



Government of **Western Australia**
Department of **Housing and Works**



Development Application Report Perth Park: (Part) Lot 2001, Victoria Park Drive and Camfield Drive

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1 Proposal

1.1 Introduction

This Development Application is being submitted by the Department of Housing and Works (DHW), on behalf of the Office of Major Transport Infrastructure Delivery (OMTID), to facilitate the construction and operation of a portion of the proposed Perth Park located within the Burswood Peninsula within the Town of Victoria Park (ToVP) local government area.

The portion of the Perth Park subject of this Development Application is within Lot 2001 (Optus Stadium Sport Precinct), Victoria Park Drive and Lot 2006 Camfield Drive road reserves. **Attachment 1 – Location Plan.**

Several different legal and planning instruments affect the Burswood Peninsula which influence the appropriate approval requirements. The *Casino (Burswood Island) Agreement Act 1985* (CBIA) and the *Metropolitan Region Scheme* (MRS) are the two most influential instruments in this area. A single approval process is not applicable for the entire Perth Park project, with different approval processes required. **(Attachment 2 – Land Assembly Plan)**

The portion of the Perth Park the subject of this Development Application, comprising Lot 2001, Victoria Park Drive and Lot 2006 Camfield Drive, is classified as reserved land within the MRS, thus necessitating a Development Application for consideration and determination by the WAPC.

The balance of the proposed Perth Park not included within the MRS is subject to the CBIA. The CBIA removes the regular planning framework for land within the CBIA, with alternative approval processes applicable to these areas. For the proposed Perth Park works within the Burswood parklands (Lot 2002), the Burwood Park Board has agreed to a Memorandum of Understanding (MOU) with OMTID to allow the Perth Park works to be undertaken. Other suitable arrangements are being progressed with the landowner of the Crown Towers Hotel (Lot 551) to access and undertake Perth Park works in a portion of that area.

The Perth Park is to be delivered as a single stage construction project, incorporating all required preliminary works, built form elements, landscaping and utilities, with construction works scheduled to commence onsite in 2026, with completion anticipated in 2027. Works are anticipated to commence in the southern area of the Perth Park within Lot 2002 within the Burswood Park Board area. The project budget for the entire Perth Park is \$217.5m. of which approximately \$20m is the cost of the works within the subject Development Application site.

1.2 Perth Park Context

Notwithstanding that only Lot 2001, Victoria Park Drive and Camfield Drive are the subject of this Development Application, an overview of the entire Perth Park proposal has been included to provide the context for the Development Application. **(Attachment 3 – Perth Park Context Summary)**

The proposed Perth Park aims to create a vibrant, multi-purpose destination enhancing Burswood Park's existing activities, delivering new amenities and improved accessibility which includes:

- A 12,000 capacity outdoor amphitheatre for live music and other events;
- a multi-use track for cycling, community sport and an annual motor sport event;
- a multi-use building incorporating function and sporting facilities including two multi-use courts along with other public amenities, enhanced transport and connectivity; and,
- enhancement of the local environment through landscape improvements and renewal.

A calendar of community and commercial events on a scale from precinct festivals to small scale functions will be accommodated within the Perth Park precinct. In addition, the precinct infrastructure will enable use for multiple modes of recreational sports.

The overarching intent is to activate the precinct for community use for the majority of the year. It is intended that the Perth Park will host an annual three-day motorsport event, as a significant annual event on the event calendar. This event will make use of the Victoria Park Drive and Camfield Drive road reserves as part of the motorsport track.

The subject Development Application does not include any buildings, with the use and development within the Development Application site generally limited to:

- earthworks and drainage;
- landscaping and public realm;
- portion of the multi-use track;
- roadworks; and,
- utilities upgrade.

2 Site Details

2.1 Tenure

The subject Development Application site comprises three separate land parcels, which are Crown land under the management and control of VenuesWest and the Town of Victoria Park respectively, as identified in Table 1.

Table 1 – Perth Park Site Details Summary

Parcel Identifier	Deposited Plan	C/T	Owner
Lot 2001 – Optus Stadium Precinct	414942	LR3172/923	State – Management Order to VenuesWest
Lot 2006- Camfield Drive Road Reserve	414942	LR3172/927	State –Road under control and management of the Town of Victoria Park
Victoria Park Drive Road Reserve	- 42394	ID 3407163	State –Road under control and management of the Town of Victoria Park.

Lot 2001 is a Class C Crown Reserve (Reserve No.5194) with the current reserve purpose being for “*multi-use stadium, sports, recreation, and entertainment*”. The proposed development is in accordance with the reserve purpose and the existing use of the site associated with the Optus Stadium. The Management Order for the Reserve is held by VenuesWest with the power to lease and licence, with various leases existing within Lot 2001 including the Camfield Tavern.

The Victoria Park Drive (ID 3407163) and Camfield Drive (Lot 2006) are dedicated roads under the control and management of the Town of Victoria Park. The proposed development the subject of this Development Application aligns with the purpose of the roads.

A copy of the Certificates of Title for Lot 2001 and Lot 2006 is included in **Attachment 4. Certificates of Title.**

2.1.1 Site Features

The subject Development Application site extends into the Optus Stadium Sports Precinct which was subject to substantial ground treatment and development as part of the Optus Stadium project. This area has been developed predominately for pedestrian access, vehicle access (including Marlee Loop and Roger Mackay Drive), parking associated with the Stadium (Marlee Lawn temporary parking), the Stadium Bus Station and drainage infrastructure.

The existing Camfield Drive road reserve provides vehicular access to the Camfield Tavern and the Stadium Bus Station. Victoria Park Drive to the east is also included and serves as an access road between the Graham Farmer Freeway and Great Eastern Highway, and access to the residential development.

The topography of the wider Perth Park reflects its former use as a golf course, with variable levels including man-made undulations and a series of artificial irrigation ponds. There is limited vegetation on the site, predominantly lawn with clusters of trees planted as part of the original golf course.

3 Proposed Development

The works the subject of this Development Application proposed within Lot 2001, Victoria Park Drive and Camfield Drive are generally limited in scope to civil works (including minor demolition) and landscaping, as identified in the attached Development Plans (**Attachment 5 – Development Plans**). There are no buildings included within this Development Application, with both the proposed amphitheatre and the multi-use building located in the adjacent Lot 2002 which is outside this Development Application site.

3.1 Civil Works

The main civil works proposed within the subject site include;

Lot 2001

- demolition of Roger Mackay Drive private roadway and associated infrastructure, (vehicle access is relocated to the south within Lot 2002 and Lot 551);
- demolition and removal of various pathways and minor infrastructure;
- relocation of the Marlee Lawn temporary car park to a location adjacent to Victoria Park Drive (retained within Lot 2001);
- modifications to the (event) Stadium Bus Station layout to accommodate the annual motorsport track overlay;
- installation of approximately 380m length of new pavement for the multi-use track and an additional approximately 75m length of track which may be used for criterium cycle events;
- installation of an informal grassed multi use area adjacent to the Stadium Bus Station;
- installation of linear vegetated swales adjacent to Victoria Park Drive and the multi-use track;
- the relocation and installation of underground utilities including power, water, sewer, communications.
- localised areas of earthworks to address stormwater and landscaping requirements.

Victoria Park Drive

- modification of the existing Victoria Park Drive - Roger Mackay Drive intersection;
- modification of the existing Victoria Park Drive - Marlee Loop intersection; and,
- some permanent and temporary modifications to drainage services, road furniture, kerbing and road islands, signage, light poles, traffic signal poles and landscaping.

Camfield Drive

- partial realignment and widening of the road to accommodate motorsport track requirements and to accommodate additional PTA bus stacking areas for use during events;
- installation of a new intersection to access the new roundabout for the realigned Roger Mackay Drive;
- modifications to the existing Camfield Drive roundabout to retain the existing u-turn functionality, provide access (controlled) to the Perth Park precinct, and accommodate major events; and,
- realignment of some existing services, landscaping and drainage infrastructure associated with the proposed road works.

3.2

Camfield Drive

- partial realignment and widening of the road to accommodate motorsport track requirements and to accommodate additional PTA bus stacking areas for use during events;
- installation of a new intersection to access the new roundabout for the realigned Roger Mackay Drive;
- modifications to the existing Camfield Drive roundabout to retain the existing u-turn functionality, provide access (controlled) to the Perth Park precinct, and accommodate major events; and,
- realignment of some existing services, landscaping and drainage infrastructure associated with the proposed road works.

3.3 Landscaping

The landscape vision for Perth Park is to create a resilient, inclusive, and culturally rich parkland destination that unites major event performance with everyday community life. This is based on:

- Climate resilience;
- Spaces that inspire community use;
- Connected and inclusive movement network;
- Culturally responsive design; and,
- Flexible event ready infrastructure

The main landscape elements proposed within the subject Development Application area include:

- Arrivals Plaza:
The Arrivals Plaza accommodates large event crowds while remaining welcoming and functional during non-event periods. Robust paving, seating,

wayfinding, and shade planting will guide movement and create a sense of arrival. Public art, integrated lighting, and clear wayfinding signage will contribute to a vibrant, safe area which is useable by the local community.

Designed for high pedestrian volumes, the proposed Arrival Plaza forms the principal gateway to the Perth Park, establishing a strong sense of identity through the use of materials, textures, and colours that reference local geology.

The Arrivals Plaza includes large paved areas as the primary entry for Perth Park major events arriving from Stadium Train Station and Matagarup Bridge. Paved arrival paths have been modelled with event operational modes (stadium, large and small concerts, race event etc) for the event precinct.

- **Marlee Lawn Car Parking Area:**
The existing Marlee Lawn car park area is to be relocated adjacent to Victoria Park Drive and will continue to provide a grassed area and flexible event support space framed by pedestrian connections. The car parking layout is designed to support event use for Perth Stadium, while incorporating tree canopies, and pedestrian circulation to ensure comfort, accessibility, and safety.
- **Bus Drop-off Zone**
Enhancements to the existing Perth Stadium Bus Station north of Camfield Drive supports walking access to the Arrivals Plaza. Improvements to major event safety (incl Perth Stadium) are achieved with the relocation of Roger Mackay Drive to the south. Bus stacking for events has reduced conflict areas with event crowd desire lines.
- **Grassed Multi-Use Area**
Located between the existing Stadium Bus Hub and the multi-use track, an unfenced grassed multi-use area is proposed suitable for informal sports and other uses.

A Landscape Management Plan is to be implemented which will detail the soft and hard landscape elements to be installed including pedestrian pathways, seating areas and the planting regime to be installed. One of the objectives of the Landscape Management Plan will be to increase the existing tree canopy across the site. There is currently a total of 225 trees within the subject Development Application site, of which approximately 81 are to be removed. The project will plant an additional 116 new trees approximately within the subject Development Application site. This will result in an approximate total of 260 trees within the Development Application site following completion of the project (an increase in the

number of trees currently within the Development Application site), with the exact numbers to be confirmed as the project progresses.

4 Site Considerations

Technical consultants have undertaken investigations to inform geotechnical, environmental, hydrology, transport, utilities and heritage matters affecting Perth Park. These investigations are associated with related projects such as the Optus Stadium project, Matagarup Bridge and the Crown Towers Hotel development.

Those site considerations most relevant to the subject Development Application site include:

4.1 Geotechnical

The topography is in most part reclaimed with fill material (landfill and capping) lying above the natural ground surface. Extensive ground treatment works undertaken as part of the construction of the Stadium Precinct and the associated Camfield Drive provides a suitable base for the proposed development works.

The assessment of the geological conditions indicates that there are no significant issues that preclude the development of the proposed works which are relatively minor in scale and nature within the subject Development Application site. **(Attachment 6. Technical Memorandum Geotechnical).**

The bulk earthworks to be undertaken across the Perth Park generally comprises the use of fill material associated with drainage, landscaping, viewing mounds and the amphitheatre mound. Some localised areas of cut will be undertaken to address contouring and drainage.

4.2 Environment

Historically, the Burswood Park Peninsula, inclusive of the subject Development Application site, has accommodated a diverse range of land uses, including horse racing, sewerage filtration, waste tip and cement and asbestos manufacturing.

Given the legacy of disturbance, contamination and environmental degradation across the Burswood Peninsula, the entire Perth Park proposal was referred to the Environmental Protection Authority (EPA) in September 2025 to determine if assessment was required under Part IV of the *Environmental Protection Act 1986*. The Department of Water and Environmental Regulation (DWER) also requested that a Mandatory Auditor under the *Contaminated Sites Act 2003* be appointed to support investigations and site classification post construction.

The EPA examined the proposal and in November 2025 advised that the environmental effect of the proposal is not so significant or unmitigated as to warrant formal assessment of the Perth Park proposal under Part IV of the *Environmental Protection Act 1986* (EP Act). Notwithstanding, appropriate environmental management plans will be prepared to guide the construction of the entire Perth Park works and the ongoing operation of the Perth Park.

The suite of referral documents provided to the EPA and the EPA decision on the proposal are included on the EPA website:

<https://www.epa.wa.gov.au/proposals/perth-entertainment-and-sporting-precinct>

The proposal will not have a significant impact on any Matters of National Environmental Significance (NMES) therefore the proposal has not been referred under the *Environmental Protection Biodiversity and Conservation Act 1999* (EPBC Act).

Environmental surveys and assessments have been undertaken for the entire Perth Park site as summarised below, with specific reference to the subject Development Application site where relevant:

Flora

There is no native vegetation within the subject site, and no Threatened Ecological Communities (TEC) or Priority Ecological Communities (PEC) occurring within the subject site. The proposal will however result in the loss of some non-native planted vegetation, most of which was installed as part of landscaping for the previous stadium project.

As no native vegetation will be cleared, a Clearing Permit under the EP Act will not be required.

Fauna

Due to previous land use and disturbance, no naturally occurring fauna habitat remains within the subject Development Application site. It is noted that fauna habitat within the wider Perth Park area is largely limited to the artificial ponds and the fringing planted vegetation around these ponds, with these not located within the Development Application site.

Appropriate management plans will be prepared and implemented to minimise risk to fauna throughout the wider Perth Park site.

Contamination

Lot 2001 within the Development Application site is classified as *Remediated for Restricted Use* under the *Contaminated Sites Act 2003*. The site is contaminated but remediated such that it is suitable for its current land use, which includes sport and entertainment purposes, subject to the implementation of ongoing Site Management Plans (SMPs).

A Detailed Site Investigation (DSI) of the project area, including the Development Application site, is currently being developed in accordance with the Contaminated Sites Guidelines (DWER 2021) to define and characterise the level of contamination and the potential risks.

Site specific management plans, informed by the findings of the DSI, are being developed to guide the construction and implementation of the proposal (including a

SMP). The SMP will build on the existing management frameworks established for the Optus Stadium Precinct.

To ensure that contamination is managed correctly and in accordance with the requirements of the *Contaminated Sites Act 2003* (CS Act), an accredited CSA has been appointed to prepare a Mandatory Auditors Report (MAR) for the proposed Perth Park (inclusive of the subject Development Application site).

Acid Sulphate Soils

The subject Development Application site is classified as a 'High to Moderate Risk' of encountering Acid Sulphate Soils (ASS) within 3 m of the natural soil surface. ASS within the subject site will be appropriately managed in accordance with site specific management plans.

Groundwater

Groundwater is generally 1-2 m below ground level within the subject Development Application site. The proposal does not propose to abstract water from the superficial aquifer for construction purposes.

Drainage

The subject Development Application site contains existing drainage swales, some of which are subject to adjustment or modification. Surface water runoff and site drainage for the proposal is to be detained and treated via basins, bio- retention swales and possibly underground storage devices (similar to what currently exists under Camfield Drive) to treat and manage stormwater at source in accordance with the principles of Water Sensitive Urban Design. These are generally located in the wider Perth Park area to the south of the Development Application area. Stormwater management will be appropriately managed in accordance with a stormwater management plan to be prepared and implemented for the entire Perth Park.

Consideration has also been given to future climate scenarios to ensure long-term resilience of the drainage infrastructure. The flood modelling undertaken for the Perth Park identifies specific freeboard requirements for each of the infrastructure elements within the Perth Park, including buildings, roads and landscaping (including car parks and pedestrian areas).

Utilities

The subject Development Application site is currently serviced with power, water, sewerage and telecommunication services to support the current stadium and road functions. Relocation and upgrade / expansion of these services will be necessary to accommodate the proposed works within the subject Development Application site and additional services are also proposed. Liaison with the relevant authorities is ongoing to finalise the location and design of these services.

Air Quality

During construction of the proposal, activities such as bulk earthworks and the movement of construction machinery, are likely to generate dust. This will be managed in accordance with site management plans, including the project Construction Environmental Management Plan (CEMP), which will inform relevant monitoring requirements and appropriate controls to manage the risk of dust emissions.

The impact on air quality during the operation of the annual three day motorsport event is expected to be short term, with minimal impacts on long term local air quality due to several mitigating factors:

- Limited Frequency and Duration: motorsport events are limited in frequency and duration, occurring only on specific days and for limited hours, which reduces their cumulative emissions impact;
- Open Air Setting: the outdoor nature of the venue allows for natural dispersion of exhaust emissions, with wind and atmospheric conditions mixing and diluting pollutants quickly; and,
- Modern Vehicle Standards: many racing vehicles use modern engines with emissions controls or run on alternative fuels, adhering to environmental standards that limit pollutants.

During race events, real time air quality data will be gathered to assess conditions and ensure that the event is safe for spectators, participants and the general public. Motorsport Australia have guidelines for modifying or postponing events based on air quality thresholds.

Greenhouse Gas Emissions

A preliminary greenhouse gas assessment has been conducted for the entire Perth Park, inclusive of the subject Development Application site, to estimate emissions from construction, annual operations, including an annual 3-day motor-sport event, using a carbon accounting process. The predicted greenhouse gas emissions for the Perth Park project have been calculated as being well below the thresholds considered in the EPA (2024) - *Environmental Factor Guideline – Greenhouse Gas Emissions*.

The Perth Park project, inclusive of the Development Application site, however will continue to attempt to reduce the scale of emissions during construction and operation through adopting various initiatives.

Noise

Although the proposed works within the subject Development Application site are relatively minor in scale and nature, their purpose is to support the wider activities within the Perth Park, which includes events which will generate noise.

The closest noise sensitive premises include the multi-storey residential apartment buildings on Bow River Crescent, The Promenade and the Crown Towers Hotel. The noise assessment information is applicable to the entire Perth Park, inclusive of the subject Development Application site.

There are three main sources of noise likely to be generated by the Perth Park:

1. Construction Noise

The general construction noise will be managed in accordance with Regulation 13 (Construction) of the *Environmental Protection (Noise) Regulations 1997* (the Noise Regulations) and a Construction Noise Management Plan (CNMP), which will be developed for this phase of the project. Nearby noise sensitive receptors will be advised of excessively noisy activities during construction and any out-of-hours works if required.

2. Motorsport Noise

The impact of motorsport events at the Perth Park has been assessed through detailed noise modelling focussing on a typical V8 Supercar race. The predicted noise levels from motorsport events are:

- Average noise levels (LAeq 1-hour): 78 to 85 dB(A) at the most exposed residential floors; and,
- Maximum noise levels (LAm_{ax}): 74 to 91 dB(A).

These levels are above the standard assigned levels under the Noise Regulations, which typically range from 45 to 65 dB(A) for residential areas during the day. The upper floors of nearby residential apartments are the most impacted, but the Crown Casino also experiences high noise levels on upper levels.

Considering exceedance of the assigned levels, approval for the annual 3-day motor-sport event will be sought in accordance with the Noise Regulations, and noise impacts will be management in accordance with a Noise Management Plan (NMP).

3. Entertainment Events

Noise emissions generated by other sporting, cultural and entertainment events to be held in the Perth Park which may exceed the allowances of the Noise Regulations, will be subject to approval on an event-by-event basis.

4.3 Aboriginal Heritage

There are no known registered or lodged Aboriginal Cultural Heritage (ACH) sites or places, as defined under the *Aboriginal Heritage Act 1972* (AH Act), within the Development Application site or the wider Perth Park site.

Several registered ACH sites are located within 200 m of the Perth Park. This includes the Swan River (ID3536), an important mythological site, Burswood Island (ID 15916) an artefact scatter and Burswood Island (ID 3701) a camp or ceremonial place. None

of these known sites will be directly impacted by the proposed development works on the wider Perth Park works.

Due to the extensive ground disturbance associated with historic land uses, it is not anticipated that the subject Development Application works specifically, nor the Perth Park works in general, will impact Aboriginal cultural heritage. Notwithstanding, as per the requirements of the Noongar Standard Heritage Agreement an Activity Notice was submitted to South West Aboriginal Land and Sea Council (SWALSC) and the Whadjuk Aboriginal Corporation and archaeological and ethnographic surveys and consultations were undertaken within the Perth Park site in September 2025. An Aboriginal Advisory group is being established to provide input into heritage interpretation within the Perth Park.

4.4 Historical Heritage

There are no historic heritage sites, protected under the *Heritage Act 2018* within the Development Application site nor the Perth Park site. The Perth Park site is in the vicinity of the Old Burswood Canal (ID 3570) but does not directly impact the curtilage of the historical heritage place. The Old Burswood Canal is listed as a permanent entry on the State Register of Heritage Places and also as a Local Heritage Place on the Town of Victoria Park Local Heritage Survey.

No intact part of the Old Burswood Canal is currently known to extend into the Perth Park site. Consultation has been undertaken with the Heritage Council and no historic heritage surveys are required as the Old Burswood Canal is being avoided from construction impacts.

4.5 Transport

The Burswood precinct currently accommodates various infrastructure that is used to support the sporting and leisure activities associated with the Optus Stadium Sport and Entertainment Precinct, the Crown Casino Complex and the Burswood Park facilities.

As part of the planning and development of the Optus Stadium, a transport strategy was developed to manage the projected 60,000 Stadium patrons. The focus of the strategy was on public transport and pedestrian priority, with relatively minimal public parking provision.

The current approach for the Optus Stadium allows for Traffic Management Plans to be developed to suit the requirements of the specific events hosted in the precinct, with a scaling up or down as required of the respective public transport operations, with event tickets sometimes including free public transport to the event. A similar approach is to be adopted for the range of Perth Park events.

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with a scaling up or down as required of the respective public transport operations, with event tickets sometimes including free public transport to the event. A similar approach is to be adopted for the range of Perth Park events.

The transport strategy for the Perth Park builds on the public transport focus of the Stadium Precinct transport strategy with minor modifications to infrastructure proposed as outlined below:

Table 2 : Transport Infrastructure Modifications Summary

Item	Existing	Proposed	Comment
Rail	<ul style="list-style-type: none"> Perth Stadium Train Station Burswood Train Station 	Retained: no modifications required.	The event service at the Perth Stadium station can move 32,000 patrons per hour.
Buses	<ul style="list-style-type: none"> Perth Stadium Bus Station 	Retained, minor modifications to pavements.	<p>The event service at the Perth Stadium station can move 14,000 patrons per hour.</p> <p>Changes required to bus operations during the motorsport event.</p>
Pedestrian and cycling	<ul style="list-style-type: none"> Extensive path network connecting with Matagarup Bridge, Windan Bridge, Train Stations 	Retained	<p>Modification to existing paths and extension of new paths within Perth Park.</p> <p>Connections to existing PSP and primary cycle network.</p>
Ride-share and taxis	<ul style="list-style-type: none"> East of VPD East Perth via Matagarup Bridge 	Retained.	Potential changes required to East Perth rideshare and VPD taxis during the motorsport event.
Vehicle parking	<ul style="list-style-type: none"> Northern Oval Warndoolier Bvd Optus Stadium Undercroft Marlee Loop Marlee Lawn 	<ul style="list-style-type: none"> Marlee Lawn: reduction in bay numbers. Camfield Dr: retained . Multi-Use Building carpark: additional bays. 	<p>Parking infrastructure generally retains current capacity.</p> <p>Increase in number of ACROD bays.</p>

Item	Existing	Proposed	Comment
	<ul style="list-style-type: none"> • Bus Station (non-event) • The Camfield Tavern • Camfield Drive on-street • Roger MacKay Drive on-street 	<ul style="list-style-type: none"> • Roger MacKay Drive: no on-street parking; shoulder dedicated to cyclists or event buses. 	<p>Access to parking areas will change depending on the event type.</p>

Rail

The Perth Park does not propose any changes to the existing rail infrastructure, with the train service dependent on the specific event to be undertaken. Pedestrian access in and out of the Perth Park during the annual 3-day motorsport event will be limited mostly to the northern Arrivals Plaza within the Development Application site which is within the walking catchment of the Perth Stadium Train Station.

Buses

The subject Development Application site includes the PTA Bus Hub located north of Camfield Drive within the Stadium Precinct and comprises 22 bus stands that currently services 14,000 passengers during a Stadium event.

The existing bus infrastructure and temporary layover provisions are generally proposed to be retained as part of the development works. During the annual 3 day motorsport event however, the existing Perth Stadium Bus Station will be temporarily closed for use as part of the motorsport track. Alternative arrangements will be in place to manage this annual event, including the potential to route patrons to the Perth CBD bus station using the existing bus stands on the western side of Matagarup Bridge which was originally approved and constructed for Stadium event purposes.

Pedestrian /Cyclists

The proposed works within the Development Application site as well as in the wider Perth Park area will have minimal impact on the existing pedestrian/ cycle path network. While most of the network is to be retained, improvement to the network will be undertaken including the realignment of the existing pedestrian connection between the Stadium and the Crown Casino to accommodate the amphitheatre. Also additional cycling infrastructure is proposed in terms of two cycling criterium tracks for cycling club events and other related sporting activities.

Figure 1 –Existing Pedestrian/Cycle network



Pedestrian modelling has been undertaken based on real-world data from a weekend stadium event hosting 54,384 patrons. The modelling indicates that the inclusion of the motorsport track and associated infrastructure has no significant degradation in performance for pedestrian movement during a Stadium event, with generally more space resulting from the proposed works. During the annual 3-day motorsport event, the modelling suggests that temporary treatments may be required to the kerbing and vegetation close to Warndoolier Boulevard to ensure seamless movement between the Arrivals Plaza and the Stadium circulation space.

Bicycle parking facilities will be provided at multiple locations within the Perth Park precinct based on the path connectivity and main points of interest within the precinct. The number of bicycle parking spaces and their final location is yet to be finalised and will be confirmed as the design progresses.

Rideshare and Taxis

The primary taxi rank is located off Victoria Park Drive adjacent to the Stadium Train Station and is accessible via the pedestrian underpass. In addition, a pick-up and drop-off facility is located on Sailani Avenue in East Perth for taxi and other on-demand transport services e.g. Uber or Didi. Pick-up and drop-off for private vehicles is currently not permitted during events.

No changes are proposed to the current rideshare and access facilities within the subject Development Application site, or the wider Perth Park site, noting that during the annual 3-day motorsport event temporary modifications may be required.

Private Vehicle Parking

The existing formal and event-only parking in the vicinity of the Development Application site and the wider Perth Park area generally comprises parking within the Stadium precinct and parking external to the Stadium precinct, as identified in Figure 2. Although the parking capacity within the area is not anticipated to be significantly changed, some modification is required as summarised in Table 3.

Figure 2 : Proposed Parking Changes

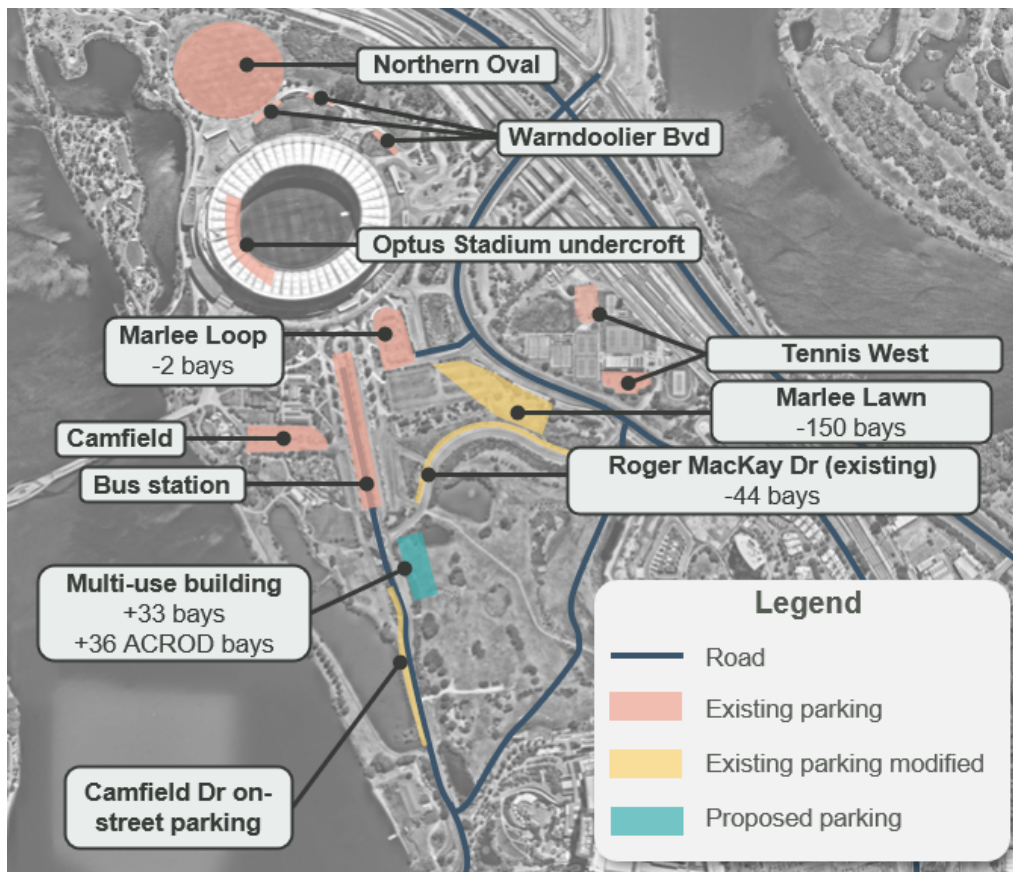


Table 3 : Existing Formal and Event Parking.

Area	Type	Existing No. of bays	Patronage type	Proposed with PP
Marlee Lawn	VenuesWest event parking	350 grassed parking bays plus 50 informal ACROD bays ²	Staff, operations, premium and contractor parking	Marlee Lawn car parking spaces are proposed to be relocated within the precinct. The estimated provision is approximately 200 bays ³ at Marley Lawn, plus 50 ACROD bays (subject to detailed design).
Marlee Loop	VenuesWest formal off-street parking	36 bays plus 12 ACROD bays.	Public parking	2 car bays removed due to Perth Park Arrival Plaza amendments. Potential for extra ACROD bays pending VenuesWest preference.
Warndoolier Bvd on the northeast side of the stadium	VenuesWest formal and informal event off-street parking	145 bays plus 5 formal ACROD bays.	Public parking	To be retained
Northern Oval	VenuesWest event parking	700 grassed parking bays	Staff, operations, premium and contractor parking	To be retained
The Camfield car park	Formal off-street parking	110 plus 4 ACROD bays	Public parking	To be retained
Stadium Bus Station	Formal off-street parking	180 bays	Public parking	To be retained
Camfield Drive	Formal on-street parking	250m of indented parking or approximately 42 bays	Public parking	To be retained but slightly modified to angled parking bays.
Roger MacKay Drive	Formal on-street parking	260m of indented parking or approximately 44 bays	Public parking	To be removed and not reinstated
Warndoolier Bvd next to Marlee Loop	On-street parking loading bays	50m of indented space or approximately 8 bays	-	Could be replaced with a parallel ACROD bay during supercar events
Optus Stadium under croft	Formal off-street parking	230 bays	Private parking	To be retained.
State Tennis Centre parking	Formal off-street parking managed by Tennis West	Approximately 110 bays	Public parking managed by Tennis West	To be retained. No public access will be provided during motorsport events
Perth Park Multi-use Building parking area	Event parking	-	Staff, operations, premium and contractor parking	New grass parking area of approximately 33 bays ⁴ plus 36 grassed ACROD parking bays next to the footpath

The total number of existing parking bays within the vicinity of the subject Development Application site is 2,026, inclusive of 71 ACROD bays. The Perth Park development will necessitate some changes, resulting in the total number of bays proposed being approximately 1,891 bays, inclusive of 107 ACROD bays, with this subject to change as the design progresses.

Extensive off-street parking also exists in proximity to the proposed Perth Park. This includes free and paid parking adjacent to the Crown Resort, City of Perth and Wilson managed parking facilities in East Perth, non-race night parking at Gloucester Park and the Belmont Park Racecourse.

Within the subject Development Application site, the main changes to parking include:

- the relocation of Marlee Lawn and associated temporary event parking further east toward Victoria Park Drive, with a reduction of nominally 150 bays within this area (noting that the lawn is an informal grassed area, and the final parking capacity is subject to detailed design / operational layout / preference);
- the relocation of the private Roger Mackay Drive (and removal of the associated existing 44 parking bays) from the Development Application site; and,
- provision for stacking of an additional 31 buses within Camfield Drive.

Generally, the Perth Park ;

- retains most of the existing formal public parking bays within the Stadium precinct;
- provides new parking bays to service the proposed new multi-use building, with the potential for additional bays to be included in the future to service this facility; and,
- increases the availability of ACROD bays available on event day and non-event days.

Event Scenarios

The Burswood Peninsula currently hosts a range of small and large scale sport and entertainment events including Stadium sports events/concerts (up to 73,000 patrons), large-scale community events such as WA Day hosted by the Burswood Park Board (60,000 patrons per day) and multiple community and leisure events (2,000 – 12,000 patrons).

To understand the potential scale of change within the Burswood Peninsula associated with the Perth Park project, in particular the movement of people within the precinct and accommodating new demand for different modes of transport, event scenarios have been developed as shown in Table 4 .

Table 4: Event Scenarios

Major event high demand >60k people	Major event low demand <60k and >30k	Minor event high demand <30k and >5k	Minor event low demand <5k
Category 1	Category 2	Category 3	Category 4
<ul style="list-style-type: none"> - Major Stadium (60,000) - Motorsport Event (60,000) - Major Stadium combined with another Major event (120,000 spread throughout the day- not a Motorsport event) - Major Stadium combined with Perth Park Major (72,000 nominal total) - Motorsport Event followed by a major stadium event 	<ul style="list-style-type: none"> - Major Stadium - Major Event, such as WA day (not a Motorsport event) 	<ul style="list-style-type: none"> - Minor Stadium event - Perth Park Major event such as an amphitheatre event 	<ul style="list-style-type: none"> - Daily Perth Park (community) - Perth Park Minor - Perth Park Cycle Race - Perth Park Basketball - Motorsport Mobilisation - Motorsport Demobilisation

The scenario groupings include combined major high-demand events such as the Stadium (60,000 patrons) and the Amphitheatre (12,000 patrons), generating a total of up to a maximum 72,000 patrons with a possible start/end timing offset between the two events. This is comparable with the current Stadium major concert event generating 73,000 patrons. A Motorsport event may be followed by a stadium event, again with start/end timing offset which would mitigate impact on the transport infrastructure.

The recent concurrent WA Day and Ashes Cricket events had the potential to attract 120,000 patrons. With staggered arrival and departure times the existing transport infrastructure adequately serviced demand.

The anticipated mode share for each event category shown in Table 5. Specific Operational Transport Management Plans will be prepared for each major event hosted within the Perth Park.

Table 5: Event Travel Mode Share

EVENT TRAVEL MODE SHARE					
Mode	Existing Stadium Event 60k people	Major Event High demand > 60k people	Major Event low demand 30k – 60k people	Minor Event high demand 5k – 30k people	Minor Event low demand < 5k people
	Existing	Category 1	Category 2	Category 3	Category 4
Rail	52% (31,200)	51-58%	51-53%	57-62%	25-35%
Bus	22% (13,200)	10-23%	22-23%	7-10%	5-10%
Taxi	2% (1,200)	3-5%	2-3%	2-3%	2-7%
Rideshare	2% (1,200)	3-5%	2-3%	3-5%	3-12%
Private Vehicle*	15% (9,000)	10-14%	10-14%	13%	15-30%
Pedestrians*	7% (4,200)	5-10%	5-10%	12%	5-30%
Cyclists	0% (0)	0-1%	1%	1%	1-30%

*The split between Private Vehicle and Pedestrians is approximate given the majority of those that travel by Private Vehicle arrive at their destination as a pedestrian. Also note that Private Vehicle can be either parking or private drop offs/ pick ups.

The existing transport infrastructure on the Peninsula currently adequately services major sport and entertainment events, both single events and combined events. While the development of the Perth Park will provide additional event opportunities, including one with patronage comparable to a Stadium event, these too can be adequately serviced by the existing transport infrastructure.

Prior to the operation of the Perth Park, inclusive of the Development Application site, a Traffic Impact Assessment (TIA) will be prepared in accordance with the WAPC *Traffic Impact Assessment Guidelines*.

5 Planning Framework

5.1 Sub-Regional Planning Framework

The Perth and Peel @ 3.5 million planning framework is a strategic plan that outlines the long-term vision and policies for the sustainable development of the Perth and Peel regions in Western Australia, with a target population of 3.5 million. The Central Sub-Regional Frameworks is a specific component of the broader Perth and Peel @ 3.5 million planning framework and aims “*to establish a long- term integrated planning framework for land use and infrastructure, with a focus on guiding future infill growth in the Central sub-region*”

The Perth Park, as part of the Burswood Peninsula, is identified within the Central Sub-Regional Framework Spatial Plan as part of the Perth CBD Activity Centre and specifically as part of the Green Network. It acknowledges that, *there is an increasing need to protect and enhance green network spaces and cater for recreation, sport, environmental and biodiversity values as urban density is increased.*

The Central Sub-Regional Framework identifies the aims of the Green Network as:

- provide venues for events, sports, recreation and the arts;
- contribute to social connectedness, mental and physical health and wellbeing;
- contributes to creating communities with unique identities and high amenity;
- protects and enhances conservation and biodiversity values, cultural heritage, character and tourism; and
- mitigates climate change factors (such as a drying climate and urban heat islands).

The subject Development Application is considered to align with the intent of the Green Network identified in the Central Sub-Regional Framework.

5.2 Metropolitan Region Scheme

The subject Development Application site, comprising Lot 2001, Victoria Park Drive and Lot 2006 Camfield Drive, is reserved ‘Regional Open Space’ (ROS) under the MRS, (refer Attachment 2).

Clause 20(a) of the MRS identifies the purpose of the “ROS” as being “*to protect the natural environment, provide recreational and cultural opportunities, safeguard important landscapes and sites of cultural or historical significance and provide for public access*”.

The proposed development of the Perth Park within Lot 2001 is considered to be consistent with the intent of the “*Regional Open Space*” designation under the MRS.

Matters to be Considered

Clause 43 of the MRS requires the decision maker to have regard to various matters when determining an application for approval, as addressed in Table 6 for the subject Development Application proposal within Lot 2001, Victoria Park Drive and Camfield Drive.

Table 6 – CL43 Matters to be Considered

Provision	Consultant Comment
(a) the purposes and aims of this Scheme and any relevant local planning schemes in operation within the metropolitan region;	The subject site is reserved under the MRS for 'ROS' although the Town of Victoria Park Scheme No 2 has not been updated to reflect the current ROS status of Lot 2001 and Camfield Drive (refer Section 5.4). The proposal is consistent with the intent of the MRS.
(b) the requirements of orderly and proper planning, including — (i) any relevant proposed amendment to this Scheme or proposed replacement Scheme for which advertising has commenced under section 43 of the Act; or (ii) any relevant proposed local planning scheme or proposed amendment to a local planning scheme for which advertising has commenced under section 84 of the Act;	The proposal aligns with orderly and proper planning principles and supports the recreational use of the locality. There are no known MRS or TPS amendments which affect the site.
(c) any State planning policy;	The proposal addresses applicable State Planning Policies (SPP), including <i>SPP 7.0 – Design of the Built Environment</i> , with the proposal included as part of the ongoing design review of the entire Perth Park by the Government Architect of WA (refer Section 5.8). Consideration of the proposal against the WAPC OP 5.3 is included in Section 6.8.2.
(d) any environmental protection policy approved under the <i>Environmental Protection Act 1986</i> ;	A referral to the EPA under the <i>EP Act 1986</i> was made in September 2025 for the entire Perth Park project area. The EPA determined that the project did not require formal assessment (refer Section 4.2).

Provision	Consultant Comment
(e) any policy or strategy of the Commission, including any region planning scheme policy or district structure plan that is in force;	The works proposed with subject Development Application site align with the intent of the Stadium Masterplan, the <i>Burswood Peninsula District Structure Plan</i> and is consistent with the WAPC OP 5.3 (refer Section 5).
(f) any policy adopted by the Government;	The proposal forms part of the overall Perth Park project which is a priority Government project.
(g) the local government's local planning strategy in respect of a local planning scheme, as endorsed by the Commission under the Planning and Development (Local Planning Schemes) Regulations 2015 regulation 15(1) and amended from time to time;	The Town of Victoria Park Scheme No. 2 does not reflect the current status of Lot 2001 as being "ROS" under the MRS, but reflects its former status as being within the CBIA.
(h) for reserved land, the public purpose for which the land is reserved;	The proposal site is reserved 'ROS' under the MRS, with the development and use consistent with the intent of the reservation and supports the activation of the area for recreation and public access.
(i) the conservation of any place that is a heritage-protected place;	The proposal does not impact any heritage-protected places. There are no identified impacts to known Aboriginal or Historical heritage places (refer Section 4.3 and 4.4)
(j) the compatibility of the development with its setting;	The setting for the subject proposal is the Optus Stadium Precinct which supports sport, recreation and entertainment activities, with the proposal being compatible with these activities.
(k) any social issues that may affect the amenity of the locality;	<p>The subject proposal forms part of the wider Perth Park which generally supports improved sport, entertainment and recreation activation of the area which will provide positive social outcomes for the community.</p> <p>It is recognised that the impact of the annual 3 day motorsport event may create disturbance and nuisance for nearby</p>

Provision	Consultant Comment
	<p>residents, with this to be minimised as much as possible through appropriate controls and management measures (refer Section 4.2).</p>
(l) the cultural significance of any place or area affected by the development;	<p>There are no known registered or lodged Aboriginal Cultural Heritage (ACH) sites or places, as defined under the <i>Aboriginal Heritage Act 1972 Act</i>, affected by the works within the subject site or within the balance of the Perth Park site.</p>
(m) the likely effect of the proposal on the natural environment and any means that are proposed to protect, or to mitigate impacts on, the natural environment;	<p>The subject site has a legacy of ground disturbance, contamination and environmental degradation associated with historic land uses. As part of the Stadium Precinct development many of these issues were considered and managed.</p> <p>The proposed works within the subject site will have minimal impact on the environment and through implementation of the landscape strategy will enhance the environment, including a significant increase in tree canopy coverage.</p> <p>The entire Perth Park proposal was referred to the EPA in September 2025 under the EP Act 1986. In November 2025, the EPA determined that the Perth Park proposal did not require assessment (refer Section 4.2).</p> <p>Noise impacts associated with the annual 3 day motorsport event affecting nearby residents will be managed in accordance with a Noise Management Plan to be prepared, approved and implemented.</p>
(n) whether the land to which the application relates is unsuitable for the proposal because it is, or is likely to be, subject to flooding, tidal inundation, subsidence, landslip, bush fire or other similar risk;	<p>The subject site is not subject to natural hazard risks. It is located outside of mapped bushfire-prone areas and has been confirmed suitable via geotechnical investigation.</p>

Provision	Consultant Comment
	<p>The flooding and stormwater design strategy includes compliance with flood immunity and freeboard requirements for critical infrastructure. Further flood modelling is ongoing as part of the detailed design phase.</p>
<p>(o) the preservation of the amenity of the locality;</p>	<p>The works proposed within the subject site will have minimal impact on the amenity of the Optus Stadium Precinct and will provide enhanced ACROD access, landscaping, and pedestrian amenities.</p> <p>The impact on the amenity of the wider locality associated with the use of the subject site for the annual Supercar event is to be managed through appropriate management plans.</p>
<p>(p) the relationship of the proposal to development of adjoining land or on other land in the locality, including, but not limited to, the likely effect of the height, bulk, scale, orientation and appearance of the proposal;</p>	<p>The subject site is an integral part of the Optus Stadium Precinct, with the scope and scale of the proposed works being relatively minor and having negligible impact on the Optus Stadium Precinct.</p> <p>The subject site forms part of the wider Perth Park which extends into the adjacent Burswood parklands adjacent to high rise residential towers, the Crown Towers Hotel and Casino. The nature and scale of the proposed Perth Park works will not have a detrimental impact on the surrounding development.</p>
<p>(q) whether the proposed means of access to and egress from the site are adequate and whether adequate provision has been made for the loading, unloading, manoeuvring and parking of vehicles;</p>	<p>The transport strategy proposed for the Perth Park retains the current travel and access arrangements developed and successfully implemented for the Optus Stadium Precinct.</p> <p>An Operational Transport Plan will be developed for the annual 3-day motorsport event and any other significant event to manage specific site access requirements.</p>

Provision	Consultant Comment
<p>(r) the amount of traffic likely to be generated by the proposal, particularly in relation to the capacity of the road system in the locality and the probable effect on traffic flow and safety;</p>	<p>The transport strategy proposed for the Perth Park is based on the transport strategy developed for the Optus Stadium which is centred around public transport, with limited private vehicle access. This minimises the impact of traffic on the local road network (refer Section 4.5).</p> <p>No significant changes to existing parking provision is proposed, with only minor modifications to the provision and location of parking within the subject site. Operational Transport Management Plans will be prepared and implemented for each relevant event.</p>
<p>(s) whether public transport services are necessary and, if so, whether they are available and adequate for the proposal;</p>	<p>The transport strategy proposed for the Perth Park is based on the transport strategy developed for the Optus Stadium which is centred around public transport: rail and bus.</p> <p>The demand for public transport during the annual 3-day motorsport event is forecast to be similar to a Stadium event with the public transport network being adequate to service this demand.</p>
<p>(t) whether public utility services are available and adequate for the proposal;</p>	<p>The subject site currently accommodates public utilities to service the Optus Stadium Precinct and the roads. Additional public utilities, specifically power, will be installed to support the operation of the Perth Park. Suitable arrangements have made with the respective utility providers.</p>
<p>(u) whether adequate provision has been made for access for pedestrians and cyclists (including end of trip storage, toilet and shower facilities);</p>	<p>The subject site includes a network of existing pedestrian/cycle paths which in general are to be retained. Some modifications and upgrades are proposed to improve capacity and functionality. In addition, two new cycling criterium tracks for cycling club events and other related sporting activities are also provided.</p>

Provision	Consultant Comment
	Additional bicycle parking hoops are to be installed, with the final location yet to be determined. End of trip facilities are to be included in other areas of the Perth Park.
(v) whether adequate provision has been made for access by disabled persons;	The number of ACROD parking bays provided within the subject site is proposed to increase. This will improve access by disabled person to the Stadium Precinct as well as the wider Perth Park.
(w) whether adequate provision has been made for the landscaping of the land to which the application relates and whether any trees or other vegetation on the land should be preserved;	<p>The subject site currently contains limited vegetation, with most installed as part of the Optus Stadium development. While some of this vegetation is required to be removed, a significant part of the works proposed within the subject site relate to landscaping.</p> <p>The landscape vision is for a significant increase in tree canopy coverage throughout the Perth Park, inclusive of the subject site. A landscape management plan will be prepared and implemented to detail the proposed hard and soft landscape features.</p>
(x) whether the proposal is likely to cause soil erosion or land degradation;	The works proposed within the subject site will modify the existing hard infrastructure with no impact on soil erosion or land degradation.
(y) the potential loss of any community service or benefit resulting from the development approval;	The works proposed within the subject site are of a scale and nature which will not result in any loss of community service, and are expected to enhance the arrival experience for many patrons.
(z) any relevant submissions received on the application;	Extensive community and stakeholder engagement has been undertaken to shape the design and use of the Perth Park, with feedback received (refer Section 6.4).
(za) any recommendations received from a local government under clause 37(3);	A pre-lodgement meeting has been held with the Town of Victoria Park. No recommendations have been received under clause 37(3).

Provision	Consultant Comment
(zb) consultation under clause 44(1);	Consultation with relevant referral agencies has been undertaken in progressing the Perth Park project specifically on matters relating to the environment and utilities.
(zc) any advice of the Trust under clause 45(4);	No advice has been received from the Trust under clause 45(4).
(zd) any other development consideration the Commission considers relevant.	The proposed works the subject of this Development Application are relatively minor in scale and nature, however, they support the broader development of the Perth Park project which seeks to activate and enhance this sport and entertainment precinct.

5.3 New Perth Stadium Management Plan

The New Perth Stadium Management Plan (NPSMP) was prepared as part of the planning for the Optus Stadium development, inclusive of Lot 2001. In accordance with former Clause 16 of the MRS, the NPSMP guided the development process for the Optus Stadium Precinct as “permitted development”, with no separate Development Approval required for the Optus Stadium development.

The NPSM was endorsed by the WAPC in August 2014 with its focus primarily on “facilitating the *construction and operation of the Stadium and associated sport and entertainment precinct.*”

While the works proposed within Lot 2001 the subject of this Development Application are of a scale and nature generally compatible with the NPSM, the proposed use of the subject site for events such as the annual Motorsportevent was not contemplated in the endorsed NPMP. As such, the “permitted development” provisions under the MRS are not longer applicable for the proposed subject works within Lot 2001 and therefore Development Approval under the MRS is required for these works.

5.4 Local Planning Scheme and Strategy

The Town of Victoria Park Local Planning Scheme No 2 (LPS) generally reflects the influence of the CBIA which historically removed the LPS as the relevant planning tool across much of the Burswood parklands. The LPS mapping, however, has not been updated to reflect the modifications to the CBIA boundary associated with the Stadium Precinct development and therefore does not reflect the updated MRS ‘ROS’ reserve applicable over the subject site.

The Town of Victoria Park Local Planning Strategy identifies the wider Perth Park site as a “Specialised Activity Centre (proposed)” and “Open Space”. The Perth Park is included in “Neighbourhood 1- Burswood Peninsula”, where the objectives are identified as:

- To develop a regional destination with a mix of world-class visitor activities, experiences and accommodation;
- To develop socially inclusive and environmentally sustainable higher density, mixed use urban neighbourhoods that reflect the unique context of the Peninsula; and,
- To coordinate the planning and delivery of social, economic and environmental infrastructure across sub-precincts and planning jurisdictions.

The proposed Perth Park is generally compatible with the intent of the Town of Victoria Park Local Planning Strategy.

5.5 Public Works

The proposed works within the subject site are within the definition of a public work under the *Public Works Act 1902*. Section 6 of the *Planning and Development Act 2005* (P&D) provides an exemption for public works from requiring Development Approval under Local Planning Schemes. Notwithstanding, there is still a requirement under the P&D Act to:

- have regard to any planning Scheme;
- have regard to the principles of proper planning and amenity of the area; and,
- consult with the Local Government when the proposal is being formulated.

As such, the subject proposal does not require Development Approval under the Town of Victoria Park Local Planning Scheme, but does require Development Approval under the MRS as the relevant region scheme.

5.6 Burswood Peninsula District Structure Plan

The Burswood Peninsula District Structure Plan (BPDSP) is a non-statutory structure plan prepared by the WAPC in 2014. Its purpose is to provide a strategic framework for the planning, assessment, coordination and implementation of major development initiatives across the Burswood Peninsula. The vision of the BPDSP is to create an attractive, vibrant and sustainable urban setting, with a diverse mix of housing, recreation, entertainment, tourism and employment opportunities.

The PBDSP reflects the Stadium precinct as being a “Sporting” zone and the majority of the wider Perth Park area as being within the “Future Urban/Public Use” zone and the “Crown Perth Tourism and Entertainment” zone.

It is considered that the subject proposal is generally consistent with the intent of the BPDSP.

5.7 Burswood Park's 20 Year Vision

The Burswood Park Board has developed a 20 Year Vision to activate and inject life into the Burswood Peninsula and create a landmark destination. The Vision contemplates a stronger utilisation of existing Burswood Park land to encourage higher levels of activation.

The Vision is structured around a series of themed precincts including a riverside precinct, a festival precinct and a forest precinct. While the subject site is generally not within the Vision area, the proposed landscaping and pedestrian infrastructure improvements will contribute to realising the Vision, with the wider Perth Park contributing more fully to realising the Vision.

5.8 State Planning Policies and WAPC Operational Policies

5.8.1 State Planning Policy No. 7.0 - Design of the Built Environment

State Planning Policy 7.0: Design of the Built Environment (SPP 7.0) addresses the importance of design quality, and sets out the principles, processes and considerations which apply to the design of the built environment in Western Australia, across all levels of planning and development. SPP 7.0 establishes a set of ten 'Design Principles', providing a consistent framework to guide the design, review and decision-making process for planning proposals.

Although the works proposed within the subject site are not of a significant scale or nature on their own, they are an integral part of the overall Perth Park design response which has been progressed in accordance with the 10 design principles identified within SPP7.0 and is subject to design review through the Government of WA (GAWA) (refer Section **Error! Reference source not found.**).

5.8.2 WAPC Operational Policy 5.3 – Use of Land Reserved for Regional Open Space.

In accordance with OP 5.3, land reserved for "ROS" may be developed and used for: *passive recreation; active sporting pursuits; cultural and or community activities; activities promoting community education of the environment; and/or uses that are compatible with and/or support the amenity of the reserve where specific facilities for such purposes have been approved by the WAPC.*

The proposed works the subject of this Development Application within Lot 2001, Victoria Park Drive and Camfield Drive align with the intent of OP 5.3, with

development on lands reserved for 'ROS' subject to consideration against the following measures:

Table 7 – OP 5.3

Measure	Response
<p>The nature and scale of the proposal is compatible with the use and zoning of surrounding land, the nature and purpose of the reserved land and the environmental character of the location.</p>	<p>The subject proposal is generally limited in nature and scale consistent with the existing Stadium Precinct infrastructure and use. This limits the impact of the subject proposal and suitable arrangements are to be implemented to ensure coordination between Stadium Precinct events and Perth Park events.</p>
<p>There is a community need for the proposed facility in the proposed location.</p>	<p>The subject proposal includes improved pedestrian access infrastructure, landscaping and a portion of the track.</p> <p>As these are an integral part of the overall Perth Park proposal, these too will contribute to year- round enhanced parkland and community facilities available to the community. These works will contribute to realising the BPB 20 Year Vision.</p>

Measure	Response
<p>The community and local government(s) support the proposal.</p>	<p>OMTID has undertaken community and stakeholder engagement to seek community and stakeholder input on the proposed Perth Park.</p> <p>The outcome was that the stakeholders generally offered support for the Perth Park, however, opposition to the development centred around the use of the precinct for motorsport, as well concerns about environmental, noise and traffic matters (refer Section 6).</p> <p>In February 2025, the Town of Victoria Park passed a motion to not support the construction of a motorsport circuit at Burswood Park. The concerns raised included the impact on the environment and residential communities, as well as the lack of community consultation.</p> <p>In November 2025, the Town of Victoria Park resolved to not sign the MRS Form 1 for the road reserves under their control and management.</p> <p>The Town of Victoria Park had been a member of numerous Working Group's and had helped to inform progress of various design elements of the Perth Park but is now no longer participating.</p>
<p>The proposal can be integrated with other planned facilities and sharing of facilities by more than one incorporated club, community group or private business.</p>	<p>The proposed works within the Development Application site form part of the wider Perth Park which will be available to the wider community.</p>

Measure	Response
<p>The proposal is consistent with existing and/or proposed land use and management plans.</p>	<p>The proposed works within the Development Application site comprise generally of landscaping and road works which are compatible with the Optus Stadium Precinct and the existing roads and are in general alignment with the intent of the New Perth Stadium Management Plan.</p> <p>The proposed works form part of the wider Perth Park which is wholly integrated within the existing Burswood parklands and is compatible with the BPB 20 Year Vision and the intent of the Burswood Peninsula District Structure Plan and the New Perth Stadium Management Plan.</p>

6 Pre-lodgement Engagement

6.1 Department of Planning, Lands and Heritage

Pre-lodgement meetings have been held with Land Use Planning team at the DPLH to provide an overview of the Perth Park project, confirm the Development Approval pathway and indicative timelines.

The DPLH:

- acknowledged the complexity of the legal status of the Perth Park site and the implications on the approvals regime;
- noted that as the full Perth Park proposal would not be considered/determined by the WAPC, that the subject Development Application for Lot 2001, Victoria Park Drive and Camfield Drive would need to provide an appropriate overview of the entire Perth Park project as context for the subject Development Application;
- advised of their preference for a single Development Application for Lot 2001, Victoria Park Drive and Camfield Drive; and,
- identified access and transport matters as a particular interest, with the transport strategy for the Perth Park to be identified in the Development Application.

6.2 Town of Victoria Park

The Town of Victoria Park was a member of numerous Perth Park project Working Groups which provided input to various components of the overall Perth Park proposal, with a focus on the landscape elements of the project. The Town of Victoria Park no longer participates in these Working Groups.

A pre-referral meeting was held with members of the Planning team at the Town of Victoria Park to provide an overview of the approval processes relevant to the entire Perth Park. Issues raised by the Town of Victoria Park planners include:

- impact on amenity of nearby residents;
- traffic and access; and,
- the dual approval process involving both the WAPC and the Burswood Park Board.

In February 2025 the Town of Victoria Park passed a motion to not support the construction of a motorsport circuit at Burswood Park. The impact on the environment and residential communities was raised as concerns, as well as the lack of community consultation.

The Town of Victoria Park has subsequently resolved to not sign the MRS Form 1 for the road reserves under their control and management.

Liaison with the Town of Victoria Park will be ongoing as the Perth Park project progresses.

6.3 Design Review- GAWA

The Perth Park proposal is undergoing a design review by the Government Architect of WA against the design principles included in SPP 7.0 Design of the Built Environment. A minimum of 2 design review meetings with the Government Architect of Western Australia are included in the design process.

The first design review meeting was held on 26 August 2025. The intent of this meeting was to introduce the Perth Park project and the formative design work undertaken to date on the project. GAWA noted that the Perth Park provides an opportunity to contribute to Perth's identity and GAWA was generally supportive of the vision for the Perth Park design, in particular the landscape-led approach to the proposal.

In addition, the relationship between the main built form components, being the amphitheatre and the multi-use building, was viewed as creating an engaging built form aesthetic. The provision of community areas within the Perth Park and the intent for year-round event programming was also supported, noting the need for the amphitheatre to support large and small events.

Liaison with GAWA is ongoing, with a focus on key SPP 7.0 elements recommended by GAWA; landscape quality, context and character, and built form and scale. A second design review meeting is scheduled for early 2026.

6.4 Stakeholder and Community Engagement

Stakeholder engagement for the Perth Park project commenced in mid-2024, guided by a comprehensive Community and Stakeholder Engagement Strategy which outlines engagement objectives, stakeholder segmentation, project and governance structure, engagement and communications channels and evaluation and reporting mechanisms in line with the International Association for Public Participation (IAP2) Framework.

The stakeholder and community engagement undertaken to date includes:

- 2 x newsletter distribution drops to approximately 24, 000 homes in May and November 2025;
- Media events with the Premier and Deputy Premier;
- 2 x Social media campaigns in May and November 2025;
- 2 x Radio promotions in May and November 2025;

- 2 x Newspaper advertisements campaigns in three publications in May and November 2025;
- 2 x Electronic mail distribution to project subscribers in May and November 2025;
- Engagement with over 87 organisations on multiple occasions during design development (sporting, cultural, commercial, State and local government, community interest groups and nearby residents);
- Two community Consultation campaigns with outcomes summarised as:

May 2025

- 672 contributions via the online consultation platform;
- 331 attendees at the four drop-in sessions;
- 46 feedback forms from drop-in sessions;
- 197 email enquiries and submissions; and,
- 8 formal submissions.

November 2025

- 8147 unique visitors to the website to view the updated designs;
- 316 submissions;
- 16 questions asked; and,
- 7 Formal submissions/expressions of interest from new stakeholders

While the outcomes of the November 2025 Community Engagement campaign are still to be analysed at the time of submission of this Development Application, the key themes identified include:

- opposition to motor sport;;
- opposition to location of project, noise, and environmental impacts in equal parts;
- support for community benefits; and
- support for economic benefits

The outcomes of the May 2025 stakeholder engagement undertaken are outlined in the Stakeholder and Community Engagement Report (**Attachment 7: Stakeholder and Community Engagement Report**).

In summary, stakeholders offered significant support for the Perth Park, with the majority recognising opportunity for their industry, association or group and identifying with the wider vision for the precinct.

Opposition to the development centred around the use of the precinct for motorsport. It was noted that this response was often due to the misconception that there would be frequent motorsport at the precinct rather than the intended annual event.

Ongoing targeted engagement and community and stakeholder briefings, along with project communications aligned to construction milestones, will continue throughout

the project lifecycle. Nearby residents with specific concerns will be proactively engaged through direct communication with the OMTID project team via multiple engagement channels.

7 Conclusion

The subject Development Application comprising Lot 2001, Victoria Park Drive and Camfield Drive (Lot 2006) road reserves is limited in scope and nature, focused on landscaping, roadworks and pedestrian pathways within the Optus Stadium Precinct and adjacent road reserves. The proposed works within the subject Development Application site are generally associated with its proposed function as an Arrivals Plaza which is consistent with the functions within the Optus Stadium Precinct.

Noting the complexity of the legislative framework across the Burswood Peninsula, the subject Development Application comprises only a portion of the entire Perth Park project. The subject proposal is consistent with the applicable planning framework including its reservation for “ROS” under the MRS. Appropriate stakeholder engagement has been undertaken to inform this Development Application and will remain ongoing as the project develops.

The subject works form part of the wider Perth Park project extending into the adjacent Burswood parklands which includes an amphitheatre, multi-use building, motorsport track and landscaping. The Perth Park aims to create an active and vibrant multi-use entertainment and sports precinct within Burswood Park. While the annual 3-day Motorsport event is a signature event to be held at the Perth Park, the precinct is being developed for community use throughout the year.

The Perth Park complements the existing entertainment and sporting infrastructure in and around the Burswood Peninsula, enhancing the visitor experience through improved connectivity, landscaping, and integrated public spaces. The site is well-serviced by public transport, pedestrian, and cycling networks, offering seamless access to Perth city and surrounding areas. Suitable arrangements, including management plans, will be prepared and implemented to address identified site and operational matters to mitigate risk and impact on nearby residents.

The subject Development Application is an integral part of the Perth Park project and a favourable consideration of the Development Application will contribute to the delivery of a significant Government project.