



# BELMONT PARK RACECOURSE REDEVELOPMENT

Structure Plan  
April 2013

This structure plan is prepared under the provisions of the Town of Victoria Park District Scheme No. 1.

IT IS CERTIFIED THAT THIS STRUCTURE PLAN WAS APPROVED BY RESOLUTION OF THE WESTERN AUSTRALIAN PLANNING COMMISSION ON:

26 March 2013

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In accordance with Schedule 2, Part 4, Clause 28 (2) and refer to Part 1, 2. (b) of the *Planning and Development (Local Planning Schemes) Regulations 2015*.

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# PREFACE

The Belmont Park Racecourse site, on the Burswood Peninsula within the Town of Victoria Park, represents a major riverside development opportunity only a stone's throw from the heart of the State capital. It is arguably the largest redevelopment project in Australia.

The site is not only suitable but ideal for a significant, mixed use transit oriented development of which all Western Australians can be proud. More than this, however, it represents a unique and precious opportunity to contribute to Perth's development as a dynamic, liveable city, and to articulate the social, cultural and environmental values of our generation.

The site's exceptional connectivity with the city and broader metropolitan area, underpinned by the State Government's recent proposal to locate an AFL stadium nearby, provides unparalleled opportunities for the incorporation of civic spaces, family-friendly leisure facilities, events programming and edutainment initiatives. A new, managed town centre will accord with international best practice, and will be fully integrated with existing development in the area.

The Belmont Park Racecourse Redevelopment can be seen as one important piece of a bigger picture for the Capital City and Swan River. It can also be seen as an expression of Capital City Planning Framework principles:

*[O]ur sense of place is primarily derived from the harmonious meeting of nature and human activity. This central concept, and most of the themes from which it is derived, can be seen to be physically embodied in the arrangement of Central Perth in its natural riverine and park setting. Enhancing the quality of this juxtaposition and reconceiving the setting's various parts as an integrated whole has the potential to build on our sense of place.*

At the very heart of planning for the Belmont Park Racecourse Redevelopment is our recognition that Perth's sense of identity is inextricably linked with the Swan River. Put simply, the river is the thread that connects Perth's prehistory with its history and its future.

The Belmont Park Racecourse Redevelopment will provide our city with a major new riverside asset. It will be a celebration of 'the Swan', providing world-class views and amenities to be enjoyed by future generations of Perth people and visitors. At the same time, the redevelopment will set new standards in areas such as riverine wetland regeneration, the development of sensitive interfaces between natural and built environment, and the celebration of Nyoongar heritage.

Two words sum up the Belmont Park Racecourse Redevelopment proposal, world class. Central Perth aspires to be a world class liveable central city; green, vibrant, compact and accessible with a unique sense of place. This proposal serves that aspiration, and will bestow on Western Australians places of the kind they have always most appreciated.

The Belmont Park Racecourse Redevelopment proposal is an opportunity like no other, outlining a special vision for a very special place.

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# ABBREVIATIONS

- ABGR** - Australian Building Greenhouse Rating
- AHD** - Australian Height Datum
- AASS** - Actual Acid Sulfate Soils
- ASS** - Acid Sulfate Soils
- AS** - Australian Standard
- CASA** - Civil Aviation Safety Authority
- CBD** - Central Business District
- CP TED** - Crime Prevention Through Environmental Design
- DA** - Development Area
- DAP** - Detailed Area Plan
- DCA** - Development Control Area
- DCP** - Development Control Policy
- DEC** - Department of Environment and Conservation
- DIA** - Department of indigenous Affairs
- DoP** - Department of Planning
- DoW** - Department of Water
- EPA** - Environmental Protection Authority
- ESD** - Environmentally Sustainable Development
- FMP** - Foreshore Management Plan
- Ha** - Hectare
- HV** - High Voltage
- km** - kilometer
- kV** - kilovolt
- LWMS** - Local Water Management Strategy
- MHHW** - Mean Higher High Water
- MLLW** - Mean Lower Low Water
- MRS** - Metropolitan Region Scheme
- MSL** - Mean Sea Level
- MVA** - Megavolt ampere
- NatHERS** - Nationwide House Energy Rating Scheme
- NFA** - net floor area
- OLS** - Obstacle Limitation Surfaces
- PANS-OPS** - Procedures for Air Navigation Services – Aircraft Operations
- POS** - Public Open Space
- PSP** - Primary Shared Path
- R -AC Code** - Residential Activity Centre Code
- RWWA** - Racing and Wagering Western Australia
- RL** - Reduced Level
- TMP** - Traffic Management Plan
- TOD** - Transit Oriented Development
- TPS** - Town Planning Scheme
- ToVP** - Town of Victoria Park
- UWMP** - Urban Water Management Plan
- WAC** - Western Airport Corporation
- WACA** - Western Australian Cricket Association
- WATC** - Western Australian Turf Club
- WC** - Water Corporation
- WAPC** - Western Australian Planning Commission
- WAWA** - Water Authority of Western Australia
- WSUD** - Water Sensitive Urban Design
- ZS** - Zone Substation

# EXECUTIVE SUMMARY

The Belmont Park Racecourse Redevelopment Structure Plan (the Structure Plan) has been prepared to provide an overarching planning framework to guide and facilitate the subdivision and development of some 73 ha of land at the northern end of the Burswood Peninsula, for urban purposes. It has been prepared in accordance with the provisions of the Town of Victoria Park Town Planning Scheme No 1.

## PROJECT TEAM

The Structure Plan has been formulated, on behalf of the development consortium, by the following multidisciplinary specialist consultant team:

Pure Investment Holdings Pty Ltd.  
- Development Managers

Development Planning Strategies  
- Town Planning/ Urban Design

Foster + Partners  
- Architecture / Master Planning / Sustainability

Hames Sharley  
- Architecture

JDSI  
- Civil Engineering

Emerge Associates  
- Environmental & Landscape Architecture

McMullen Nolan & Partners  
- Surveying

Transcore Pty Ltd.  
- Traffic Engineering

MP Rogers and Associates  
- Shoreline Stability

MacroPlan Australia  
- Market Research

3E Consulting Engineers  
- Lighting

Soil & Rock Engineering Pty Ltd.  
- Geotechnical (pre 2011)

Golder Associates  
- Geotechnical, Foundations & Piling

Indigenous Economic Solutions Pty Ltd.  
- Aboriginal Heritage

Creating Communities Pty Ltd.  
- Community Consultation

Mallesons  
- Legal

Herring Storer Acoustics Pty Ltd.  
- Noise & Vibration

Aecom  
- Environmental Audit



## PROJECT OVERVIEW

The project comprises a redevelopment proposal, involving transformation of the Belmont Park Racecourse, to facilitate development of Perth's focal Activity Centre, housing a world class racecourse, residential, commercial and retail, entertainment and civic spaces.

The site is located within the Town of Victoria Park and is bound by the Swan River on its northern, eastern and western boundaries and the Graham Farmer Freeway on its southern boundary. It is situated at the northern end of the Burswood Peninsula, in a strategic location close to the CBD and with direct access to major transport routes.

The site is ideally located to provide medium and high-density housing, employment and retail, being a unique riverside inner-city location close to the CBD with direct access to the passenger rail network and the arterial highway system.

The Structure Plan for the site is designed to facilitate and manage its ultimate redevelopment. It will show the following principal components:

- Retention and upgrading of current thoroughbred racing facilities
- High rise and medium density housing with some 4500 residential dwellings
- A significant Activity Centre comprising mixed use, retail and commercial uses, office, tourism and festive retail
- Riverfront Parks and Recreation

Proposals for this site will provide a catalyst for the further transformation of the Burswood Peninsula into a major tourist, recreation, entertainment, high density residential and Activity Centre, building on the Burswood Resort and Casino and developments including the Peninsula Project, the Springs redevelopment and Perth's new multi-purpose stadium proposal to be built on the Burswood Peninsula and scheduled for completion in 2018.

The new Perth Stadium is planned to have the third-biggest capacity in Australia and will be the second largest AFL home stadium. It will have a capacity of 60,000 seats with provision for future expansion to 70,000 seats in the style of Melbourne's Etihad Stadium, with similar views, amenities and comfort.

The Belmont Park Racecourse redevelopment project will make a significant contribution towards the revitalisation of the eastern gateway to the City of Perth.

## SUSTAINABILITY

A sustainable vision for this site has been based around three themes:

- Sustainable site
- Sustainable density, and
- Sustainable living

To achieve this vision, a number of strategies have been defined focusing on the following priority elements:

- Transport
- Water cycle sustainable water strategy
- Energy, and
- Landscape

## DESIGN APPROACH

The design approach has been a rigorous multidisciplinary process with continual reflection upon the three key guiding design principles for this site:

- The variation of building scale and density to suit the different opportunities across the site
- The creation of precincts with different characteristics, and
- The creation of a sustainable community



An aerial photograph showing a city skyline in the background with several tall skyscrapers. In the foreground, there is a waterfront development project featuring a large green field with a winding path, a small pond, and several modern, multi-story buildings. A river or lake is visible on the right side of the image.

# PART ONE

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## 1 STRUCTURE PLAN AREA

This Structure Plan shall apply to:

- Lot 102 on Deposited Plan (DP) 72026 and being the land contained in Certificate of Title Volume 2776 Folio 542;
- Lot 9000 on DP 72026 and being contained in Certificate of Title Volume 2776 Folio 543;
- Part of Crown Reserve 39361;
- Lot 1 on DP 46306, Volume 2659 Folio 443, and
- Lot 3 on DP 46306 Volume 2659 Folio 444.

being the land contained within the inner edge of the line denoting the Structure Plan boundary on the Structure Plan Map (Plan 1).

## 2 STRUCTURE PLAN CONTENT

This Structure Plan comprises the:

- a) Regulatory Section (Part One);
- b) Explanatory Section (Part Two);and
- c) Appendices - Technical Reports.

Part Two of the Structure Plan sets out the development intent for development in the Structure Plan Area. Development shall be guided by that development intent, and a planning authority determining an application for development approval within the Structure Plan Area shall have due regard to the development intent indicated in Part Two.

## 3 INTERPRETATIONS

Unless otherwise specified in this part, the words and expressions used in this Structure Plan shall have the respective meanings given to them in the Town of Victoria Park Town Planning Scheme No. 1 (the Scheme).

**Club:** means premises used for the purpose of club premises by an incorporated club or incorporated association or other body of persons united by a common interest (whether those premises be licensed under the provisions of the *Liquor Act* 1970 as amended or re-enacted or not) and which premises are not otherwise classified under the provisions of the Scheme.

**Marina:** means premises at which berths or pens, and services, including fuelling, servicing, storage and other facilities for boats are provided, with or without the sale of boating gear and equipment, and includes all jetties, piers, embankments, quays and moorings appurtenant thereto and all offices and storerooms used in connection therewith and includes a ferry terminal.

**Market:** means premises used for the display and / or sale of goods from stalls by independent vendors.

**Private recreation:** means land used for parks, gardens, playgrounds, sports arenas or other grounds for recreation which are not usually open to the public without charge.

**Reception Centre:** means premises which may include catering facilities used for functions on a formal or ceremonial occasions but are but for unhosted use for general entertainment purposes.

**Health studio:** means land and buildings designed and equipped for physical exercise, recreation and sporting activities including outdoor recreation.

**Stable:** means any building in which a horse is stabled or kept and includes any shed, loose box, stall or shelter used for the keeping, stabling, feeding, watering, grooming, sheltering, showing or veterinary treatment of a horse and other associated incidental activities.

## 4 OPERATION DATE

This Structure Plan shall come into operation on the day on which it is adopted by the local government under clause 29 AB (9) (a) of the Scheme and endorsed by the Western Australian Planning Commission pursuant to clause 29 AB (10) (b) of the Scheme.

## 5 RELATIONSHIP TO THE LOCAL PLANNING SCHEME

- a) The provisions, standards and requirements specified under Part One of this Structure Plan shall have the same force and effect as if it were a provision, standard or requirement of the Scheme.
- b) Any other provision, standard or requirement of Part One of this Structure Plan, that is not otherwise contained in the Scheme, shall apply to the land as though it is incorporated into the Scheme, and shall be binding and enforceable to the same extent as if part of the Scheme; and

## 6 STATEMENT OF INTENT

The intent of the Structure Plan is to establish a statutory framework to guide the planning and design of this site, to facilitate development proposals that will comprise a mix of land uses including retention and upgrading of the current racing facility, high and medium density residential, a significant Activity Centre and riverfront Parks and Recreation and will:

- Create an exciting addition to Perth
- Respond to district and regional context
- Establish a point of difference
- Encourage and facilitate innovation and excellence in built form design
- Build flexibility and robustness into the built form design
- Create a fully functional and sustainable community
- Create a vibrant hub
- Enable people to live and work in the same place
- Celebrate the site's location on the river

## 7 OVERARCHING OBJECTIVES

Underpinning the Structure Plan Statement of Intent is a series of overarching objectives for the site to help achieve statements of intent. These are as follows:

- Integrate the new development with Town of Victoria Park, the CBD and the surrounding districts.
- Optimise public access to the site.
- Accommodate the primary function and operations of racing.
- Create sustainable communities, based on multifaceted aspects of sustainability.
- Deliver high density residential development, responding to the site's strategic location.
- Respond to the site's access to public transport (Belmont Park Railway Station) by delivering Transit Oriented Development.
- Create employment on site, attracting local population and outside workforce.
- Anchor and support the diverse local community and visitors with a vibrant Activity Centre.
- Attract high level of community amenity to the area through appropriate design of the public realm.
- Create amenity for residents and visitors through appropriate design of built form.
- Encourage accessibility to the race track, the river foreshore and the river.
- Deliver a balance of restored riverine environment and parkland.
- Exercise sensitivity when considering and planning for the riverine environment.

## 8 OVERARCHING DESIGN PRINCIPLES

The following key urban design principles are intended to inform and guide the detailed planning process. Developments are to:

- Address WAPC Crime Prevention Through Environmental Design (CPTED) principles.
- Achieve a high level of safety, and passive street and public spaces surveillance.
- Provide prominent entry to residential towers on Primary roads.
- Promote access to major open space areas including the foreshore reserve.
- Encourage views and visual accessibility from the public realm to the race track, the river foreshore and the river.
- The height of blank walls facing any street should not exceed 1.2 metres.
- Where possible, screen car parking structures from view.
- Locate built form to allow cooling breezes to permeate through the site to assist in cooling during summer months and reduction in energy consumption.
- Distribute building mass to act as a barrier from noise and pollution from the Graham Farmer Freeway.
- Detailed Area Plans to implement the recommendations of the technical appendices to the Structure Plan.
- Detailed Area Plans to identify a mix of dwelling types.
- Built form design is to:
  - Provide activation at the pedestrian level.
  - Create pedestrian scale where towers are proposed.
  - Address the primary street and have an active façade to the street.
  - Provide clearly identifiable vehicular and pedestrian access to buildings.
  - Provide weather protection for pedestrians in commercial areas.
  - Address solar access principles.
- Where lots are directly abutting Public Open Space and/or the foreshore reserve, orientate built form to front that POS and/or foreshore reserve and construct open style fencing along that boundary.
- Comply with maximum height restrictions associated with Obstacle Limitation Surfaces (OLS) and Procedures for Air Navigation Services – Aircraft Operations (PANS-OPS) pursuant to the *Airports Act 1996*.
- Provide for car parking nodes within the foreshore.
- Optimise environmental outcomes associated with the project throughout the development's life cycle (construction, operation, occupancy and eventual redevelopment) by incorporating passive and active measures which:
  - minimise greenhouse emissions
  - minimise water consumption
  - minimise material use
  - minimise waste and other emissions which have an adverse environmental effects
  - enhance indoor and outdoor environment
  - reduce reliance of occupants and visitors on private vehicle use
  - contribute positively to the physical and mental wellbeing of occupants and visitors to the site

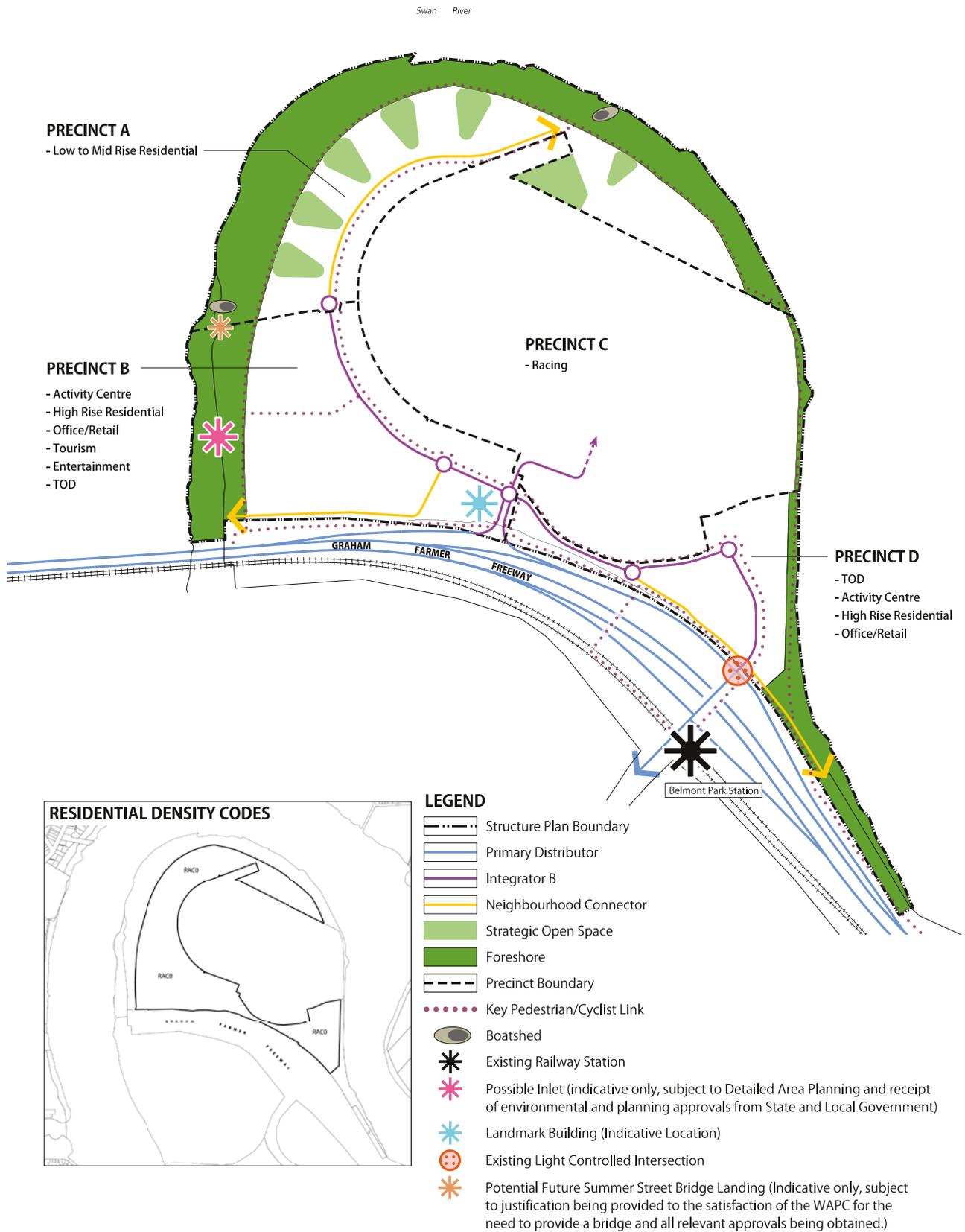
## 9 GENERAL SUBDIVISION AND DEVELOPMENT REQUIREMENTS

- a) The Structure Plan Map (Plan 1) and Tables A-E form part of the regulatory provisions of this Structure Plan and prescribe the land use permissibility, standards, requirements and prerequisites for subdivision and development in the corresponding Precincts designated on the Structure Plan Map:

Plan 1	Structure Plan Map
Table A	Planning Requirements for Precinct A
Table B	Planning Requirements for Precinct B
Table C	Planning Requirements for Precinct C
Table D	Planning Requirements for Precinct D
Table E	Retail / Office Floor Space Allocation

- b) The local government will not consider recommending subdivision or approving development within the Structure Plan area, unless a Structure Plan and a Detailed Area Plan (DAP) for a Precinct or part of a Precinct have been prepared and adopted pursuant to clause 29AB of the Scheme.
- c) Notwithstanding clause 9(b) local government may recommend subdivision or approve the development of land within the Structure Plan area prior to a structure plan and / or DAP coming into effect in relation to that land, if the local government is satisfied that this will not prejudice the specific purposes and requirements of the Structure Plan area, the design of the Structure Plan Area or the development of the surrounding area.
- d) Development of land shall be generally in accordance with the Structure Plan Map (Plan 1).
- e) Residential density shall be in accordance with the Residential Density Code shown on Plan 1, the Structure Plan Map. Residential development shall comply with the Residential Design Codes except for the variations specified in this Structure Plan.
- f) A maximum dwelling yield of 4500 dwellings for the Structure Plan area. Any increase in dwelling numbers would require a modification to the Structure Plan supported by new traffic modelling to demonstrate the capacity of the road network to accommodate additional dwellings.
- g) Public Open Space (POS) shall be distributed generally in accordance with Plan 1 with an updated public open space schedule to be provided at the time of subdivision for determination by the WAPC, upon the advice of the Town of Victoria Park.
- h) A minimum of ten percent of the gross subdivisible area shall be provided as POS in accordance with the WAPC's Liveable Neighbourhoods for the development of POS in the Structure Plan area, subject to WAPC approval.
- i) 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*.
- j) Development shall not compromise the primary function and operations of the racecourse.
- k) Services and infrastructure need to be provided in an appropriately staged manner as development proceeds. Staging of the development needs to be linked to the provision of vehicular and pedestrian access, adequate provision of infrastructure services and access to the foreshore.

10 PLAN 1 STRUCTURE PLAN MAP



## 11 TABLE A - PLANNING REQUIREMENT FOR PRECINCT A

## PRECINCT OBJECTIVES

The objective for Precinct A is to create a diverse residential community, set within a landscaped setting with a strong physical and visual connection with the racecourse, foreshore and importantly the river itself.

The Precinct is to incorporate a mix of residential developments at a scale, density and location that respond to the opportunities afforded by its location adjacent to the river and the racecourse. It will provide for 'water front' and 'racecourse front' living through mid rise residential apartments and low rise attached, single residential dwellings.

Non residential uses including retail up to a total of 500m<sup>2</sup>NLA may be acceptable at a small scale to service the local resident population.

The objective of the strategic local public open space is to extend the river and foreshore landscape into the residential areas, maximise connectivity with the river and provide views to the site from the river.

The objectives for the foreshore are to:

- Retain and enhance vegetation and fauna habitat within an access controlled area.
- Manage recreation opportunities and maximise retention of vegetation.
- Provide for open spaces for passive and active recreation and revegetation of the fringing vegetation.
- Create functioning and useable open spaces for the enjoyment of the entire community and local residents.
- Provide for public access through a series of boardwalks.
- Allow for passive recreational activities such as recreational canoeing or kayaking along the foreshore.
- Establish a maximum of two (2) activity nodes, comprising boatsheds, swimming beaches and facilities for the local residents, to limit areas of public activity within the Precinct and protect riverine habitat.
- Establish opportunities for recreational fishing in harmony with the natural riverine habitat.
- Acknowledge and celebrate the Indigenous connection to the Swan River.

## LAND USE PERMISSIBILITY

Land Use	Permissibility
Single House	P
Grouped dwelling	P
Multiple dwelling	P
Day Care Centre	AA
Consulting Rooms	AA
Convenience store	AA
Service station	X
Educational establishment	AA
Place of worship	AA
Home occupation	AA
Home office	P
Hospital	X
Nursing home	AA
Residential building	AA
Hotel	X
Motel	X
Tavern	X

<b>LAND USE PERMISSIBILITY</b>	Serviced apartment	AA
	Massage rooms	X
	Nightclub	X
	Office	X
	Restricted premises	X
	Single bedroom dwelling	P
	Shop	AA
	Showroom	X
	Aged or Dependent Persons Dwelling	P
	Family Day Care	AA
	Fast Food Outlet	X
	Restaurant	AA
	Marina	X
	Private Recreation	X
	Stables	X
	Veterinary Hospital	X
	Recreation and Sports Centre	X
	Club	X
	Market	AA
	General Industry	X
	Transport Depot	X
	Light Industry	X
	Hazardous Industry	X
	Noxious Industry	X
	Motor Vehicle and Marine Sales Premises	X
	Open Air Sales and Display	X
	Warehouse	X
	The symbols used in the Land Use Table have the following meanings:	
"P" means that the use is permitted by the Scheme.		
"AA" means that the use is not permitted unless the Council has granted planning approval.		
"X" means a use that is not permitted by the Scheme.		
If the use of land for a particular purpose is not specifically listed in the structure plan and cannot reasonably be determined as falling within the interpretation of one of the listed uses, the Council may determine if the use is permitted consistent with Clause 16 of the Scheme.		

<b>PRECINCT SPECIFIC GUIDING DESIGN PRINCIPLES</b>	<p>The following additional guiding design principles apply to developments within Precinct A:</p> <ul style="list-style-type: none"> <li>• Detailed Area Plans to identify a mix of dwelling types.</li> <li>• Low-rise built form (up to 3 storeys) is to be located generally in closest proximity to the foreshore.</li> <li>• Mid-rise built form (4-13 storeys) is to be located generally adjacent to the race track.</li> <li>• Design and locate appropriate mid-rise built form massing to reveal the geometry of the racecourse and to reinforce the unique sense of place.</li> <li>• River and foreshore landscape is to be extended into the residential environment in public open spaces to provide a balance between public and private realm.</li> <li>• Design and orientation of built form is to take account of the river and the race track, to optimise views over open parkland to the Swan River whilst also providing views (where possible) from the river towards the racetrack.</li> </ul>
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<b>RESIDENTIAL DENSITY</b>	R AC 0
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<b>SITE REQUIREMENTS</b>	R Code	Dwelling Type	Min Site Area per dwelling (m <sup>2</sup> )	Minimum lot area/ rear battleaxe (m <sup>2</sup> )	Minimum frontage (m)	Open Space		Minimum setbacks (m)
						Min total (% of site)	Min o/door living (m <sup>2</sup> )	
	R-AC 0	Single house	150	250	6	30	16	2
	R-AC 0	Grouped dwelling	150	250	-	30	16	2

<b>SITE REQUIREMENTS MULTIPLE DWELLINGS</b>	R Code	Dwelling Type	Max plot ratio	Min open space (% of site)	Min private open space on podium deck (m <sup>2</sup> per dwelling)	Min primary street setback (m)	Secondary street setback (m)	Other / Rear/ Foreshore

\*Secondary street includes communal street, private street

<b>MINIMUM RESIDENTIAL DWELLING NUMBERS</b>	<ul style="list-style-type: none"> <li>• 664</li> </ul>
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<b>CAR PARKING REQUIREMENTS</b>	<p>Parking for the residential component to be provided as per the R Codes.</p> <p>For non residential land uses the parking provisions within Town Planning Scheme No. 1 will apply.</p>
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**DETAILED  
AREA PLAN**

In addition to any general matters required to be included within a DAP under clause 29AB (15)(b) of the Scheme, DAPs for whole or part of Precinct A shall incorporate provisions and design elements addressing the following:

- Precinct Objectives
  - Integration with adjacent existing or planned development
  - Analyse and determine appropriate setbacks from the foreshore reserve in consultation with the Swan River Trust
  - The recommendations of the technical appendices to the Structure Plan
  - Land use and location
  - Open Space; Public Open Space
  - Streetscape
    - Lighting
    - Paving
    - Vegetation
    - Paths
    - Street furniture
    - Public art
  - CPTED principles (report to be provided prior to approval of DAP in accordance with WAPC Designing out Crime Planning Guidelines)
  - Built Form
    - Mix of dwelling types
    - Setbacks
    - Building heights
    - Building envelopes
    - Location of towers
    - Design guidelines
    - Solar access to the public and private realm
    - Transport and Access
    - Parking
    - Plot Ratio
    - Communal open space
  - Urban Water Management Plan (UWMP)
  - Resource Efficiency
  - Servicing
  - Affordable Housing
  - Implementation of DAP
-

## 12 TABLE B - PLANNING REQUIREMENTS FOR PRECINCT B

## PRECINCT OBJECTIVES

Precinct B objectives are to incorporate high density living and working environments, supported by onsite amenities, leisure facilities and retail. It is to comprise a small public Marina, a mix of high density and high rise residential, commercial, office, retail, leisure, tourism, cultural and entertainment land uses in the form of a vibrant Activity Centre.

The Precinct is part of a wider Burswood Peninsula Activity Centre. It is to provide for local employment and a destination for employees and visitors. It is to provide for a mix of uses at a scale, density and location responding to the opportunities offered by its location adjacent to the river foreshore and the Freeway.

The Precinct is to provide a mix of land uses appropriate for a Transit Oriented Development (TOD), pedestrian link to the rail station and activation of transit route.

The objectives for the foreshore are to:

- Create a small public Marina providing a focal point, activity hub and high quality amenity area for residents and visitors.
- Focus on public usable spaces incorporating some open space turf areas and formal landscaping.
- Maximise recreation opportunities.
- Provide for open spaces for passive and active recreation and revegetation of the fringing vegetation.
- Create functioning and useable open spaces for the enjoyment of the entire community and local residents.
- Provide for public access for pedestrians and cyclists.
- Allow for passive recreational activities such as recreational canoeing or kayaking along the foreshore.
- Establish activity nodes, comprising boatsheds, swimming beaches and facilities for the local residents and visitors.
- Acknowledge and celebrate the Indigenous connection to the Swan River.

## LAND USE PERMISSIBILITY

Land Use	Permissibility
Single house	X
Grouped dwelling	X
Multiple dwelling	P
Day Care Centre	P
Consulting Rooms	P
Convenience store	P
Service station	X
Educational establishment	AA
Place of worship	AA
Home occupation	AA
Home office	P
Hospital	AA
Nursing home	AA
Residential building	AA
Hotel	AA
Motel	AA
Tavern	AA
Serviced apartment	AA

<b>LAND USE PERMISSIBILITY</b>	Massage rooms	X	
	Nightclub	AA	
	Office	P	
	Restricted premises	X	
	Single bedroom dwelling	P	
	Shop	P	
	Showroom	AA	
	Aged or Dependent Persons Dwelling	P	
	Family Day Care	AA	
	Fast Food Outlet	AA	
	Restaurant	P	
	Marina	AA	
	Private Recreation	AA	
	Stables	X	
	Veterinary Hospital	X	
	Recreation and Sports Centre	AA	
	Club	AA	
	Market	AA	
	General Industry	X	
	Transport Depot	X	
	Light Industry	X	
	Hazardous Industry	X	
	Noxious Industry	X	
	Motor Vehicle and Marine Sales Premises	X	
	Open Air Sales and Display	AA	
	Warehouse	X	
	<p>The symbols used in the Land Use Table have the following meanings:</p> <p>“P” means that the use is permitted by the Scheme.</p> <p>“AA” means that the use is not permitted unless the Council has granted planning approval.</p> <p>“X” means a use that is not permitted by the Scheme.</p> <p>If the use of land for a particular purpose is not specifically listed in the structure plan and cannot reasonably be determined as falling within the interpretation of one of the listed uses, the Council may determine if the use is permitted consistent with Clause 16 of the Scheme.</p>		

<b>PRECINCT SPECIFIC GUIDING DESIGN PRINCIPLES</b>	<p>The following additional guiding design principles apply to developments within Precinct B</p> <ul style="list-style-type: none"> <li>• Detailed Area Plans to identify a mix of dwelling types.</li> <li>• Landmark buildings should be developed at the main entries into the Precinct.</li> <li>• Mid rise (4-13 storeys) and high rise (up to 53 storeys) residential built form to be located generally adjacent to the race track.</li> <li>• Development on land abutting the race track is to be undertaken in a manner that respects the geometry and function of the race track.</li> <li>• The bulk of office, retail, commercial built form to be located generally in the western part of the Precinct, surrounding the Marina, and adjacent to the Freeway, to take advantage of the site’s exposure to passing traffic.</li> <li>• Building mass should be distributed to act as a barrier from noise and pollution from the Graham Farmer Freeway</li> <li>• Where possible, separation of mid and high rise residential blocks from each other should be encouraged, to create views, cooling breezes, daylight penetration and ventilation opportunities, and to minimise privacy concerns.</li> <li>• Developments should provide a high quality building interface and level of surveillance to the foreshore, streets and podium decks.</li> <li>• Provide connectivity to the station and activation of the transit route.</li> <li>• A separate Detailed Area Plan is to be prepared for the proposed Inlet for endorsement by the Local Government and Western Australian Planning Commission.</li> </ul>
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<b>RESIDENTIAL DENSITY</b>	R AC 0
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<b>SITE REQUIREMENTS MULTIPLE DWELLINGS</b>	<table border="1"> <thead> <tr> <th>R Code</th> <th>Dwelling Type</th> <th>Max plot ratio</th> <th>Min open space (% of site)</th> <th>Min private open space on podium deck (m<sup>2</sup> per dwelling)</th> <th>Min primary street boundary setback (m)</th> <th>Secondary street setback (m)</th> <th>Other / Rear/ Foreshore</th> </tr> </thead> <tbody> <tr> <td>R-AC0</td> <td>Multiple dwelling</td> <td>12</td> <td>Nil</td> <td>6</td> <td>Nil</td> <td>Nil</td> <td>Nil</td> </tr> </tbody> </table> <p>*Secondary street includes communal street, private street</p>	R Code	Dwelling Type	Max plot ratio	Min open space (% of site)	Min private open space on podium deck (m <sup>2</sup> per dwelling)	Min primary street boundary setback (m)	Secondary street setback (m)	Other / Rear/ Foreshore	R-AC0	Multiple dwelling	12	Nil	6	Nil	Nil	Nil
R Code	Dwelling Type	Max plot ratio	Min open space (% of site)	Min private open space on podium deck (m <sup>2</sup> per dwelling)	Min primary street boundary setback (m)	Secondary street setback (m)	Other / Rear/ Foreshore										
R-AC0	Multiple dwelling	12	Nil	6	Nil	Nil	Nil										

<b>MINIMUM RESIDENTIAL DWELLING NUMBERS</b>	1359
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<b>CAR PARKING REQUIREMENTS</b>	<p>Parking for the residential component to be provided as per the R Codes.</p> <p>For non residential land uses the parking provisions within Town Planning Scheme No. 1 will apply with the following exceptions:</p> <ul style="list-style-type: none"> <li>• Office parking to be provided at a rate of 1 bay per 57m<sup>2</sup> of net floor area (NFA), which is consistent with the transit-oriented focus of the proposed office development.</li> <li>• Retail parking to be provided at a rate of 5 bays per 100m<sup>2</sup> NFA.</li> <li>• The hotel component to be provided parking at a rate of one bay per 5 rooms.</li> </ul>
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**DETAILED  
AREA PLANS**

In addition to any general matters required to be included within a DAP under clause 29AB (15)(b) of the Scheme, DAPs for whole or part of Precinct B shall incorporate provisions and design elements addressing the following:

- Precinct Objectives
  - Integration with adjacent existing or planned development
  - Analyse and determine appropriate setbacks from the foreshore reserve in consultation with the Swan River Trust
  - The recommendations of the technical appendices to the Structure Plan
  - Land use and location
  - Open Space; Public Open Space
  - Streetscape
    - Lighting
    - Paving
    - Vegetation
    - Paths
    - Street furniture
    - Public art
  - CPTED principles (report to be provided prior to approval of DAP in accordance with WAPC Designing out Crime Planning Guidelines)
  - Built Form
    - Mix of dwelling types
    - Setbacks
    - Building heights
    - Building envelopes
    - Location of towers
    - Design guidelines
    - Solar access to the public and private realm
    - Transport and Access
    - Parking
    - Plot Ratio
    - Communal open space
  - UWMP
  - Resource Efficiency
  - Servicing
  - Affordable Housing
  - Implementation of DAP.
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## 13 TABLE C - PLANNING REQUIREMENTS FOR PRECINCT C

<b>PRECINCT OBJECTIVES</b>	<p>The objective for Precinct C is to accommodate the primary function and operations of racing. It is to incorporate a race track, Grandstand, stables and other racing associated facilities and infrastructure. The existing Grandstand is proposed to be redeveloped into a new iconic building that will also incorporate sports club amenities for use by the public. Small retail component may be acceptable up to 500m<sup>2</sup> NLA.</p> <p>Opportunities for public use of the centre of the track on a limited basis will be explored, subject to approval from Racing and Wagering Western Australia.</p> <p>The Precinct is to provide a pedestrian link to the rail station and activation of transit route.</p> <p>The objectives for the foreshore are to:</p> <ul style="list-style-type: none"> <li>• Create a stable and manageable river's edge.</li> <li>• Delineate the race track from the stabilised foreshore edge.</li> <li>• Allow for continuous and emergency public access between the Precincts</li> <li>• Create safe pedestrian access with passive surveillance along the river's edge.</li> </ul>
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<b>LAND USE PERMISSIBILITY</b>	<b>Land Use</b>	<b>Permissibility</b>
	Single house	X
	Grouped dwelling	X
	Multiple dwelling	X
	Day Care Centre	AA
	Consulting Rooms	AA
	Convenience store	X
	Service station	X
	Educational establishment	AA
	Place of worship	AA
	Home occupation	X
	Home office	X
	Hospital	X
	Nursing home	X
	Residential building	X
	Hotel	X
	Motel	X
	Tavern	AA
	Serviced apartment	X
	Massage rooms	X
	Nightclub	AA
	Office	AA
	Restricted premises	X
	Single bedroom dwelling	X
	Shop	AA
	Showroom	X
	Aged or Dependent Persons Dwelling	X
	Family Day Care	X

<b>LAND USE PERMISSIBILITY</b>	Fast Food Outlet	AA
	Restaurant	AA
	Marina	X
	Private Recreation	P
	Stables	P
	Veterinary Hospital	P
	Recreation and Sports Centre	AA
	Club	AA
	Market	AA
	General Industry	X
	Transport Depot	X
	Light Industry	X
	Hazardous Industry	X
	Noxious Industry	X
	Motor Vehicle and Marine Sales Premises	X
	Open Air Sales and Display	AA
	Warehouse	X
<p>The symbols used in the Land Use Table have the following meanings:</p> <p>“P” means that the use is permitted by the Scheme.</p> <p>“AA” means that the use is not permitted unless the Council has granted planning approval.</p> <p>“X” means a use that is not permitted by the Scheme.</p> <p>If the use of land for a particular purpose is not specifically listed in the structure plan and cannot reasonably be determined as falling within the interpretation of one of the listed uses, the Council may determine if the use is permitted consistent with Clause 16 of the Scheme.</p>		
<b>PRECINCT SPECIFIC GUIDING DESIGN PRINCIPLES</b>	<p>The following additional guiding design principles apply to developments within Precinct C:</p> <ul style="list-style-type: none"> <li>• Provide activation of the pedestrian route to the railway station.</li> <li>• Developments to optimise potential for physical accessibility to racing amenity without compromising the security of its primary function.</li> <li>• Optimize the size, location and function of the Grandstand and amenities.</li> <li>• Provide an optimum amount of commercial/retail to the ground level of the Grandstand building.</li> <li>• Provide public uses in the centre of the track and create an accessible and safe pedestrian underpass.</li> <li>• Provide for pedestrian traffic through the precinct to the river and the adjacent precincts.</li> <li>• Stables are to comply with the Town of Victoria Park Health Local Law 2003, the EPA Guidance Statement No. 3 and <i>Belmont Racecourse Review of Potential for Malodour Impacts Report</i> (Appendix 16).</li> </ul>	
<b>CAR PARKING REQUIREMENTS</b>	<p>Parking requirement for the racing component is to include a minimum of 140 car bays and 31 trailer parking bays. In addition, a 1200 bay at-grade parking area is to be provided in the middle of the racecourse, accessed via a new road to be constructed under the race track itself, for race day event parking</p>	

**DETAILED  
AREA PLANS**

In addition to any general matters required to be included within a DAP under clause 29AB (15)(b) of the Scheme, DAPs for whole or part of Precinct A shall incorporate provisions and design elements addressing the following:

- Precinct Objectives
- Integration with adjacent existing or planned development
- Analyse and determine appropriate setbacks from the foreshore reserve in consultation with the Swan River Trust
- The recommendations of the technical appendices to the Structure Plan
- Land use and location
- Open Space
- Streetscape
  - Lighting
  - Paving
  - Vegetation
  - Paths
  - Street furniture
  - Public art
- CPTED principles (report to be provided prior to approval of DAP in accordance with WAPC Designing out Crime Planning Guidelines)
- Built Form
  - Design Guidelines
  - Setbacks
  - Building heights
  - Building envelopes
  - Solar access to the public and private realm
  - Transport and Access
  - Parking
- UWMP
- Resource Efficiency
- Servicing
- Implementation of DAP.

## 14 TABLE D – PLANNING REQUIREMENTS FOR PRECINCT D

## PRECINCT OBJECTIVES

Precinct D objectives are to provide a mix of land uses appropriate for a Transit Oriented Development (TOD), including high density residential, office, commercial and retail, restaurants, a piazza, pedestrian thoroughfares and shared spaces for vehicles and pedestrians.

Sensitive land uses as defined by Department of Environment and Conservation (DEC) are to be located away from stables in accordance with the EPA Guidance Statement No. 3 and *Belmont Racecourse Review of Potential for Malodour Impacts Report* (Appendix 16).

Precinct D is to:

- Optimise the land use efficiency responding to the site's strategic location within Perth, excellent transport connections and vast land resource in a dense urban centre.
- Allocate land uses to take advantage of the site's exposure to passing traffic (to and from the CBD) by road or rail
- Encourage access to community facilities (gardens, swimming pools and leisure facilities) to underline the shared benefits of city living.

The objectives for the foreshore are to:

- Stabilise foreshore areas to allow for a continued heavy recreation use.
- Provide public access.
- Maximise recreation opportunities.
- Acknowledge and celebrate the Indigenous connection to the Swan River.

## LAND USE PERMISSIBILITY

Land Use	Permissibility
Single house	X
Grouped dwelling	X
Multiple dwelling	P
Day Care Centre	P
Consulting Rooms	P
Convenience store	P
Service station	X
Educational establishment	AA
Place of worship	AA
Home occupation	X
Home office	P
Hospital	AA
Nursing home	AA
Residential building	AA
Hotel	AA
Motel	AA
Tavern	AA
Serviced apartment	AA
Massage rooms	X
Nightclub	AA
Office	P
Restricted premises	X
Single bedroom dwelling	P
Shop	P
Showroom	AA
Aged or Dependent Persons Dwelling	P

<b>LAND USE PERMISSIBILITY</b>	Family Day Care	AA	
	Fast Food Outlet	AA	
	Restaurant	P	
	Marina	X	
	Private Recreation	AA	
	Stables	X	
	Veterinary Hospital	X	
	Recreation and Sports Centre	AA	
	Club	AA	
	Market	AA	
	General Industry	X	
	Transport Depot	X	
	Light Industry	X	
	Hazardous Industry	X	
	Noxious Industry	X	
	Motor Vehicle and Marine Sales Premises	X	
	Open Air Sales and Display	AA	
	Warehouse	X	
	<p>The symbols used in the Land Use Table have the following meanings:</p> <p>“P” means that the use is permitted by the Scheme.</p> <p>“AA” means that the use is not permitted unless the Council has granted planning approval.</p> <p>“X” means a use that is not permitted by the Scheme.</p> <p>If the use of land for a particular purpose is not specifically listed in the structure plan and cannot reasonably be determined as falling within the interpretation of one of the listed uses, the Council may determine if the use is permitted consistent with Clause 16 of the Scheme.</p>		
	<b>PRECINCT SPECIFIC GUIDING DESIGN PRINCIPLES</b>	<p>The following additional guiding design principles apply to developments within Precinct D:</p>	
<ul style="list-style-type: none"> <li>• Detailed Area Plans to identify a mix of dwelling types.</li> <li>• The majority of the office spaces are to be located in closest proximity to Belmont Park Station, to encourage use of public transport, and along the southern boundary of the site, adjacent to the Freeway.</li> <li>• The built form along the Freeway boundary should act as an acoustic barrier, protecting spaces to the north of these buildings.</li> <li>• Mid-rise residential buildings (4-13 storeys) and high rise residential towers (up to 42 storeys) are to be located generally on the eastern edge of the Precinct facing the Swan River, to take advantage of views to the river and the race track.</li> <li>• Development is to provide activation of the pedestrian route to the railway station.</li> <li>• Development on land abutting the race track is to be undertaken in a manner that respects the geometry and function of the race track.</li> <li>• Developments are to provide high quality building interface and level of surveillance to the foreshore, streets and podium decks.</li> <li>• A boardwalk/pedestrian and cyclist access path is to be provided at the eastern edge of the site where the racecourse is located hard against the river’s edge, to connect to Precinct A.</li> </ul>			
<b>RESIDENTIAL DENSITY</b>		R AC 0	



**DETAILED  
AREA PLANS**

- UWMP
- Resource Efficiency
- Servicing
- Affordable Housing
- Implementation of DAP.

## 15 TABLE E - RETAIL / OFFICE FLOOR SPACE ALLOCATION

MAXIMUM NET LETTABLE AREA (NLA)\*

<b>Office</b>	60,000m <sup>2</sup>
<b>Retail</b>	31,000m <sup>2</sup>

\*The maximum NLA included in Table C may be exceeded through a Detailed Area Plan for the entire centre where the requirements of State Planning Policy 4.2 *Activity Centres for Perth and Peel* are met to the satisfaction of the WAPC and Town of Victoria Park.

## 16 OPERATION AND IMPLEMENTATION

The project will emerge over a number of years. The following items, responsibilities and triggers are to be undertaken at various stages of the project:

Item	Scope	Implementation/Timing	Implementation	Clearing Authority
<b>1. CEDE FORESHORE RESERVE</b>	Cede Foreshore to the State	<p>Developer progressively undertakes foreshore “management elements” aligned with the development of the specific BPRR Precincts. Developer retains management and maintenance responsibility for all infrastructure and other elements within the public realm of the foreshore reserve within the said precinct until two years after the sale of the last dwelling unit within the precinct.</p> <p>At the time of handover the developer is to provide to the Town a 20 Year Service and Asset Management Plan, developed in accordance with the Town’s Asset Management Strategy, for all Parks, Buildings, Roads and Drainage and associated infrastructure within the relevant precinct of that part of the Foreshore Reserve.</p> <p><i>Note: This will not include the portion of foreshore reserve that is currently occupied by the racetrack within Lot 101.</i></p>	Developer	DoP
<b>2. FORESHORE WORKS</b>	<p>Foreshore Management Strategy Guidance for landscape zones and rehabilitation works.</p> <p>Plan for the pedestrian, cyclist and maintenance vehicle and emergency access network.</p> <p>Will include the staged delivery of a 3.0m wide DUP (separate from raised boardwalks) within the foreshore reserve.</p>	<p>Local Structure Plan condition.</p> <p>The Foreshore Management Strategy (refer Emerge Associates document dated November 2011), forms part of the LSP and is incorporated in Part 1 of the LSP.</p> <p>A Foreshore Management Plan is required for each Precinct adjacent to the Foreshore Reserve, at the time of Detailed Area Plan, and must be consistent in-principle with the approved Foreshore Management Strategy.</p> <p>The Foreshore Management Plan is to be provided prior to the approval of the first Detailed Area Plan and is to include future tenure arrangements for the jetty/café and indigenous centre.</p>	Developer	ToVP
	<p>Foreshore Management Plan – to be implemented by precincts.</p> <ol style="list-style-type: none"> <li>1. Park North Precinct</li> <li>2. Park West Precinct</li> <li>3. TOD Precinct</li> <li>4. Adjacent to Racecourse</li> <li>5. Marina Precinct</li> </ol>	<p>Detailed subdivision condition</p> <p>“A Foreshore Management Plan must be prepared in accordance with the approved Foreshore Management Strategy”</p>	Developer	

<b>3. OPEN SPACE</b>	Open Space Management Strategy	An Open Space Management Strategy is to be prepared prior to approval of each DAP	Developer	ToVP
	Open Space Management Plan	An Open Space Management Plan is to be prepared prior to approval of each DAP	Developer	ToVP
<b>4. SITE ACCESS</b>	Road modification works and/or associated developer contributions	<p>Provision of a new pedestrian bridge, adjacent to the existing Victoria Park Drive overpass bridge, between the western direction GFF onramp to VPD Bridge, and the eastern onramp to the GFF.</p> <p>Proportionate contribution to a new pedestrian/cycle lane (to merge with the existing pedestrian cycle lane) from the western direction GFF onramp to Victoria Park Drive bridge.</p> <p>Revisions to existing carriageway at Belmont Park road entry, to integrate into the GFF off ramps.</p> <p>Revisions to the existing carriageway at the intersection of the eastern onramp and Victoria Park Drive, including left in left out entry to Precinct D.</p> <p>Revisions to the Principal Shared Path (PSP), to provide grade separated PSP and to construct a tunnel for the PSP at the key point of entry into Belmont Park. PSP to be revised to run at ground level adjacent to Precinct D and then to connect up through to existing Bulbuck Way PSP.</p> <p>Construction of a second western bound GFF onramp lane (as indicated on figure 36, Part 2), using the breakdown lane, and providing a guard rail around the existing pedestrian overbridge pylon, but excluding any new carriageways plans for "ramp metered" onramp lanes, that may be constructed by MRWA in the future.</p> <p>Provision of all regulatory devices (eg. Traffic signals, pavement markings and signs) required as part of the network modifications.</p> <p>In order to minimise disruption to traffic, the works will be coordinated with MRWA works.</p>	Developer	ToVP, Department of Transport & Main Roads
		Provision of signage strategy for the left turn from the first east bound Graham Farmer Freeway off Ramp to address access point if the car park is full.	Developer	ToVP, MRD, DoT
		Undertake a Road Safety Audit for the Left turn from the second eastbound Graham Farmer Freeway off Ramp onto Victoria Park Drive.	Developer	ToVP, MRD, DoT
		Removal of the breakdown lane from Victoria Park Drive to a point just west of the overpass. Provide pier protection to relevant standards off westbound on ramp from Victoria Park Drive onto Graham Farmer Freeway.	Developer	MRD, DoT

Undertake a Road Safety Audit covering all aspects of the project. The audit team to consist of members that are agreeable to the Transport Portfolio and Transcore (on behalf of developer). The audit team will need to include a member with transport modelling experience and also one with freeway design experience. The audit will cover all road works associated with the development, and safety issues raised will need to be addressed during the design process.	Developer	ToVP, MRD, DoT
Timing of the works that are within the Graham Farmer Freeway and Victoria Park Drive road reserves will need to be closely aligned with the timings of the works required for the transport aspects of the Major Stadium project. The construction program for the Major Stadium will also need to be considered. As such all roadworks within the Graham Farmer Freeway and Victoria Park Drive road reserves will need to be completed before the stadium is operational. GRD and the PTA/Main Roads will be required to work together to develop a staging and procurement plan for the roadworks that tie in within this timeframe and deliver minimum disruption to traffic.	Developer, PTA, MRD	ToVP, MRD, DoT
Proportionate Funding Contributions to: <ol style="list-style-type: none"> <li>1. All PSP relocation/tie in works including grade separation at the first access point and at Victoria Park Drive.</li> <li>2. All works associated with the revised eastbound off ramps from Graham Farmer Freeway to the development and Victoria Park Drive.</li> <li>3. All works associated with the widening of the westbound on ramp from Victoria Park Drive to Graham Farmer Freeway (this does not include any work associated with the proposed future ramp-metering widening and works on this ramp).</li> <li>4. Modifications to (link up to) Bulbuk Way to the extent of the Belmont Park site boundary (culminating in a cul-de-sac way at the site's boundary).</li> <li>5. The modifications to the Victoria Park Drive bridge over Graham Farmer Freeway, including a replacement pedestrian/cycling bridge.</li> <li>6. A contribution towards the Victoria Park Drive modifications from the westbound off ramp to the tie in point to the south of the rail line.</li> <li>7. The cost of all regulatory devices associated with points 1-6.</li> </ol>	Developer	ToVP, MRD
Design Standards - the design standards for the Graham Farmer Freeway aspects of the roadworks will be required to meet with Main Roads standards.	Developer	ToVP, MRD
Western Power Underground Transmission Line Relocation - the PTA and developer to plan and implement the relocation of the line from the western side of Graham Farmer Freeway to the Balbuk Way road reserve (to the boundary of Belmont Park site).	Western Power	Western Power

		Emergency Access Points - the developer is to provide emergency access points that meet with Fire and Emergency Services requirements	Developer	ToVP
		Works on Graham Farmer Freeway - Main Roads 'Works by Others' processes will apply to all works within the Graham Farmer Freeway road reserve.	Developer	ToVP, MRD, DoT
<b>5. PARKING</b>	Parking Management Strategy	A Parking Management Strategy to be prepared (prior to first DAP approval) for the Structure Plan to the satisfaction of the Local Government and upon advice from the Western Australian Planning Commission.	Developer	ToVP, DoP
	Parking Management Plans	Parking Management Plans to be prepared and implemented for individual development sites or as part of the Detailed Area Plans for individual Precincts to the satisfaction of the Local Government and in particular the Parking Management Plan for the Race Track Precinct shall stipulate that the racetrack parking is only available for activities associated with the use of the Race Track Precinct.	WATC	ToVP
<b>6. SERVICES INFRASTRUCTURE TO SITE</b>	Site services strategy detailing layout of all service infrastructure, including backbone infrastructure	Part of the Local Structure Plan application, refer JDSi Consulting Engineers, Servicing Report, dated October 2011  <i>Services easement requirements, and road verge corridors to be provided throughout the project, including access to service corridor across the existing racetrack.</i>	Developer	ToVP
	Handover Strategy	Prior to approval of the first DAP to include the specification of a defects period  <i>Note: Condition may be cleared by a legal agreement &amp; bonding with appropriate authority. A detailed Implementation plan will need to be prepared to support the legal Agreement.</i>	Developer	ToVP & Respective Service Authorities.
<b>7. SITE WORKS TO PRECINCTS</b>	Earthworks and Pre-loading Strategy Earthworks and pre-loading plan	To be lodged with the first Detailed Area Plan for the development. This needs to include a traffic management plan. A Detailed Earthworks and Preloading Plan needs to be lodged with each subdivision application	Developer	DEC & SRT

	Outline Maintenance Strategy	The Maintenance Strategy for the foreshore reserve needs to be prepared prior to lodgement of the first Detailed Area Plan and the Maintenance Strategy for the other public open areas prior to each Detailed Area Plan. The Maintenance Strategy is to include the minimum standard of maintenance to be provided by the Town following handover	Developer	ToVP & SRT
<b>8. MAINTENANCE</b>	Prepare a detailed Maintenance Plan for open space, and foreshore reserve.	Lot subdivision clearance condition.	Developer	ToVP
	Carry out Maintenance in accordance with the Maintenance Strategy.	Post Construction	Developer	N/A
	Concept design to outline a "holistic" approach to the boardwalk & promenade, in accordance with Foreshore Management Plan	Prior to the Detailed Area Plan for Precinct D	Developer	ToVP
<b>9. BOARD WALK &amp; PROMENADE ADJACENT TO TOD PRECINCT</b>	Detailed Design Construct 6m boardwalk plus 8m wide paved (& landscaped) promenade	Detailed subdivision clearance condition for Precinct D.	Developer	ToVP
	Preliminary concept design to outline a "holistic" approach to the boardwalk, tying it into the boardwalk and promenade to the South.	Prior to the Detailed Area Plan for Precinct 1 to ensure safe pedestrian connectivity along the racecourse.	Developer	ToVP
<b>10. PEDESTRIAN BOARDWALK ADJACENT TO THE TRACK</b>	Detailed design and Construction of pedestrian boardwalk along the race track edge to allow for pedestrian access.	Subdivision clearance for Precinct D .  <i>Note: Timing of Implementation is part of first phase of the TOD precinct.</i>	Developer	ToVP
	Prepare LWMS in accordance with guidelines for approval by DOW.	LWMS prepared by Emerge Associates, submitted to DoW, and lodged as attachment to Local Structure Plan.  <i>Note: it is anticipated that the LWMS will remain valid for the lot subdivision approvals for each phase. A UWMP will not be required until detailed subdivision of each lot.</i>	Developer	DoW
<b>11. LOCAL WATER MANAGEMENT STRATEGY (LWMS)</b>	Prepare UWMP in accordance with guidelines for approval by DoW.	Detailed subdivision clearance condition.  <i>Note: to be implemented in accordance with the Better Urban Water Management Document, October 2008.</i>	Developer	DoW
<b>12. URBAN WATER MANAGEMENT PLAN (UWMP)</b>				

<p><b>13. ACID SUL- PHATE SOILS (ASS)</b></p>	<p>Determine ASS management requirements and prepare a management plan for implementation during construction works</p>	<p>Subdivision approval condition Preliminary ASS Investigations were completed by Emerge Associates and findings are contained in Environmental Assessment and Justification Report dated November 2011, which forms an attachment to the LSP. Complete Detailed ASS Investigation prior to Subdivision DA to determine extent of ASS disturbance Develop ASS Management Plan for implementation during construction works</p>	<p>Developer</p>	<p>DEC</p>
<p><b>14. ADVANCED PRELOADING &amp; GROUND PRE- TREATMENT</b></p>	<p>Construction of site works outside of existing race tracks including excavation and removal of unsuitable fill materials, import clean fill and preload alluvial soils.</p>	<p>Timeframe is aligned to development phases and market demand Handling, relocation, re-use and /or otherwise any management of existing site soils to be undertaken in accordance with a Site Management Plan (if required) to be prepared as part of the contaminated sites investigation Preloading of alluvial soils and recovery of bore water should be undertaken in accordance with an appropriate ASS management strategy &amp; CEMP.</p>	<p>Developer</p>	
<p><b>15. GRANDSTAND SPORTING/ RECREATION CENTRE</b></p>	<p>Completion and Timing of additions to existing Belmont Park Grandstand to create Sporting and Recreation Centre</p>	<p>The Developer commits to commence construction, and complete in a continuous construction contract thereafter, the additions to the existing Belmont Park grandstand building, (as illustrated in Foster + Partners Concept Plan Report), at the latest, when 50% of the planned residential component of the Project is sold. The upgrading of the existing Grandstand Building footprint, is the separate responsibility of W.A.T.C.</p>	<p>Developer, W.A.T.C.</p>	<p>ToVP</p>



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