

Burswood Peninsula: Belmont Park Racecourse Precinct A Local Development Plan

Prepared for Golden Sedayu Pty Ltd

November 2022 | 21-055



element.
the art and science of place

We acknowledge the custodians of this land, the Whadjuk Nyoongar and their Elders past, present and emerging. We wish to acknowledge and respect their continuing culture and the contribution they make to the life of this city and this region.

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Note: Document follows Western Australian Planning Commission's Local Development Plan Manner and Form

Prepared for Golden Group Development Pty Ltd

Project team:



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Indicative Staging Plan

Indicative Massing and Overshadowing

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Table 1 – Structure Plan Key Variations

Table 2 – Residential Design Codes Variations

Table A: Indicative Staging

PART 1: LOCAL DEVELOPMENT PLAN

1. Local Development Plan Area

This Local Development Plan (LDP) applies to the area identified as 'Precinct A' in Figure 1.



Figure 1. Area of Application

2. Purpose Of Local Development Plan

The purpose of this LDP is to coordinate and guide:

- Pedestrian, cycle, and vehicle movement networks;
- Location and function of public open space including foreshore areas;
- Residential typologies and built form interface to public realm; and
- Location of non-residential land uses.

3. Operation

3.1 Effect

This LDP comes into effect on the date it is approved by Council and applies to all development, including residential and mixed use development. The LDP is in effect for a 10 year period from approval unless extended by subsequent approval.

3.2 Estate Architect Endorsement and Variations to this LDP

Single dwellings that comply with the deemed-to-comply provisions of the R-Codes including as varied under this LDP are exempt from needing to obtain development approval.

For single dwellings, the Estate Architect will assess each application for development on a lot in accordance with the provisions of this LDP and, subject to compliance, provide Estate Architect Endorsement. This endorsement is for the purpose of informing development approval exemption under item 6 in the Table to clause 61(1) of the Planning and Development (Local Planning Schemes) Regulations 2015, Schedule 2 Deemed provisions for local planning schemes.

An applicant may provide an alternate design solution to the provisions of this LDP if it can be demonstrated to the satisfaction of the Estate Architect that the objectives, principles and provisions of the Belmont Racecourse Redevelopment Structure Plan (Structure Plan) and this LDP are met. However, any alternate design solutions will require the proposal to be considered as a development application.

4. Relationship to Other Planning Documents

4.1 Town Planning Scheme No. 1 and Belmont Racecourse Redevelopment Structure Plan

This LDP supplements Town Planning Scheme No. 1 (including Precinct Plan) and implements recommendations of technical appendices to the Structure Plan (Refer to Part 2, section 2.2 for Implementation and Responsibilities). Land use permissibility is as per the Structure Plan.

Where there is an inconsistency between this LDP and the Structure Plan, this LDP prevails to the extent of any inconsistency. Key variations to the Structure Plan are listed in Table 1.

Table 1 – Structure Plan Key Variations

LDP Reference	Structure Plan Reference Replaced
8.1 (6) & (7) Foreshore Lots	Table A – Site Requirements (Minimum setbacks)
8.2 (3) Midshore Lots	
8.3 (2) Racecourse Lots (Townhouses)	Table A – Precinct specific guiding design principles (Mid rise built form)
8.4 (1) Racecourse Lots (Apartments)	
8.4 (6) Racecourse Lots (Apartments)	Table A – Site Requirements Multiple Dwellings (Plot ratio)
8.4 (7) Racecourse Lots (Apartments)	Table A – Site Requirements Multiple Dwellings (Open space)

4.2 Residential Design Codes (R-Codes) and Local Planning Policies

The R-Code applicable for the land subject to these lots is as per Town Planning Scheme No. 1 (R-ACO). The R-Codes apply to residential development and the residential component of a mixed use development.

Where there is an inconsistency between this LDP and the R-Codes (State Planning Policy 7.3 Volumes 1 and 2) and applicable local planning policies, then this LDP prevails to the extent of any inconsistency. Table 2 sets out the provisions of the R-Codes that are varied in this LDP.

Table 2 – Residential Design Codes Variations

LDP Reference	R-Codes Reference	Retained	Replaced
Single Houses and Grouped Dwellings			
8.1(1), 8.2(1), 8.3(1) Building Height	Vol. 1, 5.1.6 Building Height	Nil	C6
8.1(2),(3), 8.2(3)&(4), 8.3(2) Street Setbacks	Vol. 1, 5.1.2 Street Setback	Nil	C2.1, C2.2, C2.3, C2.4
8.1(4),(5),(6),(7), 8.2(5),(6), 8.3(3),(4),(5), Lot Boundary Setbacks	Vol. 1, 5.1.3 Lot Boundary Setbacks	Nil	C3.1, C3.2, C3.3, C3.4
8.1(8), 8.2(7), 8.3(6) Garages	Vol. 1, 5.2.1 Setback of Garages and Carports	C1.3	C1.1, C1.2, C1.4
8.1(8), 8.2(7), 8.3(6) Garages	Vol. 1, 5.2.2 Garage Width	Nil	C2
8.1(9), 8.2(8), 8.3(7) Street Surveillance	Vol. 1, 5.2.3 Street Surveillance	C3.1, C3.2	C3.3
8.6 Walls and Fencing	Vol. 1, 5.2.4 Street Walls and Fences	Nil	C4.1, C4.2
Multiple Dwellings			
8.4(1), Building Height	Vol. 2, 2.2 Building Height	Nil	A2.2.1
8.4(2),(3) Street Setbacks	Vol. 2, 2.3 Street Setbacks	Nil	A2.3.1
8.4(4),(5) Side and rear setbacks	Vol. 2, 2.4 Side and Rear Setbacks	A2.4.2	A2.4.1
8.4(7),(8),(9),(10),(11), Public Domain Interface – Additional provisions	Vol. 2, 3.6 Public Domain Interface	A3.6.1, A3.6.2, A3.6.3, A3.6.4, A3.6.6, A3.6.7, A3.6.8, A3.6.9	A3.6.5
8.4(12) Pedestrian Access and Entries - Additional provisions	Vol. 2, 3.7 Pedestrian Access and Entries	A3.7.1, A3.7.2, A3.7.3, A3.7.4, A3.7.5, A3.7.6	N/A
8.4(13) Vehicle Access - Additional provisions	Vol. 2, 3.8 Vehicle Access	A3.8.1, A3.8.2, A3.8.3, A3.8.4, A3.8.5, A3.8.6, A3.8.7	N/A
8.4(14)(15),(16),(17),(18), Façade Design – Additional provisions	Vol. 2, 4.10 Façade Design	A4.10.1, A4.10.2, A4.10.3, A4.10.4, A4.10.6	A4.10.5
8.4(19) Roof Design – Additional provision	Vol. 2, 4.11 Roof Design	A4.11.1, A4.11.2, A4.11.3	N/A

5. Vision

Precinct A embraces the Swan River environment and integrates architecturally designed homes into its landscape. While maximising riverside views and minimising impact on the foreshore, the precinct holds elegant, generously-sized homes with multiple, flexible layouts. The Precinct will be connected to allow for places of habitation, social interactions and chance meetings for its residents and visitors as a subregional destination.

Refer to Appendix 1 – Design Report.

5.1 Objectives

The objectives of the Structure Plan are as follows:

- a. 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.
 - b. Integrate the new development with Town of Victoria Park, the CBD and the surrounding districts, including existing or planned development occurring within the Structure Plan area.
 - c. Optimise public access to the site.
 - d. Accommodate the primary function and operations of racing.
 - e. Create sustainable communities, based on multifaceted aspects of sustainability.
 - f. Deliver high density residential development, responding to the site's strategic location.
 - g. Respond to the site's access to public transport (Perth Stadium Railway Station) by delivering Transit Oriented Development.
 - h. Create employment on site (complementary to Precincts B and D), attracting local population and outside workforce.
 - i. Attract high level of community amenity to the area through appropriate design of the public realm.
 - j. Create amenity for residents and visitors through appropriate design of built form.
 - k. Encourage accessibility to the race track, the river foreshore and the river.
 - l. Deliver a balance of restored riverine environment and parkland.
 - m. Exercise sensitivity when considering and planning for the riverine environment.
 - n. 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 of Precinct A contained within the Structure Plan are as follows:
- o. Retain and enhance vegetation and fauna habitat within an access controlled area.
 - p. Manage recreation opportunities and maximise retention of vegetation.
 - q. Provide for open spaces for passive and active recreation and revegetation of the fringing vegetation.
 - r. Create functioning and useable open spaces for the enjoyment of the entire community and local residents.
 - s. Provide for public access through a series of boardwalks.
 - t. Allow for passive recreational activities such as recreational canoeing or kayaking along the foreshore.
 - u. 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.
 - v. Establish opportunities for recreational fishing in harmony with the natural riverine habitat.
 - w. Acknowledge and celebrate the Indigenous connection to the Swan River.
- The following objectives are in addition to the objectives of the Structure Plan and build upon the 10 Principles of Good Design of State Planning Policy 7.0 Design of the Built Environment:
- x. Retain or enhance existing foreshore vegetation wherever possible, including the Juncus and Samphire planting communities, as well as the endemic Melaleuca, Casuarina and Eucalyptus rudis trees.
 - y. Establish a strong and continual tree canopy, framing views to the river from the new buildings and linear foreshore link landscapes.
 - z. Promote innovative two to three-storey designs for single dwellings and a varied skyline for apartment buildings.
 - aa. Locate the diversity of lot and residential types within the site to suit the context of different street typologies, racecourse and river foreshore.



Legend

 Foreshore Lots	 Vehicular Access to Parking
 Midshore Lots	 Boulevard
 Racecourse Lots - Townhouses	 Foreshore Road
 Racecourse Lots - Apartments	 Midshore Road
 Public Open Space	 Foreshore Link
 Activity Node	 Midshore Lane
 Retail / Commercial Permitted (Max. 500m ²)	 Apartment Laneway

* Landmark site, building designed to address POS with major openings and facade articulation

Plan 1 – Local Development Plan

6. Movement

Pedestrian, cycle and vehicular movement network in accordance with Plan 1 - Local Development Plan.

Street design in accordance with Figures 2a-d.

Midshore Lanes shall be no less than 6 metres in width and include change in paving materiality to that of the Foreshore Road.

Access and parking shall have consideration to Transport Impact Statement and Parking Management Plan contained at Appendices 5 and 6, and the Burswood Peninsula Wayfinding Plan.

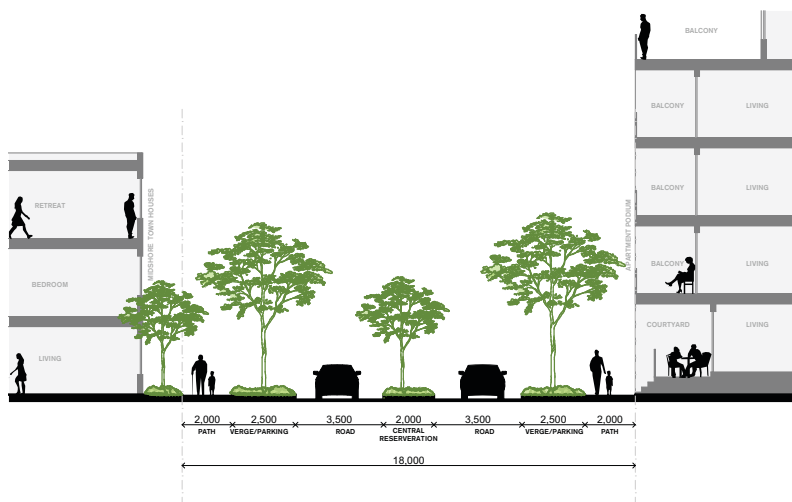


Figure 2a. Boulevard

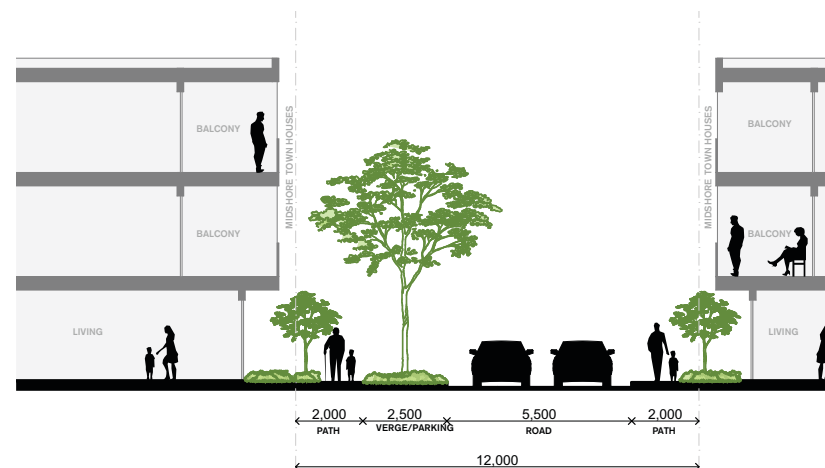


Figure 2c. Midshore Road

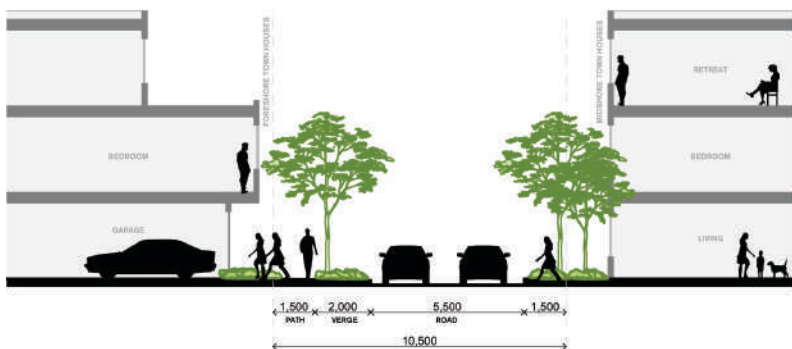


Figure 2b. Foreshore Road (West Park)



Figure 2d. Foreshore Road (North Park)

Total width varies

Figure 3. Plan 2 - Landscape Concept Plan



7. Public Realm

- a. Design and provision of public open space and foreshore reserve in accordance with Plan 2 – Landscape Concept Plan.
- b. Delivery of public open space in accordance with the Public Open Space Management Strategy contained at Appendix 2.
- c. Delivery of foreshore reserve in accordance with the Foreshore Management Plan contained at Appendix 3.

- 1 - Main boulevard with planted median
- 2 - Landscape connection from the residential area to the foreshore – central pathway complemented with avenue of trees, seating, native groundcover and bio-retention swales
- 3 - Public open space
- 4 - Activation node
- 5 - Lawn
- 6 - Car park and turn-around
- 7 - Timber deck / steel frame ramp and steps structure providing access to the foreshore
- 8 - Foreshore plaza with shelter structure, bike racks, BBQ, bench seating and shade trees
- 9 - New beach with limestone headwalls
- 10 - 3.5m wide dual-use pathway which will connect through Precinct B to the Optus Stadium Park & Precinct D
- 11 - Group seating spaces nestled within native landscaping
- 12 - Upper level pathway with connections to the townhouses
- 13 - Pathway arcs connecting the upper level to the river outlook nodes
- 14 - Play Garden - Feature play elements within the native landscaping (slide/balance beam)
- 15 - Bio-retention swale
- 16 - Winding gravel detail with timber bench and cube seats amongst native vegetation
- 17 - River outlook nodes – incorporating small jetties, look-out shelters
- 18 - River's edge eco-planting zone – no public access
- 19 - Boardwalk
- 20 - Wetland edge terracing with shelters and seating
- 21 - Winding access pathway for the townhouses adjacent to landscape embankment
- 22 - Retained samphire vegetation
- 23 - The dual-use pathway continues between the racecourse and river connecting to Precinct D
- 24 - Art Garden - Integrated public art element winding through the native landscaping – incorporating seating, shelter and subtle evening lighting
- 25 - Bird Hide
- 26 - Active recreation space/ community kick-about lawn and bioretention swales using low-growing plants to avoid blocking views of racing chute. Opportunity for temporary activation through markets

8. Built Form

8.1 Foreshore lots

- 1 **Building Height**
 - Min. 2 storeys (7.5m), max. 3 storeys (11m), measured to top of wall above finished ground level
 - Flat/minimally pitched roof, consideration of overlooking from Racecourse Lots (Apartments)
 - Lightweight rooftop structures including rooftop terraces are permitted to exceed the height limit
- 2 **Street setbacks**

Ground (West Park) - min. 1.5 metres
 Ground (North Park) - min. 2 metres, except for frontage to Midshore Lane which shall be setback a min. of 1m
- 3 Upper levels – min. nil
- 4 **Lot boundary setbacks**

Ground to foreshore (West Park) - min. 4 metres
 Ground to foreshore (North Park) - min. 6 metres
- 5 Upper levels to foreshore (West Park) – min. 2.5 metres
 Upper levels to foreshore (North Park) – min. 4 metres
- 6 To Foreshore Link (side) – min. 0.5 metres
- 7 Boundary walls may be built behind the street setback to two side boundaries:
 - First and second storey - max. 80% of lot boundary
 - Third storey - max. 50% of lot boundary
- 8 **Garages**
 - Setback - min. 2 metres
 - Width - max. 80% of lot width
- 9 **Street Surveillance**

Min. one major opening on each upper level facing the street



8.2 Midshore lots

- 1 Building Height**
 - Min. 2 storeys (7.5m), max. 3 storeys (11m), measured to top of wall above finished ground level
 - Flat/minimally pitched roof, consideration of overlooking from Racecourse Lots (Apartments)
 - Lightweight rooftop structures including rooftop terraces are permitted to exceed the height limit
- 2** 'Fonzi Flats' permitted above garages on corners
- 3 Street setbacks**

Midshore Road: Ground - min. 1.5 metres
Midshore Road: Upper levels - min. 0.5 metres
- 4** Boulevard and Foreshore Road (and Midshore Road in North Park) – min 0.5 metres with articulated facades and landscaped setback.
- 5 Lot boundary setbacks**

Ground to Foreshore Link – min. 1.5 metres
Upper levels to Foreshore Link – min. 0.5 metres
- 6** Boundary walls may be built behind the street setback to two side boundaries:
 - First and second storey - max. 80% of lot boundary
 - Third storey - max. 50% of lot boundary
- 7 Garages**
 - Setback - min. nil to laneway
 - Width - 100% of lot width permitted
- 8 Street Surveillance**

Min. one major opening on each level facing a street and Foreshore Link, including Boulevard and secondary street



8.3 Racecourse Lots (Townhouses)

- 1 Building Height**
 - Min. 2 storeys (7.5m), max. 3 storeys (11m), measured to top of wall above finished ground level
 - Flat/minimally pitched roof, consideration of overlooking from Racecourse Lots (Apartments)
 - Lightweight rooftop structures including rooftop terraces are permitted to exceed the height limit
- 2 Street setbacks**
Ground and upper levels - min. 1.5 metres
- 3 Lot boundary setbacks**
Ground and upper levels to Racecourse – min. 1.5 metres
- 4** Ground and upper levels to public open space, where applicable - min. nil.
- 5** Boundary walls may be built behind the street setback to two side boundaries:
 - First and second storey - max. 80% of lot boundary (two sides)
 - Third storey - max. 50% of lot boundary (one side)
- 6 Garages**
Setback - min. 2 metres
Width - max. 50% of lot width
- 7 Street Surveillance**
Min. one major opening on each level facing a street and Racecourse, and public open space where applicable
- 8** A visual sightline from the Foreshore Link through to the racecourse shall be maintained at upper levels for adjoining Racecourse Lots (Townhouses)



8.4 Racecourse Lots (Apartments)

- 1 Building Height**

 - Min. 8, max. 19 storeys total
 - Min. 3, max. 4 storeys podium
 - Modulation in total height encouraged across Racecourse Lots (Apartments) having regard to views from the surrounds and overshadowing impacts
- 2 Street setbacks**

Nil to podium (including secondary street), max. 3 metres at corners for landscaping
- 3** Min. 5 metres to tower
- 4 Side and Rear Setbacks**

Nil to podium
- 5** Min. 3 metres to tower
- 6 Open Space**

The Open Space requirement under the Structure Plan does not apply. Refer to R-Codes regarding Deep Soil Areas and Communal Open Space
- 7 Public Domain Interface**

Podium parking screened from the Boulevard via sleeving of apartments/active space and from the racecourse and laneway via architectural treatment of facades. Consider raised terraces (max. 1m) to Boulevard opposite ground floor residential uses
- 8** Onsite waste collection shall be provided unless otherwise agreed by the determining authority

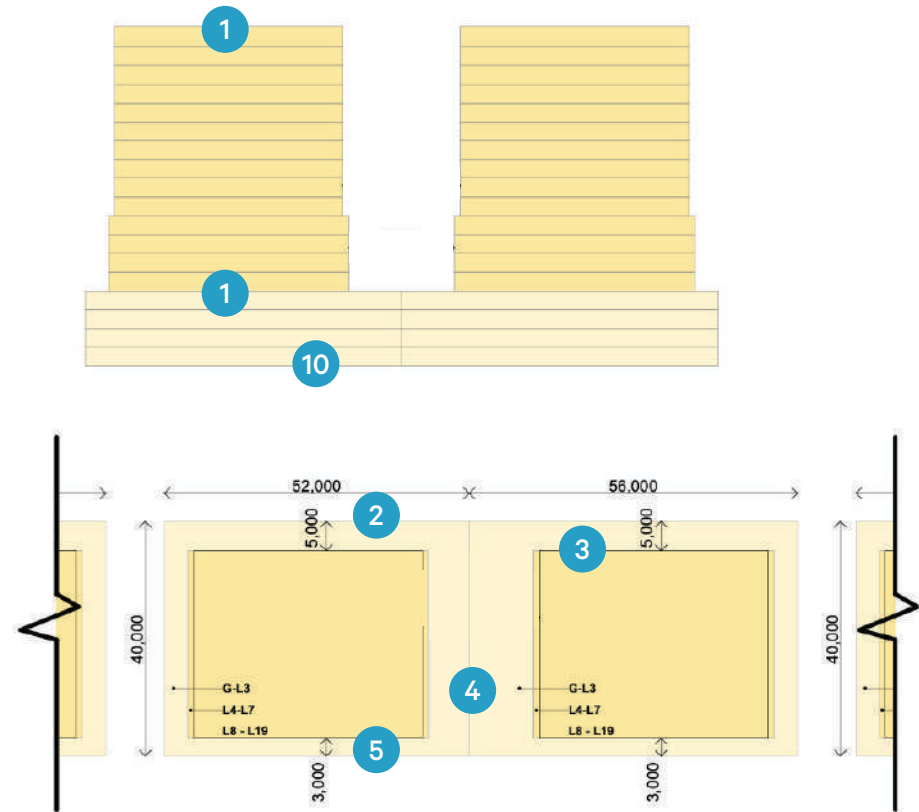
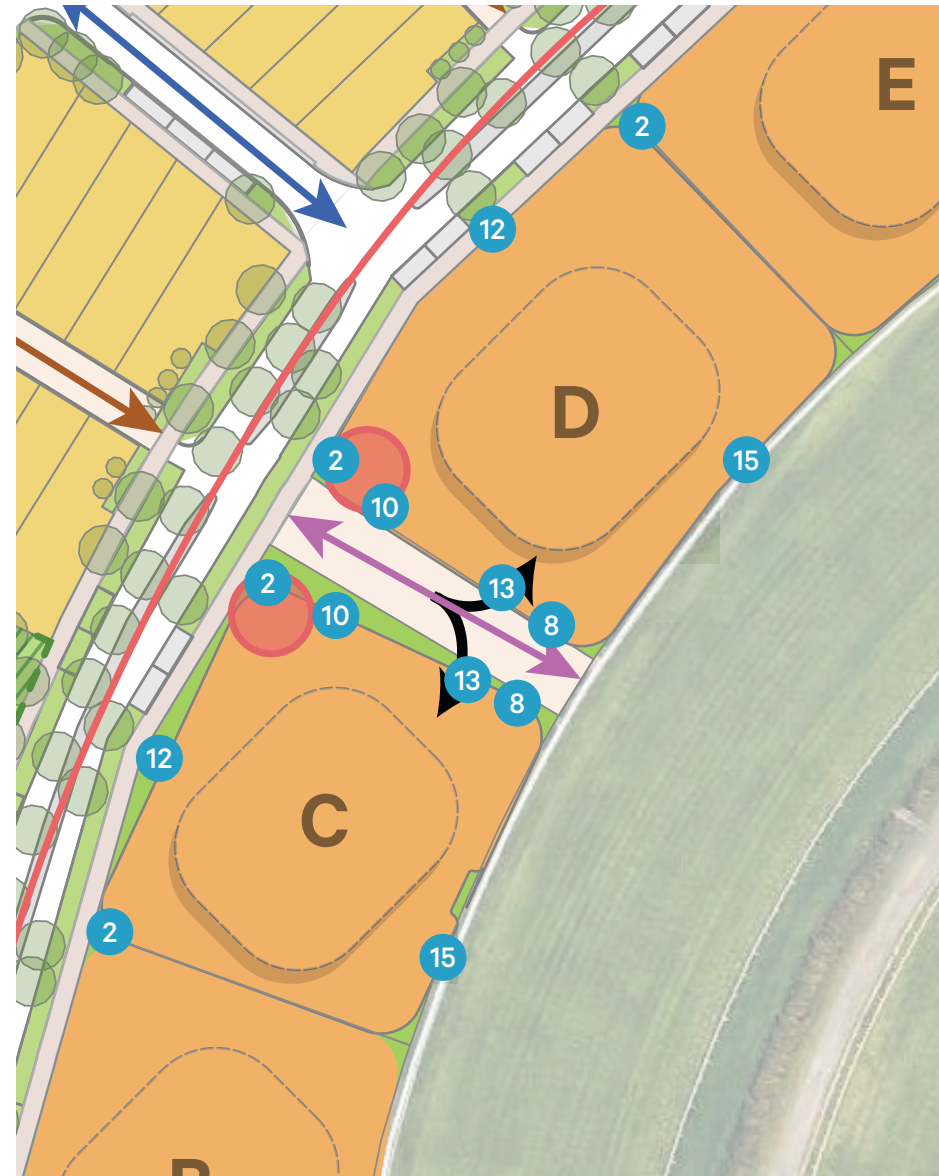


Figure 4. Racecourse Lots (Apartments)

8.4 Racecourse Lots (Apartments) cont.

- 9 Services and utilities are to be located abutting a vehicle accessible laneway, integrated into the design of the development.
- 10 The architectural treatment of the building frontage to the Boulevard shall continue for a minimum of 20% of the building frontage to the Apartment Laneway, or as otherwise demonstrated to appropriately treat the building corner.
- 11 Min. 3.5m ground floor to ceiling height.
- 12 **Pedestrian Access and Entries**
From Boulevard and separated from vehicular access and aligned with the visual termination of a Midshore Road or Foreshore Link.
- 13 **Vehicle Access**
In accordance with Plan 1 – Local Development Plan. Access to Lot B encouraged via shared arrangement with adjoining Lot C.
- 14 **Façade Design**
Adjoining podiums, building edges, floor heights, and awnings (to non-residential spaces) shall integrate to provide a cohesive urban edge, with podiums articulated to the street.
- 15 Design and treatment of facades to the Racecourse shall not impact on the safe passage of horses.
- 16 Min. 3 different materials, avoiding high reflective finishes that have poor glare outcomes.
- 17 Designed to complement one another in architectural form, scale and expression within a vertically proportioned and visually interesting building.
- 18 Common circulation areas are provided with natural light.
- 19 **Roof Design**
Consideration is given to the design of any large areas of roof that may be overlooked from or within development on Racecourse Lots (Apartments).



8.5 North Park Apartment Lot

As per the Residential Design Codes, subject to a development application.

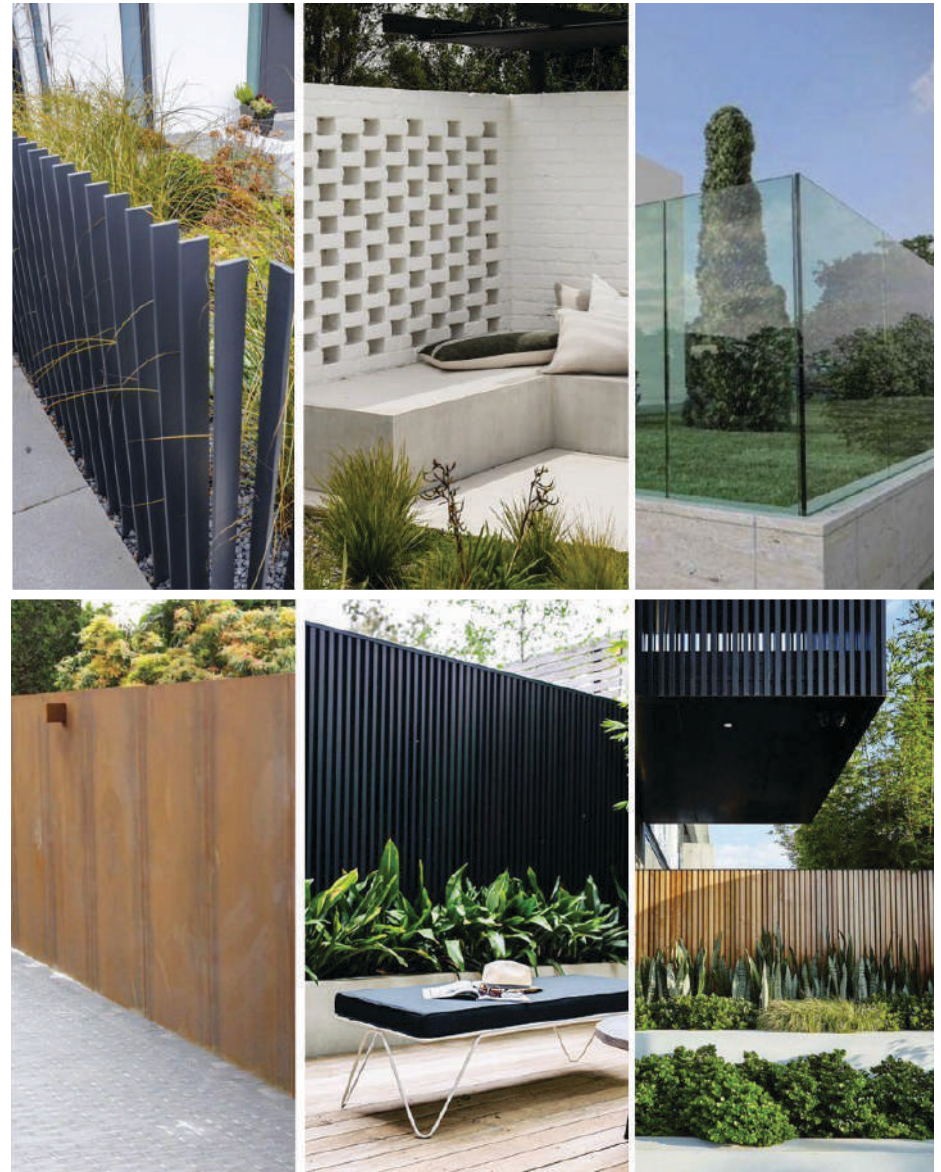


8.6 Walls and Fencing

- a. Fencing to streets and public open spaces shall achieve a minimum of 50% visual permeability above a height of 1.2m above finished ground level.
- b. Notwithstanding sub-section (a), solid fencing to a maximum height of 1.8m above finished ground level may be permitted adjoining the public realm where privacy is desired, for a maximum length of 50% of that lot boundary, provided the passive surveillance of that public realm is not compromised.
- c. Materiality of fencing may include:
 - metal blades
 - 'hit and miss' brickwork
 - Glass
 - natural and painted timber
 - weathered iron-look panelling
 - painted render
- d. The design of boundary fencing to the racecourse shall allow views into the racecourse and prevent views out from the racecourse, for example angled metal fins.
- e. The design of boundary fencing to the River Foreshore and Foreshore Links shall consider gates to Foreshore Lots.

8.7 Materiality

- a. Townhouses comprise materiality and finishes that respond to the local context, including but not limited to natural stones, timber, glass, masonry and limestone and other complementary materials.
- b. Apartments are sculptural with finishes that include but are not limited to glass, metal and concrete.



9. Other Considerations

9.1 Finished Floor Levels

Development shall have a minimum ground habitable finished floor level of 0.5m above the 1:100 year flood level.

9.2 Diversity and Affordability of Housing

- a. Diversity of housing is promoted through the adoption of a variety of townhouse and apartment products which allow for various levels of entry to the market for residents.
- b. Each Racecourse Lot (Apartments) development shall provide various apartment sizes, layouts and orientations.
- c. A minimum of 5% of total apartment dwellings in Precinct A shall be designated as affordable housing in perpetuity, being a mix of 4% of one-bedroom apartments and 1% of two-bedroom apartments (rounded to the nearest whole dwelling).
- d. The allocation of affordable or disability dwellings shall be nominated by the Developer at lodgement of DA, which is to be accompanied by a Housing Agreement made between the DA developer and the proposed Community Housing Provider or Department of Communities or other State / Federally funded community organisation, for the occupation of the dwelling by householders who are considered low to medium incomes or have a disability, but are not eligible for social housing.
- e. Should an affordable or disability dwelling be sold to a 3rd party, the property will be sold at the market value, less 15%, and retained in perpetuity through a restrictive covenant registered against the certificate of title of the dwellings restricting use for affordable or disability housing only.

9.3 Environmental Sustainable Design (ESD)

- a. Residential homes shall achieve a natHERS energy rated home rating, or equivalent, to the standard at the time of building application per home.

9.4 Public Art and Cultural Acknowledgement

- a. A Public Art Master Plan shall be prepared by a suitably qualified public art consultant and approved by the Town of Victoria Park as a condition of (staged) subdivision approval. It shall describe the location and intent for public art through the precinct, and be informed by cultural context.
- b. The Public Art Master Plan shall also guide the theming and purpose of art (such as cultural place interpretation, historic, waymarker, entry statement) as well as the intended timing for installation.

9.5 Crime Prevention Through Environmental Design

- a. Development is to be consistent with the draft Safer Places by Design Guidelines (as amended from time to time). A report shall be provided at development application stage addressing all criteria of the Guidelines and demonstrating how this has been achieved.
- b. Considerations include but are not limited to (design provisions included elsewhere as guidance):
 - Passive surveillance of Midshore Lanes via Fonzi Flats on corner lots and min. one opening per upper floor on Foreshore Road frontages;
 - Passive surveillance of adjoining public open space, including the foreshore, via min. one opening per floor facing public open space and maximum 50% the length of the boundary as solid fencing;
 - Design, passive surveillance, and security of space adjoining laneways that service Racecourse Lots via extending primary frontage around into laneways for a min. of 20% of the lot depth;
 - The location and design of pedestrian and car parking entrances and exits to Racecourse Lots (Apartments) via avoidance of entrapment spaces; and
 - Illumination of pedestrian paths, apartment entrances, active recreation spaces and activity nodes.

9.6 Noise Considerations

- a. Where, in the opinion of the responsible authority, proposed sensitive development is deemed to be impacted by noise, the development application is to be accompanied by an Acoustic Report prepared by a suitably qualified consultant demonstrating how development can ameliorate the impact of noise from external sources and comply with relevant legislative requirements.
- b. Potential noise sources to consider include the Belmont Park Racecourse and the Swan River activity hub adjacent to the thousand metre chute, where development immediately adjoins these activities.
- c. Residential developments can be protected from surrounding noise generating activities through the incorporation of various noise attenuation measures, including:
- d. locating noise sensitive areas such as bedrooms, away from potential noise sources; or
- e. the use of appropriate materials for external walls, roofs, doors and window glazing to minimise noise intrusion where necessary

9.7 Wind

- a. The orientation and design of buildings shall seek to mitigate against exposure to the impacts of wind on the use of public and private outdoor space by people.
- b. Applications for development approval shall be accompanied by a Wind Impact Statement prepared by a suitably qualified consultant in wind environment modelling and assessment. The wind impact statement is to analyse the effects of wind conditions on pedestrians on the adjoining footpath at street level as well as any outdoor communal open space at podium level and private balconies.
- c. Awnings, balustrading, landscape and screening shall be incorporated in building and landscape design, as needed, to assist in creating outdoor environments that are fit for their intended purpose and should consider the recommendations contained within the Wind Assessment at Appendix 4.

9.8 Non-Residential Uses

- ab. A maximum of 500sqm net lettable area of retail is permitted within Precinct A and is to be located on the ground floor of Racecourse Lots (Apartments).

9.9 Temporary Community Facility

- a. A temporary community space of approximately 200sqm is to be provided within Precinct A.
- b. The facility is to be provided once 200 dwellings have been constructed, or be provided within the first Racecourse Lot (Apartments) development, whichever is the earliest, with its lifespan to be determined at the time of provision having regard to the existing and planned development of the Structure Plan at the time.



PART 2: BACKGROUND INFORMATION

2.1 Physical and Environmental Context

2.1.1 Introduction

The Burswood Peninsula has experienced a significant shift over the last 15 years and is now Perth's playground with a new stadium, casinos, and significant new and planned development. Graham Farmer Freeway bypasses the site and is a principal thoroughfare from the Perth CBD to airport, the South West, the Wheat belt and beyond.

Golden Group own a number of sites at Burswood Peninsula. Precinct A is the first stage of this development.

Precinct A is the northern most point of Burswood Peninsular and is bound by the Swan River to the North and to Belmont Racecourse to the South. Belmont Racecourse is one of the three major racecourses in the Perth metropolitan area.

Significant new development at nearby Crown Casino, Perth Stadium and the Matagarup Footbridge have enabled major investment into public Infrastructure of Perth Stadium Train station and a multitude of new connecting roads. The timing of the works at Burswood Peninsular will align with other current projects the WACA redevelopment and the East Perth Power Station.

The principal vision for Burswood Peninsula is to create a community centric, mixed-use neighbourhood on the bank of the Swan River, with a broad range of residential typologies to accommodate a diverse community in close proximity to the Perth CBD amenity.

2.1.2 Foreshore Management

A large proportion of the LDP area includes the Swan River foreshore that is reserved for Parks and Recreation under the Metropolitan Region Scheme (MRS). The foreshore is a key element of the LDP, with objectives to protect and enhance its environmental value and public enjoyment. The required extent of the Swan River foreshore reserve was previously considered and established through an MRS amendment that was gazetted in 2009.

The overarching approach for the intended management of the Swan River foreshore has previously been established in the Foreshore Management Strategy (FMS) that was prepared to support the Belmont Park Racecourse Redevelopment Structure Plan (Structure Plan). The FMS established indicative foreshore use zones for the entire foreshore reserve, and also precincts based on the overarching Structure Plan. Precinct A covers the West Park and North Park sub-precincts, and this area incorporated the following foreshore use zones:

- Public/active recreation;
- Public/passive recreation;
- Public/foreshore rehabilitation zone; and
- Restricted access/foreshore rehabilitation zone.

The above conceptual design and management approach is shown within the FMS (refer to Figure 10 of the FMS contained within the Structure Plan).

Under the FMS, the North Park and West Park sub-precincts were to be of lower intensity recreational uses than the nearby Marina and transit oriented developments intended within Precinct B, with a strong focus on passive recreation and foreshore rehabilitation, and ensuring that key areas of fringing riparian vegetation are retained and protected.

As part of this LDP, a more detailed Foreshore Management Plan (FMP) has been prepared to provide additional management implementation requirements to be adopted during the implementation of subdivision and landscape works, and ongoing maintenance up until the point of handover. Refer to Appendix 3.

The river's edge eco-planting zone is consistent with the intent and the extent of the Public/ Foreshore Rehabilitation zone. This includes a large area within the North Park Precinct that is subject to less public access, consistent with the Restricted Access/ Foreshore Rehabilitation zone. Limited pockets of lawn align with the Public/ Active Recreation zone, and then native planting areas with integrated stormwater conveyance and play spaces with the Public /Passive recreation zone.

As highlighted in the landscape concept design in Plan 2, landscape treatments will feature predominantly endemic plant species, and the river's edge eco-planting zone will be solely intended for the ecological restoration of the riparian zone and the Coastal Saltmarsh Priority Ecological Community that currently occurs within areas of the foreshore reserve.

The landscape concept design also provides for public access into and across the foreshore reserve in accordance with the principles of the FMS and FMP. Stormwater conveyance is provided for through the foreshore reserve, with biofiltration areas being provided for within the development area before being conveyed through the foreshore reserve to the Swan River in the larger events (refer below).

2.1.3 Urban Water Management

The overall approach to water management at the Burswood Peninsula was previously established in the Local Water Management Strategy (LWMS) that was prepared to support the Structure Plan. The LWMS was prepared in November 2012 and was approved by the then Department of Water, Swan River Trust and Town of Victoria Park.

The approach to urban water management will be documented in an Urban Water Management Plan (UWMP) at subdivision as per the requirements of Better Urban Water Management and other relevant guidelines, and which will demonstrate compliance with the overarching LWMS.

The key objectives and approaches approved in the LWMS and that will be documented in the UWMP and implemented across Precinct A include:

- Frequent event runoff will be managed at source or as close to source as possible.
- Private lots will include rainwater harvest/detention with the lot.
- For the public realm this will include capture and treatment at source within Water Sensitive Urban Design (WSUD) best management practices.
- The treatment of runoff at source will be achieved in green spaces (predominantly public open space) within the development footprint
- WSUD practices adopted within the site will include vegetated bio-retention areas, vegetated swales/living streams and these will be supported by limited traditional infrastructure where spatial and design requirements dictate their use.
- Treated runoff from the site will be conveyed through the foreshore reserve to the Swan River via further WSUD measures located within the foreshore.
- Foreshore WSUD measures will be integrated into the foreshore design and are envisaged to include shallow swales and other flow pathways which incorporate reeds, rushes and vegetation consistent with the re-establishment of foreshore vegetation and which will integrate with other foreshore features/infrastructure.
- The foreshore WSUD measures will provide attenuation of peak flow rates from infrequent storms without the need for flood storage basins and this will support the design intention for the foreshore area.

2.1.4 Traffic and Transport

A Transport Impact Assessment (TIA) Report has been prepared by Stantec in support of the LDP and is contained in Appendix 5. The TIA addresses the transport aspects of land use in line with the following key objectives:

- To integrate with the surrounding precincts, road network and land uses. The Precinct A LDP is directly adjacent to the Precinct B, and north-west of Precinct D, although with no direct access (currently under construction).
- To assess the proposed internal transport networks with respect to accessibility and safety for all modes: vehicles, public transport, pedestrians, and cyclists.
- To determine the impacts of the traffic generated by the LDP on the surrounding land uses and transport network—confirm its alignment with previously prepared traffic assessment reports.
- To provide input to the Parking Management Plan to ensure optimum operation and functionality within and for the connections to the site.

The LDP identifies an indicative layout with main Neighbourhood Connector streets through the centre, and local access streets into the residential townhouse development lots. The road network within the LDP provides continuity and connectivity with the adjacent (Precinct B) road network, and pedestrian and cycle facilities. Pedestrian connection is provided to Precinct D.

The high-level determination of the TIA is that the development of the LDP, under the assumed traffic generation and connections through Precinct B to the wider network will function safely and efficiently.

Refer to Appendix 5 – Transport Impact Assessment

2.1.5 Parking Management

Public parking within Precinct A is provided in on-street car parking along the main boulevard, with a larger car park area located centrally near the thousand metre chute. Use of public parking spaces within Precinct A will be predominantly by visitors of residents and visitors to the public open spaces. Management of parking will ensure this priority of user is maintained.

Refer to Appendix 6 – Parking Management Plan

2.1.6 Earthworks and Pre-loading

Precinct A is underlain by cohesive Swan River Alluvium deposits which comprise of soft, highly compressible soils. The site is also partly located within a flood zone. The importation of fill for preloading and surcharging is required to achieve acceptable finished floor levels.

Earthworks and pre-loading will be undertaken in accordance with conditional development approvals.

2.1.7 Engineering and Servicing

An Engineering and Servicing Report has been prepared by Peritas in support of this LDP. The Report identifies the civil engineering aspects of residential related land uses and covers the engineering infrastructure requirements to service the proposed development. In particular it considers earthworks, roads, stormwater drainage and wastewater, potable water and utility services with a particular emphasis on outlining how all major services will be available to support urban development.

Refer to Appendix 7 – Engineering and Servicing Report

2.2 Community Context

2.2.1 Dwelling Yields

The Burswood Peninsula is separated into four distinct precincts. The precincts are a planning output of the Structure Plan adopted in April 2013 which sets the vision for the type of development within each precinct.

The structure plan anticipates a maximum dwelling yield of 4,500 dwellings across the Burswood Peninsula, divided between the four precincts generally as follows:

Table 2: Dwelling Yields

Precinct	Total Area (ha)	Developable Area (ha)	No. of Dwellings (as per 2013 Structure Plan)
Precinct A	20,1927	11,1256	950
Precinct B	11,0530	10,6860	2,050
Precinct C	31,5794	0	0
Precinct D	5,6116	4,2063	1,500
Total	68.4367	26.0179	4,500

This LDP plans for approximately 1,112 dwellings for Precinct A. It is intended that the development of the Peninsula will retain the total 4,500 dwellings.

2.2.2 Staging

The delivery of Precinct A will be undertaken across four key stages, labelled A1-A4 as shown in Figure A and outlined in Table A. Delivery of built form will commence in the northeast ('North Park') and move successively towards the southwest ('West Park'), with foreshore rehabilitation and landscaping works being undertaken on a stage-by-stage basis.

During delivery of the remaining Stages A2 – A4, residents and visitors of North Park will utilise a temporarily re-routed Boulevard. This is considered a more appropriate solution as opposed to residents residing in West Park being subject to vehicles, machinery and work personnel traversing past their place of residence.

Table A: Indicative Staging

Reference Name	Stage	Dwellings (approximately)*		Key Infrastructure, Community and Other Deliverables
		Townhouses	Apartments	
'North Park'	A1	75	8	Temporary access Boulevard Directly abutting foreshore
	A2	53	400	Directly abutting foreshore, including activity hub
'West Park'*	A3	37	200	Directly abutting foreshore
	A4	39	300	Directly abutting foreshore
Total		204	908	1,112

* The exact number of dwellings to be delivered within Stages A2 - A4 is to be determined at a later date and subject to market conditions.

The proposed staging strategy delivers the greatest opportunity to deliver Precinct A seamlessly, with minimal impact to occupying residents and visitors of the community.

Townhouses are intended to be developed first, followed by apartment developments in each stage.



Figure A. Indicative Staging Plan

2.2.3 Open Space Management

An Open Space Management Strategy has been prepared by Hassell in support of this LDP. The Strategy addresses landscape concept, function and arrangement, planting palettes and management requirements. The document also supports the Outline Maintenance Strategy prepared as part of the FMP under the Structure Plan.

Refer to Appendix 2 – Open Space Management Strategy

A landscape concept plan has been prepared to support this LDP (refer to Plan 2). The concept plan is consistent with North Park and West Park Precincts approach as outlined in the Structure Plan and supported by the FMP.

A variety of public open spaces typologies are envisaged across Precinct A. These include:

- i. Revitalised foreshore spaces for active and passive recreation.
- ii. Green fingers which create physical and visual connections from the urban environment to the foreshore and provide neighbourhood play areas.
 - The wider green fingers provide access to the townhouses and facilitate clear views and pedestrian connection to the foreshore. The landscaping shall include native planting which is integrated with the foreshore and bio-swales. An avenue of trees shall frame the views while providing shade, creating intimate spaces and serving as an informal extension of the townhouse's front gardens.
 - The narrower green fingers shall include a central path connection complemented by trees and groundcover planting. In some cases they shall include a stepped access to the foreshore (north-eastern area).
- iii. An urban plaza 'recreational node' at the northern end of the site to take advantage of the connection to the River's edge and creation of a new beach.
- iv. Additional open spaces positioned to the north-east and south of the re-aligned raceway chute. These shall be primarily soft landscapes and with integrated amenity for people to enjoy the spaces through street furniture, lawn and carefully positioned tree and groundcover planting. The open space to the south of the raceway chute is required to be kept clear of elements which may impede views from the racecourse grandstand.

Open spaces shall be designed to deliver an increase in tree canopy coverage within the precinct, in particular the Boulevard will have strong avenue of trees, including along the central median to provide a sense of public open space.

2.2.4 River Foreshore Interface and Public Access

The road and pedestrian network as set out in this LDP including the interface with the foreshore is consistent with the Structure Plan, which provides the following guidance:

- The nature of existing river edge conditions as shown in Figure 13 of the Structure Plan indicates Precinct A is part of a wider 'natural edge' character, where walking and cycling is the predominant form of providing public access to the foreshore.
- The Structure Plan states that *"Precinct A is the largest section of foreshore reserve that will front more traditional areas of residential development. The area is intended to provide for open spaces for passive and active recreation and revegetation of the fringing vegetation. The residential area will be separated and delineated from the foreshore reserve by a 3.5m wide cycle/pedestrian pathway"* (page 91). The Structure Plan then goes on to encourage surveillance of the foreshore public realm by orienting dwellings to front that public open space and foreshore reserve with open style fencing along that boundary.
- The area now regarded as 'North Park' contains *"remnant vegetation in very good condition. The focus of this part of the foreshore is on retaining and enhancing vegetation and fauna habitat within an access controlled area ... Public access will be restricted to pedestrian boardwalks only"* (page 93).
- The river foreshore is envisaged to *"be made accessible to the public for its entire length of approximately 3km through the use of paths and boardwalks in a manner that is consistent with environmental protection as well as landscape design objectives"* (page 104).
- The Masterplan contained within the Structure Plan shows a residential interface to the river foreshore, with vehicular access via a main internal boulevard and a shared pedestrian and cycle path along the foreshore, maintaining the 'natural edge' river condition characteristic of the wider area.

2.2.5 Massing and Overshadowing

A massing study based on the indicative built form included in this LDP demonstrates the bulk and scale of development complements the wider precinct, with shadows cast by development falling over the adjoining racecourse, as shown in Figure B. Given the relatively narrow depth of the towers, shadows are envisaged to move quickly throughout the day. Note, prior to the sale of land, the seller acknowledged that the development of this Precinct is likely to cause shadows to cast over parts of the racecourse from time to time.



Figure B. Indicative Massing and Overshadowing

2.3 Stakeholder Participation

2.3.1 Summary of Stakeholder Consultation

Stakeholder	Date	Method of Consultation	Summary of Advice
Perth Racing	Ongoing	Electronic communication Meeting	Land, operational and management advice associated with the continuation of racecourse functions.
Town of Victoria Park	Ongoing	Electronic communication Meeting	Key issues for the LDP to address, independent advice from the Town's Design Review Panel, process and procedure advice.
Department of Planning, Lands and Heritage	May 2021	Electronic communication Meeting	Confirmation that a LDP is the appropriate planning tool to guide the development of the Precinct.
Department of Biodiversity, Conservation and Attractions (DBCA)	April 2021	Electronic communication	Initial feedback on preliminary Landscape Master Plan, including commentary on DBCA policy.
Department of Water and Environment Regulation	April 2021	Electronic communication	Advice regarding minimum ground habitable finished floor level to minimise risk and impact of flooding events.
Main Roads Western Australia	Ongoing	Electronic communication	Advice regarding modelling and access arrangements for the redevelopment area as a whole.

2.4 Implementation and Responsibility

Deliverable	Trigger	Approved By
Foreshore Management Plan	Provided prior to the approval of the LDP	Local Government with advice from the Department of Biodiversity, Conservation and Attractions
Open Space Management Strategy	Provided prior to the approval of the LDP	Local Government
Open Space Management Plan	To be prepared as a condition of subdivision approval	Local Government
Parking Supply and Management Strategy	Provided prior to the approval of the LDP	Local Government with advice from the Western Australian Planning Commission
Parking Management Plan	To be prepared in draft for individual development applications with final details provided as a condition of development approval	Local Government
Engineering and Servicing Report	Provided prior to the approval of the LDP with details to be provided at application for subdivision approval	Local Government

Appendices

1 – Design Report

2 - Open Space Management Strategy

3 – Foreshore Management Plan

4 – Wind Assessment

5 - Traffic Impact Assessment

6 - Parking Supply and Management Strategy

7 - Engineering and Servicing Report

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