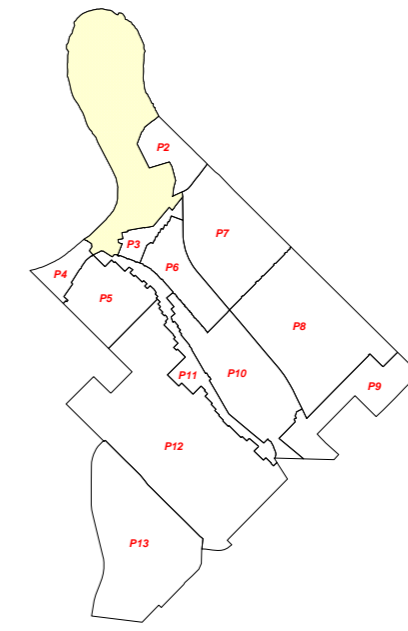


**PRECINCT PLAN P1**  
**SHEET A**

Updated on 19 July 2017

AMENDMENT N°	GAZETAL DATE	AMENDMENT N°	GAZETAL DATE
3.	2 February 2001	75.	23 June 2017
6.	8 October 2002		
8.	4 February 2003		
23A.	4 April 2004		
87.	22 February 2013		



**LEGEND**

Precinct Boundary

**METROPOLITAN REGION SCHEME RESERVES**

*NOTE: The Western Australian Planning Commission care of the Ministry for Planning should be consulted for full information on the precise land requirements for all Metropolitan Region Scheme Reserves.*

- Parks and Recreation
- Primary Regional Road
- Railways

**TOWN OF VICTORIA PARK SCHEME ZONES**

Special Use

**RC** Racecourse

**LAND USE AND DEVELOPMENT CONTROLS**

Casino (Burswood Island) Agreement Act 1985

Development Area - Subject to Division 3 and Schedule 7 of Town Planning Scheme Text

R Codes

**NORTH**  
**SCALE 1 : 5,000**



**BELMONT PARK RACECOURSE:**  
*Horse racing, festivals, conferences, conventions, exhibitions and other community activities are appropriate for this site. The land should remain a major public recreation/tourist facility.*

**BURSWOOD PENINSULA:**  
*Major regional recreation/entertainment area and tourist destination. New development should be integrated with the river, lakes and parkland setting and be of a standard that reflects the prominence of the Peninsula.*

**SWAN RIVER FORESHORE:**  
*Access to and use of foreshore areas for various recreational activities should be balanced with preservation of wetland and wildlife refuges.*

**SPECIAL USE ZONE**

**BELMONT PARK RACECOURSE REDEVELOPMENT SITE**

The redevelopment of the Belmont Park Racecourse site should facilitate a mix of land uses including retention and upgrading of current racing facility, high and medium density residential, a significant Activity Centre and riverfront Parks and Recreation.

Any future redevelopment of the site should give consideration to its prominent location on the Peninsula. Public access along the river foreshore should be provided, maintained and improved, having regard for the needs to balance accessibility with preservation of the river bank and wildlife habitat.

Given the site's close proximity to the Graham Farmer Freeway, a key entry point to the city centre, redevelopment of the site should respect this prominent location. Building and car park development should therefore be of high standard in terms of construction, design and materials used. Access to public transport stops from buildings should be safe, clearly signposted and well maintained.

The Racecourse facility is likely to continue to attract significant patronage. It would therefore be appropriate to give Belmont Park Station, pedestrian access from the station and through the car park.

**USE OF LAND AND DEVELOPMENT STANDARDS**

A Structure Plan must be prepared and approved prior to any subdivision and/or development of the land with the exception of development or use associated with the current racecourse activities.

The Structure Plan is to prescribe the land use permissibility, standards, requirements and prerequisites for subdivision and development. Where land is within the area of a Structure Plan:

- which specifies land use permissibility, then the land use permissibility in the Structure Plan will apply to that land and not the land use permissibility which would otherwise apply to the land under the Scheme; and
- which stipulates standards and requirements for development of land, then the standards and requirements for development in the Structure Plan will apply to that land and not any standards and requirements of the same kind which would otherwise apply to the land under the Scheme. Any standards or requirements of a kind which are provided for in the Scheme but not provided for in the Structure Plan shall continue to apply to the land.

Development of land shall generally be in accordance with an adopted Structure Plan. Residential density shall be in accordance with the Residential Density Code shown on the Scheme Map. Residential development shall comply with the Residential Design Codes except for the variations specified in an adopted Structure Plan.

Development of land shall generally be in accordance with an adopted Structure Plan.

Residential density shall be in accordance with the Residential Density Code shown on the Scheme Map. Residential development shall comply with the Residential Design Codes except for the variations specified in an adopted Structure Plan.

Maximum height of any development shall comply with the restrictions associated with Obstacle Limitation Surfaces (OLS) and Procedures for Air Navigation Services - Aircraft Operations (PANS-OPS) pursuant to the Airports Act 1996.

Development shall not compromise the primary function and operations of the racecourse.

**LAND USE AND DEVELOPMENT CONTROLS**

**DEVELOPMENT CONTROLS**

The Ministry for Planning has, with the exception of the Belmont Racecourse, reserved all land on the Burswood Peninsula for parks and recreation, controlled access highway, other major highway, and public purposes (special uses). Planning authority within Metropolitan Region Scheme reserves and the foreshore is the responsibility of the Ministry for Planning, the Swan River Trust and/or the Department of Marine and Harbours. It may also be necessary, depending on the nature of the development, to refer matters to the Department of Environmental Protection and/or the Department of Aboriginal Sites. Approvals must be obtained from the relevant authorities prior to the issue of a planning approval.

**CASINO (BURSWOOD ISLAND) AGREEMENT ACT 1985**

The Burswood Resort Complex is subject to the Casino (Burswood Island) Agreement Act 1985. State and Local government planning approvals are not required on land affected by this agreement with the exception of the land reserved for public purposes (special uses).

**BURSWOOD GOLF COURSE**

The Golf Course should be maintained at a high standard as it forms a major landscape feature of the Peninsula and is visible from various vantage points. Safety for users of the river foreshore areas, in the vicinity of the golf course, should be a consideration if any new activities are established in that location. Any expansion of the golf course should be carefully considered as this would reduce public open space for passive recreation use.

**ENVIRONMENTAL NOTE**

Any redevelopment proposals should take into account flood risk and potential groundwater contamination associated with old tip sites.

**LAND USE AND DEVELOPMENT CONTROL:**  
*The following additional planning control applies to areas within and adjoining this precinct: Casino (Burswood Island) Agreement Act 1985.*

**STATEMENT OF INTENT**

The Burswood Peninsula Precinct should continue to develop as a major regional recreation and entertainment area and as a premier tourist destination. Any future development of the Belmont Park Racecourse site should facilitate a mix of land uses including the following principal components:

- Retention and upgrading of current racing facility
- High and medium density residential
- A significant Activity Centre
- Riverfront Parks and Recreation

The Peninsula is a prominent riverine landscape feature. Development of the Peninsula should therefore be of a standard that reflects its prominence from numerous vantage points and key entry routes to the city centre. The visual emphasis of the river, lakes and parkland with views to the city should be maintained and new development must be integrated with the lake and parkland theme of the Precinct.

The maintenance of established mature landscape elements on the Peninsula is important. New buildings and car parks should contain a strong landscape element and be unobtrusive with regard to the parkland and river setting. As key entry points to the city centre Great Eastern Highway, Graham Farmer Freeway and adjoining parkland should contain suitably designed civic treatments and gateway statements.

Public access throughout the Precinct and along the river foreshore should be unimpeded. Well signposted and secure access to public transport is considered an integral component of all land use activities on the Peninsula. Public spaces will be enhanced and maintained so that they contribute to the pleasant and attractive environment of the Precinct. In order to enhance the environment in this manner further vehicular access from Great Eastern Highway should be avoided.

Safe and accessible provision for pedestrians, cyclists and motorists is an important consideration. Council will require that new development and redevelopment take into consideration pedestrian access, safety and make provision for cyclists.

**HOW IT WORKS**

This Precinct Plan describes the Council's town planning intentions for this precinct. It contains a Statement of Intent which applies to the whole Precinct and several other statements which apply to specific areas within the Precinct. These statements summarise the kind of future that is seen to be appropriate for the precinct.

In this Precinct Plan you will also find information about the purposes for which land may be used and guidelines for the development of land and buildings.

This Precinct Plan should be read together with:

1. Planning policies which contain guidelines for the development and use of land which apply to more than one precinct. References are given in this Precinct Plan to those policies.
2. The Scheme Text which contains legal and administrative provisions regarding the use and development of land.

In order to determine how a particular lot is affected by the above, you will need to refer to that lot on the map and the related text in this Precinct Plan. Where a property is located on or near the Precinct boundary it may also be necessary to consult the neighbouring Precinct's. It should also be noted that from time to time, the Town Planning Scheme may be subject to amendments.

You are reminded that before land and buildings can be developed or used for another purpose it will probably be necessary to make a planning application and receive approval from the Council.

Enquiries concerning this Precinct Plan or general planning matters should be directed to the Council's Planning Department.

**ADOPTION**

Adopted by resolution of the Council of the Town of Victoria Park at the Ordinary Meeting of the Council held on the 9th day of August 1994.

J A E LEE  
 MAYOR

J M BONKER  
 CHIEF EXECUTIVE OFFICER

**FINAL ADOPTION**

Adopted for final approval by resolution of the Council of the Town of Victoria Park at the Ordinary Meeting of the Council held on the 11th day of August 1998 and the seal of the Municipality was pursuant to that resolution, hereunto affixed in the presence of:

J A E LEE  
 MAYOR

J M BONKER  
 CHIEF EXECUTIVE OFFICER

**RECOMMENDED FOR FINAL APPROVAL**

CHAIRMAN OF THE WESTERN AUSTRALIAN PLANNING COMMISSION

Date \_\_\_\_\_

**FINAL APPROVAL GRANTED**

MINISTER FOR PLANNING

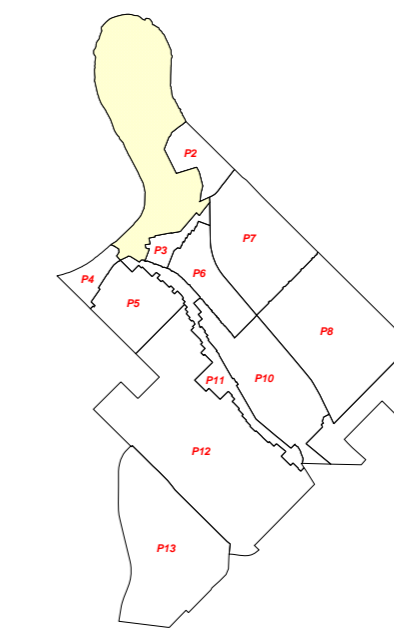
Date \_\_\_\_\_



**PRECINCT PLAN P1**  
**SHEET B**

Updated on 19 July 2017

AMENDMENT N <sup>o</sup>	GAZETAL DATE	AMENDMENT N <sup>o</sup>	GAZETAL DATE
5.	2 February 2001	76.	23 June 2017
6.	8 October 2002		
8.	4 February 2003		
23A.	6 April 2004		
44.	29 July 2009		



**LEGEND**

Precinct Boundary

**METROPOLITAN REGION SCHEME RESERVES**

*NOTE: The Western Australian Planning Commission care of the Ministry for Planning should be consulted for full information on the precise land requirements for all Metropolitan Region Scheme Reserves.*

- Parks and Recreation
- Primary Regional Roads
- Public Purposes
- Special Uses
- Railways

**TOWN OF VICTORIA PARK SCHEME RESERVES**

- Parks and Recreation

**LAND USE AND DEVELOPMENT CONTROLS**

- Casino (Burswood Island) Agreement Act 1985

**PARKLAND RESERVES**

**PARKS**

Charles Paterson Park, Kagoshima Park and G O Edwards Park should be reinforced and enhanced as developed garden and open park areas with access to the river foreshore. All parkland area should be maintained for passive recreation use. The image of these parks should be one of an impressive well landscaped formal entrance to the city. Grand scale boulevard plantings and civic treatments are considered appropriate for Great Eastern Highway and the Causeway, reinforcing the image of a major city entry. The lakes and swan fountain flanking Great Eastern Highway are a focal point and visitor attraction and should be preserved.

**PUBLIC OPEN SPACE AND RIVER FORESHORE**

In areas not formally designated as parkland, but reserved for parks and recreation, public access should not be restricted by other uses. Consideration should be given to upgrading the foreshore and adjacent areas around the Peninsula to a standard in keeping with a key entry route to the city and extending opportunities to explore the foreshore.

The ecological value and interest of the Precinct should be enhanced through the preservation and protection of wetland (foreshore) areas on the Peninsula, and the implementation of erosion control measures. Use of the foreshore and river by recreational boating clubs is considered appropriate. However, care must be taken to avoid conflict between wildlife refuge areas and recreational activities. Any new foreshore activities and associated building should not dominate the foreshore, restrict access, or be in conflict with existing uses. These activities should be ancillary to the recreation use of the Peninsula.

As adjacent residential areas grow it would be appropriate to install playground equipment and sheltered seating at various locations.

**PEDESTRIANS, CYCLISTS AND VEHICULAR ACCESS**

Cycle and walkways should be maintained and enhanced throughout the parklands. Extension to the existing network around the Peninsula should be pursued. Improved pedestrian and cyclist access to surrounding residential suburbs should also be considered.

Use of parkland areas for car parks and access roads should be strongly resisted. The piecemeal addition of car parks will not be supported. The location of car parks should not restrict access to the river foreshore, and their construction should only occur where needed for passive recreational activities. Any car park constructed should contain substantial landscaping.

**PUBLIC TRANSPORT**

Innovative forms of public transport to the precinct will be encouraged where they can be integrated with existing transport modes. Public transport stops within the Precinct should be improved and their relocation considered in order to improve road safety and public transport facilities.

**BURSWOOD CASINO, HOTEL AND SUPERDOME**

**COMPLEX**

Any further development of the Complex should be of a scale and intensity appropriate to the limitations of available land, access and parking constraints. Any further expansion of the Complex into existing parkland will not be supported. In addition, consideration should be given to the impact of further development on possible future adjacent land uses, including residential uses in the Burswood Precinct.

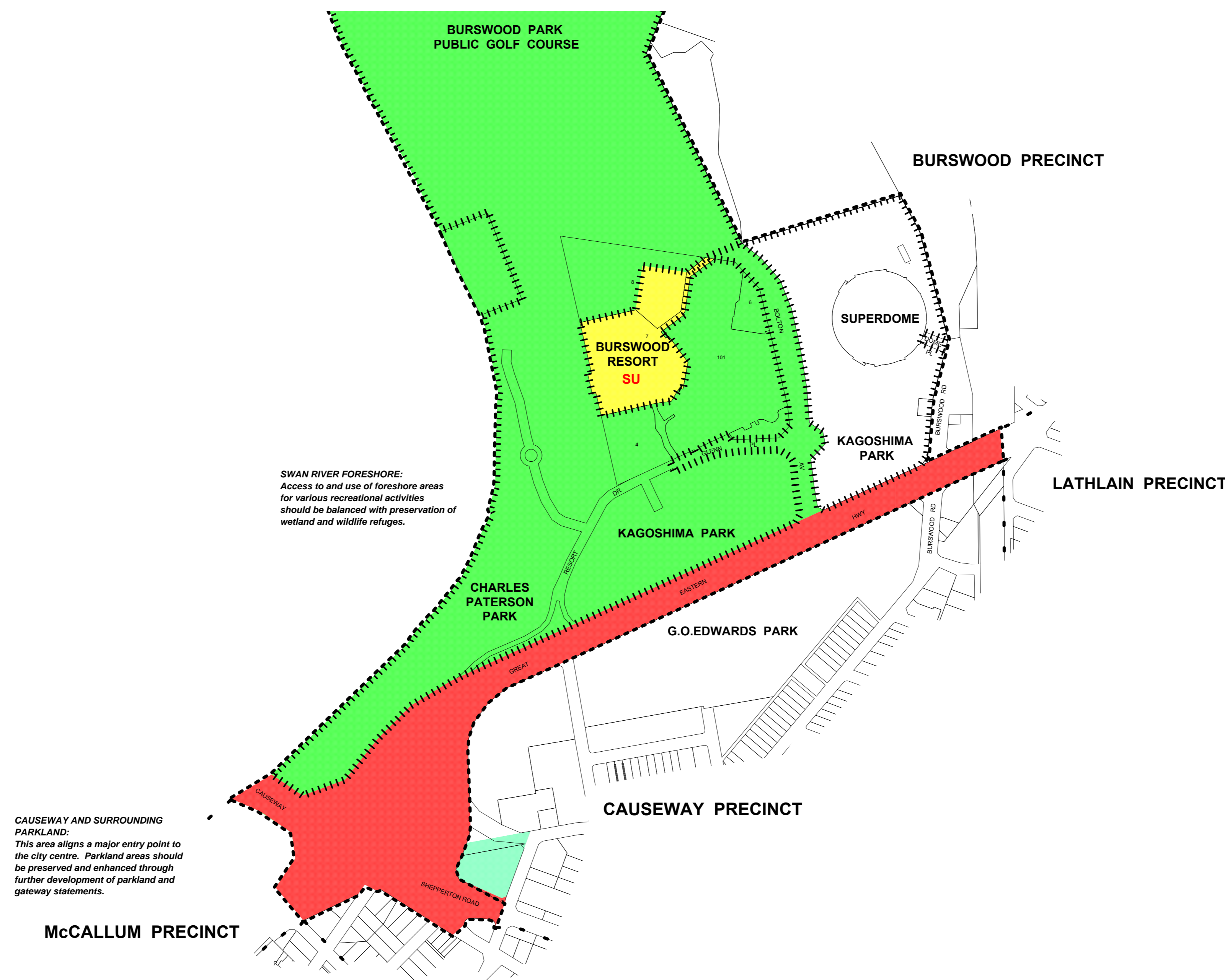
Use of parkland for Burswood Resort parking on a permanent basis will not be supported. Any additional parking or access to the Resort should be accommodated on-site and not encroach into existing parkland.

Access to the river foreshore should not be obstructed by expansion of the Complex or other associated uses.

**NORTH**  
**SCALE 1 : 5,000**

**LAND USE AND DEVELOPMENT CONTROL:**  
*The following planning control applies to areas within and adjoining this precinct: Casino (Burswood Island) Agreement Act 1985.*

JOINS SHEET A



**SWAN RIVER FORESHORE:**  
*Access to and use of foreshore areas for various recreational activities should be balanced with preservation of wetland and wildlife refuges.*

**CAUSEWAY AND SURROUNDING PARKLAND:**  
*This area aligns a major entry point to the city centre. Parkland areas should be preserved and enhanced through further development of parkland and gateway statements.*

**STATEMENT OF INTENT**

The Burswood Peninsula Precinct should continue to develop as a major regional recreation and entertainment area and as a premier tourist destination. Activities should be directly related to existing uses or recreation and entertainment activities.

The Peninsula is a prominent riverine landscape feature. Development of the Peninsula should therefore be of a standard that reflects its prominence from numerous vantage points and key entry routes to the city centre. The visual emphasis of the river, lakes and parkland with views to the city should be maintained and new development must be integrated with the lake and parkland theme of the Precinct.

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Date \_\_\_\_\_

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MINISTER FOR PLANNING

Date \_\_\_\_\_