalent of a large town or small city. By way of comparison, the Claisebrook Village redevelopment in East Perth is less than a quarter of the development size of Burswood Peninsula (i.e. 2,500 residents and 130,000m² of commercial space) yet took more than fifteen years to complete.

Stadium South Precinct

The Burswood DSP identifies the Stadium South precinct as being potentially suitable for long term urban and public use. The extent of these uses will have varying implications in terms of public facilities, infrastructure and services, access and movement, and relationship to surrounding precincts. Given the complexity of these issues, it is recommended that a separate local structure plan be prepared for the Stadium South precinct in consultation with key stakeholders, to determine the highest and best use for the precinct.

In the meantime, the Stadium South precinct will be managed by the Burswood Park Board as public open space.

Precinct Characteristics

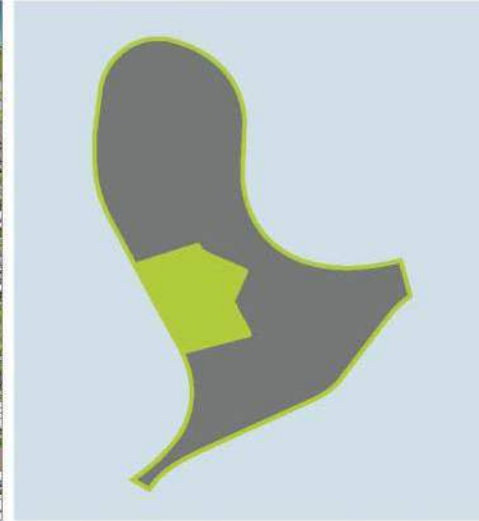
The information on the following pages provides a conceptual indication of the scale and character of development expected within each of the identified precincts, together with a summary of the development status and required next steps. The information is based on information available at the time of publication and may be subject to change.







5. DEVELOPMENT



Precinct Character

- Construction of the new Perth Stadium to the north and closure of the Burswood Park Golf course presents an opportunity to redevelop the Stadium South precinct. As noted earlier, there are a number of possible options for future development of the precinct, varying in use and intensity.
- The scenario depicted here shows the area being used primarily for sporting and recreation purposes, to complement the new Perth Stadium precinct.
- Low speed “parkland” roads would be introduced to provide public access to the area.
- The precinct presents an opportunity for future co-location of a primary school with the sporting facilities (refer page 51).

Key Features

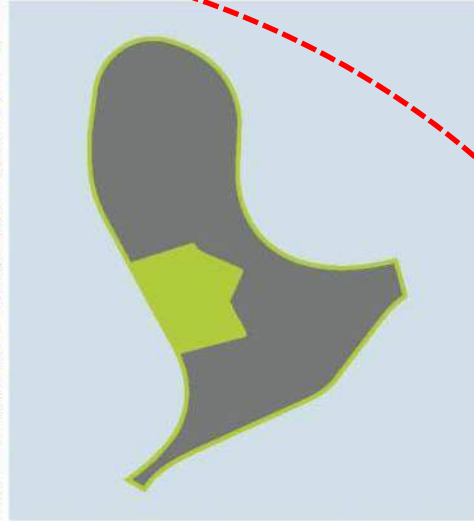
- Potential mix of urban development and sporting facilities.
- A network of new roads and pathways to provide increased public access to the precinct.
- A generous setback from the rivers edge to provide a landscape buffer and contribute to the suite of riverfront parklands surrounding the Peninsula.
- Possible location of a new local primary school once threshold population levels are achieved.

Status / Next Steps

- Preparation of a detailed local structure plan to determine the highest and best use of the precinct - timeframe yet to be determined.

Stadium South

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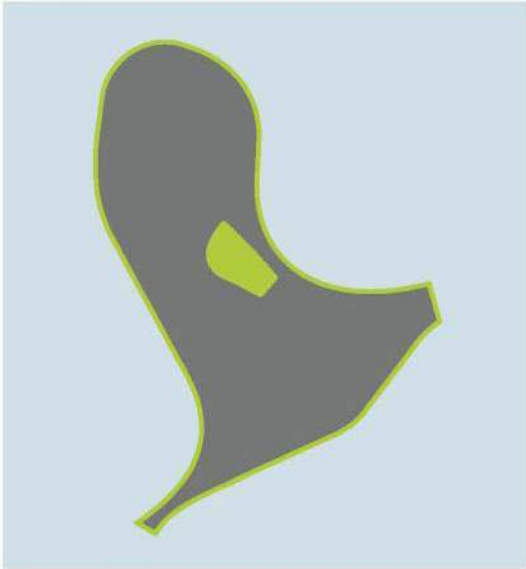
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Status / Next Steps

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Stadium South



Key Features

- A new medium to high density transit-orientated neighbourhood adjacent to the upgraded Belmont Park Railway Station.
- Approximately 1,300 new apartments and townhouses.
- Possible location of a new local primary school once threshold population levels are achieved.

Note: development yields are estimates only and are subject to detailed planning and design.

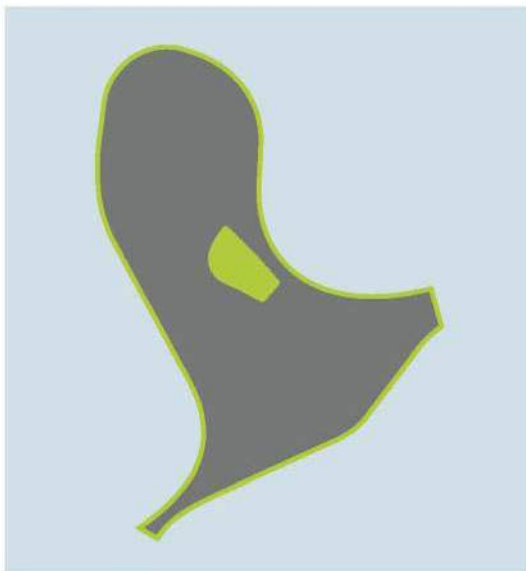
Precinct Character

- Development of the new Perth Stadium and upgrade of Belmont Park Railway Station presents an important opportunity to maximise the transit-oriented development potential within the walkable catchment of the station.
- An indicative site for a new primary school has been identified adjacent to Victoria Park Drive, located in close proximity to public transport and to the new sporting and recreation facilities planned for the structured parkland precinct (refer page 51).
- The new neighbourhood would carry through the character of the Peninsula development and provide a more appropriate, comfortable and secure environment for local residents

Belmont Station South

Status / Next Steps

- Preparation of a detailed local structure plan to determine the highest and best use of the precinct - timeframe yet to be determined.
- Considered a medium to long term redevelopment possibility.



Key Features

- A new medium to high density transit-orientated neighbourhood adjacent to the upgraded Belmont Park Railway Station.
- Approximately 1,300 new apartments and townhouses.
- Possible location of a new local primary school once threshold population levels are achieved.

Note: development yields are estimates only and are subject to detailed planning and design.

Precinct Character

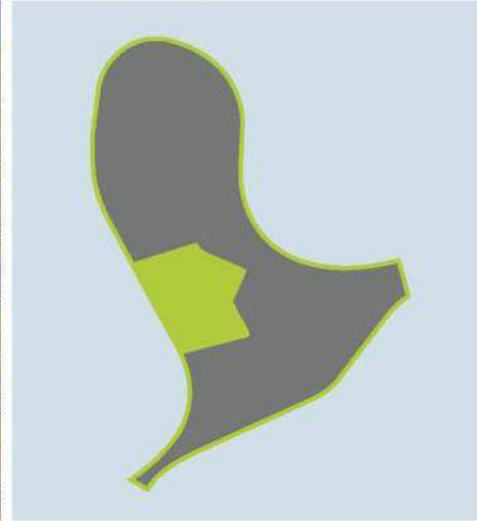
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Belmont Station South

Status / Next Steps

- Preparation of a detailed local structure plan to determine the highest and best use of the precinct – ~~timeframe yet to be determined~~
- Considered a medium to long term redevelopment possibility.

5. DEVELOPMENT



Precinct Character

- Construction of the new Perth Stadium to the north and closure of the Burswood Park Golf course presents an opportunity to redevelop the Stadium South precinct. As noted earlier, there are a number of possible options for future development of the precinct, varying in use and intensity.
- The scenario depicted here shows the area being used primarily for sporting and recreation purposes, to complement the new Perth Stadium precinct.
- Low speed “parkland” roads would be introduced to provide public access to the area.
- The precinct presents an opportunity for future co-location of a primary school with the sporting facilities (refer page 51).

Key Features

- Potential mix of urban development and sporting facilities.
- A network of new roads and pathways to provide increased public access to the precinct.
- A generous setback from the rivers edge to provide a landscape buffer and contribute to the suite of riverfront parklands surrounding the Peninsula.
- Possible location of a new local primary school once threshold population levels are achieved.

Status / Next Steps

- Preparation of a detailed local structure plan to determine the highest and best use of the precinct - timeframe yet to be determined.

Stadium South

6. IMPLEMENTATION

6.1 IMPLEMENTATION TABLE

GOVERNANCE & PLANNING

ITEM	DESCRIPTION	RESPONSIBILITY
Planning and Approvals		
Belmont Park	Prepare Detailed Area Plans for approval by the Town of Victoria Park	GG
New Perth Stadium	Undertake construction in accordance with approved Management Plan	SP
Stadium South	Prepare local structure plan	DSR/DOP/TOVP
Belmont Station South	Prepare precinct masterplan (long term)	DSR/DOP/TOVP
The Peninsula	Obtain remaining planning and development approvals	MIRVAC
Crown Perth	Undertake construction in accordance with Ministerial approval	CROWN
Burswood Station West	Finalise precinct masterplan and local structure plan	DOP
Burswood Station East	Finalise precinct masterplan and local structure plan	TOVP
The Springs	Undertake construction and marketing in accordance with approved local structure plan	LANDCORP
Development Costs		
Project Funding	Proponents to secure financing for all costs arising from the project, including joint funded elements	Responsible Proponent
Development Contributions	Proponents to identify/establish mechanisms for securing reasonable contributions to development costs	Responsible Proponent
Engagement and Consultation		
Stakeholder Consultation	Proponents responsible for all statutory and non-statutory consultation with affected stakeholders	Responsible Proponent
Public Consultation	Proponents responsible for all statutory and non-statutory consultation with affected public and residents	Responsible Proponent

6. IMPLEMENTATION

6.1 IMPLEMENTATION TABLE

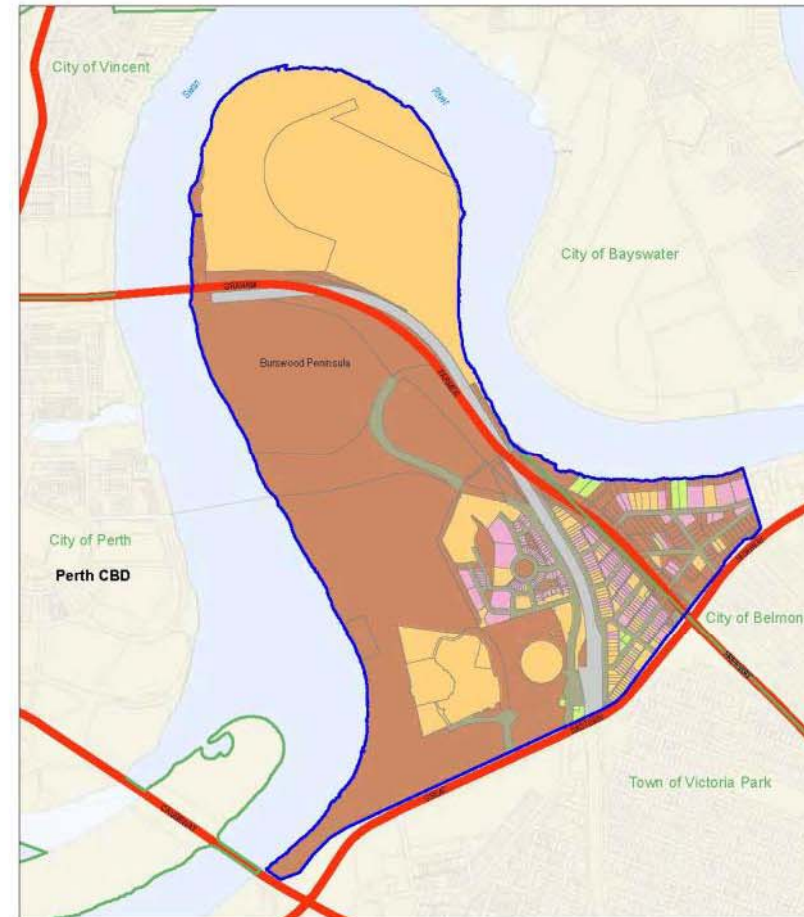
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S1.8 LAND OWNERSHIP

Land ownership patterns across the Burswood DSP area vary from large single holdings in the north and west, to a more fragmented ownership pattern in the south-east. The large holdings are owned by the Western Australian Turf Club, Crown Perth, and the State Government, a tenure arrangement that is more conducive to major redevelopment due to the certainty of single ownership.

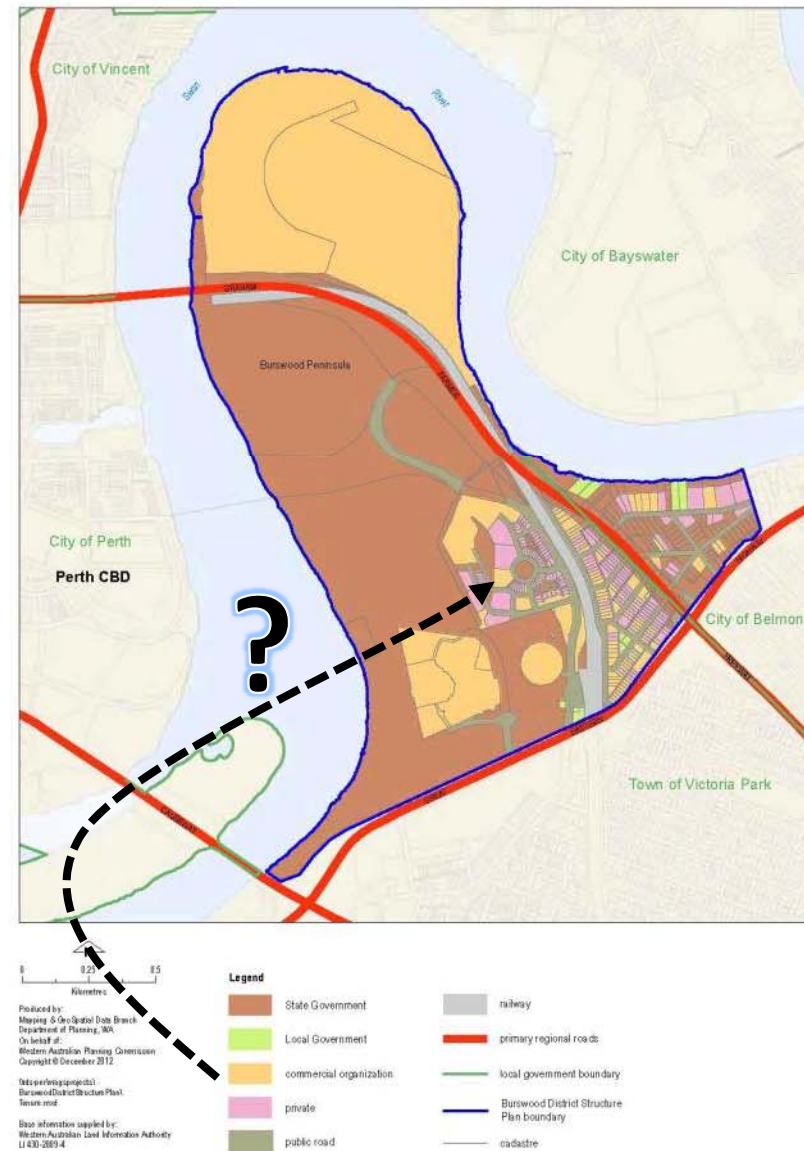
The smaller holdings, conversely, have a much broader mix of State Government, local government, commercial organisation, and individual private ownership, which makes the task of comprehensive and integrated redevelopment more complex. This complexity often requires the adoption of detailed provisions under the local town planning scheme to control development and coordinate infrastructure provision. Alternatively, in some cases it may require State Government intervention under the *Planning and Development Act 2005* or *Metropolitan Redevelopment Authority Act 2011* with the necessary legislative powers to undertake the planning and development of a particular area.



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Where to from here??

- Submissions close 25 November 2014
- Submissions could be:
 - Individual owners
 - A strata scheme (eg Allegro); or
 - Community-wide, signed by as many as possible
- This would ideally involve professional assistance
(eg town planner, desktop publishing etc)
- This could be an equally-worthy application of funds
as the BRAG legal challenge