



TOWN OF
VICTORIA PARK



Special Council Meeting Agenda – 23 March 2026



WE'RE OPEN
VIC PARK

Please be advised that a **Special Council Meeting** will be held at **6:30 PM** on **Monday 23 March 2026** in the **Council Chambers**, Administration Centre at 99 Shepperton Road, Victoria Park.

Mr Carl Askew – Chief Executive Officer
18 March 2026

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1 Declaration of opening

Acknowledgement of the traditional owners

Ngany djerapiny Wadjak – Noongar boodja-k yaakiny, nidja bilya bardook.

I am honoured to be standing on Whadjuk - Nyungar country on the banks of the Swan River.

Ngany kaaditj Noongar moort keny kaadak nidja Wadjak Noongar boodja. Ngany kaaditj nidja Noongar birdiya – koorra, ye-ye, boorda, baalapiny moorditj Noongar kaadijtin, moort, wer boodja ye-ye.

I acknowledge the traditional custodians of this land and respect past, present and emerging leaders, their continuing cultural heritage, beliefs and relationship with the land, which continues to be important today.

Ngany youngka baalapiny Noongar birdiya wer moort nidja boodja.

I thank them for the contribution made to life in the Town of Victoria Park and to this region.

2 Announcements from the Presiding Member

2.1 Recording and live streaming of proceedings

In accordance with regulation 14I of the Local Government (Administration) Regulations 1996, this meeting is being audio and video recorded and live streamed on the Town's website.

Under clause 39(1) of *the Meeting Procedure Local Law 2019* I do not give permission for any other person to record the proceedings of this meeting. By being present at this meeting, members of the public consent to the possibility that their image and voice may be live streamed to public. Recordings are also made available on the Town's website following the meeting.

2.2 Public question time and public statement time

As this is a Special Council Meeting, any public questions or statements must relate to the business of the agenda.

There are guidelines that need to be adhered to in our Council meetings and during question and statement time people speaking are not to personalise any questions, or statements about Elected Members, or staff or use any possible defamatory remarks.

In accordance with clause 40 of the *Town of Victoria Park Meeting Procedures Local Law 2019*, a person addressing the Council shall extend due courtesy and respect to the Council and the processes under which it operates and shall comply with any direction by the presiding member.

A person present at or observing a meeting shall not create a disturbance at a meeting, by interrupting or interfering with the proceedings, whether by expressing approval or dissent, by conversing or by any other means.

When the presiding member speaks during public question time or public statement time any person then speaking, is to immediately stop and every person present is to preserve strict silence so that the presiding member may be heard without interruption.

2.3 No adverse reflection

In accordance with clause 56 of the *Town of Victoria Park Meeting Procedures Local Law 2019*, both Elected Members and the public when speaking are not to reflect adversely on the character or actions of Elected Members or employees.

2.4 *Town of Victoria Park Meeting Procedures Local Law 2019*

All meetings of the Council, committees and the electors are to be conducted in accordance with the Act, the Regulations and the *Town of Victoria Park Meeting Procedures Local Law 2019*.

3 Attendance

Mayor

Mayor Karen Vernon

Banksia Ward

Cr Scott Ingram
Cr Peter Melrosa
Deputy Mayor Lindsay Miles

Jarrah Ward

Cr Andra Biondi
Cr Sky Croeser
Cr Jack Gordon-Manley
Cr Daniel Minson

Chief Executive Officer

Mr Carl Askew

**Chief Operations Officer
Chief Community Planner
Chief Financial Officer**

Ms Alison Luobikis
Mr David Doy
Mr Duncan Olde

Manager Governance and Strategy

Mr Brett Douglas

**Meeting Secretary
Public Liaison**

Ms Winnie Tansanguanwong
TBC

3.1 Apologies

3.2 Approved leave of absence

Banksia Ward

Cr Claire Anderson

4 Declarations of interest

4.1 Declarations of financial interest

A declaration under this section requires that the nature of the interest must be disclosed. Consequently, a member who has made a declaration must not preside, participate in, or be present during any discussion or decision-making procedure relating to the matter the subject of the declaration. An employee is required to disclose their financial interest and if required to do so by the Council must disclose the extent of the interest. Employees are required to disclose their financial interests where they are required to present verbal or written reports to the Council. Employees can continue to provide advice to the Council in the decision-making process if they have disclosed their interest.

4.2 Declarations of proximity interest

Elected members (in accordance with Regulation 11 of the Local Government [Rules of Conduct] Regulations 2007) and employees (in accordance with the Code of Conduct) are to declare an interest in a matter if the matter concerns: a) a proposed change to a planning scheme affecting land that adjoins the person's land; b) a proposed change to the zoning or use of land that adjoins the person's land; or c) a proposed development (as defined in section 5.63(5)) of land that adjoins the persons' land.

Land, the proposed land adjoins a person's land if: a) the proposal land, not being a thoroughfare, has a common boundary with the person's land; b) the proposal land, or any part of it, is directly across a thoroughfare from, the person's land; or c) the proposal land is that part of a thoroughfare that has a common boundary with the person's land. A person's land is a reference to any land owned by the person or in which the person has any estate or interest.

4.3 Declarations of interest affecting impartiality

Elected members (in accordance with Regulation 11 of the Local Government [Rules of Conduct] Regulations 2007) and employees (in accordance with the Code of Conduct) are required to declare any interest that may affect their impartiality in considering a matter. This declaration does not restrict any right to participate in or be present during the decision-making process. The Elected Member/employee is also encouraged to disclose the nature of the interest.

5 Public question time

6 Public statement time

7 Presentations

7.1 Petitions

7.2 Presentations

7.3 Deputations

8 Method of dealing with agenda business

9 Reports

9.1 Development application for portions of Lot 2001, the Victoria Park Drive road reserve (ID3407163) and the Camfield Drive road reserve (Lot 206) forming part of the Perth Park project (DA 5.2026.22.1)

Location	Burswood
Reporting officer	Manager Development Services
Responsible officer	Manager Development Services
Voting requirement	Simple majority
Attachments	<ol style="list-style-type: none">1. Land Assembly Plan [9.1.1 - 1 page]2. Amended DA report received 6 March 2026 [9.1.2 - 43 pages]3. Perth Park Context report [9.1.3 - 11 pages]4. Development Plans received 6 March 2026 [9.1.4 - 23 pages]5. EPA Decision on environmental review [9.1.5 - 6 pages]6. Noise Modelling Report submitted for environmental review [9.1.6 - 43 pages]

Summary

A development application has been submitted to the Department of Planning, Lands and Heritage (DPLH) for approval under the Metropolitan Region Scheme (MRS) for the development of portions of land forming part of the project now known as Perth Park (previously known as the Perth Entertainment and Sporting Precinct – PESP). The Town is required to provide a recommendation to the DPLH by 25 March 2026. Given the significant Council and community interest in the project, the application is referred to Council to determine the recommendation to provide to the DPLH.

Recommendation

That Council :

- A. Advise the Western Australian Planning Commission that the Council is unable to provide a recommendation on the development application for portions of Lot 2001, the Victoria Park Drive road reserve (ID3407163) and the Camfield Drive road reserve (Lot 206) forming part of the Perth Park project (DA 5.2026.22.1) for the following reasons -
1. The Town has not been provided with details of the feedback and outcomes received through the development application consultation process. The feedback obtained from community consultation is a significant input into the Town's review, assessment and recommendation on the merits of a development application and without being informed of this the Town cannot consider the community's feedback in providing a recommendation.
 2. The applicant's submission does not provide necessary details as to how the development satisfies

relevant policies and considerations under the applicable planning framework.

3. There appears to be a discrepancy between the number of existing trees audited by the Town's contract arborist and the number of trees shown on the development plans. This may be due to the practice of limiting site surveys to trees larger than a specific height (eg. 3m height). The applicant needs to clarify to ensure that the correct number of existing trees to be retained and removed is understood.
 4. No justification or explanation is provided as to why the noise impacts generated by the development are acceptable from a land use amenity perspective.
 5. An acoustic report has not been provided as part of the development application package. On 12 March 2026 the Town became aware that an acoustic report submitted as part of the environmental review is being used to inform the assessment of the development application. It is recommended that an independent noise consultant be engaged to undertake a peer review of the report, as the Town has identified items in the report which understate the noise impacts of the development.
- B. On a without prejudice basis, advise the Western Australian Planning Commission that should the application be recommended for approval, then the Council requests that conditions of approval be imposed dealing with the following items -
1. Submission of the following technical reports and documents for approval by the WAPC -
 - (a) Site Contamination Investigation Report.
 - (b) Detailed landscaping plan and management plan with replacement planting demonstrating that an overall canopy coverage of 40% will be reached at tree maturity and that planting prioritises the use of local endemic and native species.
 - (c) Acid Sulphate Soils Management Plan.
 - (d) Stormwater Management Plan.
 - (e) Construction Management Plan.
 - (f) Construction Noise Management Plan.
 - (g) Traffic Impact Assessment.
 - (h) Event Management Plans for major events, inclusive of Transport Management Plans.
 - (i) Noise Management Plans.
 2. Detailed engineering plans being provided for approval of the proposed works within the Victoria Park Drive and Camfield Drive road reserves.
 3. Specifying the maximum number of existing trees to be removed and the minimum number of new trees to be planted and the projected canopy coverage across the site at maturity.
 4. Limiting motor sport events to one event per year for a maximum of 3 days (excluding bump-in and bump-out periods), being during daylight hours Friday to Monday.
 5. All costs associated with the works including intersection and road improvements to be borne by the State.
 6. A Maintenance and Management Agreement between the Town and the State in relation to the construction, ownership, and ongoing maintenance/management of the relevant portions of Victoria Park Drive and Camfield Drive road reserves.
 7. The substantial commencement period for the development.

Advice Notes

AN1 There is a need for separate approvals to be obtained under the Environmental Protection (Noise) Regulations for activities that exceed the assigned levels under the Regulations.

AN2 Retained trees are to be provided with tree protection zones as per AS 4970-2009.

- C. Request the CEO to write to the Minister for Planning expressing concern that as works forming part of the Perth Park project have already commenced this creates a perception that the development approval and community consultation process is not a genuine process and is being undertaken with the outcome already determined.

Background

1. On 12 January 2025 Premier Roger Cook announced an election commitment to build a \$217.5 million motorsport street circuit and entertainment precinct at Burswood Park if re-elected at the WA election in March.

At the Ordinary Council Meeting on 18 February 2025, the Council resolved as follows :

"That Council:

- 1. Does not support the construction of a motorsport street circuit (motorplex) at Burswood Park because:*
 - (a) it will have negative impacts on the natural environment, including the Swan River and wetlands, the loss of public open space, tree canopy and wildlife habitat, and carbon emissions;*
 - (b) it will have significant negative impacts on the surrounding residential communities, including noise, odour and light pollution, traffic congestion and loss of amenity;*
 - (c) it is not included in the Burswood Park Board's 20 Year Vision for the future entertainment precinct at Burswood Park, prepared with community consultation;*
 - (d) there has been no community consultation with the residents of the Town who will be impacted, or with the Town itself;*
 - (e) there has been no disclosure of a feasibility study, environmental impact assessment, business case demonstrating a need for a motorplex in this location, or project costings;*
 - 2. Endorses the Burswood Park Board's 20 Year Vision for the future of Burswood Park released in 2024, which does not include a motorplex;*
 - 3. Requests the Mayor and Chief Executive Officer to engage in advocacy after the WA state election with the Premier of Western Australia, relevant Government Ministers and the Member for Victoria Park as to:*
 - a. why the Town does not support construction of a motorplex at Burswood Park;*
 - b. the need for appropriate consultation by the WA Government with the Town of Victoria Park and its community prior to making any decision to proceed with construction of a motorplex at Burswood Park.*
 - 4. Requests the Chief Executive Officer to report to the Ordinary Council Meeting in May 2025 about the progress of any advocacy pursuant to point 3 above."*
2. At the Ordinary Council Meeting on 17 June 2025, the Council received a report outlining the progress of advocacy efforts opposing the motorsport street circuit at Burswood Park, with Council resolving to note the advocacy actions taken.

3. At the Ordinary Council Meeting on 19 August 2025, the Council resolved to endorse the Town's Advocacy Priorities for 2025/26, inclusive of "Perth Entertainment and Sporting Precinct – Motor Racing Circuit opposition."
4. On 9 October 2025 the Town lodged a submission with the Environmental Protection Authority (EPA) requesting that they undertake a Public Environmental Review of the PESP, citing concerns about significant environmental and social impacts of the PESP.
5. At the Ordinary Council Meeting on 18 November 2025, the Council considered a request from the Office of Major Transport Infrastructure Delivery (OMTID) seeking the Town's consent to sign an MRS Form 1 for the PESP development on portions of Crown land under the care, control and management of the Town, namely portions of Victoria Park Drive and Camfield Drive road reserves. The Council resolved to refuse to consent to the signing of MRS Form 1. In view of this the MRS Form 1 for the relevant portions of road reserve has now been signed by an authorised Officer of the Department of Lands acting for the Crown.
6. On 20 November 2025, the EPA decided that the *"likely effects of the proposal are not so significant or unmitigated as to warrant formal assessment under Part IV of the Environmental Protection Act 1986."* The published reasons for his decision include the following -

- The EPA's decision has been made on the basis of the proponent implementing the proposal in accordance with the Proposal Content Document and the mitigation and management outlined in the referral supporting document.
- The EPA has considered the potential environmental impacts of the proposal on the Burswood Peninsula, which has been modified and developed for residential, entertainment and recreation purposes. The EPA has also considered the absence of native vegetation within the proposal area and the availability of terrestrial fauna habitat in close proximity to the proposal area, that is of similar or higher value than that in the proposal disturbance area.
- The EPA considers that potential environmental impacts associated with the construction of the proposal will be localised, expected to be of generally short duration, and can be regulated by other decision-making processes (see subsections below).
- The EPA considers that while the predicted operational noise levels associated with motor sports and major events are expected to exceed set assigned (allowable) limits under the *Environmental Protection (Noise) Regulations 1997*, noise impacts will be intermittent throughout the year and limited in duration and times. For example, in the case of motor sports the proponent has confirmed that the proposal is for one three-day Supercars event per year, with races Friday to Sunday during the daytime only. The EPA has taken into account the ability of other decision-making processes to regulate operational noise impacts (see below).
- Construction and operation of the proposal will result in impacts to noise sensitive receptors and has the potential to impact on the amenity values of the Burswood Park and Swan River areas from noise and vibration.

- Regarding the proposed motor sports events, the EPA acknowledges that noise levels will exceed set assigned limits, impacting nearby sensitive receptors. However, the EPA notes, and the proponent has confirmed, that the number of motor sports events at the proposed venue will be limited to one 3-day event per year, with races occurring Friday to Sunday during daylight hours only.
- The EPA notes that approvals issued under the noise regulations can require conditions to limit the number of events, maximum noise levels, start and finish times, and duration of events.
- The EPA notes the proposal is located adjacent to existing entertainment venues on the Burswood Peninsula. DWER has informed the EPA that depending on the existing and future noise exposure from other neighbouring sources, noise emissions from the proposal may contribute to environmental noise and potentially human health impacts affecting the community and amenity values of the Burswood Peninsula. Given this, the CEO of DWER will, in considering whether

to approve the application, take into account the ongoing cumulative noise impacts to sensitive receptors from the venue and broader area. The EPA considers that any approval under regulation 19B of the noise regulations can ensure that the proposal is implemented so that cumulative noise emissions from all activities across the Burswood Peninsula can be managed to prevent significant harm to noise sensitive receptors.

The EPA considers that the above decision-making process can facilitate the regulation and management of potential impacts of the proposal, to ensure that any residual impacts after the application of the proponent's mitigation measures will be intermittent, temporary and localised, and will not result in significant environmental outcomes.

Application details

7. A development application has been received for the following portions of land which form part of the broader Perth Park project -
 - Lot 2001 (part of the Optus Stadium Precinct);
 - Victoria Park Drive road reserve (ID3407163); and
 - Camfield Drive road reserve (also known as Lot 2006).
8. For the purposes of this report, these portions of land are now referred to as the DA land.
9. The location of the DA land is depicted in the following image, being the land coloured green within the black bordered line -



10. As outlined elsewhere in this report, the other portions of land forming part of the Perth Park project but not being the DA land are subject to different legislative requirements which negate the need for development approval to be obtained.
11. Under the MRS, the DA land is reserved 'Regional Open Space.'
12. The development application report provided in support of the development (see Attachment 2) describes the broader Perth Park works inclusive of the following -

"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.

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.”

13. The following information is provided in relation to the multi-use track component of the overall project-

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

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

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

14. Further information on the broader Perth Park project is contained within Attachment 3 inclusive of the following plan -



15. With respect to the above plan provided for context of the wider Perth Park Project, the DA land is located within the red bordered line, and is more clearly depicted in the following image contained within the public consultation material -



16. The works proposed on the DA land comprise civil works, landscaping and then the ongoing use.

17. The DA report (see Attachment 2) describes the civil works as follows -

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.

18. The landscaping works are described as primarily comprising -

- Arrivals plaza – comprises large paved areas as the primary entry for major events arriving from Perth Station and Matagarup Bridge;
- Marlee Lawn car parking area – to be relocated to provide a grassed area and flexible events support space.
- Bus Drop-off zone – enhancements to the existing Perth Stadium bus station north of Camfield Drive.
- Grassed multi-use area – an unfenced grassed multi-use area suitable for informal spots and other uses.

19. With reference to tree removal and planting, the following commentary is included within the DA report-

“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.”

20. Other relevant content contained within the applicant’s DA report (see Attachment 2) include the following-

- *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.

- *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).*
- *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.*
- *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.*
- *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 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).

- *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.*
- *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.*
- *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.*
- *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.*

21. The development application is accompanied by a document titled 'Stakeholder and Community Engagement – Stage One' dated August 2025, with the following stated as being the outcomes of the stakeholder and community consultation -

"The project vision received strong support from potential user and industry groups. Feedback identified opportunities and uses from commercial events to grass roots sporting and recreational activities.

A range of potential uses were identified for the three primary infrastructure elements, being the multi-use track, the outdoor amphitheatre, and the multi-use building, along with supporting community and other uses for the public realm and parklands.

Of the categories of groups engaged only one expressed significant concern about the project. These were the resident groups directly adjacent to Burswood Park and in East Perth. Some of these residents are opposed to the proposed annual motorsport event and are concerned about the issues relating to noise, access, and environmental management."

Legal and policy compliance

22. The Perth Park project is proposed within the black bordered line shown in the plan below. The project is proposed over a number of parcels of land with varied ownership, management bodies and applicable legislative frameworks, identified and summarised below -



23. In relation to development on the land within the Perth Park project boundary coloured green –

- The Metropolitan Region Scheme (MRS) applies;
- The land is reserved as 'Regional Open Space' under the MRS;
- Development approval under the Town's Local Planning Scheme No. 2 (LPS 2) is not required;
- Development approval is required under the MRS from the WAPC.

24. In relation to development on the land within the Perth Park project boundary coloured blue described as 'Resort Site' and the land coloured white described as 'Site' –

- The *Casino (Burswood Island) Agreement Act 1985* applies.
 - Under section 7 of the *Casino (Burswood Island) Agreement Act 1985*, neither the MRS or the Town's LPS 2 applies and therefore development approval is not required.
 - The majority of the development works are proposed on this land.
25. Accordingly a development application(s) has been submitted for the development works on the land coloured green within the Perth Park project boundary. A development application is not required to be submitted for the development works on the land coloured blue and white within the Perth Park project boundary as it falls under the provisions of the *Casino (Burswood Island) Agreement Act 1985* and a separate approval process applies.
26. Under clause 20 of the MRS, the purpose of land reserved as Regional Open Space is "to protect the natural environment, provide recreational and cultural opportunities, safeguard important landscapes and sites of cultural or heritage significance and provide for public access."
27. Clause 43 of the MRS outlines the matters that the WAPC are to consider in determining the development application.
28. In accordance with clause 37(3) of the MRS, the Town has been given until 25 March 2026 to provide a recommendation on the application to DPLH. The Town has been advised that no extension of time will be granted.

Assessment

29. There are a range of relevant matters that require consideration as part of the development application. These are addressed in turn.

Planning framework

30. Under the MRS, the DA land is reserved as Regional Open Space. Clause 20(a) of the MRS identifies the purpose of Regional Open Space as being "*to protect the natural environment, provide recreational and cultural opportunities, safeguard important landscapes and sites of cultural or heritage significance and provide for public access.*"
31. At page 22 of the applicant's DA report, the applicant states that the proposed development "*is considered to be consistent with the intent of the Regional Open Space designation under the MRS*" but provides no explanation of how this is the case, particularly when aspects of the existing natural environment are being removed rather than being protected, and public access to much of the reserve will be restricted during events.
32. Similarly throughout the applicant's DA report and particularly in reference to addressing clause 43 of the MRS, there are a number of statements made that the proposal is consistent with or aligns with various policies or considerations under the planning framework but without any explanation of how this is the case. Examples include -

- *"The proposal is consistent with the intent of the MRS;*
- *The proposal aligns with orderly and proper planning and supports the recreational use of the locality;*
- *The proposal addresses applicable State Planning Policies including SPP7.0 - Design of the Built Environment ...*
- *The works ... align with the intent of the Stadium Masterplan, the Burswood Peninsula District Structure Plan and is consistent with WAPC OP 5.3."*

33. It is incumbent on the applicant to provide adequate justification as to how the development satisfies relevant policies and considerations under the planning framework, rather than just say they are satisfied. In the absence of this information being supplied the Town's Officers are unable to be satisfied that relevant considerations are addressed.

Environmental considerations

34. Environmental impacts associated with the proposed development primarily include site contamination, impacts on flora and fauna, impacts on groundwater, stormwater management, impacts on air quality and noise impacts (the latter being addressed elsewhere in this report).

35. It is noted that the Environmental Protection Authority have assessed the environmental impacts of the wider Perth Park project and have concluded that *"the likely environmental impacts are not so significant or unmitigated as to warrant formal assessment under Part IV of the Environmental Protection Act 1986."* As the State's premier agency responsible for reviewing proposals with potential environmental impacts, the EPA's decision is accepted by the Town's Officers.

Landscaping including tree removal and retention

36. The following is stated in the applicant's DA report -

"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."

37. There appears to be a discrepancy between the number of existing trees audited by the Town's contract arborist and the number of trees shown on the development plans. This may be due to the practice of limiting site surveys to trees larger than a specific height (eg. .3m height). The applicant needs to clarify to ensure that the correct number of existing trees to be retained and removed is understood.

Noise

38. The applicant's DA report refers to there being three main sources of noise generated by the project -
1. Construction noise – to be addressed through a Construction Management Plan.
 2. Motorsport Noise – motor sport noise will exceed the assigned levels under the Environmental Protection (Noise) regulations and therefore will be the subject of separate approvals under the Regulations;
 3. Entertainment events – also likely to exceed the assigned levels under the Noise Regulations and therefore will be the subject of approval on any event-by event basis.
39. An acoustic report has not been provided as part of the development application, however it is noted that as part of the submission for environmental assessment purposes an acoustic report was submitted and this provides context for the development application. Notably the noise modelling report was prepared at some time in 2025 while detailed design work was still being undertaken. Accordingly the report states that *"noise modelling should be considered indicative in nature as site-specific details (eg. Vehicle speeds, race duration, amphitheatre design, sound specification system etc) are unknown at this stage."* Furthermore it is stated that *"The results of the noise modelling will inform the creation of a Noise Management Plan for the venue and/or proposed event to be prepared once more site-specific detailed information is available."*
40. With respect to noise generated by the proposed motorsport event, the predicted maximum noise levels range from 74 to 91 dB(A) where the maximum assigned level under the Regulations is 65dB(A).
41. It is said that this will only occur for an annual 3 day motor sport event. This is significantly loud and at a maximum of 91dB(A) represents a noise level that is around 7 times louder than the maximum assigned level (likely to be greater – see comments below). Furthermore the noise contour mapping indicates that the extent of properties which will experience noise levels exceeding the maximum assigned noise levels is very significant and will include properties in adjoining suburbs and local government areas. In fact, this will be even greater than shown in the mapping as the mapping cuts off at the borders of the page. It would be appropriate that that the contour mapping be redone to show the full extent of properties that will receive noise exceeding the assigned noise levels.
42. The Town's Officers have concerns that the acoustic report may underestimate the actual noise impacts in that the report and modelling -
- Does not apply relevant adjustments for tonality, modulation and impulsiveness under regulation 9 meaning that the predicted noise levels received at noise sensitive premises with the addition of the "Intrusive or dominant noise characteristics" penalties applied will be even greater i.e. up to 15dB than represented in the modelling.
 - Does not consider the use of a public assembly (PA) system, which is likely to involve loud announcements, warning systems, alarms etc.
 - Suggests that the exceedance of the noise levels for motorsport events will occur only from supercars (said to be for 1.5 hours per day for 3 days) and does not acknowledge that other

secondary racing events occurring over the 3 day event are also likely to exceed the assigned noise levels, meaning that there will be a significant duration of time over each of the 3 days where the noise levels will be exceeded.

- There are no details provided of the frequency and likely duration of concert and other events that will occur in the amphitheatre.
- The predicted noise levels at Table 4-2 for amphitheatre concert events does not use the legislative standard to determine compliance.

43. Given these omissions the Town's view is that there is a need for the acoustic report to be the subject of a peer review by an independent acoustic consultant.

44. Subject to addressing these matters, it is accepted that noise generated by both the motorsport event and concerts/events occurring in the amphitheatre will exceed the assigned levels under the Noise Regulations and that separate approval processes will be required for these events to exceed the assigned levels. This will address the noise impacts from a Noise Regulations perspective.

45. However exemptions from or compliance with the Noise Regulations does not necessarily mean that the noise does not constitute an adverse impact on the existing amenity of the locality in a planning sense.

46. Planning authorities are still required to determine whether the level of noise emissions resulting from the proposed development would have an adverse impact upon the amenity of nearby residential properties from a planning perspective in considering the appropriateness of the use, regardless of whether the Noise Regulations apply to the development.

47. In this respect the applicant's submission does not contain any justification or explanation as to why the noise impacts generated by the development are acceptable from a land use amenity perspective, particularly when the relative noise impacts between the current land use as open space versus the proposed use involving an annual 3 day motorsport event and ongoing concert events, is pronounced.

Burswood Park Masterplan

48. The Burswood Park Board has developed a 20 year vision to "activate and inject life into the under-utilised Burswood Peninsula and create an iconic recreational and tourism destination." However the Masterplan has been given limited regard in the Town's assessment as it not a statutory document forming part of the planning framework, is the responsibility of the Board to administer and it does not cover the DA land.

Transport and Traffic

49. As outlined above, the proposal relies upon existing public transport and parking infrastructure that supports Optus Stadium, Crown Perth and Burswood Park, with the intent to prepare Traffic Management Plans for specific events. Notwithstanding the proposed works will result in the loss of approximately 135 car parking bays in the vicinity of the DA land, there is adequate public transport and

other infrastructure in proximity of the site to cater for demand with event management plans to be prepared and implemented as required.

50. The works necessitate modifications to existing and the relocation of Roger Mackay Drive. The State will be responsible for implementing these improvements and the costs. The Town does not support assuming ownership of the newly aligned Roger Mackay Drive, which is to continue to be privately owned and privately maintained unless otherwise agreed.

Community consultation

51. Assessing community feedback received through a statutory DA consultation process is a significant consideration in the assessment and review of a development application. Community feedback enables relevant planning decision-makers to understand the community sentiment on a proposed development, to understand any potential issues or concerns and the ability to consider measures that could be implemented to address issues raised. It is acknowledged that community consultation on the DA is currently being undertaken by DPLH (closes on 2 April 2026) and Officers of DPLH will consider the public submissions received. However the Town has been requested to provide a recommendation by 25 March 2026 and accordingly is being asked to provide a recommendation on the DA without being provided with details of the feedback and outcomes received through the DA consultation process. The feedback obtained from community consultation is a significant input into the Town's review, assessment and recommendation on the merits of a development application. It should be noted that the Town's Officers did request an extension of time from DPLH to allow for the community feedback to be received and considered by the Town following the conclusion of the consultation period, however the advice received from DPLH was that no extension of time will be granted.
52. This hinders the Officers and Council in providing a recommendation that understands the community sentiment on the development application.
53. The refusal of DPLH to grant an extension of time is inconsistent with the process that has occurred with a number of other development applications which have been the subject of community consultation undertaken by DPLH and for which the Town has been required to provide a recommendation. In all of these instances DPLH have provided the Town with a summary of the public submissions received at the conclusion of the community consultation period, and this has informed the Town's recommendation. Recent examples include – Development Applications for the Australian Hockey Centre at Curtin University; the Concrete Batching Plant in Carlisle; and the redevelopment of the Swansea Street markets site.
54. Furthermore it is noted that development works forming part of the Perth Park project has already commenced on site, albeit it is understood that this has occurred not on the DA land but on land the subject of the *Casino (Burswood Island) Agreement Act* for which no development approval is required. As the works have commenced ahead of this DA, it is Administrations view that this unusual process

creates a perception that the outcome of the development application is pre-determined (being approval) and that the development application and community consultation process is not a genuine process that can be informed by the Town and Community.

Financial implications

Current budget impact	No impact
Future budget impact	<p>The proposed road and infrastructure modifications and land use proposed as part of the Perth Park project does raise questions around costs and maintenance responsibilities for the Town as the responsible authority for the subject portions of Town managed land. In relation to the cost of undertaking the road and infrastructure modifications ('the works') it has been confirmed that the State will be responsible for the cost of all works.</p> <p>In relation to maintenance responsibilities it would be expected that the Town will thereafter maintain in the normal fashion.</p> <p>For items of maintenance, damage etc that result from the events, including the motor sport event, there will need to be further discussions and agreement between the Town and the State. This can be further considered through the development application process, and potentially a condition of approval in a similar way to that which occurred with the WAPC's approval of the Metronet Elevated Rail and Stations development application.</p>

Risk management consideration

Risk impact category	Risk event description	Risk rating	Risk appetite	Risk Mitigation
Financial	N/A			
Environmental	Environmental impacts during the construction phase and ongoing for the life of the development	Medium	Medium	Review by the EPA; Implementation of relevant management plans
Health and safety	N/A			
Data, Information Technology and Cyber	N/A			
Assets	N/A			
Compliance Breach	N/A			

Reputation	Consider the application on its merits notwithstanding the Council's resolution to oppose the racetrack component of the development.	Low	Low	Provide the Council with relevant information to consider.
Service delivery interruption	N/A			

Engagement

Internal engagement	
Stakeholder	Comments
Building	No building works proposed.
Environmental Health	Noise Management Plan required to be submitted; Compliance with Environmental Protection (Noise) Regulations required, noting the intent to make future applications under regulation 18 and 19B for activities exceeding the assigned noise levels.
Parks	<ul style="list-style-type: none"> There appears to be a discrepancy between the number of existing trees audited by the Town's contract arborist and the number of trees shown on the development plans. This may be due to the practice of limiting site surveys to trees larger than a specific height (e.g. 3m height). The applicant needs to clarify. The applicant needs to clarify to ensure that the correct number of existing trees to be retained and removed is understood. Replacement trees recommended at a rate of 6:1 .
Place Planning	<ul style="list-style-type: none"> Landscape Plans – the level of information is very general with limited ability to provide comment. Planting intent and design intent of the landscaping works is not clearly demonstrated/communicated. The Town requires planting to be in alignment with the Towns Urban Forest Strategy, prioritising the use of local endemic and native species. Tree canopy cover for the site at tree maturity should be 30% of the site (as a minimum) covering both open space and pedestrian and cycling networks. The design is not reflective of the Burswood Park Masterplan site use of space and public amenity. The wayfinding signage is to align and comply with the Towns Wayfinding Plan guidelines. Significant expanse of turf shown across the development, not in alignment with the Burswood Park Masterplan nor Town's Urban Forest Strategy The Town requests a tree replacement that achieves an overall canopy

coverage of 40% at tree maturity and that planting prioritises the use of local endemic and native species.

Engineering

- Clarification is required regarding the application of FIA Grade 3 standards to public roads. The proponent must confirm:
 - The specific FIA pavement and geometric requirements intended to be applied; and
 - Whether the Burswood Park Board or Town would subsequently be responsible for maintaining Camfield Drive or Victoria Park Drive to these specialist standards.
- The Town does not support assuming ownership of the newly aligned Roger Mackay Drive. The intent is that this road to continue to be privately owned and privately maintained unless otherwise agreed.
- If the development intends to use crash barriers, the proposal must clearly demonstrate how crash barriers are to be installed, including:
 - Impacts on existing road reserves and verge infrastructure,
 - Effects on surface drainage paths, and
 - Any interface issues with existing carriageways.
- Angled parking along Camfield Drive is not supported by the Council. All parking provision must be demonstrated to be safe, functional, and sufficient for projected demand. Parking needs to be sufficient for expected visitors
- An assessment of anticipated ground settlement is required demonstrating how this will be managed to avoid damage to public roads and services. Any proposed ground improvements must not adversely impact the structural integrity of existing roads or trigger a requirement for full-width upgrades of Camfield Drive.
- Emergency access routes must be identified and maintained at all times, with consideration given to crowd movement, emergency vehicle priority, and access redundancy.
- The proponent must provide details of any proposed removable kerbs, islands or bollards, including maintenance responsibilities and operational management procedures.
- Noise mitigation measures (e.g., noise walls) must be assessed and implemented to protect existing residents from motorsport and event-related noise.
- The proposal must advise if any changes to the street lighting requirements are necessary for the development.

External engagement	
Stakeholders	Owners and occupants of nearby properties; adjoining local governments.
Period of engagement	12 March 2026 to 2 April 2026
Level of engagement	2. Consult
Methods of engagement	Written submissions to DPLH
Advertising	<ul style="list-style-type: none"> • Letters dispatched to nearby residents/landowners; • Letters dispatched to neighbouring local governments, including the City of Perth, City of South Perth, City of Vincent, City of Belmont and City of Bayswater; • Emails sent to interested parties and key stakeholders; • An advertisement placed in a local newspaper (Perth Now Southern); • Installation of site signs in four prominent locations in each main compass direction; • A dedicated 'Have Your Say' webpage containing FAQs and relevant links; and • Promotion through social media platforms.
Submission summary	Submissions on the development application are made directly to the Department of Planning, Lands and Heritage, with the community consultation period closing on 2 April 2026. The Town is being requested to provide a recommendation on the development application without being provided with details of the outcomes of the community consultation.
Key findings	Unknown

Strategic alignment

Civic Leadership	
Community Priority	Intended public value outcome or impact
CL2 - Communication and engagement with the community.	While DPLH have commenced community consultation on the proposal, the Town will not be provided with the outcomes of the community consultation before providing its recommendation to DPLH.

Environment	
Community Priority	Intended public value outcome or impact
EN5 - Enhancing and enabling liveability through planning, urban design and development.	The applicant's submission does not adequately address how the proposal satisfies a number of policy and relevant planning considerations.

10 Public question time

11 Public statement time

12 Meeting closed to the public

12.1 Matters for which the meeting may be closed

12.2 Public reading of resolutions which may be made public

13 Closure