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Belmont Park Precinct D TOD Local Development Plan



Prepared for Golden Sendayu
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HASSELL

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Part One: Administration

Part One: Administration

1.0 STRUCTURE AND PURPOSE OF LOCAL DEVELOPMENT PLAN

1.1 Purpose

The Local Development Plan (LDP) has been prepared to guide and coordinate development within Precinct D to achieve a high standard of development, a safe, comfortable and engaging public realm and to achieve the overall project vision.

The Local Development Plan will guide the decision making process for the local government authority (and other approval agencies) when determining an Application for Planning Approval. The Local Development Plan also informs public realm design standards related to subdivision applications and the subsequent engineering and landscape design.

The Local Development Plan will inform the public of the local government authority's standards and expectations for Precinct D.

1.2 Structure of the Local Development Plan Report

This Local Development Plan is provided in five parts:

- 1. Part One: Administration:** This section outlines the purpose and administrative requirements of the Local Development Plan, including its relationship to other planning legislation and documents.
- 2. Part Two: Vision and Concept:** This section outlines the context of the development site, and description of the proposed structure.
- 3. Part Three: Design Elements:** This section outlines the Design Elements pertaining to development on private land and the relationship that development has to the public realm. Part Two will be used to assess applications for planning approval.
- 4. Part Four: Subdivision Design:** This section outlines Design Elements pertaining to subdivision, and specifically, design requirements for the public realm and associated infrastructure works. Part Three will be used by the local authority to comment on subdivision applications referred by the Western Australian Planning Commission and the approval of any public realm design proposals.
- 5. Part Five: Implementation:** This section describes the intended approach to staging and implementation of works across Precinct D.

1.2.1 Design Elements in Part Three
Site Specific Guidelines
Site specific development criteria are provided to guide the key design outcomes for each site and will be used by the determining authority to assess and determine applications. These contain:

- Development Intent and Objectives: Outlines the intended development approach and site objectives. Development shall demonstrate achievement of the objectives.
- Specific Building Requirements and Other Requirements: Outlines specific development standards applying to each site. Where a requirement is not met, the development intent and objectives are to be considered and judgement made by the determining authority as to whether the objective(s) has been achieved. Variations to requirements need to satisfy both the site specific objectives and the Precinct objectives (Part 5.3)

General Design Elements
The Site Specific Guidelines are supplemented with a number of design elements that apply across all sites. For each design element the following structure has been adopted:

- Objectives: outlines the intent of each design element and philosophy for the Development Criteria. Any development within Precinct D needs to demonstrate achievement of the design objectives.
- Development Criteria: details the criteria which any application for planning approval (or subdivision) is to address. Where a design criterion is not met for specific reasons articulated in any application, the design objectives are to be considered and a judgement made by the approving authority as to whether the design objective has been achieved.

The Development Criteria provide standards that are to be addressed in the design of development. It is acknowledged, however, that a number of design solutions may be appropriate for each site for which stated criteria may not be applicable. In such cases, applications must demonstrate how the proposed development will meet the Design Element objectives for the precinct and the site and how the development will contribute to the quality, amenity and design standards of the public realm. The development criteria are not meant to be limiting in nature; rather, an opportunity for developers and designers to develop an innovative design response.

- Design Guidance: Where appropriate, design guidance has been provided in order to assist the proponent in responding to the Objectives and Development Criteria. These items are not statutory provisions and so are not written as mandatory requirements.

It is expected that all the design elements are considered when preparing and assessing a development proposal.

1.3 Application of the Local Development Plan
The provisions of the Local Development Plan apply to the area contained within the thick blue dotted line shown as Precinct D in Figure 1.

1.4 Variation to the Local Development Plan
The process for the preparation of and modification to a Local Development Plan is provided in Schedule 2, Part 6 of the Planning and Development (Local Planning Schemes) Regulations 2015 (the Regulations).

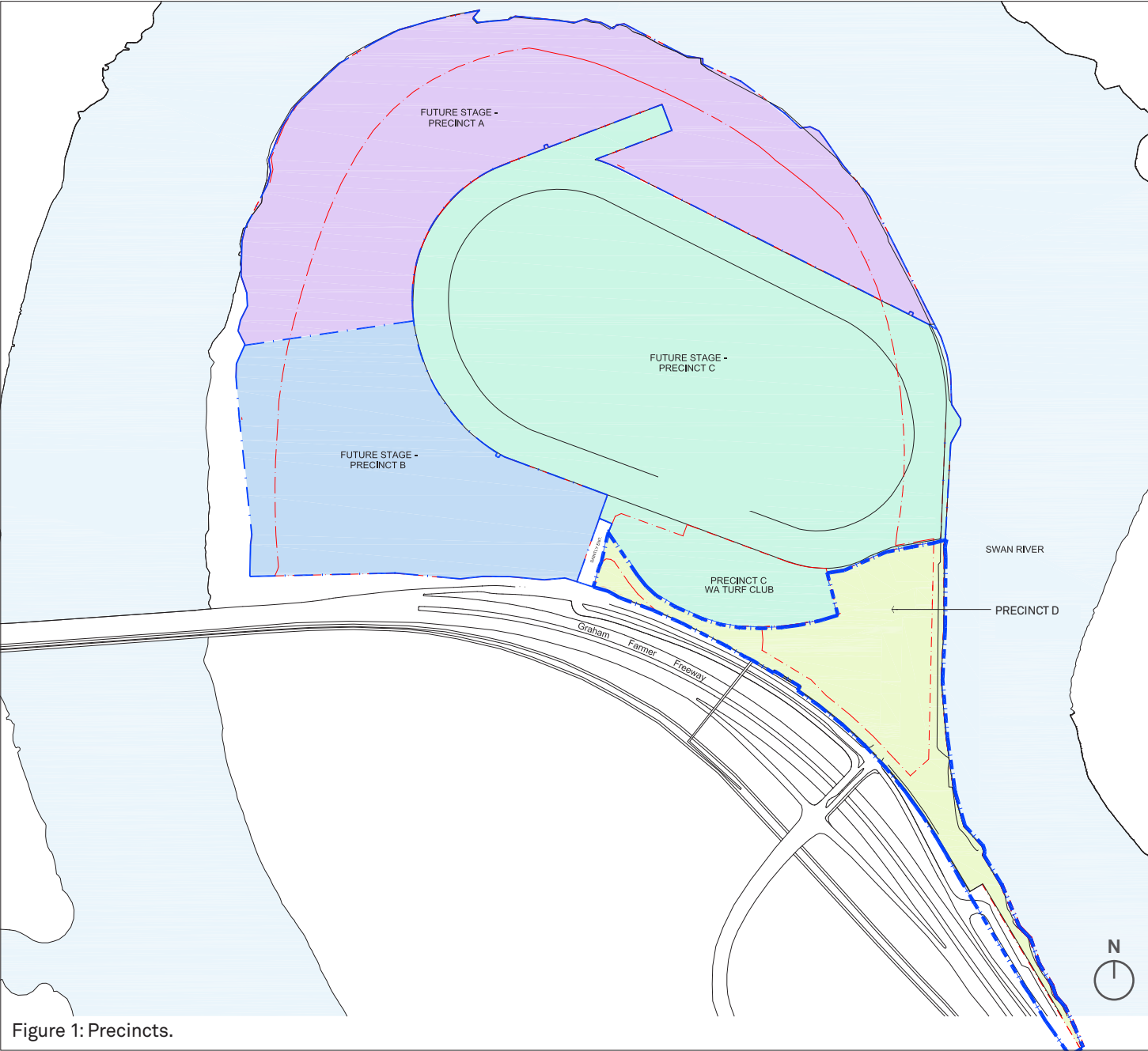


Figure 1: Precincts.

2.0 RELATIONSHIP TO OTHER PLANNING INSTRUMENTS

2.1 Burswood Peninsula District Structure Plan

The Burswood Peninsula District Structure Plan was approved by the Western Australian Planning Commission in February 2015 and provides a strategic framework for the planning, assessment, coordination and implementation of major development initiatives across Burswood Peninsula.

2.2 Structure Plan

The Belmont Park Racecourse Redevelopment Structure Plan (the Structure Plan) was approved in April, 2013. The Western Australian Planning Commission granted an extension of time for the Structure Plan, under clause 28 (2) of the Regulations in July 2025 for a further 3 years expiring on 19 October 2028. This has guided the content of this Local Development Plan, based on :

- Part One, including, but not limited to the following clauses relating to Precinct D:
 - Clause 7 Overarching Objectives
 - Clause 8 Overarching Design Principles
 - Clause 9 General Subdivision and Development Requirements
 - Clause 14 Planning Requirements for Precinct D.
- Part Two
- Technical Appendices

2.2.1 Development Standards

All development on private land is to conform to the planning requirements for Precinct D as outlined in Table D of the Belmont Park Racecourse Redevelopment Structure Plan, unless otherwise varied by the determining authority.

Where there is any inconsistency between the Structure Plan and this Local Development Plan, the Local Development Plan shall prevail.

2.3 Town Planning Scheme

This Local Development Plan has been prepared in accordance with Part 6 of the Planning and Development (Local Planning Schemes) Regulations 2015. It should be read in conjunction with the Town of Victoria Park Local Planning Scheme No.2 and any related planning policies. Where there is inconsistency between the Structure Plan and this Local Development Plan, the Local Development Plan should prevail.

2.3.1 Planning Policies

This Local Development Plan complements any relevant planning policies. Where a provision of this Local Development Plan conflicts with a provision of a relevant planning policy, the provisions of this Local Development Plan shall apply.

2.3.2 Determination of Applications

In determining an application for planning approval, the responsible authority will have due regard for relevant provisions in Schedule 2 Clause 67 of the Regulations, and this Local Development Plan.

2.4 Residential Design Codes

The provisions, standards and requirements specified under this Local Development Plan augment those of the Residential Design Codes. The Residential Design Codes shall only apply to development where the Precinct D Local Development Plan does not address a requirement of the Residential Design Codes.

2.5 Other Legislation

Other legislation and regulations still apply to the development within Precinct D and should be considered in conjunction with the Precinct D Local Development Plan.

3.0 APPLICATION FOR PLANNING APPROVAL

3.1 Application Process

The assessment of applications will be design and performance focused. Proponents are encouraged to liaise with the local government authority prior to lodgement of an Application for Planning Approval in order to establish and agree the process which the parties will undertake leading up to lodgement of an Application.

At its discretion, the local government authority may appoint an independent Design Review Committee comprising experienced and qualified professionals to review and provide advice on development proposals. The applicant is encouraged to lodge schematic concept plans for review by the local government authority and the Design Review Committee prior to formal lodgement of the application.

3.2 Determining an Application

The determining Authority is to be guided by the Local Development Plan in determining an Application for Planning Approval or subdivision application.

The determining Authority will have regard to advice from the Design Review Committee as to whether the Application demonstrates a high standard of development and an appropriate design outcome.

3.3 Application Requirements

The following information shall be submitted with an Application for Planning Approval.

3.3.1 Plans and Drawings

- The following plans and drawings shall be submitted at a minimum scale of 1:200 unless noted otherwise:
- Site and context analysis plan;
 - Site development plan, including adjacent development;
 - Floor plans 1:100;
 - All elevations, including relevant elevations/ photomontages of adjacent development 1:100;
 - Major sections 1:100;
 - Street perspective(s);
 - Shadow analysis diagrams at 9am, 12 noon and 3pm on both June 21 and December 21; and
 - Landscape plan.

3.3.2 Planning Report

A planning report is to be submitted which provides a response to the Site Specific Guidelines and each Development Criterion in the General Design Elements with comment as to how each criteria is addressed and any appropriate cross reference to a plan or other supporting information that illustrates the response. Any criteria or requirement that are not addressed should be highlighted with a statement as to why they have not been addressed and how the Design Objective has been met.

3.3.3 Design Response Statement

A design response statement inclusive of written text, drawings and photographs shall be provided with Applications for Planning Approval to explain how the design of the development has responded to site analysis and site context. This statement shall address how the proposal relates to the opportunities and constraints presented by the site and its surrounds and how it responds to the intended vision and character of Precinct D.

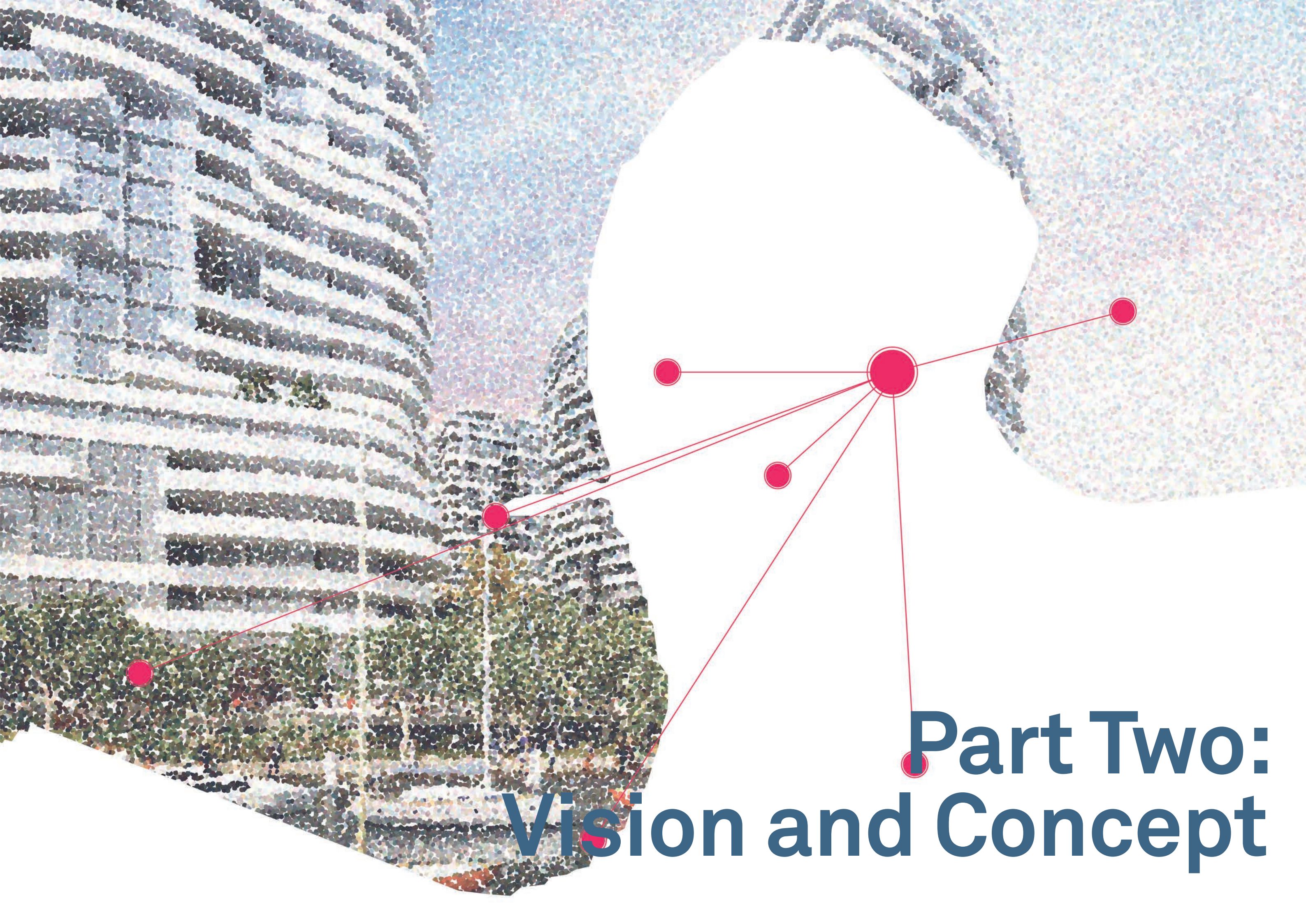
3.3.4 Other Matters

- Where applicable, and if not otherwise addressed, details on the following specific matters are to be supplied:
- materials, colours and finishes;
 - wind impact that takes into account the cumulative impact of the entirety of Precinct D;
 - a report addressing all criteria of the WAPC Designing Out Crime Guidelines;
 - building services provision;
 - resource efficiency assessment;
 - acoustic privacy;
 - waste management; and
 - traffic impact.

3.4 Airport Protected Airspace

Where a development comes within 10 metres of Perth Airport protected airspace controlled by the Obstacle Limitation Surfaces (OLS) and Procedures for Air Navigation Services - Aircraft Operations (PANS-OPS), the application for development is required to be referred to Perth Airport for assessment.





Part Two: Vision and Concept

4.0 VISION AND CONTEXT

4.1 Vision

Precinct D is a mixed-use Transit Oriented Development, containing a mix of high density residential, retail, hospitality and commercial land uses. Residents, workers and visitors have a variety of retail options and areas of public open space in which to relax and enjoy. It is a hub of activity that includes entertainment, cultural and recreational opportunities linking to a restored Swan River Foreshore.



Mixed-Use
Transit Oriented Development

Residential

Retail

Commercial

Hospitality

High Density



Entertainment

Cultural

River Foreshore



Part Two: Vision and Concept

4.2 Context

Precinct D is located within the Belmont Park Racecourse Redevelopment Structure Plan area. It will comprise Transit Oriented Development, taking advantage of its location adjacent to the Belmont Park Train Station.

The Belmont Park Racecourse Redevelopment Structure Plan sits within the wider Burswood Peninsula District Structure Plan area. The District Structure Plan recognises the regional function of the peninsula as a sports and entertainment precinct, particularly given the presence of the new Perth Stadium, Belmont Park Racecourse and Crown Entertainment Complex.

The Peninsula will also be a location for significant high density living. Development in some of the precincts has already emerged, including The Peninsula and The Springs. The area around Burswood train station will also transform into a high density mixed use and living precinct.

4.2.1 Connections

Precinct D is connected to the broader metropolitan area by the Armadale / Thornlie train line, Graham Farmer Freeway and Victoria Park Drive. These provide regional and district connections to Perth City, Victoria Park and points further afield. Precinct D will add to and complement the existing network of streets, pedestrian ways and cycle paths throughout the Precinct, notably providing connections along the Swan River foreshore.

4.2.2 Coordinating Development

The Local Development Plan identifies opportunities to work collaboratively with adjoining and surrounding landowners to achieve the vision for Precinct D.

In general the opportunities are:

- Access to Precinct D via Victoria Park Drive Bridge and Saintly Entrance, pedestrian links to Belmont Park Railway Station, and Principal Shared Paths for cyclists and pedestrians.
- Activated ground floor streetscapes where activity hotspots are identified
- Use of the public realm and the activation of the Swan River Foreshore via future links to Precinct A.
- Visual links to areas of entertainment such as the Belmont Park Racecourse, Perth Stadium and casino.
- Interface with existing facilities such as development that respects the alignment of the Belmont Racecourse and entrance to the grandstand within Precinct C.
- Proponents of development within Precinct D Local Development Plan and adjoining landowners are to work collaboratively to achieve the Objective of each Precinct and the highest and best use for transit oriented development at the Burswood Peninsula.

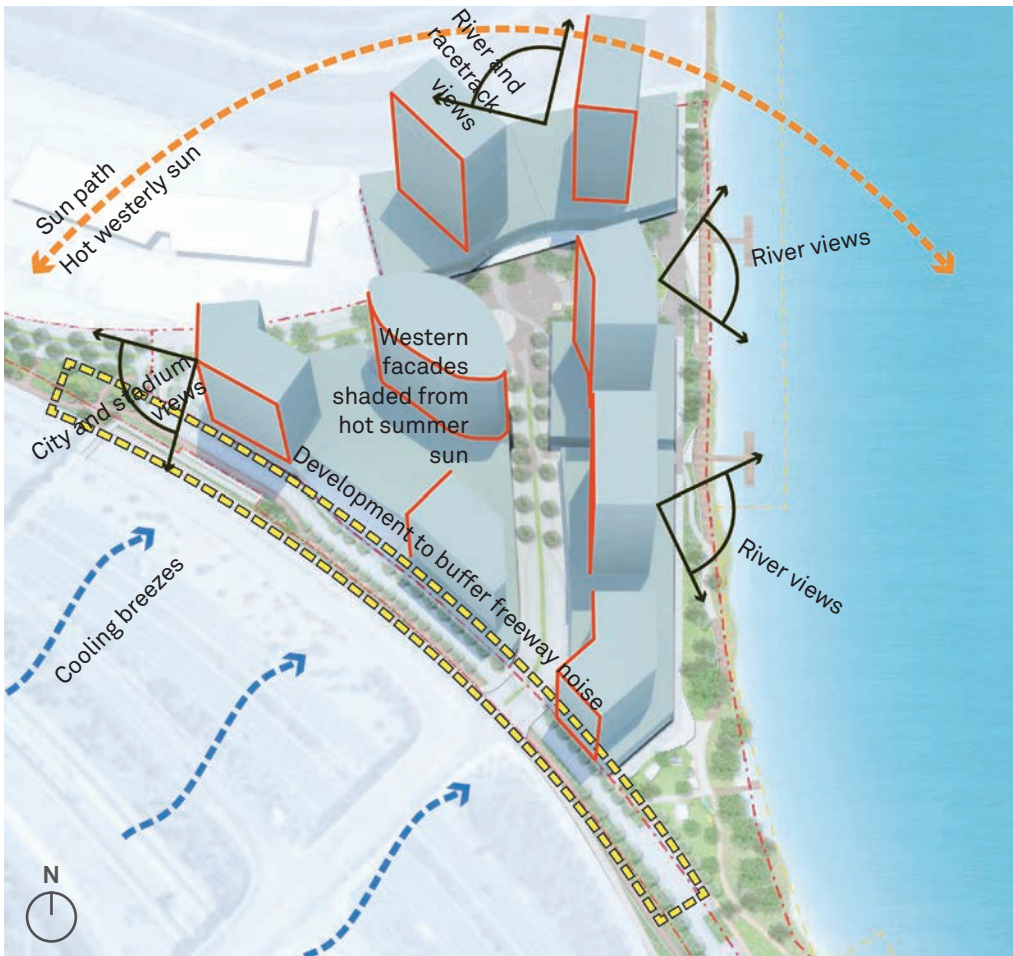


Figure 2: Site environmental context diagram.

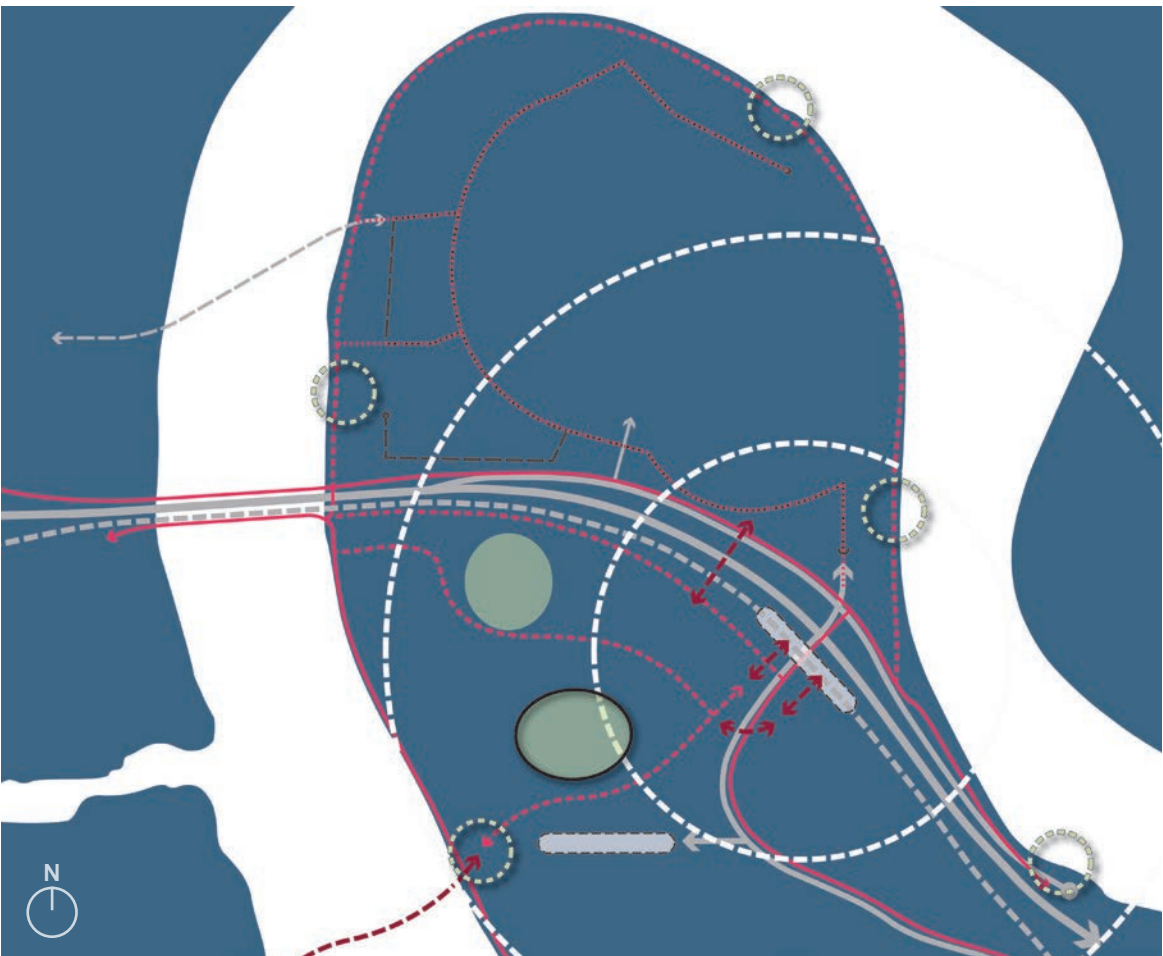


Figure 3: Burswood Peninsula development and intended connections

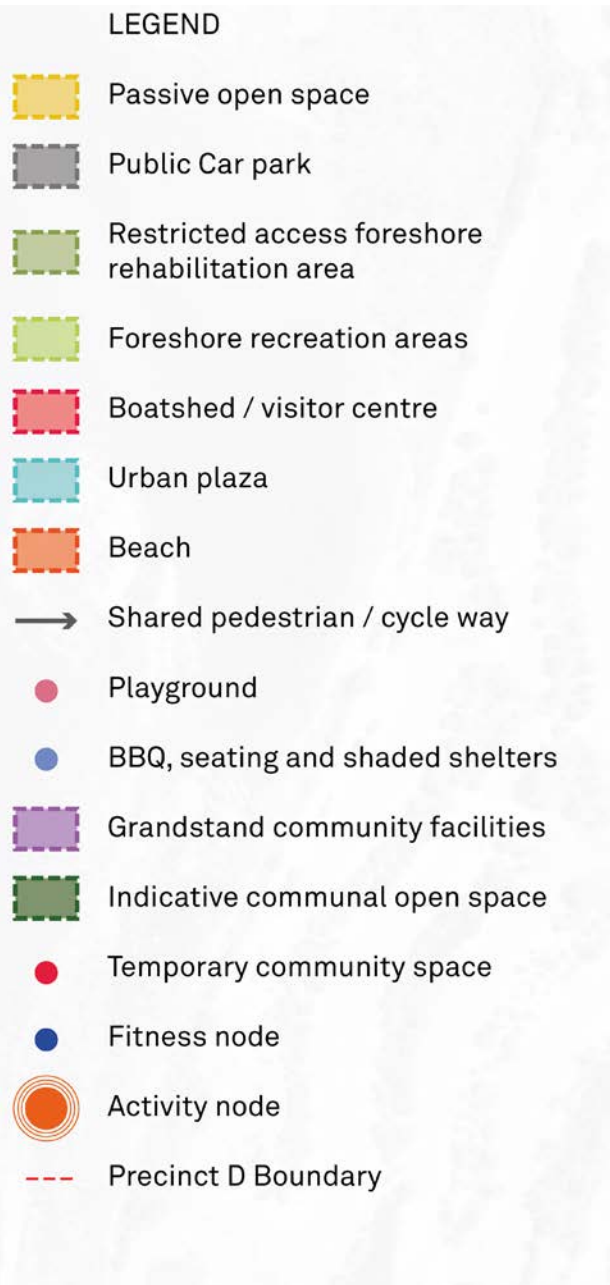


Figure 4: Precinct D in the context of the approved Belmont Park Racecourse Redevelopment Structure Plan.

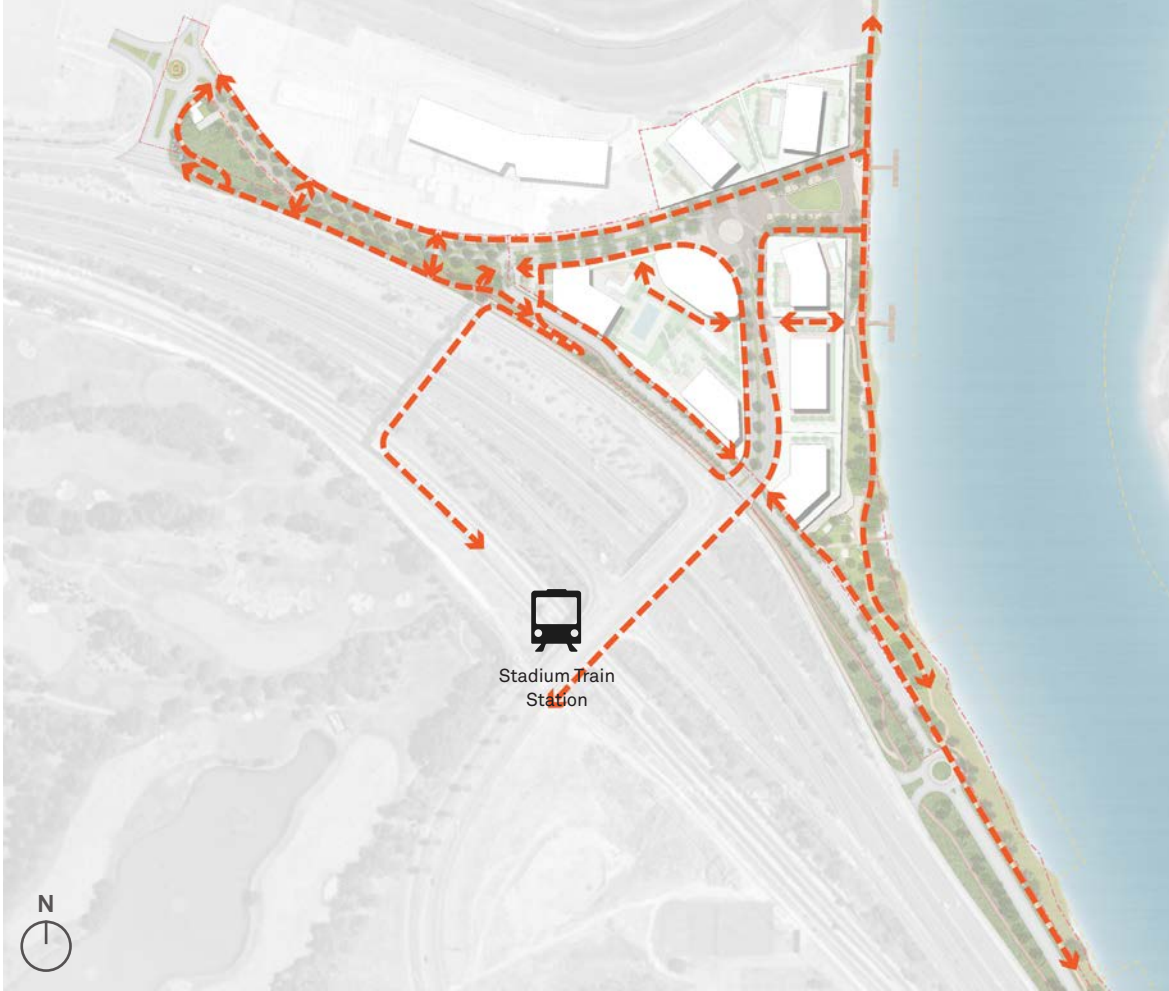


Figure 5: Pedestrian connections from Precinct D to the broader area.

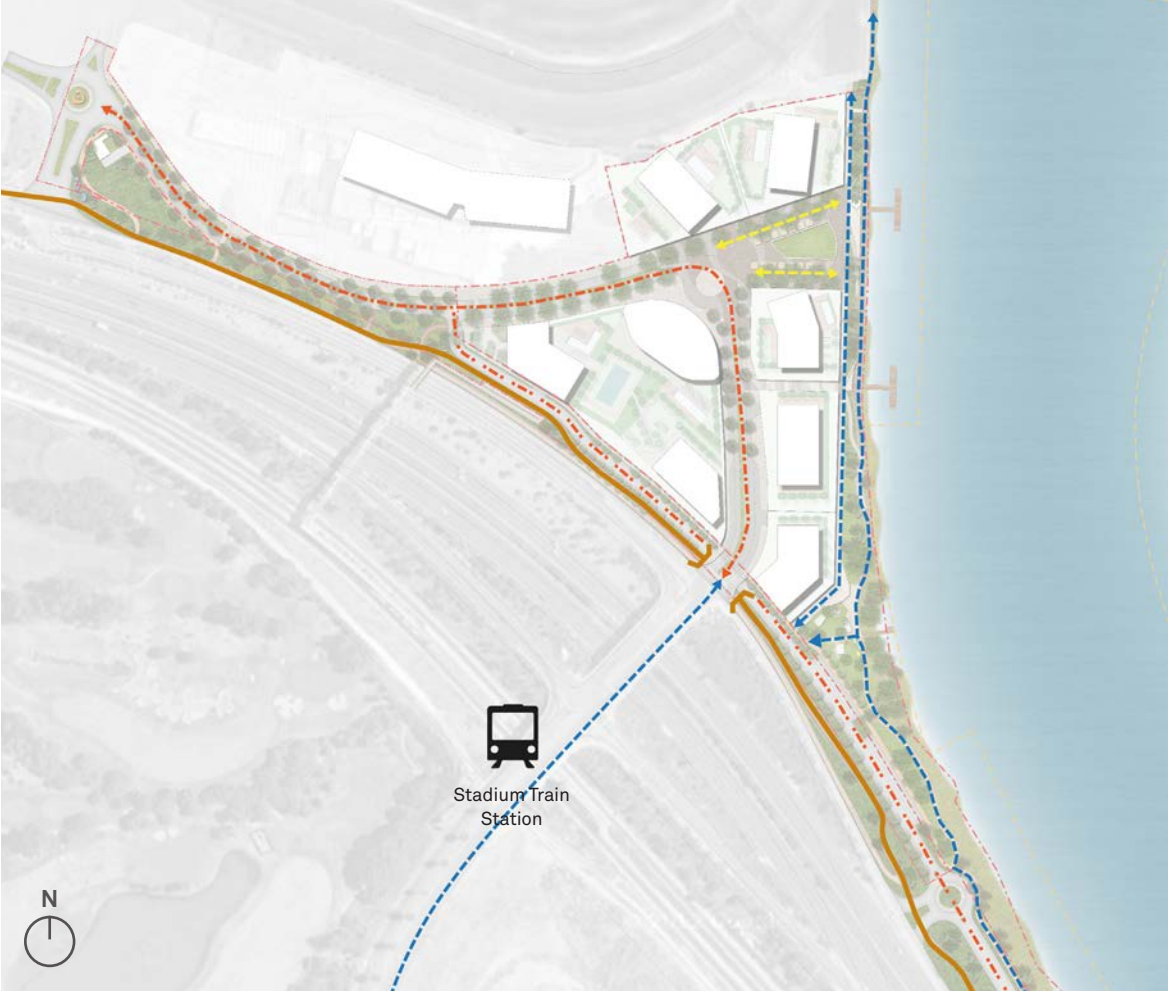


Figure 6: Cycle connections from Precinct D to the broader area.

- Principal Shared Path
- On-Road Cycling (not separate - shared with vehicle lane)
- Shared Path
- Plaza Pedestrian/Slow Cycle Area

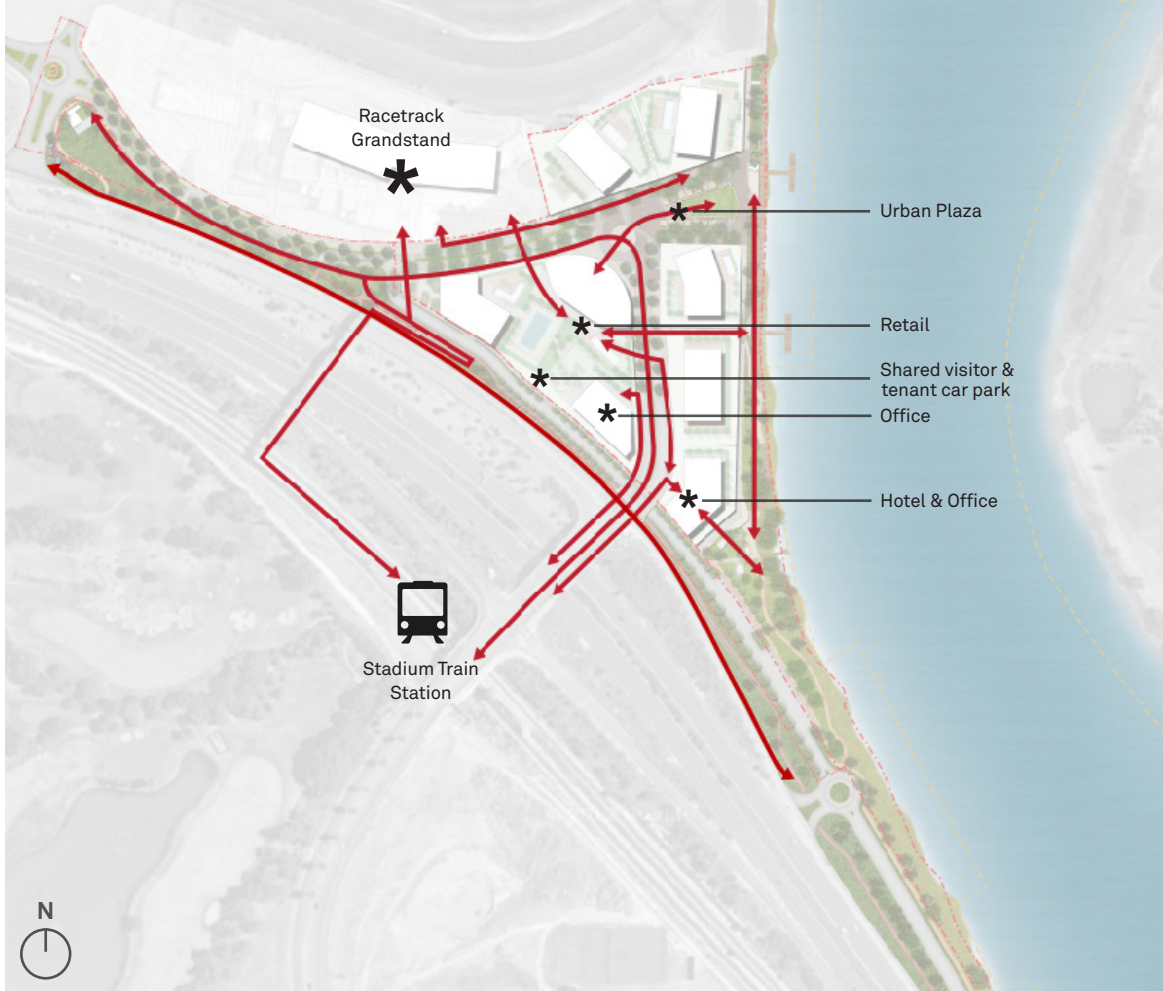


Figure 7: Pedestrian Desire Lines

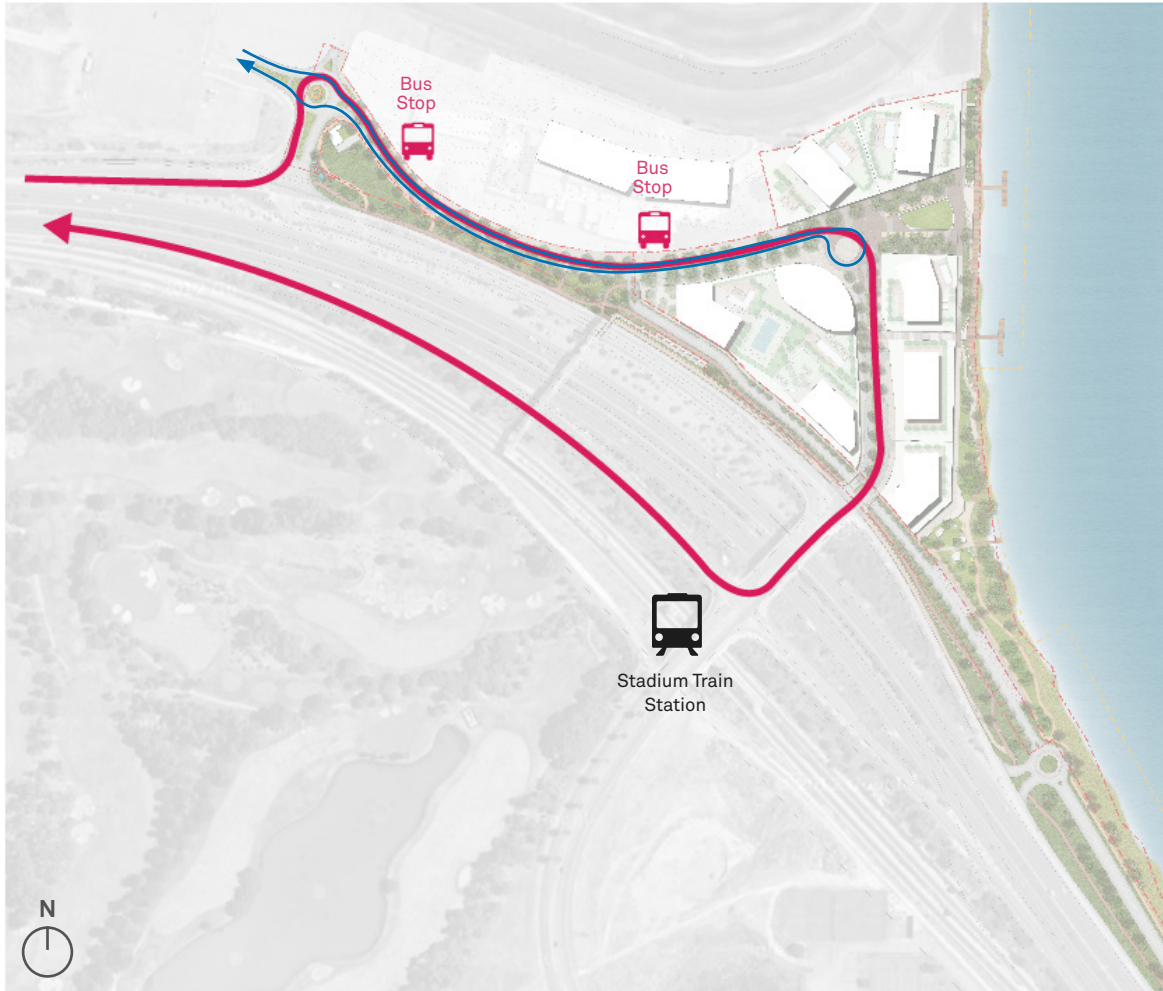


Figure 8: Future potential for bus accessibility (bus service not required as part of Precinct D given accessibility to Belmont Park Train Station).

- Indicative future potential bus route
- Indicative future potential shuttle bus route from precincts A and B

Part Two: Vision and Concept

5.0 LOCAL DEVELOPMENT PLAN

5.1 Local Development Plan: The Concept

1. **Urban plaza:** The urban plaza provides the primary urban gathering and public activity space, and extends into the foreshore zone at its eastern extent. It provides clear sight lines from Seabiscuit Drive to the Swan River and allows convenient pedestrian accessibility to the Swan River Foreshore. The size of the urban plaza bears relationship to the surrounding built form such that it is at least partially in sunlight during winter, and a comfortable, well shaded plaza in summer to maximise its useability and comfort for residents and visitors.

2. **Retail Podium:** A supermarket and associated specialty stores will be accessed from an internal arcade providing connection between Victoria Park Drive and Seabiscuit Drive. The retail mix will provide for the daily needs of residents as well as capturing trade from workers and passers by. The retail component enables Precinct D to function effectively as a TOD and destination.

3. **Office Tower:** This building will accommodate office floor space, providing opportunity for workers and businesses to take advantage of the high amenity and accessible location.

4. **Hotel and Residential Tower:** This is a landmark mixed use building on entry to Precinct D. It will be highly visible and has excellent views to the Swan River and Perth city. The hotel and associated land uses (such as restaurant and bar) will complement function of the precinct as a TOD.

5. **Residential Towers:** High density residential development takes the form of towers above podia. The arrangement of towers will allow sun access into the public realm and takes advantage of views to the Swan River and across the peninsula.

6. **Ferry stop:** The urban plaza is terminated at the river edge by a potential public transit ferry stop.

7. **Communal open space:** The podia roof spaces will contain areas of communal open space for use by building tenants and residents.

8. **Pedestrian Laneway Connection:** A pedestrian access way provides accessibility from to the river mid block along Victoria Park Drive and provides direct connection to the retail arcade.

9. **Boardwalk:** The river foreshore will be upgraded to contain a boardwalk providing pedestrian and cycle access.

10. **River Promenade:** An upper level promenade provides pedestrian access along the foreshore and enables opportunity for activation and alfresco dining.

11. **Recreation Node:** This recreation node takes advantage of the wider foreshore reserve, providing an area for play ground, barbecues, seating, shade and grassed informal recreation space.

12. **River Jetty:** There is potential for a recreation jetty integrated with the foreshore and open space to provide short term boat parking and drop-off.

13. **Public Car Parking:** Parking node in this location to service the foreshore accessed via Placid Avenue. Detailed design of the car parking will occur at subdivision design stage. The location of bays will ideally be in the Placid Avenue Road Reserve but may extend into the foreshore reserve.

14. **Potential Connection:** Placid Avenue may connect in the future to Balbuk Way, offering better connections to the existing boat ramp and foreshore south of Precinct D. The operation of Precinct D does not rely on this connection and it will require separate approval from Main Roads WA.

15. **Visitor and Tenant Car Park:** A decked car park provides bays for visitors to the residential towers and a combined office and retail parking area. It acts as a buffer from vehicle noise associated with Graham Farmer Freeway and enables a more efficient provision of parking for commercial tenants and residential visitors.

16. **Public Art:** There are opportunities to provide public art throughout the public realm at key locations. Art may provide interpretation to the history of the site and to cultural and Indigenous heritage.

17. **Entry Garden:** The entry garden provides visual relief from the Graham Farmer Freeway.

18. **Principal Shared Path:** This provides improved commuter cycle access to the CBD and The Springs.

19. **Water sports recreation zone.** Existing water sports zone shown by dashed yellow line.

Belmont Park Grandstand indicative only.
Not subject to this Local Development Plan.

Figure 9: Precinct D Concept Plan.

Part Two: Vision and Concept

5.2 Community and Place Making Statements

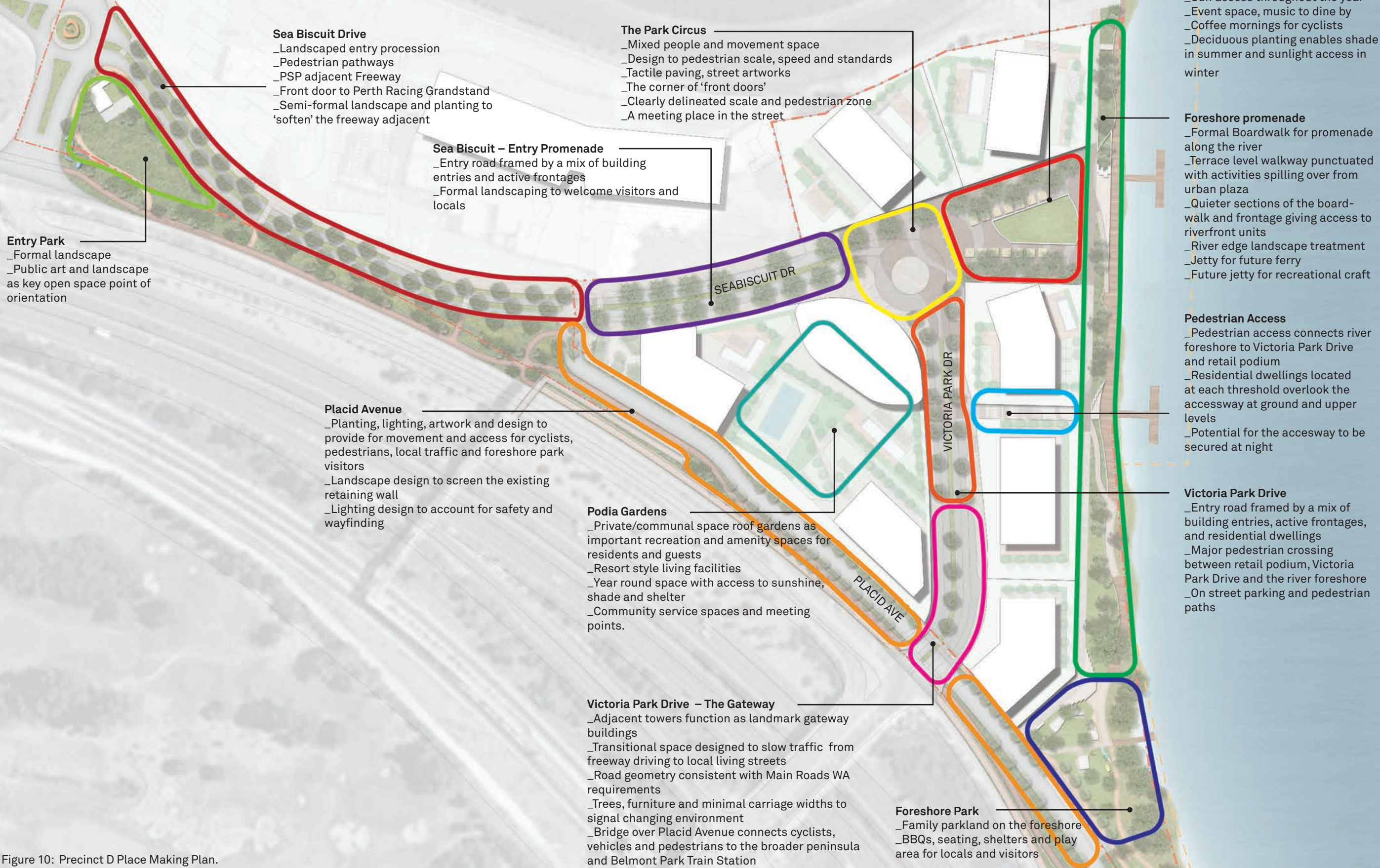


Figure 10: Precinct D Place Making Plan.

Part Two: Vision and Concept

Illustrated Design Principles

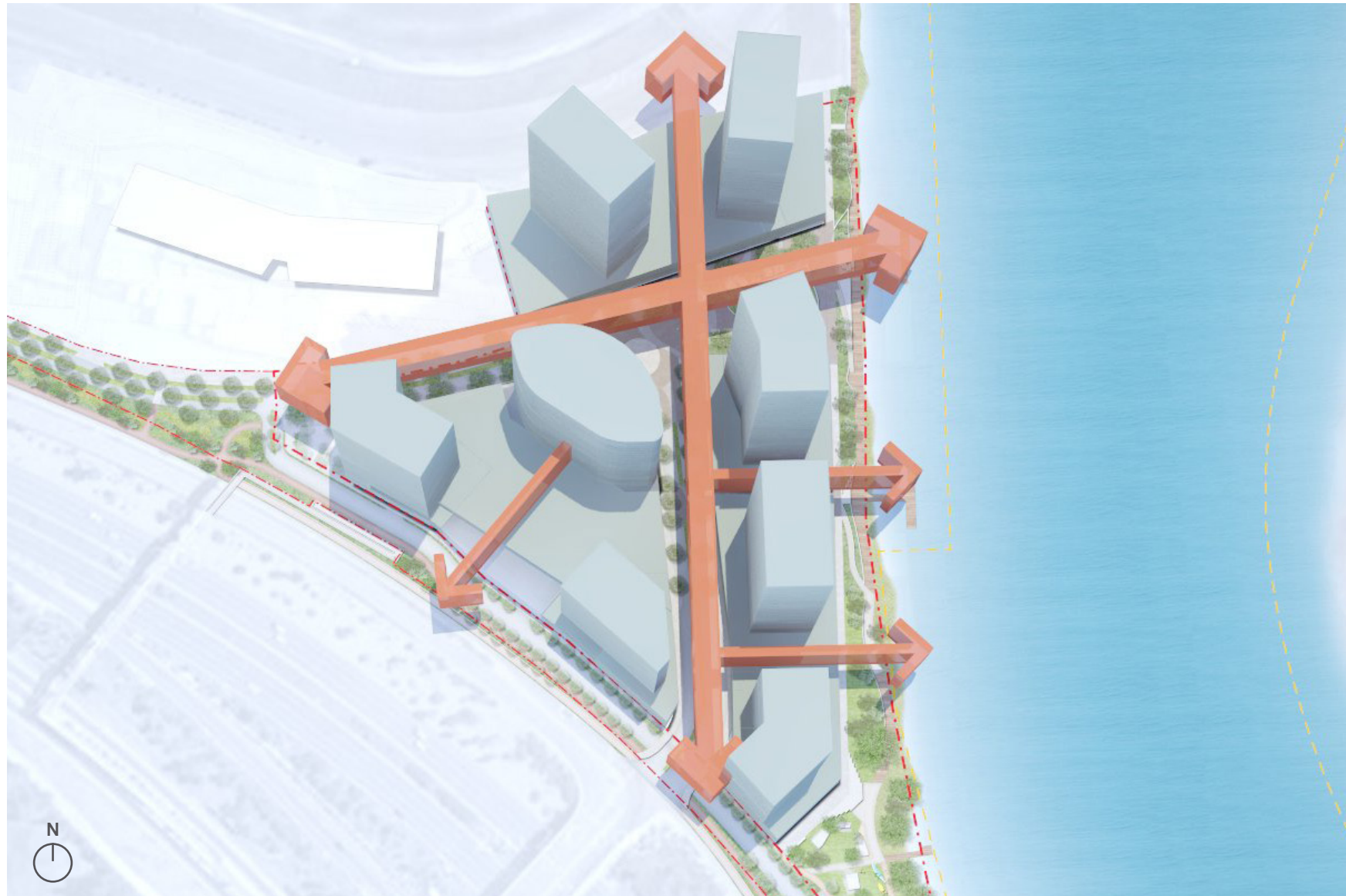


Figure 11: Reinforcing sense of place by emphasising view corridors at the ground plane and between buildings at upper levels.

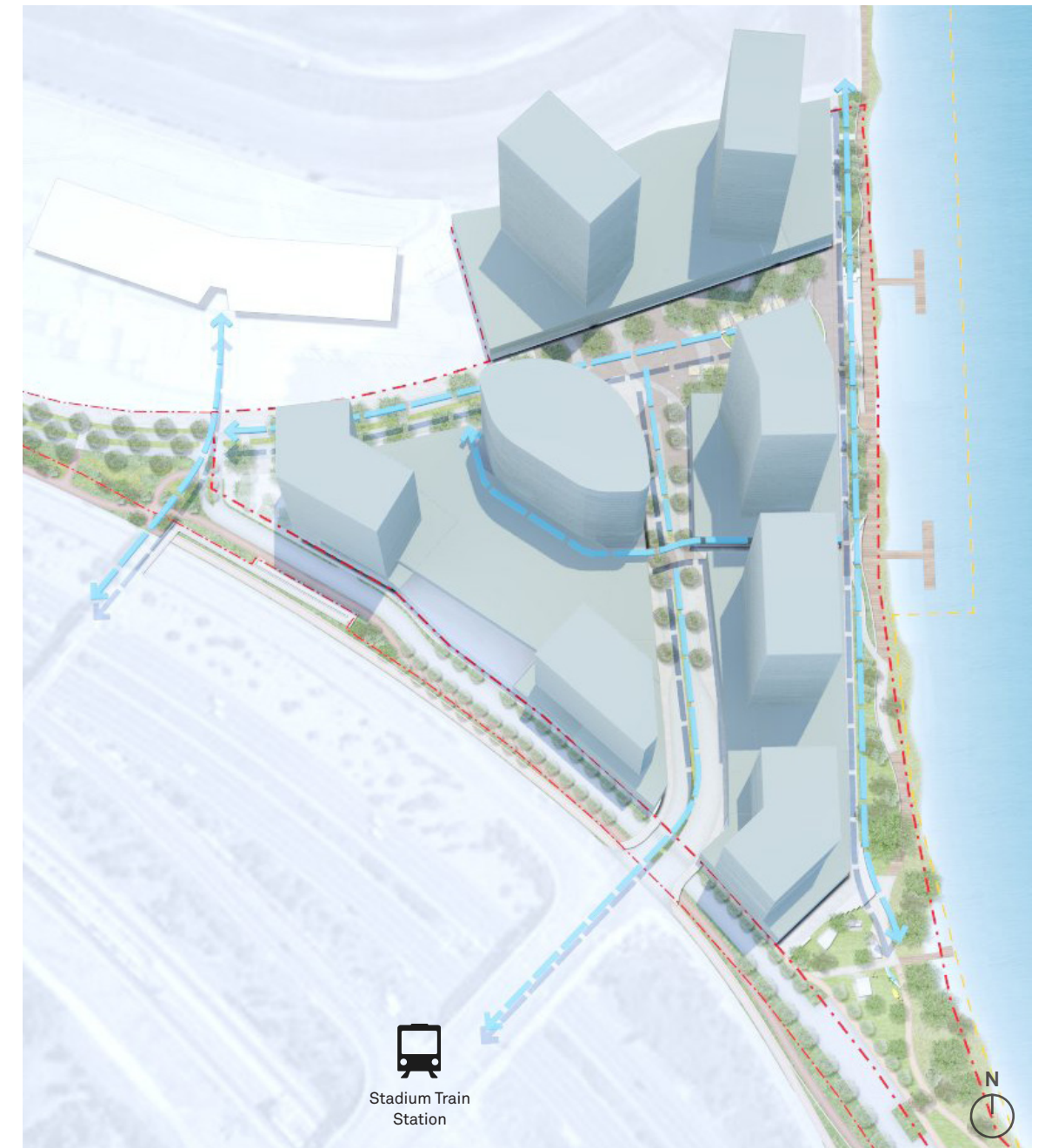


Figure 12: Promoting a working Transit Oriented Development supported by pedestrian and cycle connections

Illustrated Design Principles

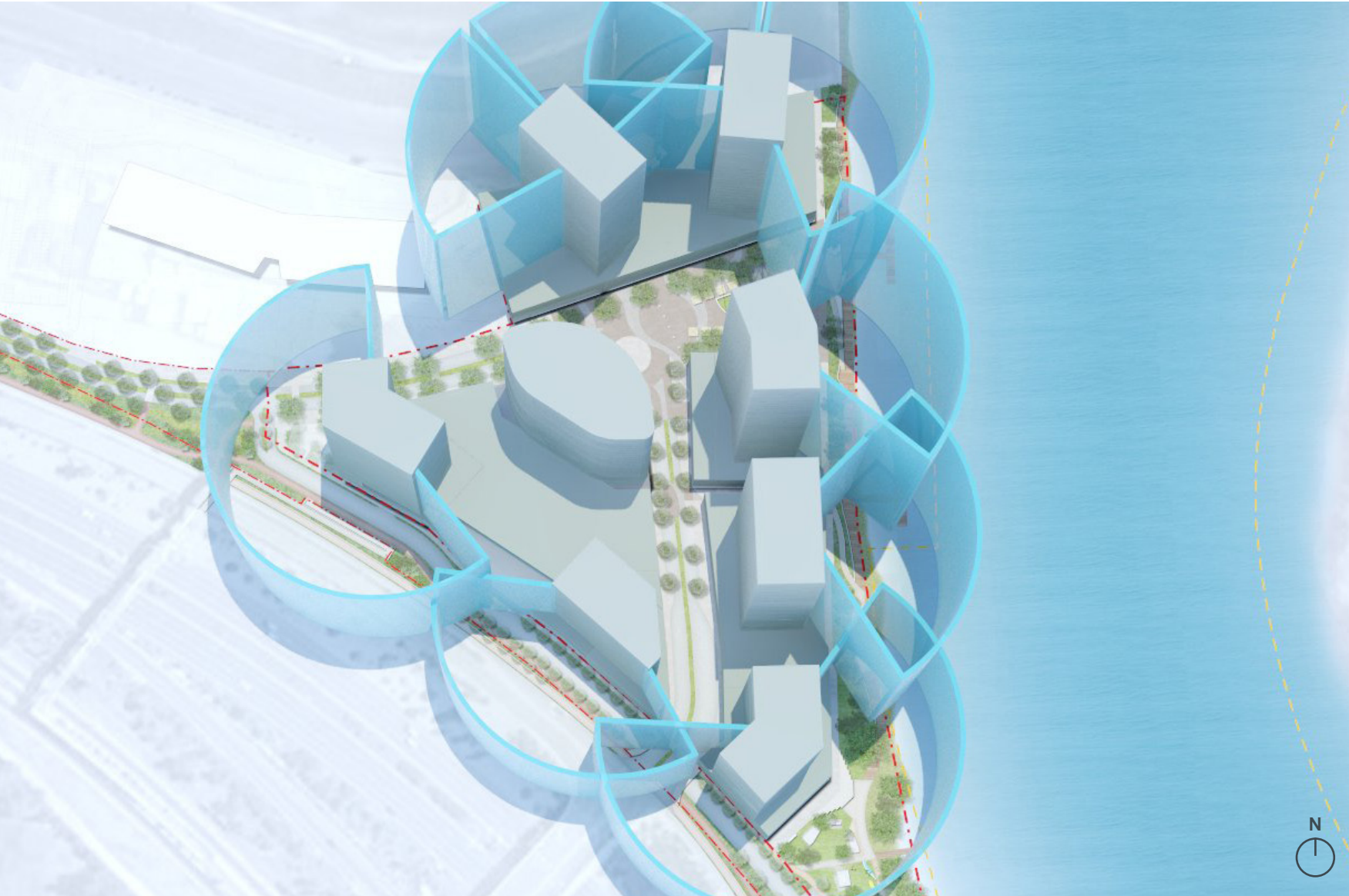


Figure 13: Development orientation and building position supports views and promotes connection to place.

Part Two: Vision and Concept

5.3 Design Objectives

The following objectives elaborate on Clause 8 'Overarching Design Principles' of the Belmont Park Racecourse Redevelopment Structure Plan. The objectives for Precinct D are to:

1. Provide a safe and comfortable urban environment consistent with WAPC Crime Prevention Through Environmental Design (CPTED) Principles.
2. Ensure a legible, distinctive and permeable urban form balanced with activated, high quality open spaces.
3. Provide clear, legible and safe access from Precinct D to the Swan River foreshore.
4. Plan and design for the regional function of the foreshore.
5. Develop buildings that present a positive interface to the public realm that enables pedestrian comfort.
6. Provide a high density mix of multiple dwellings, office, retail and commercial uses to take advantage of proximity to Belmont Park Railway Station, Perth Central Business District, Belmont Racecourse, Casino and Perth Stadium attractions.
7. Design for an age-friendly community that promotes active ageing (by optimising opportunities for health, participation and security in order to enhance quality of life as people age).
8. Ensure development allows for safe and comfortable pedestrian movement to the Belmont Park Railway Station.
9. Ensure that building edges provide for safe and comfortable pedestrian movement.
10. To encourage use of public transport at such time as accessibility to rail is provided by locating the majority of the commercial space in close proximity to Belmont Park Railway Station
11. Allow built form along the Freeway boundary to act as an acoustic barrier.
12. Allow high rise residential towers (up to 42 storeys subject to the PAN-OPS airport height limits) to take advantage of views to the river and the race track.
13. Design and locate towers to allow sun access into the public realm throughout the year, and to minimise wind impacts at ground and podium level.
14. Optimise environmental outcomes by incorporating passive and active measures in the design of buildings that minimise use of non-renewable resources, minimise energy and water use and maximise user comfort.
15. Use landscape and tree planting to create a well shaded and comfortable pedestrian environment in streets, public open spaces and the foreshore.



- LEGEND
- RESIDENTIAL
 - RETAIL OR COMMERCIAL
 - COMMERICAL
 - LOBBY (LOCATION INDICATIVE)
 - CAR PARKING
 - COMMUNITY
 - ARCADE
 - HOTEL



Figure 15: Ground floor land uses at or near plaza / Seabiscuit Drive level. Exact levels will vary at time of development. A minimum finished floor level of 3.7 metres AHD shall apply for occupiable floor space throughout Precinct D, whilst development will also need to be within 1.2 metres of the adjacent finished footpath level. Basements for parking, building services and store areas shall be permitted below 3.7 metres AHD.

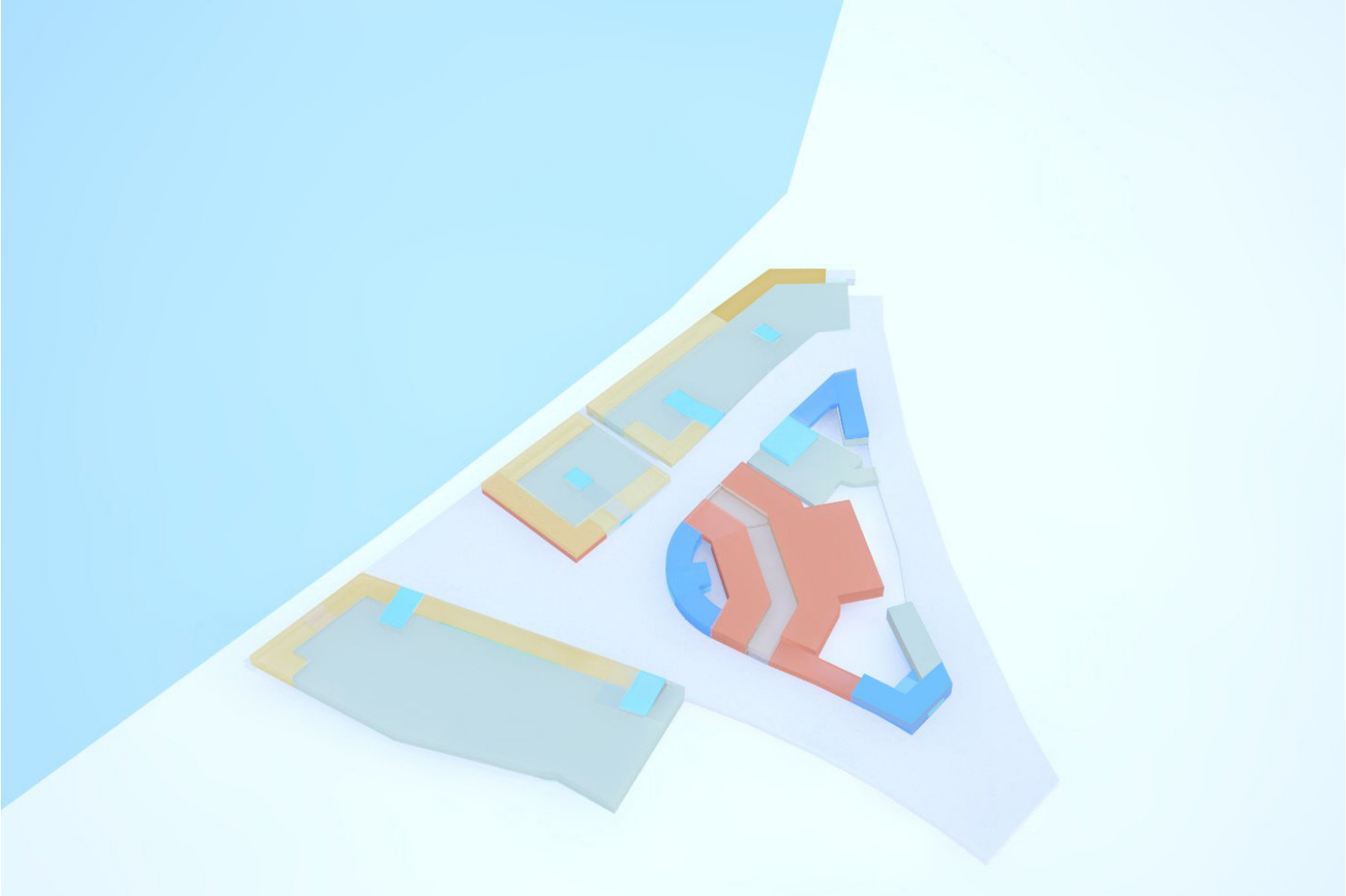


Figure 16: Ground floor and first floor land uses above. Where the first floor meets the street level on Victoria Park Drive it shall present as an occupiable and accessible floor from the street. Refer to Victoria Park Drive design requirements for specific development standards.

Part Two: Vision and Concept

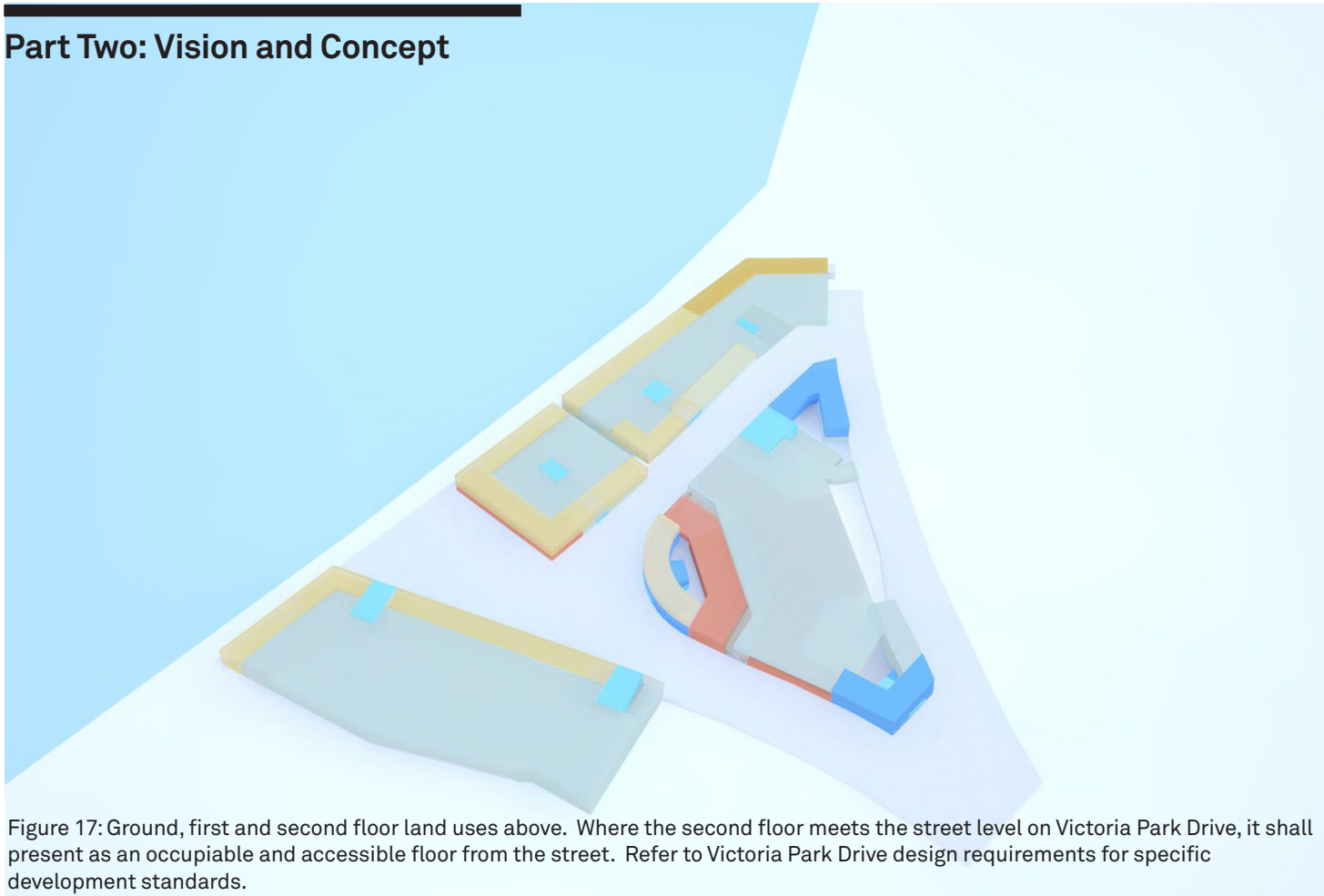


Figure 17: Ground, first and second floor land uses above. Where the second floor meets the street level on Victoria Park Drive, it shall present as an occupiable and accessible floor from the street. Refer to Victoria Park Drive design requirements for specific development standards.

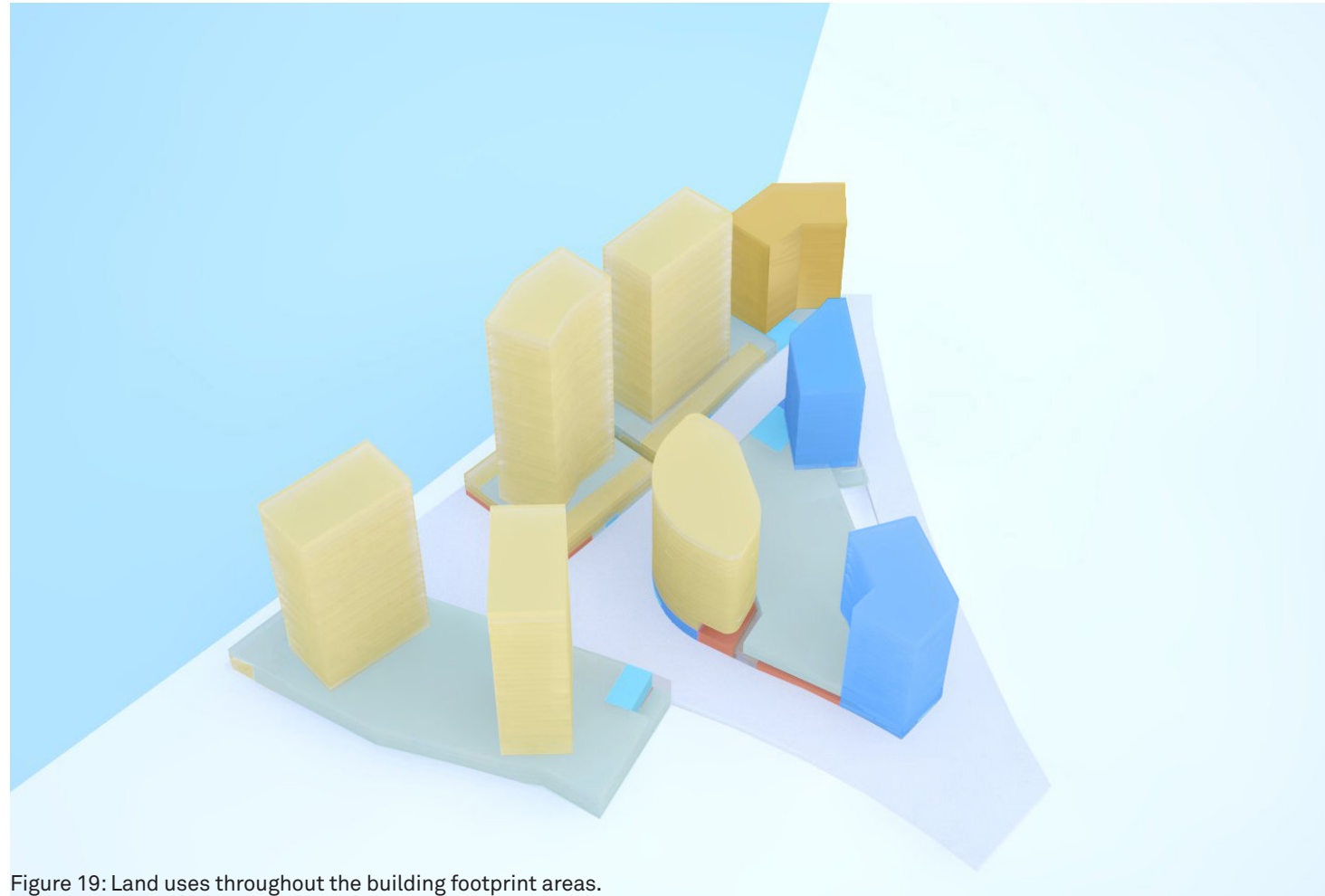


Figure 19: Land uses throughout the building footprint areas.

- LEGEND
- RESIDENTIAL
 - RETAIL OR COMMERCIAL
 - COMMERCIAL
 - LOBBY (LOCATION INDICATIVE)
 - CAR PARKING
 - COMMUNITY
 - ARCADE
 - RESIDENTIAL /HOTEL

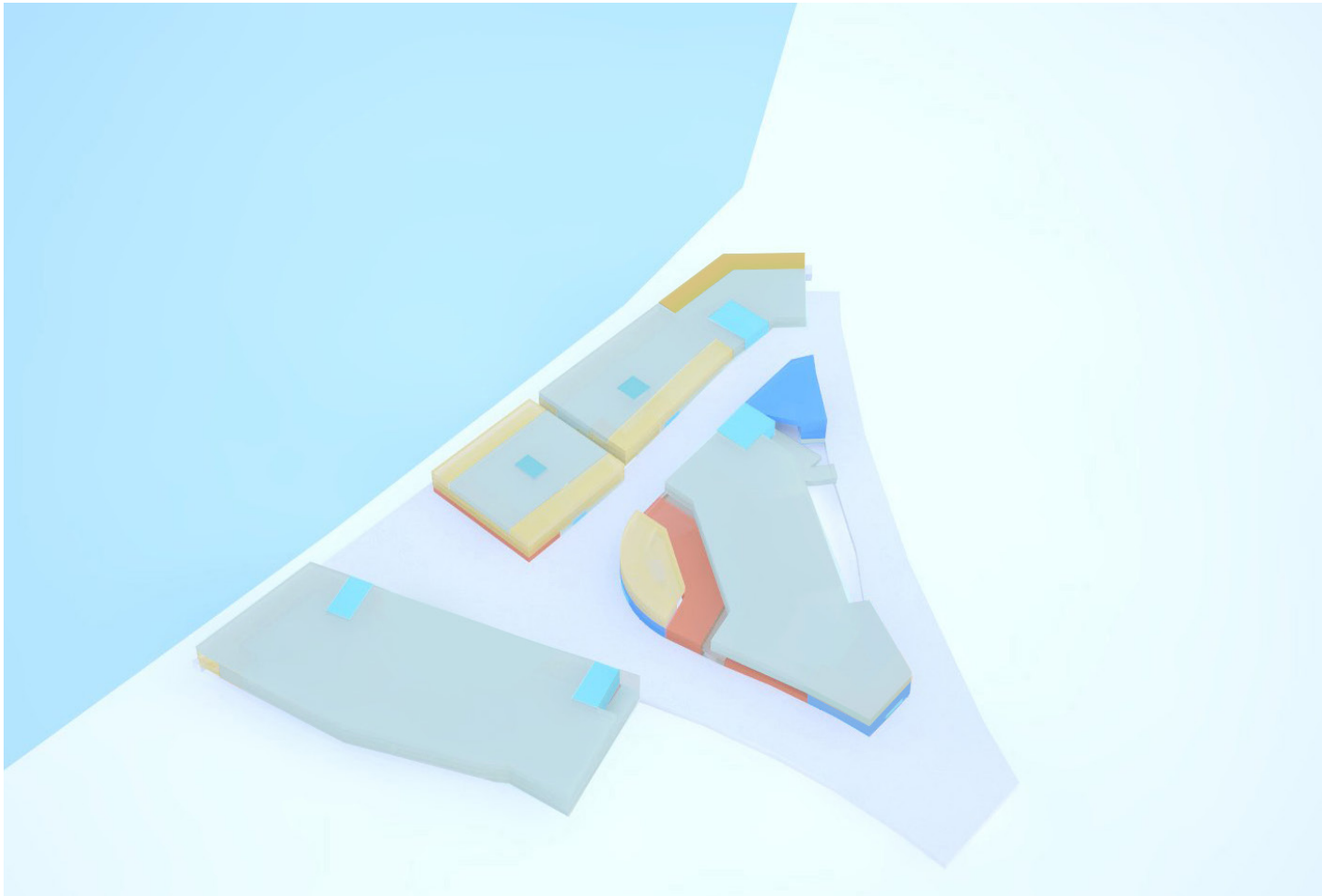
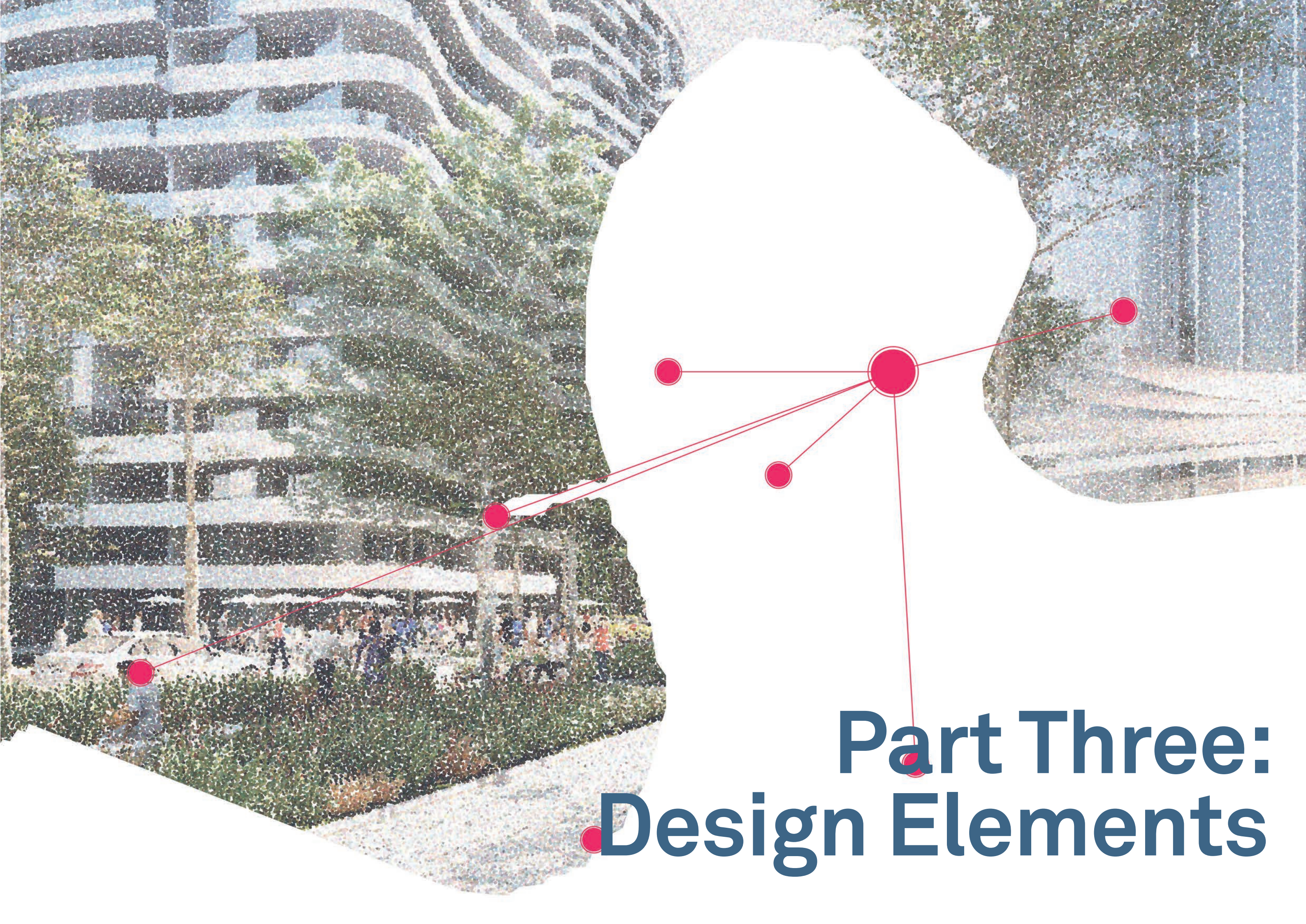


Figure 18: Ground, first, second and third floor land uses above. This describes the general principle of how car parking is to be sleeved by occupied floor space, and where car parking is intended to extend to the building edge at upper levels (which has less impact on the character of the street).

These diagrams describe the land use approach to Precinct D, showing the layering of land uses floor by floor and relationship to the adjacent ground level. The Lot Specific Guidelines describe the mandatory land use requirements. These drawings shall be used for explanatory purposes only.





Part Three: Design Elements

Part Three: Design Elements

6.1 Site Specific Guidelines

Lot 1

Development Intent and Objectives

Lot 1 provides an interface to the Belmont Park Racecourse and its grandstand building. Its location adjacent to the racecourse offers an excellent aspect to the Swan River beyond. Buildings will combine with development on Lot 2 to frame activity and pedestrian movement between the hospitality and racing functions of Precinct C (the racecourse), the Swan River foreshore and the urban plaza adjacent to the Swan River. Ground floor uses and architectural design will provide a comfortable and safe pedestrian environment that encourages people to dwell. The podium will be designed to provide an attractive architectural interface with the urban plaza, providing interest and delight. This will combine with an articulated podium on the lot alignment with Seabiscuit Drive, providing a distinctive building address, entry threshold and complementing the scale and form of the urban plaza.

The position of the tower on Lot 1, and combined with the tower placement on Lot 2, provides an open view to the sky above the podium when viewed from Victoria Park Drive. This gives a sense of light and openness, contrasting with the density and intensity of this transit oriented development. These two towers are to be located and oriented so as to enable sun access into the urban plaza for periods in the morning and afternoon, particularly during winter.

Lot 1 will provide vehicle access from Seabiscuit Drive, with shared access arrangements provided for Lot 2. This will minimise the number of vehicle crossovers required at the heart of Precinct D around the urban plaza.

The podium edge adjacent to the racecourse and grandstand building will require careful treatment to ensure the intended high amenity and character of the precinct is reflected. A high architectural character and contemporary style to the podium and tower will see the development promote Precinct D as a desirable place to live, potentially taking advantage of the views and aspect to the north over Belmont Park Racecourse.

Objectives

- Overall building form and architecture will be designed to a high quality.
- The podium will provide a strong built edge to the street.
- The podium will contain land uses that help to activate the street.
- The architectural quality of the podium will help to terminate the vista from Victoria Park Drive.
- The building will accommodate residential development to provide a quality living environment.



Specific Building Requirements

Approximate Lot Area	4,000 sqm
Maximum Plot Ratio	12:1 for multiple dwellings only.
Ground Floor Land Uses*	Interface with Seabiscuit Drive: Shall contain one or more active uses such as shop, restaurant, tavern, convenience store, consulting rooms or office (may also include building lobby, vehicle access and terrace / landscaped areas as a minor portion of the frontage). Car parking is not preferred but where proposed is subject to design requirements stated below. Other interfaces: Car parking subject to design requirements stated below or other appropriate use.
Land Uses for all Podium Levels other than Ground Floor*	Shall contain one or more of residential or communal facilities for use by residents of the building. Office and other non-residential development may be accepted on the first floor where it is compatible with adjacent residential accommodation. Car parking, where proposed is subject to design requirements stated below.
Tower Land Uses*	Shall contain one or more of residential or communal facilities for use by residents of the building.
Car Parking Design Requirements	Car parking shall be concealed from view from all frontages and contained within the building podium or as basement. Car parking can extend to the podium edge for all levels adjacent to the racecourse, grandstand building and at level 3 of the podium adjacent Seabiscuit Drive (subject to screening or appropriate design treatment such as high quality facade treatments including windows, patterning / textures / modulated facades or public art to car park screening and any blank walls). Residential visitor parking and any non-residential parking is not required to be provided on site and are to be collectively provided on Lot 6.
Lot Setbacks to Podium	Mandatory nil setback to Seabiscuit Drive/Urban Plaza, except for where terraces / gardens are provided at ground level to assist with podium articulation. To all other boundaries, a nil setback is permitted but not required.
Setbacks Above Podium	As shown on Figure 21.
Podium Height	Twenty four metres and four storeys maximum above the highest point of lot frontage to Seabiscuit Drive inclusive of any lift overrun, mechanical equipment, structures, screens, balustrades and broadcast reception devices. Eight metres minimum height as measured from the highest point of the lot frontage on Seabiscuit Drive.
Overall Building Height	Overall building height is limited by Procedure from Air Navigational Services - Aircraft Operation (PANS-OPS) surface.
Minimum Number of Dwellings	170

* Notes:

1. Also refer to 6.3.5 for General Design Elements relating to Land Use and Activation.
2. Any other uses not defined in the table shall be at the determining authority's discretion having regard to the land use permissibility identified in Table D Planning Requirements for Precinct D in the Belmont Park Racecourse Redevelopment Structure Plan.

Other Requirements

- Vehicle access is only permitted from Seabiscuit Drive in the location shown.
- Vehicle access to Lot 2 is to be provided through Lot 1
- Ground floor uses must provide surveillance and activation to Seabiscuit Drive
- Tower orientation may change within the allowable building envelope, subject to combined over-shadowing with Lot 2 ensuring at least a minimum 40% sun to the ground plane of the urban plaza at 12 noon on 21 June (the winter solstice).
- The western podium edge adjacent the Belmont Park Racecourse Grandstand and northern edge adjacent the Belmont Park Racecourse will require careful treatment on account of its visibility from the public realm and the racecourse. All building elevations must be designed and treated with openings, architectural recesses, and high level finishes as a minimum. Any car parking to the lot boundary must be appropriately treated with attractive and varied elevation finishes. Any boundary wall must be painted and contain textured elements to provide visual interest.
- Large areas of blank or untreated surfaces will not be approved either in the podium or tower elements.
- Reference to the podium height in terms of dimension (metres) and number of storeys refers to the visible height and number of storeys viewed from the street/public realm. Additional car park levels can be accommodated within the overall podium height behind occupied frontages.
- Podium design shall respond to the termination of vistas along Victoria Park Drive. Vertical highlights, architectural features, varied scale and parapet design are treatments that can be used to provide visual interest and focus.
- The podium frontage at ground level must contain entries and points of visual separation at regular intervals (not exceeding 10m) to provide fine grain scale and interest.
- Maximum 30 metre tower width. Tower length subject to building envelope.
- Awnings shall be provided as shown on Figure 21.
- The 5 metre tower setback to the street may be reduced to nil where: (a) impact of wind effects do not impinge on the enjoyment of the public realm, supported by a wind report to the satisfaction of the determining authority; (b) the bulk and scale of the building is appropriately addressed through architectural expression.

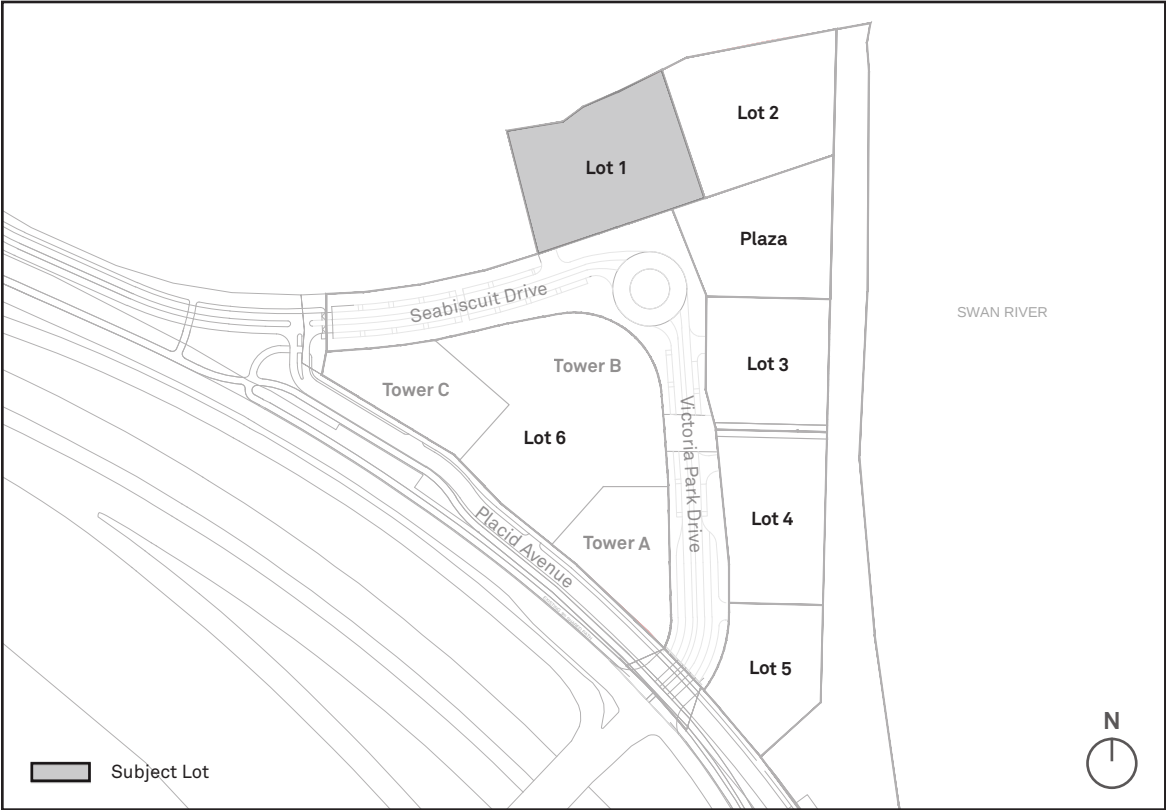
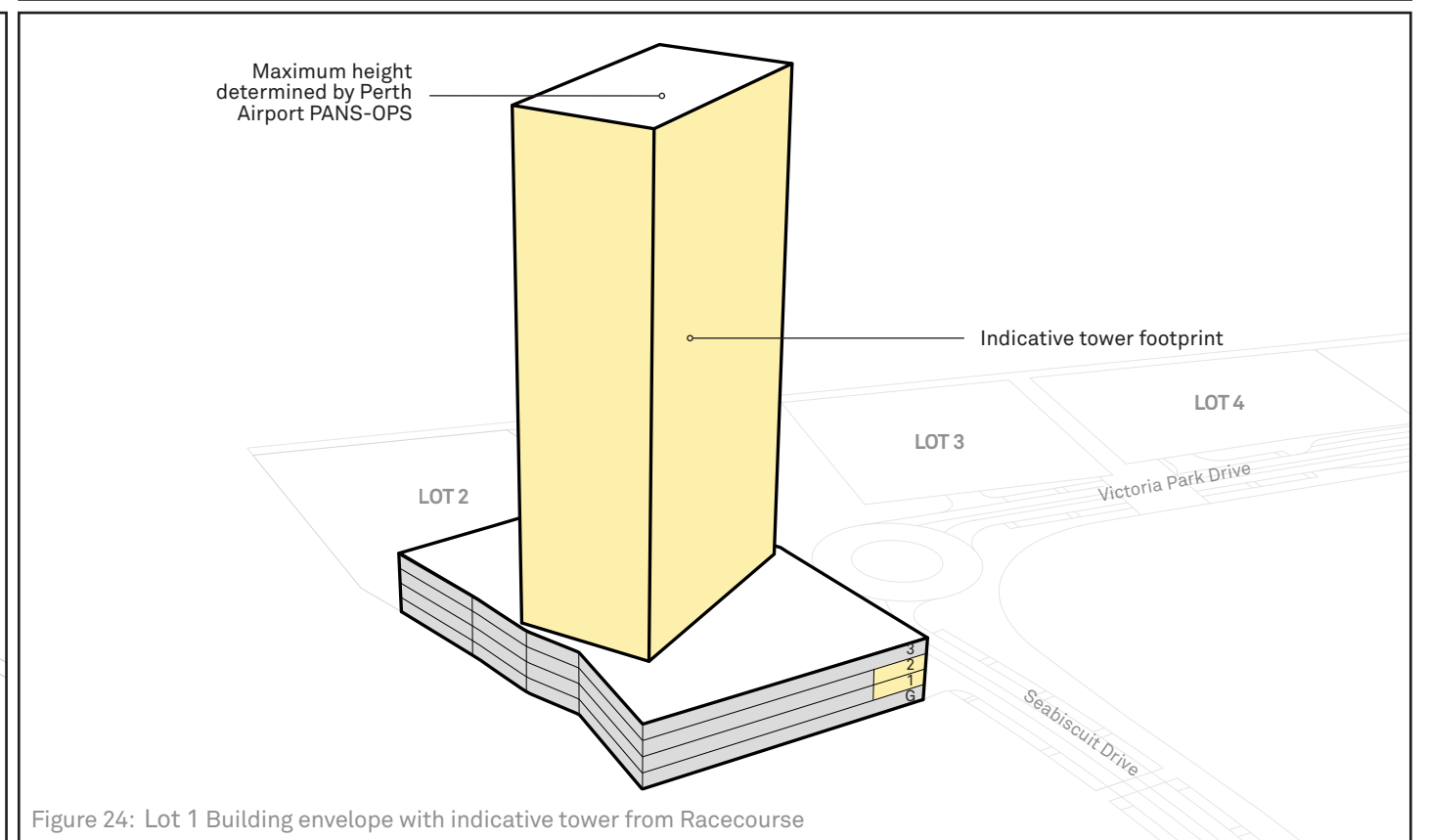
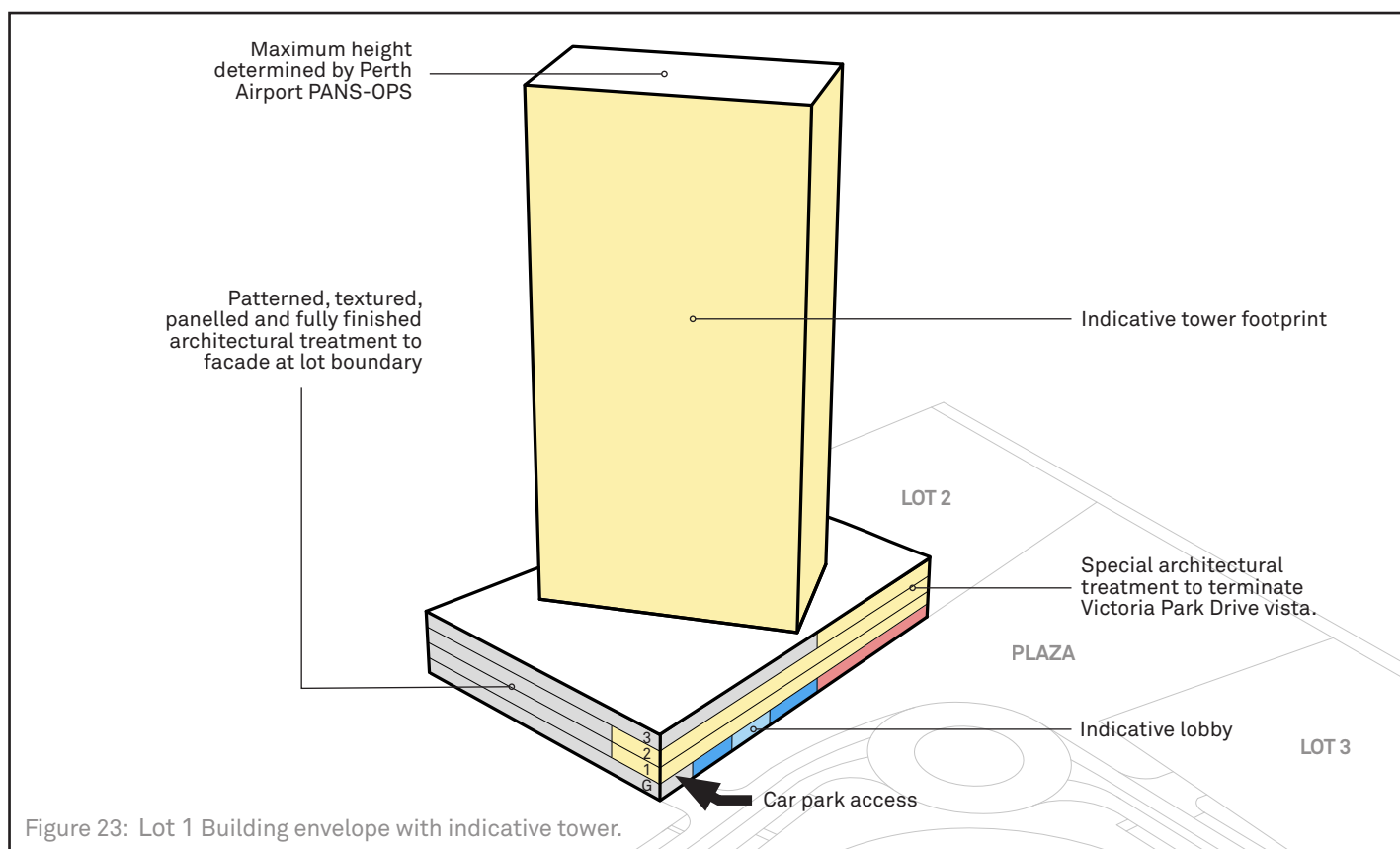
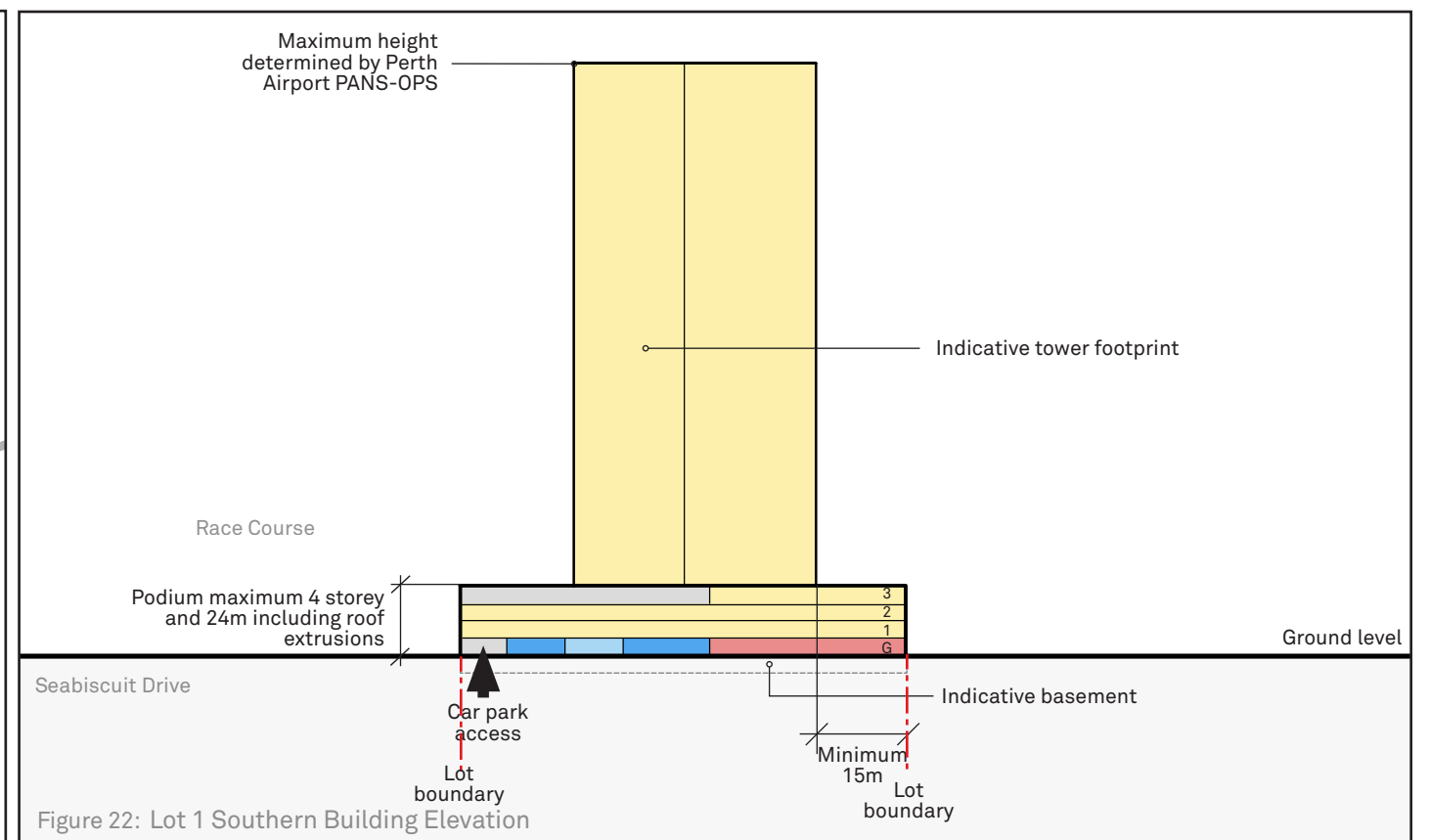
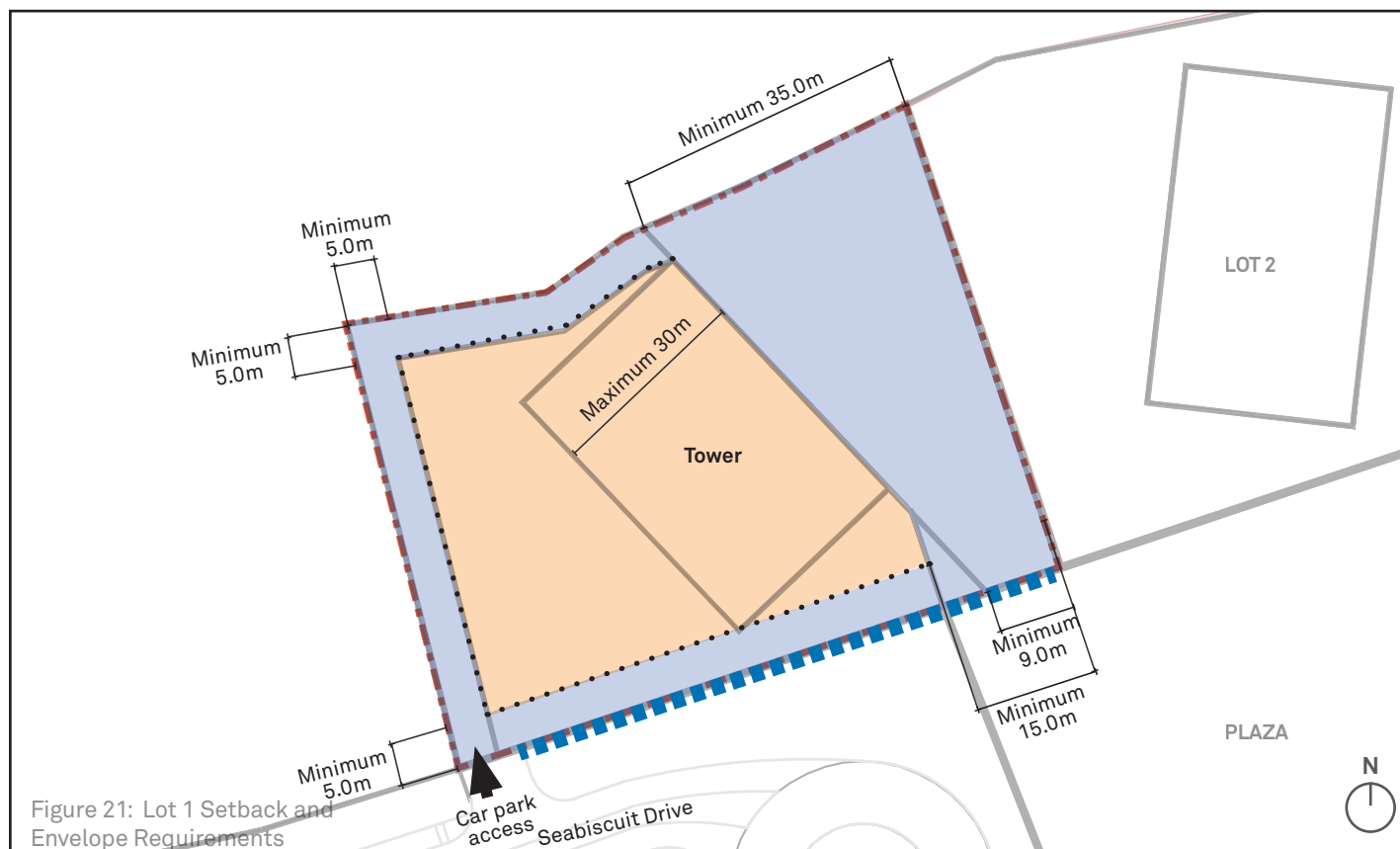


Figure 20: Lot 1 Precinct Context

Lot 1



Part Three: Design Elements

6.1 Site Specific Guidelines
Lot 2

Development Intent and Objectives

Lot 2 offers excellent potential, in combination with Lot 1, for a mixed use development with a significant proportion of high quality residential floor space. It’s location adjacent to the Swan River, urban plaza and Belmont Park Racecourse means it has a premier position within the Precinct. The podium will be designed to provide an attractive architectural interface, providing interest and delight.

The building will be configured to frame and support activity within the adjacent urban plaza, with the tower oriented to provide sun access into the plaza throughout the year. The position of the tower on Lot 1, combined with the tower placement on Lot 2, provides an open view to the sky above the podium when viewed from Victoria Park Drive. This gives a sense of light and openness, contrasting with the density and intensity of this transit oriented development.

Food and beverage tenancies are encouraged within the podium at ground level adjacent to the urban plaza, offering activity and supporting informal community interaction. A temporary community facility will be located adjacent to the Swan River foreshore, providing space for community meetings and events until such time as permanent facilities are provided in the redeveloped grandstand building. The community facility could be paired with an adjacent food and beverage tenancy in order to provide effective service and operation arrangements.

The building will be highly visible from Seabiscuit Drive, the river foreshore and Belmont Park Racecourse. The podium edge will therefore require careful treatment to ensure the intended high amenity and character of the precinct is maintained. A high architectural character and contemporary style to the podium and tower will see the development promote Precinct D as a desirable place to live.

Objectives

- Overall building form and architecture will be designed to a high quality.
- The podium will provide a strong built edge to the street.
- The podium will contain land uses that help to activate the street.
- The architectural quality of the podium will help to terminate the vista from Victoria Park Drive.
- The building will accommodate residential development to provide a quality living environment.
- Building design enables sun access into the urban plaza throughout the year, particularly during winter.

Specific Building Requirements

Approximate Lot Area	3,900 sqm
Maximum Plot Ratio	12:1 for multiple dwellings only.
Ground Floor Land Uses*	Interface with Urban Plaza: Shall contain one or more active uses such as shop, restaurant, tavern, convenience store, consulting rooms, temporary community facility or office (may also include building lobby, vehicle access and terrace / landscaped areas as a minor portion of the frontage). Car parking is not preferred, but where proposed is subject to design requirements stated below. Interface with Swan River: In addition to the above, residential, lobby, terrace/ landscaped areas. Other interfaces: Car parking or other appropriate use.
Land Uses for all Podium Levels other than Ground Floor*	Shall contain one or more of residential, communal facilities for use by residents of the building. Office and other non-residential development may be accepted on the first floor where it is compatible with adjacent residential accommodation. Car parking, where proposed is subject to design requirements stated below.
Tower Land Uses*	Shall contain one or more of residential or communal facilities for use by residents of the building.
Car Parking Design Requirements	Car parking shall be concealed from view from all frontages and contained within the building podium levels or as basement. Car parking can extend to the podium edge adjacent to the racecourse, Lot 1 and at level 3 of the podium adjacent to the plaza and the Swan River foreshore (subject to screening or appropriate design treatment such as high quality facade treatments including windows, patterning / textures / modulated facades or public art to car park screening and any blank walls). Residential visitor parking and any non-residential parking is not required to be provided on site and are to be collectively provided on Lot 6.
Lot Setbacks to Podium	Mandatory nil setback to the Urban Plaza, except for where terraces / gardens are provided at ground level to assist with podium articulation. To all other boundaries, a nil setback is permitted but not required. Refer to Figure 66 and 6.3.1 Podia for foreshore and other podium edge development criteria.
Setbacks Above Podium	As shown in Figure 26.
Podium Height	Twenty four metres and four storeys maximum above the highest point of lot frontage to Seabiscuit Drive inclusive of any lift overrun, mechanical equipment, structures, screens, balustrades and broadcast reception devices. Eight metres minimum height as measured from the highest point of the lot frontage on Seabiscuit Drive.
Overall Building Height	Overall building height is limited by Procedure from Air Navigational Services - Aircraft Operation (PANS-OPS) surface.
Minimum Number of Dwellings	170

* Notes:

1. Also refer to 6.3.5 for General Design Elements relating to Land Use and Activation.
2. Any other uses not defined in the table shall be at the determining authority’s discretion having regard to the land use permissibility identified in Table D Planning Requirements for Precinct D in the Belmont Park Racecourse Redevelopment Structure Plan.

Other Requirements

- Residential dwellings shall be located at ground and/or upper podium levels fronting the Urban Plaza and Swan River Foreshore as identified, in order to address and provide surveillance to the racecourse and future boardwalk extension.
- Where residential dwellings are located at ground level fronting the Swan River Foreshore, the floor level shall be a minimum 500mm above the adjacent river promenade (to a maximum of 1200mm) to provide adequate separation.
- Separate vehicle access for Lot 2 is not permitted. Vehicle access to Lot 2 shall be provided through Lot 1.
- Ground floor uses must provide activation and surveillance of the urban plaza.
- The space to be allocated for community use shall be provided as part of Stage 1 and shall be a minimum 200 square metres in area. The community facility may be connected to an adjacent food and beverage tenancy to improve servicing. If it is not connected, it shall be fitted with a kitchenette and toilets to the satisfaction of the local authority. Refer to 6.3.6 Interim Community Facilities for development criteria.
- Tower orientation may change within the allowable envelope, subject to combined over-shadowing with Lot 1 ensuring at least a minimum 40% sun to the ground plane of the urban plaza at 12 noon on 21 June (the winter solstice).
- The northern edge adjacent the Belmont Park Racecourse will require careful treatment on account of its visibility from the public realm and the racecourse. All building elevations must be designed and treated as a minimum with openings, architectural recesses, high level finishes. Any car parking to the lot boundary must be appropriately treated with attractive and varied panelling. Any boundary wall must be painted and contain textured elements to provide visual interest.
- Large areas of blank or untreated surfaces will not be approved either in the podium or tower elements.
- Reference to the podium height in terms of dimension (metres) and number of storeys refers to the visible height and number of storeys viewed from the street/public realm. Additional car park levels can be accommodated within the overall podium height behind occupied frontages.
- The podium frontage at ground level must contain entries and points of visual separation at regular intervals (not exceeding 10m) to ensure fine grain scale and interest.
- Maximum 30 metre tower width. Tower length subject to building envelope.
- Awnings shall be provided as shown on Figure 26.
- The 5 metre tower setback to the plaza may be reduced to nil where: (a) impact of wind effects do not impinge on the enjoyment of the public realm, supported by a wind report to the satisfaction of the determining authority; (b) the bulk and scale of the building is appropriately addressed through architectural expression.

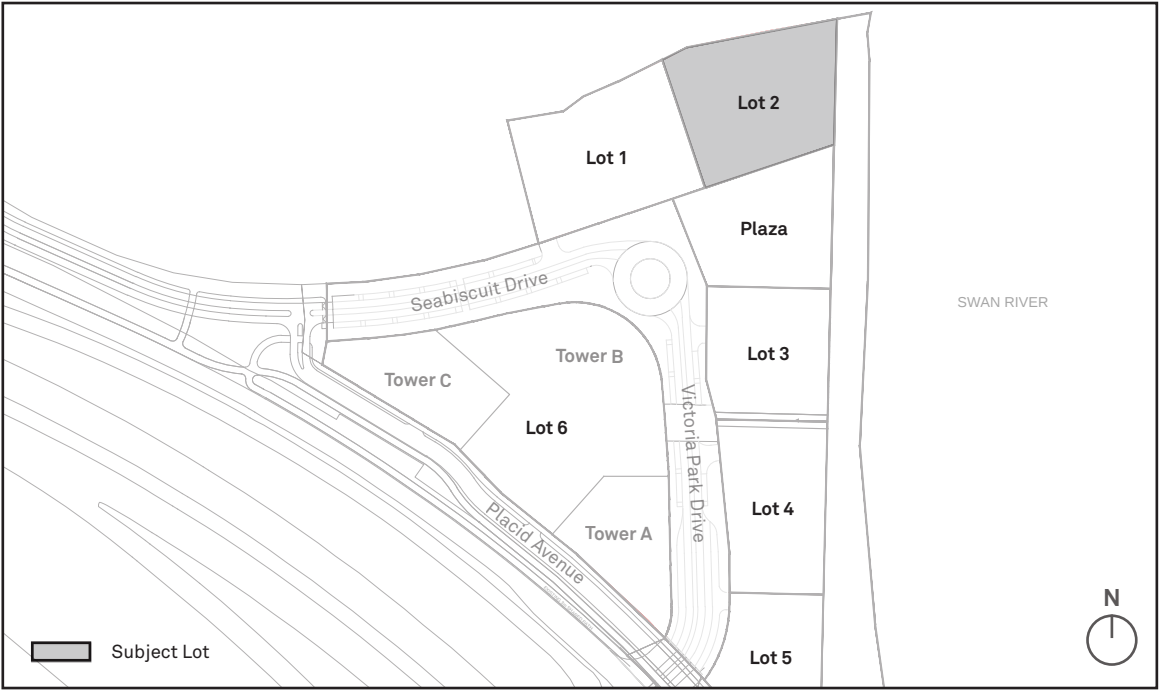


Figure 25: Lot 2 Precinct Context



Part Three: Design Elements

6.1 Site Specific Guidelines

Lot 2

Note: The land uses described in these drawings are indicative and for explanatory purposes only. For specific criteria, refer to the Specific Building Requirements.

LEGEND

RESIDENTIAL

RETAIL OR COMMERCIAL

LOBBY (LOCATION INDICATIVE)

CAR PARKING OR OTHER USE

COMMUNITY

LOT BOUNDARY

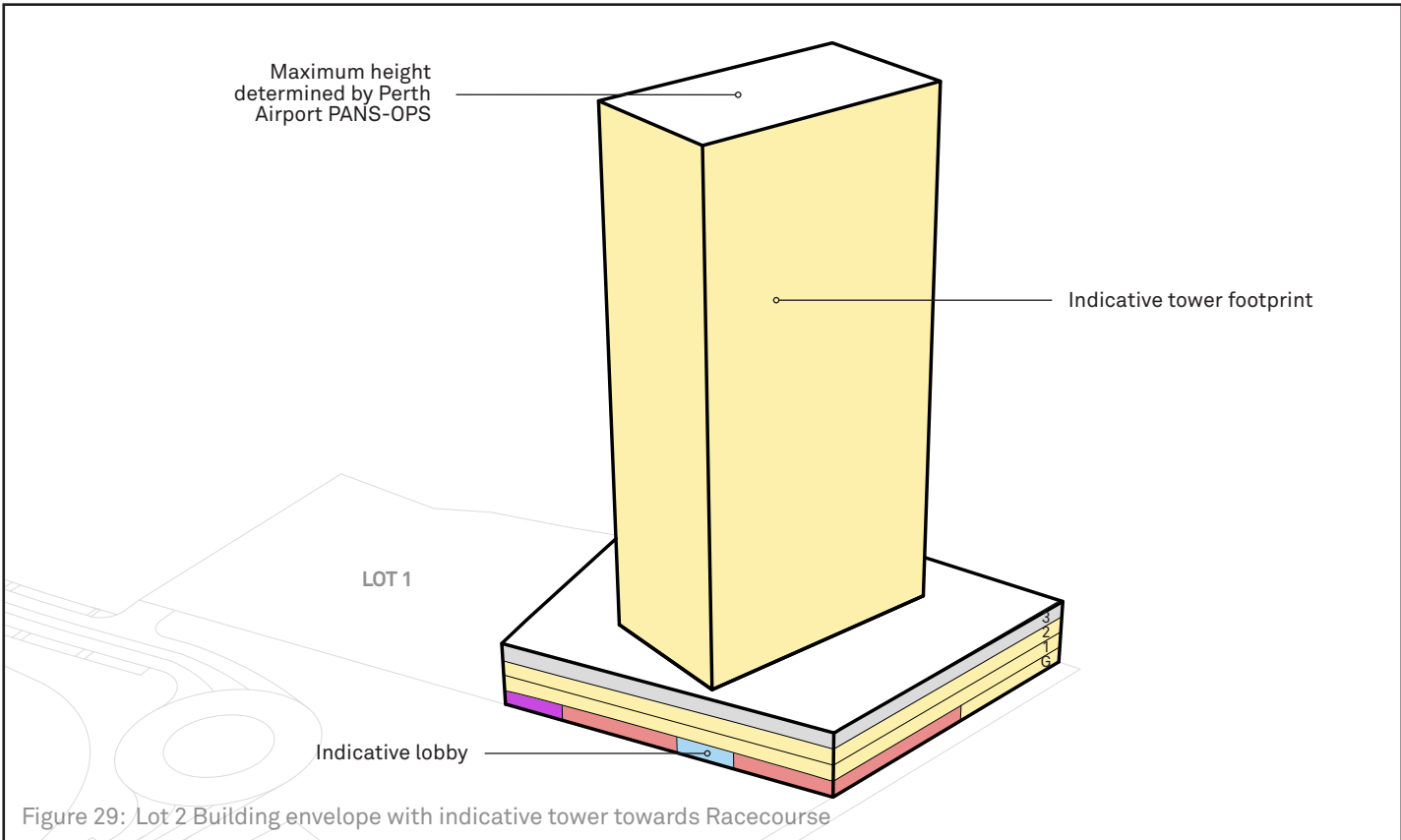
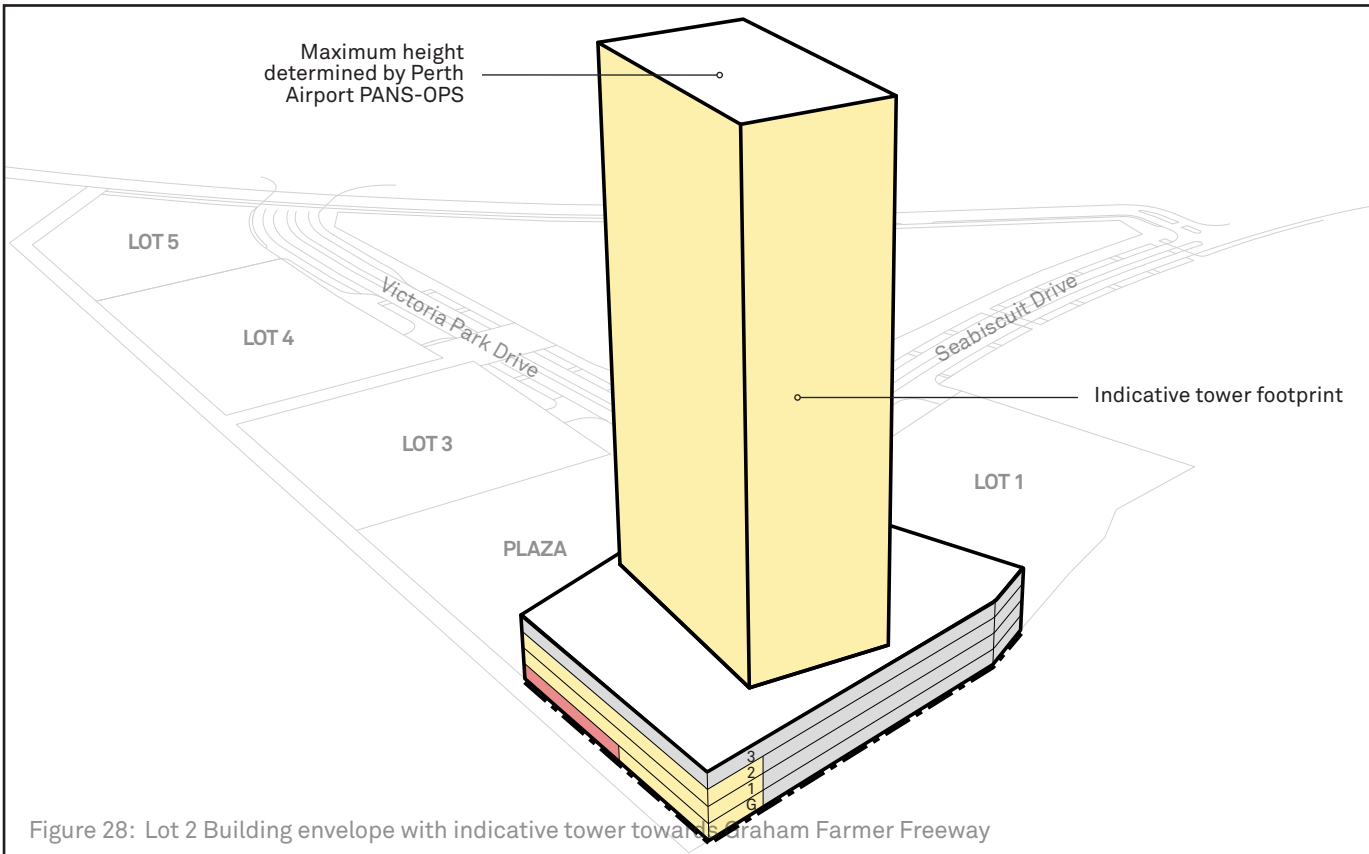
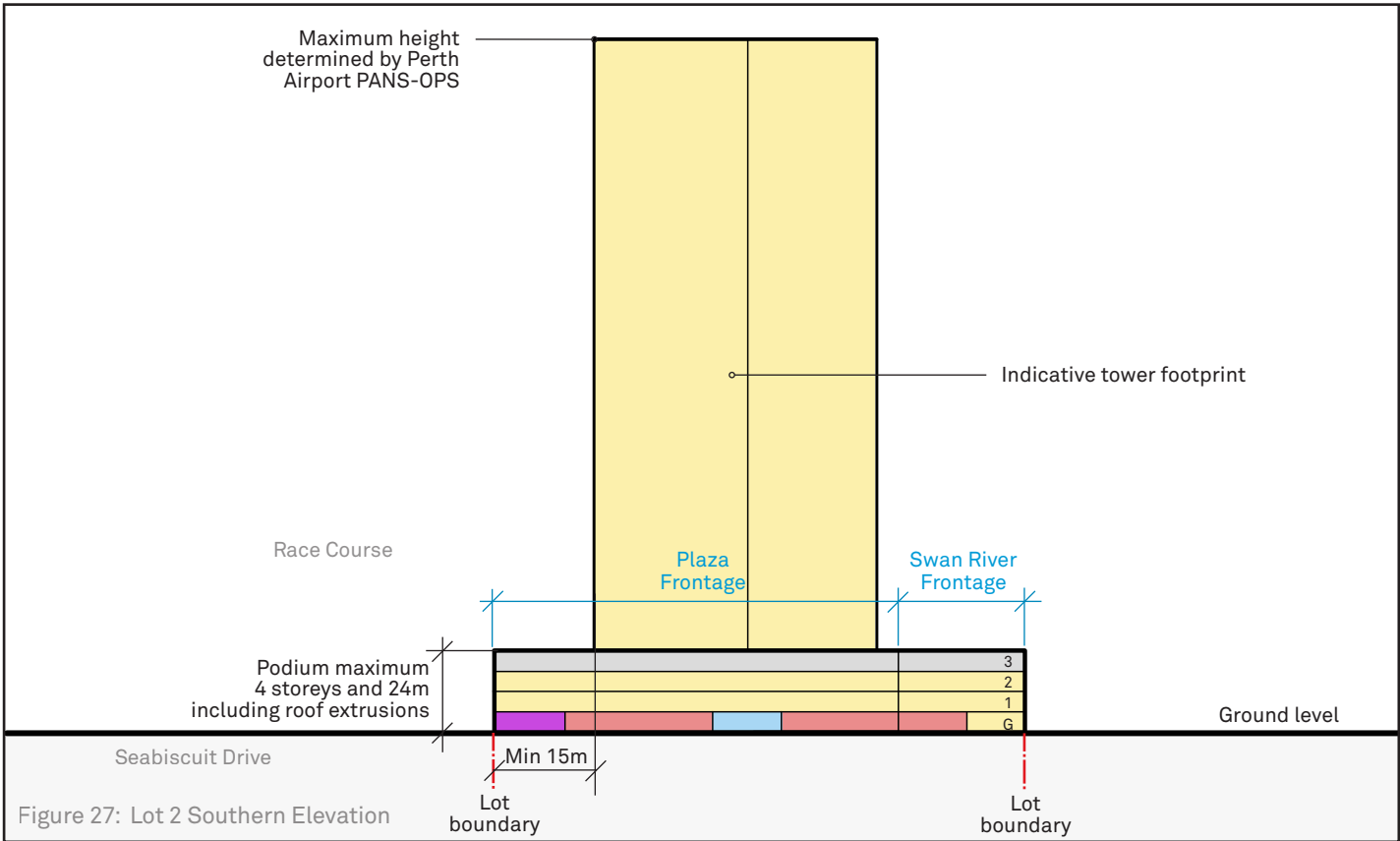
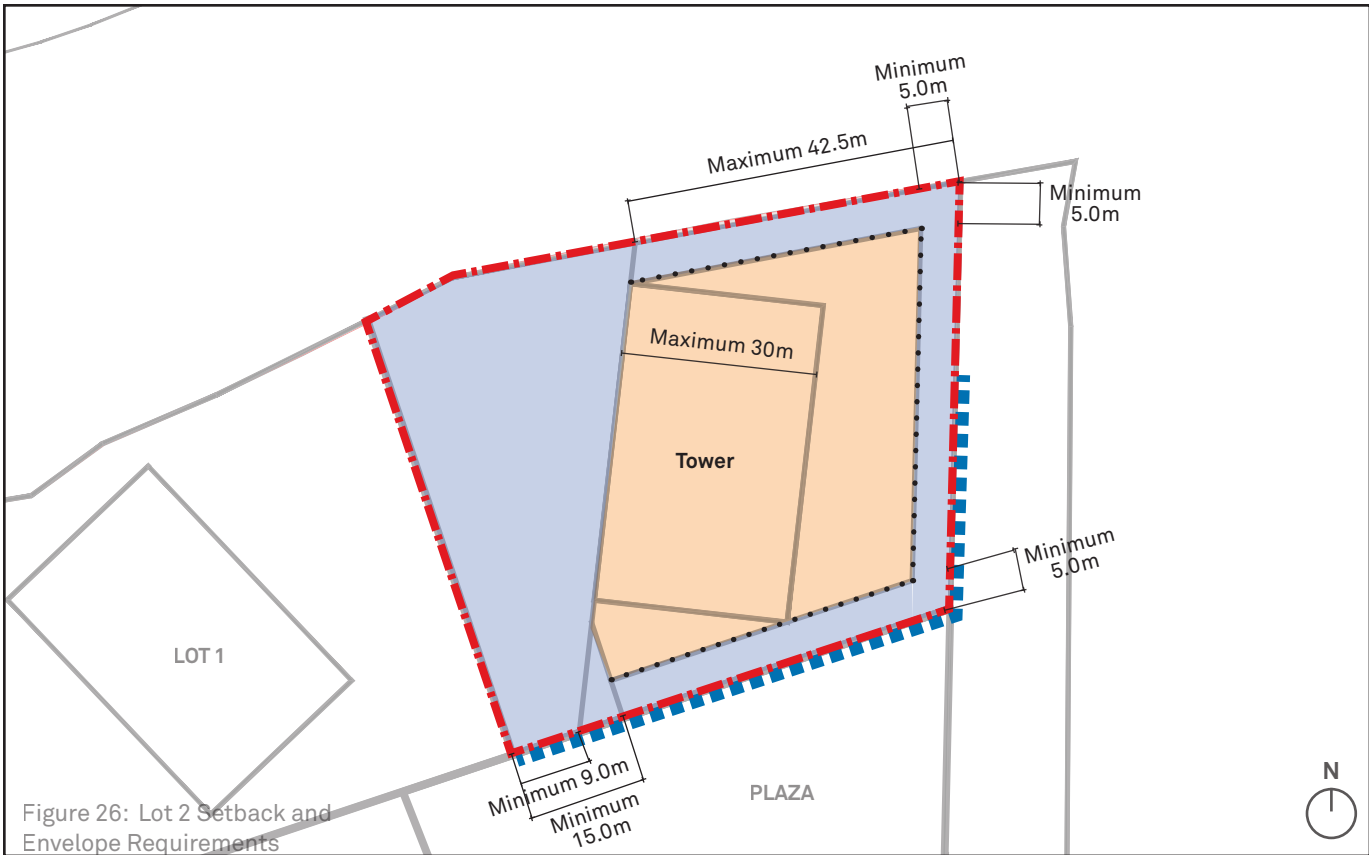
BUILDING ENVELOPE FOR TOWER inclusive of balconies

EXTENT OF PODIUM

LOT CONTEXT

REQUIRED AWNINGS

5.0m SETBACK



Part Three: Design Elements

6.1 Site Specific Guidelines
Lot 3

Development Intent and Objectives

Development on Lot 3 complements that of Lot 2 to frame and activate the urban plaza. Shops, food and beverage outlets or small commercial tenancies are preferred at ground level to help focus the urban plaza as a key destination within the Precinct. Above ground level, and extending along Victoria Park Drive and the river foreshore, residential dwellings will provide an occupied edge to the podium.

Along the Swan River foreshore edge, residential dwellings will help to provide surveillance of the public realm and take advantage of excellent views across the water.

The design of the southern podium edge will include a pedestrian access laneway located between Lots 3 and 4. Podia on Lots 3 and 4 can be constructed to a nil setback to the easement and it shall be open to the sky above. The corners of the podium intersecting with the pedestrian access way will be designed so that windows and balconies provide an outlook onto this space, whilst other uses, such as gyms for use by building residents are encouraged to be located to activate the laneway. Whilst the access is intended to be overlooked, it is also intended that it can be secured at night.

The podium edge along Victoria Park Drive shall acknowledge the sloping ground conditions and step tenancies or ground floor residential dwellings up the hill so that large blank walls at ground level are minimised.

The tower will be oriented to maximise views across the Swan River and Maylands Peninsula. Upper building levels will also be afforded views back to Perth City.

Objectives

- Overall building form and architecture will be designed to a high quality.
- The podium will provide a strong built edge to the street, urban plaza and Swan River Foreshore.
- The podium will contain land uses that help to activate the urban plaza and street.
- The building will accommodate residential development to provide a quality living environment.
- Building design enables pedestrian access between Victoria Park Drive and the Swan River Foreshore.
- Building design promotes a high quality, safe edge condition along the pedestrian access laneway.

Specific Building Requirements

Approximate Lot Area	3,000 sqm
Maximum Plot Ratio	12:1 for multiple dwellings only.
Ground Floor Land Uses*	Interface with Urban Plaza: Shall contain one or more active uses such as shop, restaurant, convenience store, consulting rooms, tavern, office, lobby. Interface with Swan River: Primarily residential, but may also contain shop, restaurant, tavern or office, lobby, terrace/landscaped areas as a minor proportion of the frontage. Interface with Victoria Park Drive: Shall contain one or more of shop, restaurant, residential, lobby. Interface with P.A.W: Shall contain one or more of residential, communal facility for use by residents, cafe, office. Car parking is not preferred, but where proposed is subject to design requirements stated below.
Land Uses for all Podium Levels other than Ground Floor*	Shall contain one or more of residential, communal facilities for use by residents of the building. Office and other non-residential development may be accepted on the first floor where it has direct access to the ground level and is compatible with adjacent residential accommodation. Car parking, where proposed is subject to design requirements stated below.
Tower Land Uses*	Shall contain one or more of residential or communal facilities for use by residents of the building.
Car Parking Design Requirements	Car parking shall be concealed from view from all frontages and contained within the building podium levels or as basement. Car parking can extend to the podium edge at level 3 and 4 of the podium (subject to screening or appropriate design treatment such as high quality facade treatments including windows, patterning / textures / modulated facades or public art to car park screening and any blank walls). Residential visitor parking and any non-residential parking is not required to be provided on site and are to be collectively provided on Lot 6.
Lot Setbacks to Podium	Mandatory nil to the street, urban plaza. Foreshore setback may be nil but is discretionary to allow articulation, and the provision of terraces / gardens at ground level to assist with separation between ground floor residential land uses and the adjacent public realm. Refer to Figure 66 and 6.3.1 Podia for foreshore and other podium edge development criteria. Minimum 3 metres to the southern boundary.
Setbacks Above Podium	As shown on Figure 31.
Podium Height	28.5 metres and five storeys maximum above the lowest point of lot frontages as measured from Victoria Park Drive inclusive of any lift overrun, mechanical equipment, structures, screens, balustrades and broadcast reception devices. Eight metres minimum height as measured at the highest point of lot frontages at Seabiscuit Drive.
Overall Building Height	Overall building height is limited by Procedure from Air Navigational Services - Aircraft Operation (PANS-OPS) surface.
Minimum Number of Dwellings	220

* Notes:

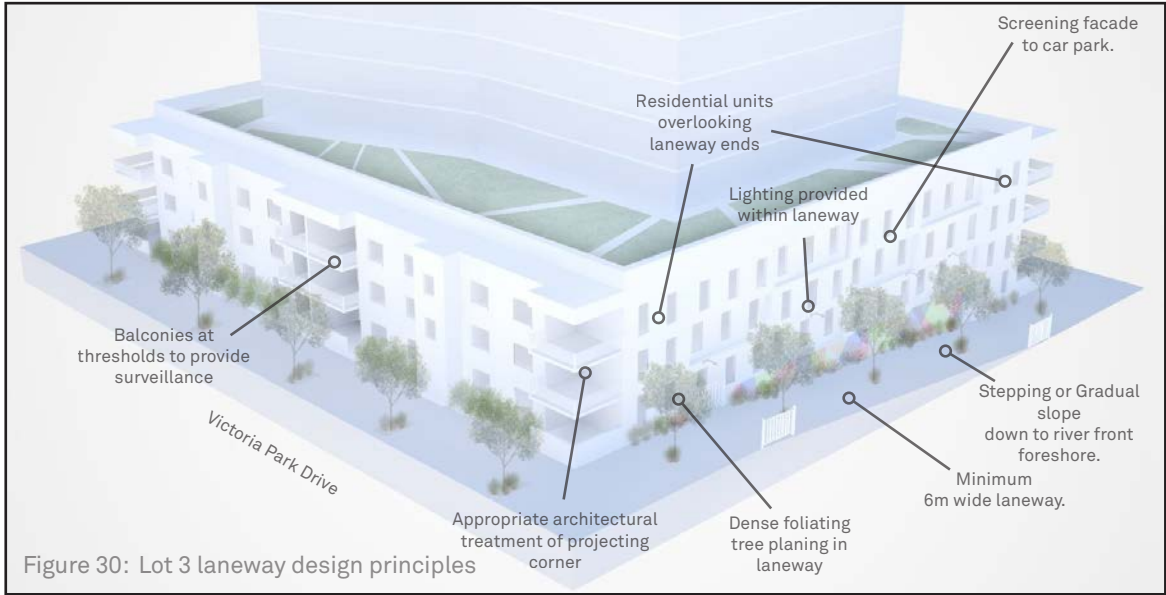
1. Also refer to 6.3.5 for General Design Elements relating to Land Use and Activation.
2. Any other uses not defined in the table shall be at the determining authority's discretion having regard to the land use permissibility identified in Table D Planning Requirements for Precinct D in the Belmont Park Racecourse Redevelopment Structure Plan.

Other Requirements

- All residential apartments within the podium facing the river foreshore, urban plaza and Victoria Park Drive shall have a front door or lobby accessed directly from the adjacent footpath / street (depending on primary orientation) in the form of a direct front door or a shared lobby and stair / lift access.
- Where residential dwellings are located at ground level fronting the Swan River Foreshore, the floor level shall be a minimum 500mm above the adjacent river promenade (to a maximum of 1200mm) to provide adequate separation.
- Vehicle access to Lot 3 must be from Victoria Park Drive.
- Blank walls will not be permitted to the urban plaza, Swan River foreshore or Victoria Park Drive. Any walls at ground level or below the finished ground level of the building adjacent the street must be finely detailed with high quality materials that promote visual interest by way of texture, variation in materials and differentiation of colour.
- Car parking may extend to the pedestrian easement edge, subject to appropriate screening, lighting and the east and west entry thresholds being activated with residential dwellings at ground and upper levels.
- Special architectural treatment at building corner as focal point in Victoria Park Drive vista, as noted in Figure 31.
- Design guidance for the easement between Victoria Park Drive and the foreshore is provided in Part 3, 7.1 Public Realm Design Criteria (refer figure 88). The full 6 metre walkway is to be developed wholly in conjunction with the development of the first of the two Lots (3 and 4).
- Reference to the podium height in terms of dimension (metres) and number of storeys refers to the visible height and number of storeys viewed from the street/public realm. Additional car park levels can be accommodated within the overall podium height behind occupied frontages.
- Maximum 30 metre tower width. Tower length subject to building envelope.
- Awnings shall be provided as shown on Figure 31.
- The 5 metre tower setback to the plaza may be reduced to nil where: (a) impact of wind effects do not impinge on the enjoyment of the public realm, supported by a wind report to the satisfaction of the determining authority; (b) the bulk and scale of the building is appropriately addressed through architectural expression; (c) views from future/existing buildings on Lot 6 - Tower B to the Swan River will still be maintained to the satisfaction of the determining authority.

Pedestrian Access Requirements

- A 6 metre pedestrian access shall be developed either across the lot boundary or as a separate reserve between Lots 3 and 4.
- The pedestrian access way shall provide a gradual transition from Victoria Park Drive to the Swan River foreshore with a high degree of pedestrian amenity provided through overlooking from occupied floor space, active or communal residential uses at ground level at the access thresholds and high quality facade treatments such as high quality facade treatments including windows, patterning / textures / modulated facades or public art to car park screening and any blank walls.
- The access may contain gates at each entry threshold to secure entry during the evening unless provided as a P.A.W. reserve.
- An easement shall be provided on the title providing right of pedestrian access unless provided as a P.A.W. reserve.
- Development shall address the pedestrian access way as per the diagram below.



Part Three: Design Elements

6.1 Site Specific Guidelines

Lot 3

Note: The land uses described in these drawings are indicative and for explanatory purposes only. For specific criteria, refer to the Specific Building Requirements.

LEGEND

RESIDENTIAL

RETAIL OR COMMERCIAL

LOBBY (LOCATION INDICATIVE)

CAR PARKING OR OTHER USE

LOT BOUNDARY

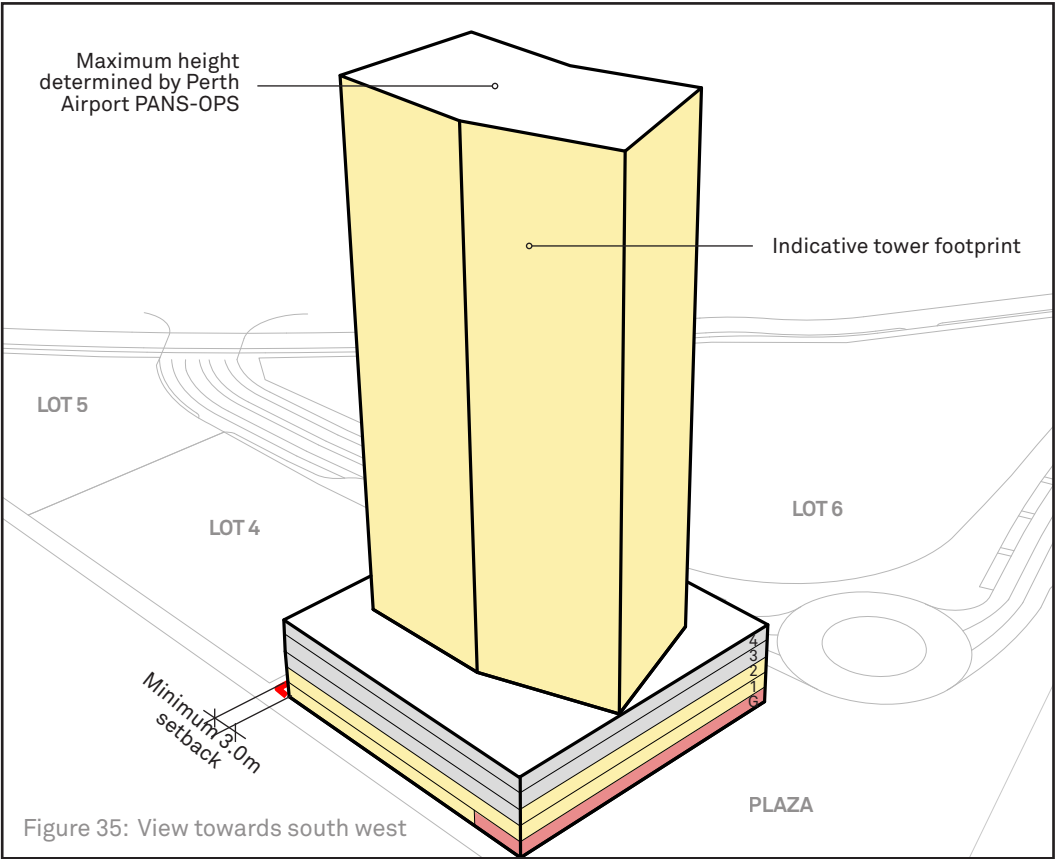
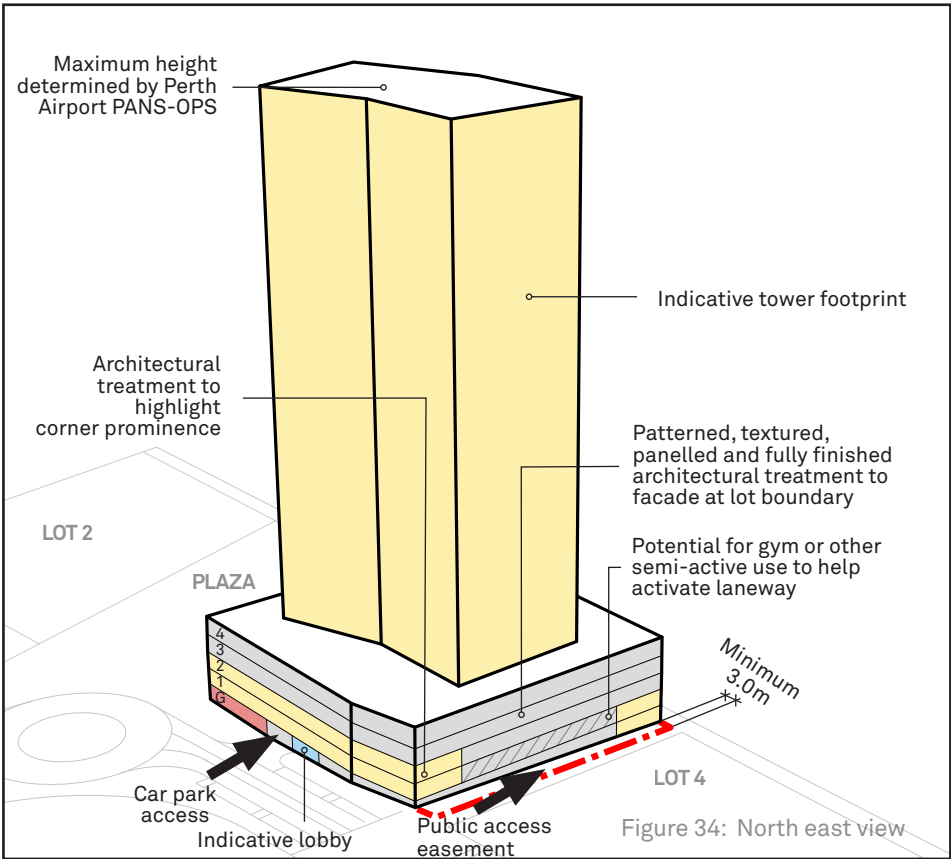
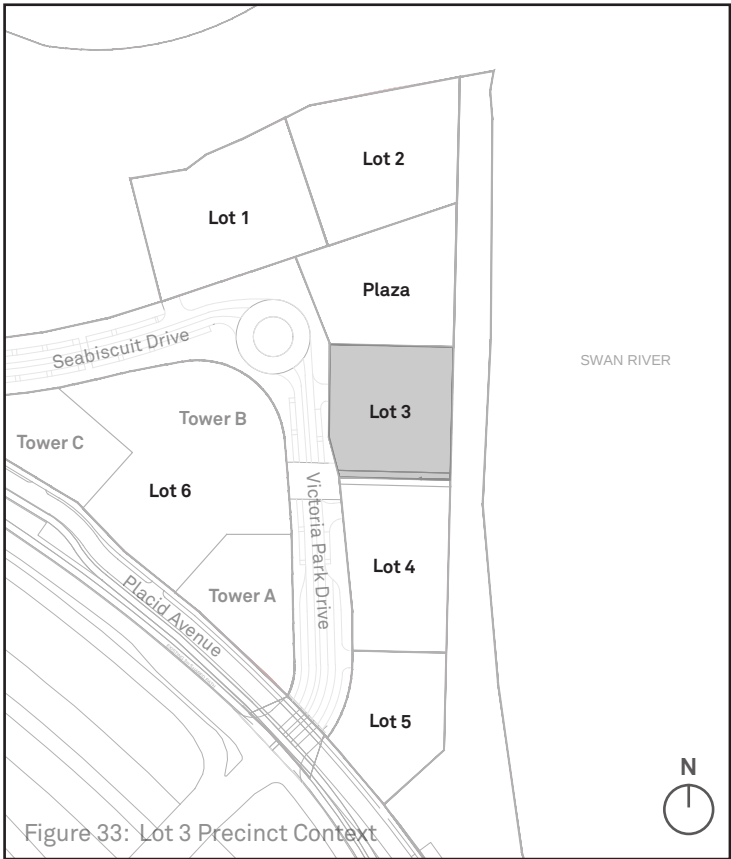
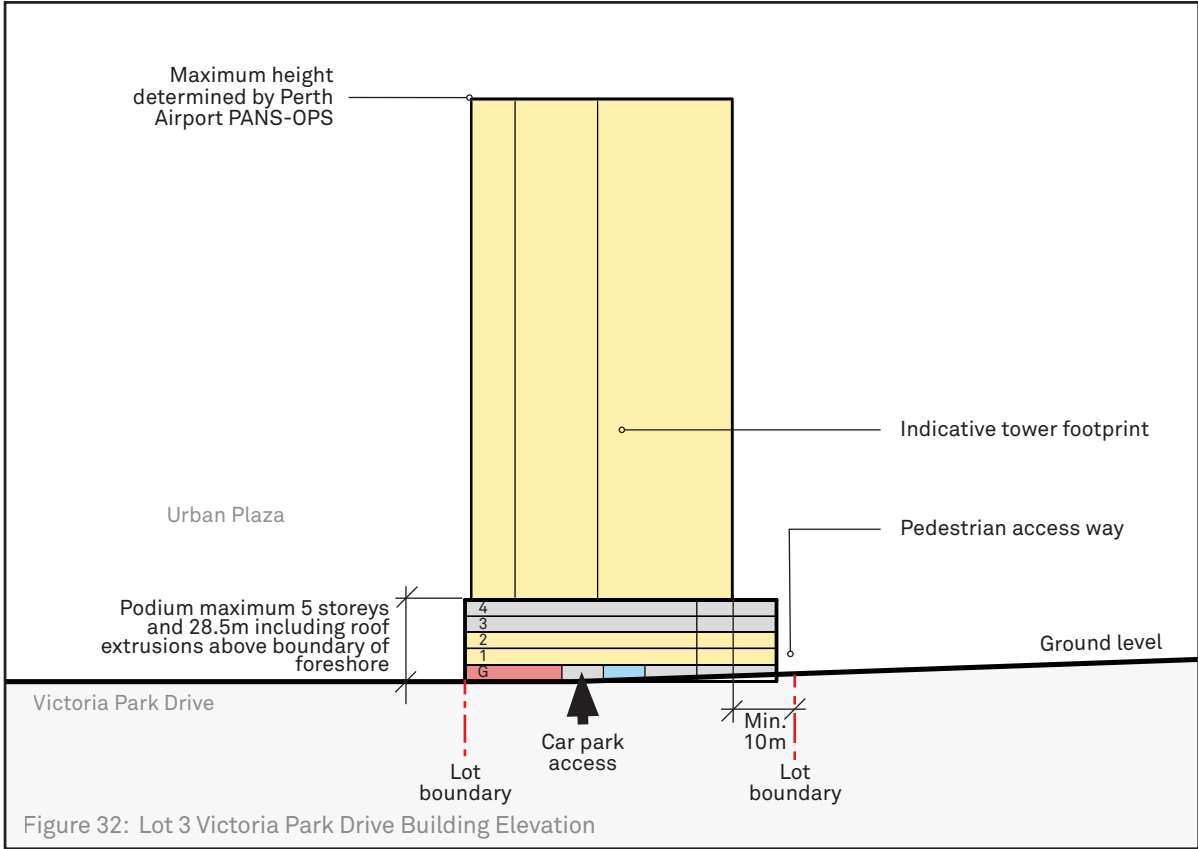
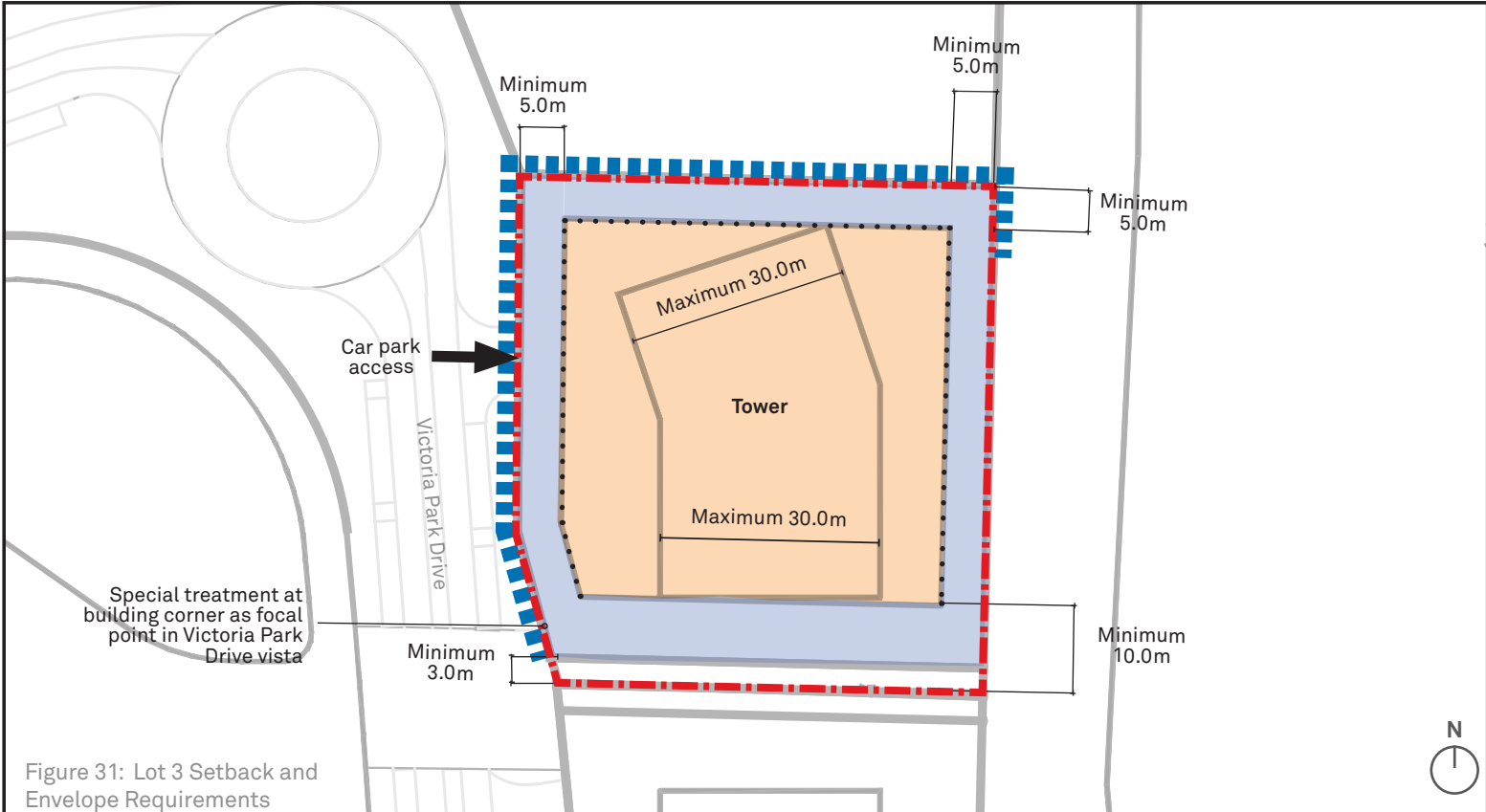
BUILDING ENVELOPE FOR TOWER inclusive of balconies

EXTENT OF PODIUM

LOT CONTEXT

REQUIRED AWNINGS

5.0m SETBACK



Part Three: Design Elements

6.1 Site Specific Guidelines
Lot 4

Development Intent and Objectives

Lot 4 will contain development incorporating a podium that responds to and promotes a comfortable and positive urban environment at the ground plane as well as a residential tower, taking advantage of views to the Swan River and aligned in a north south arrangement along Victoria Park Drive.

Along the Swan River foreshore edge, any residential dwellings at ground shall be constructed between 500mm and 1.2 metres above the promenade level. This will enable adequate separation between the private and public realm and offer opportunity for appropriate lobby thresholds to be designed for apartment groupings. Balconies and terraces will overlook the foreshore and provide surveillance for improved safety at night.

The podium edge along Victoria Park Drive shall acknowledge the sloping ground conditions and step tenancies or ground floor residential dwellings up the hill so that large blank walls at ground level are minimised. A lobby will open onto Victoria Park Drive and provide an address for the residential tower above.

The design of the northern podium edge will provide for a pedestrian access. Car parking may extend below the pedestrian easement. The corners of the podium intersecting with the pedestrian access ways shall be designed so that residential windows and balconies provide an outlook onto this space. Whilst the easement is intended to be overlooked, it is intended that it can be secured at night.

Vehicle access will be provided from Victoria Park Drive.

Objectives

- Overall building form and architecture will be designed to a high quality.
- The podium will provide a strong built edge to the street and Swan River Foreshore.
- The podium will contain residential and other complementary uses that help overlook publicly accessible spaces.
- The building will accommodate residential development to provide a quality living environment.
- Building design enables pedestrian access between Victoria Park Drive and the Swan River Foreshore.
- Building design promotes a high quality, safe edge condition along the pedestrian access laneway.



Specific Building Requirements

Approximate Lot Area	3,300 sqm
Maximum Plot Ratio	12:1 for multiple dwellings only.
Ground Floor Land Uses*	Interface with Swan River: Primarily residential, but may also contain shop, restaurant, tavern or office, lobby, terrace/landscaped areas as a minor proportion of the frontage. Interface with Victoria Park Drive: Shall contain one or more of residential, lobby(ies), cafe, restaurant, communal facilities for use by building tenants. Car parking is not preferred, but where proposed is subject to design requirements stated below. Interface with P.A.W: Shall contain one or more of residential, communal facility for use by residents, cafe, office.
Land Uses for all Podium Levels other than Ground Floor*	Shall contain one or more of residential or communal facilities for use by residents of the building. Car parking, where proposed is subject to design requirements stated below.
Tower Land Uses*	Shall contain one or more of residential and/or communal facilities for use by residents of the building.
Car Parking Design Requirements	Car parking shall be concealed from view from all frontages and contained within the building podium or as basement. Car parking can extend to the podium edge adjacent to the Swan River foreshore at level 3 and 4 of the podium and to Victoria Park Drive at levels 3 and 4 of the podium (subject to screening or appropriate design treatment such as high quality facade treatments including windows, patterning / textures / modulated facades or public art to car park screening and any blank walls). Residential visitor parking and any non-residential parking is not required to be provided on site and are to be collectively provided on Lot 6.
Lot Setbacks to Podium	Mandatory nil setback to Victoria Park Drive. Foreshore setback may be nil but is discretionary to allow articulation, and the provision of terraces / gardens at ground level to assist with separation between ground floor residential land uses and the adjacent public realm. Refer to Figure 66 and 6.3.1 Podia for foreshore and other podium edge development criteria. Minimum 3 metres to the northern boundary. To all other boundaries, a nil setback is permitted but not required.
Setbacks Above Podium	As shown on Figure 37.
Podium Height	28.5 metres and five storeys maximum as measured from the lowest point of lot frontage to Victoria Park Drive inclusive of any lift overrun, mechanical equipment, structures, screens, balustrades and broadcast reception devices. Eight metres minimum height as measured from the highest point of the lot frontage to Victoria Park Drive.
Overall Building Height	Overall building height is limited by Procedure from Air Navigational Services - Aircraft Operation (PANS-OPS) surface.
Minimum Number of Dwellings	200

* Notes:

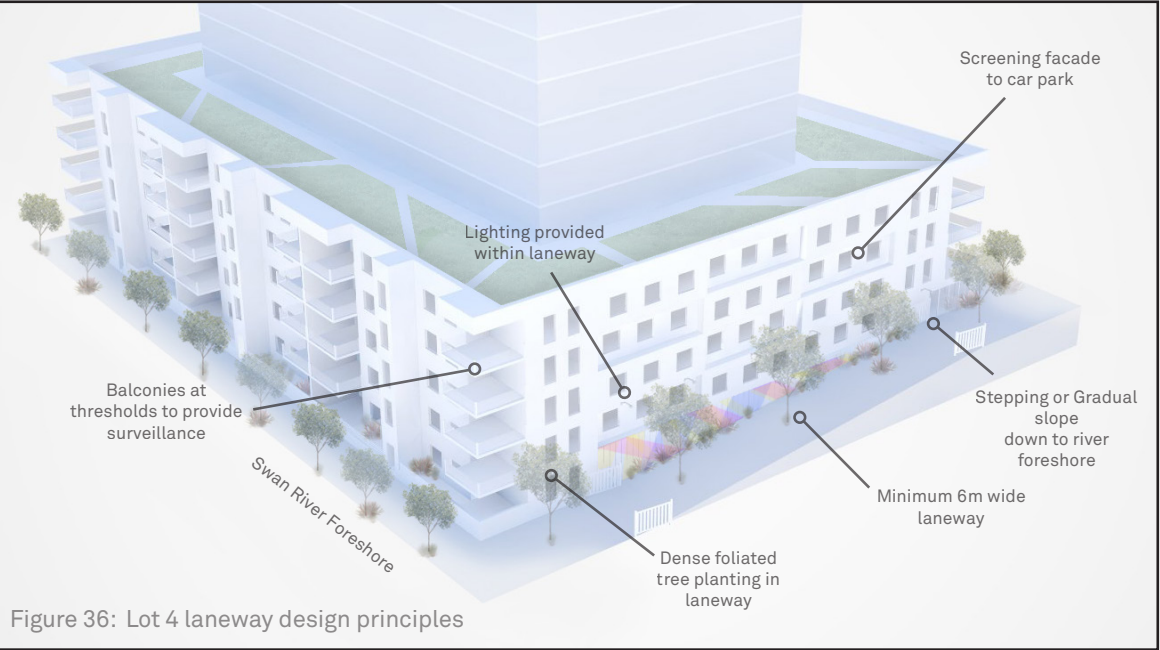
1. Also refer to 6.3.5 for General Design Elements relating to Land Use and Activation.
2. Any other uses not defined in the table shall be at the determining authority's discretion having regard to the land use permissibility identified in Table D Planning Requirements for Precinct D in the Belmont Park Racecourse Redevelopment Structure Plan.

Other Requirements

- All residential apartments within the podium facing the river foreshore and Victoria Park Drive shall have a front door accessed directly from the adjacent footpath / street (depending on primary orientation) in the form of a direct front door or a shared lobby and stair / lift access.
- Residential dwellings shall be located at ground and upper podium levels as identified, in order to address and provide surveillance to the adjacent public realm.
- Where residential dwellings are located at ground level, the floor level shall be a minimum 500mm and maximum 1.2 metres above the adjacent river promenade and maximum 2 metres above the adjacent footpath levels on Victoria Park Drive.
- A cafe, restaurant or similar active use shall be provided to address Victoria Park Drive and the pedestrian access easement with openable windows and doors to each facade in order to provide pedestrian interest, activation and surveillance.
- Vehicle access to Lot 4 must be from Victoria Park Drive.
- Blank walls will not be permitted to the pedestrian access way, Swan River foreshore or Victoria Park Drive. Any walls at ground level or below the finished ground level of the building adjacent the street must be finely detailed with high quality materials that promote visual interest by way of texture, variation in materials and differentiation of colour.
- Car parking may extend to the pedestrian easement edge, subject to appropriate screening, lighting and the east and west entry thresholds being activated with residential dwellings at ground and upper levels.
- Design guidance for the easement between Victoria Park Drive and the foreshore is provided in Part 3, 7.1 Public Realm Design Criteria (refer figure 88). The full 6 metre walkway is to be developed wholly in conjunction with the development of the first of the two Lots (3 and 4).
- Reference to the podium height in terms of dimension (metres) and number of storeys refers to the visible height and number of storeys viewed from the street/public realm. Additional car park levels can be accommodated within the overall podium height behind occupied frontages.
- Maximum 30 metre tower width. Tower length subject to building envelope.
- Awnings shall be provided as shown on Figure 37.

Pedestrian Access Way Requirements

- A 6 metre pedestrian access way shall be developed either across the lot boundary or as a separate reserve between Lots 3 and 4.
- The pedestrian access way shall provide a gradual transition from Victoria Park Drive to the Swan River foreshore with a high degree of pedestrian amenity provided through overlooking from occupied floor space, active or communal residential uses at ground level at the access thresholds and high quality facade treatments such as windows, patterning / textures / public art to car park screening / walls and modulated facades.
- The accessway may contain gates at each entry threshold to secure entry during the evening unless provided as a P.A.W. reserve.
- An easement is to be provided on the title providing right of pedestrian access unless provided as a P.A.W. reserve.
- Development should address the pedestrian access way as per the diagram below.



Part Three: Design Elements

6.1 Site Specific Guidelines

Lot 4

Note: The land uses described in these drawings are indicative and for explanatory purposes only. For specific criteria, refer to the Specific Building Requirements.

LEGEND

RESIDENTIAL

RETAIL OR COMMERCIAL

LOBBY (LOCATION INDICATIVE)

CAR PARKING OR OTHER USE

LOT BOUNDARY

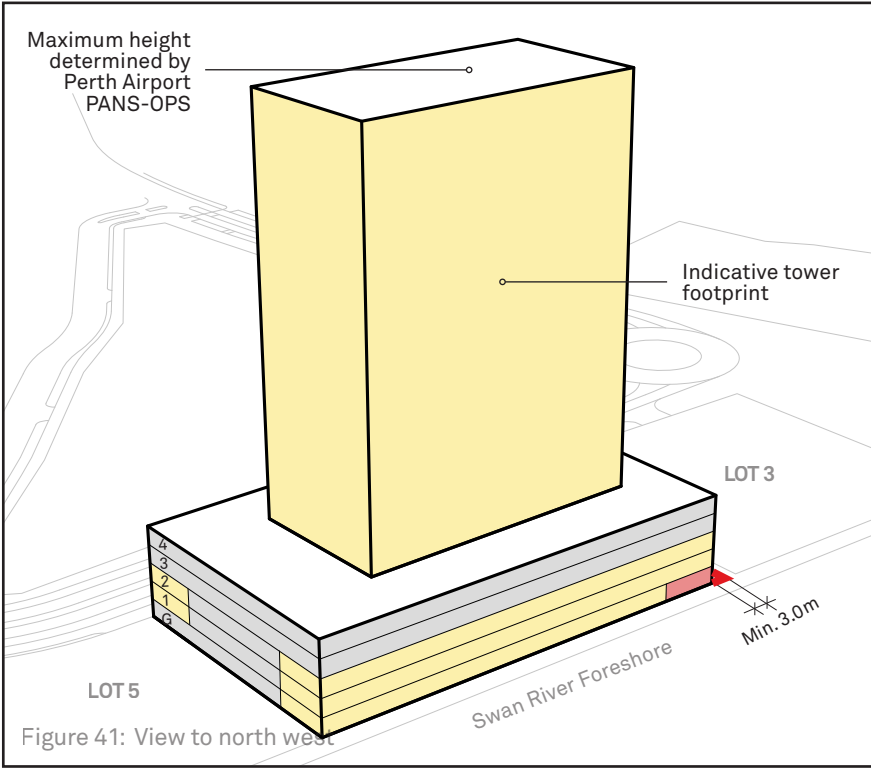
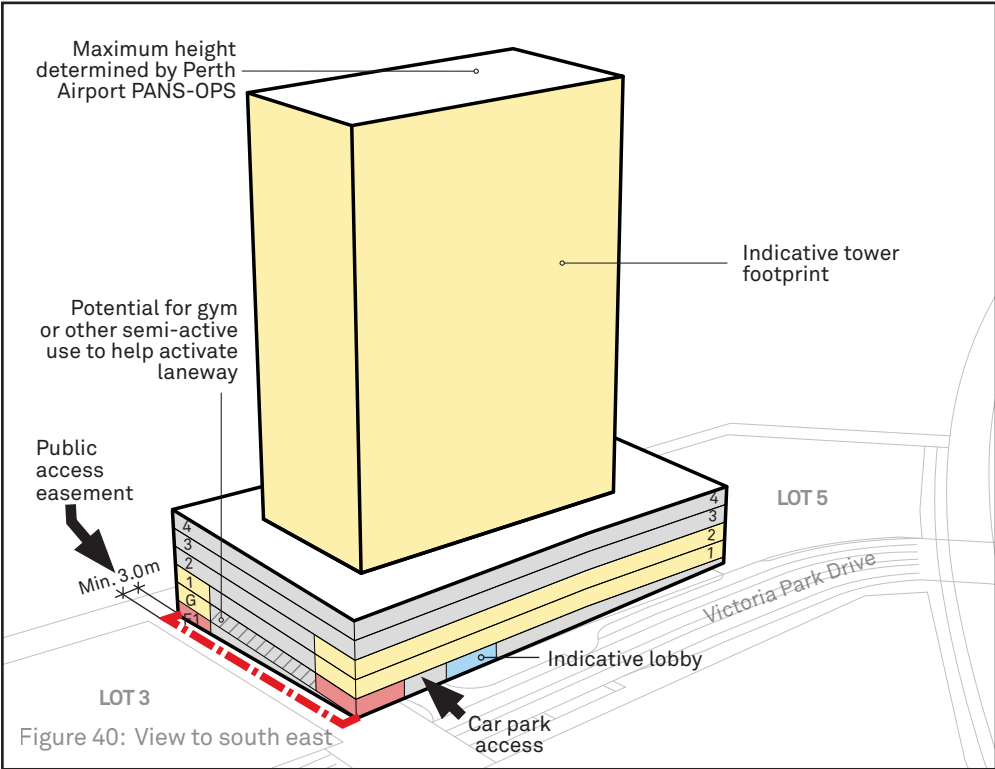
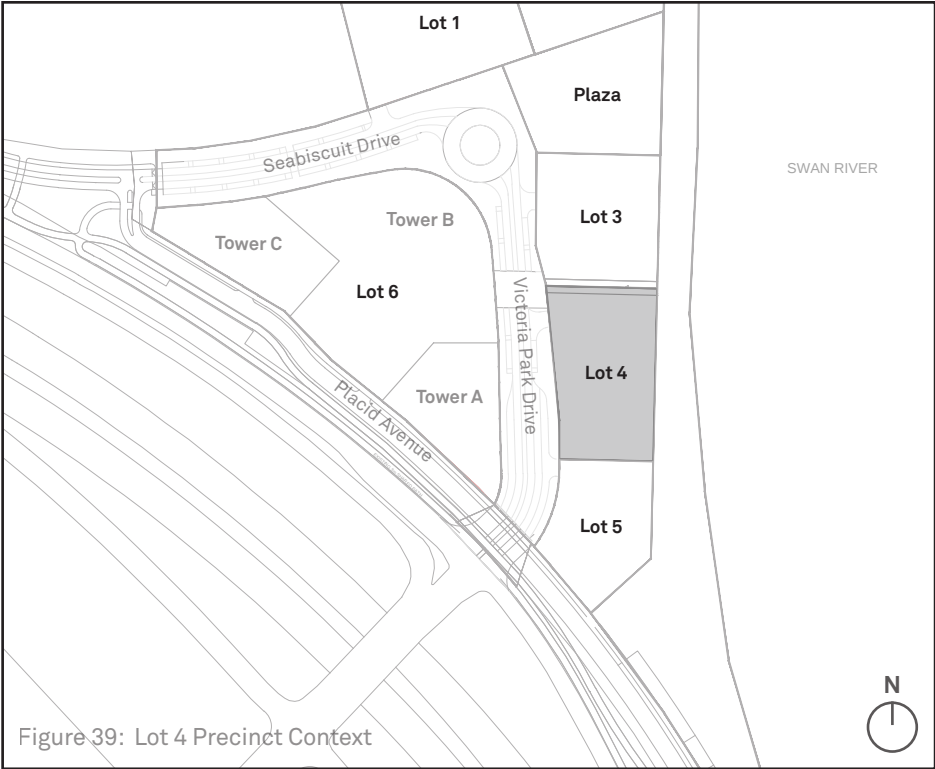
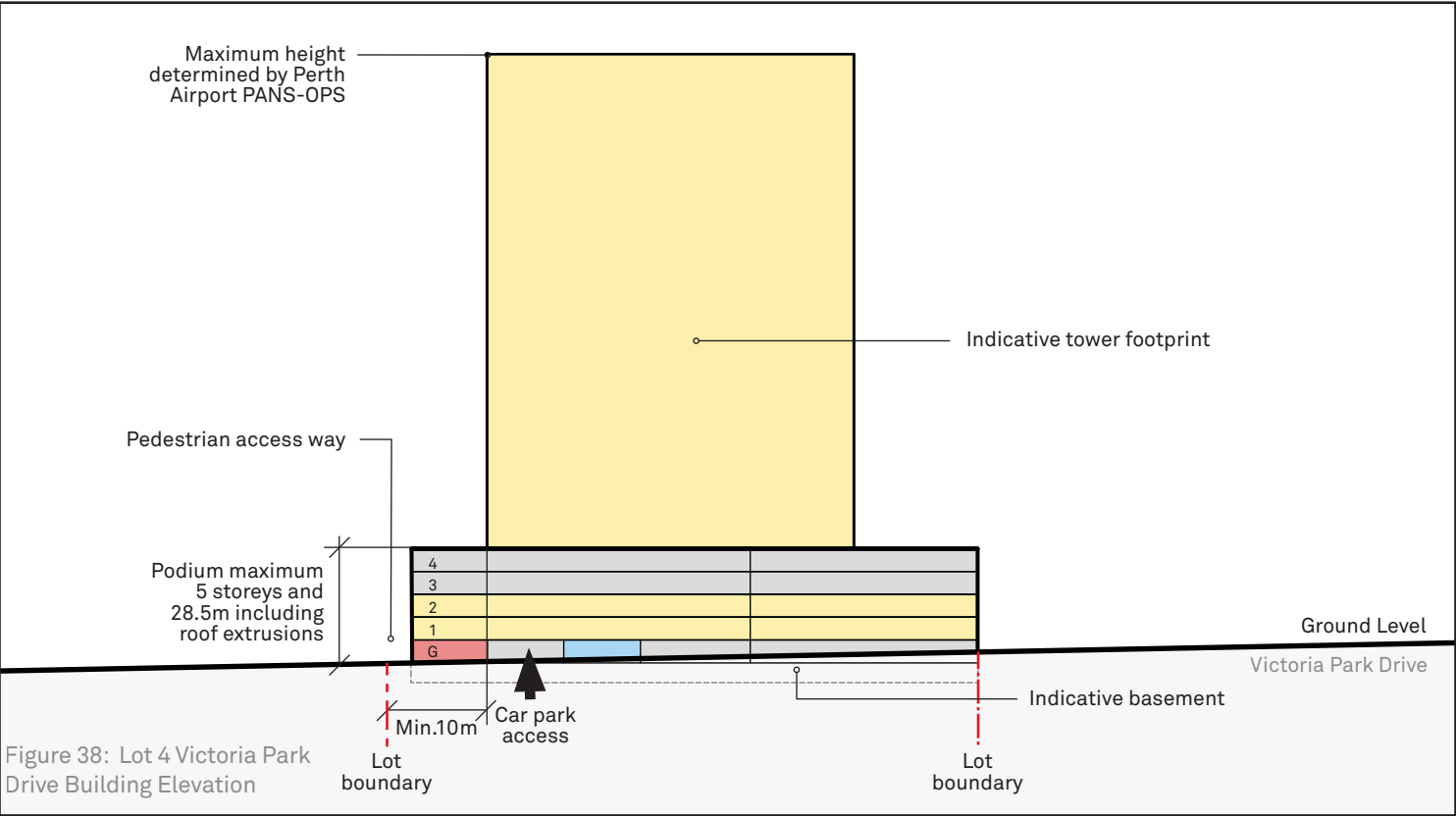
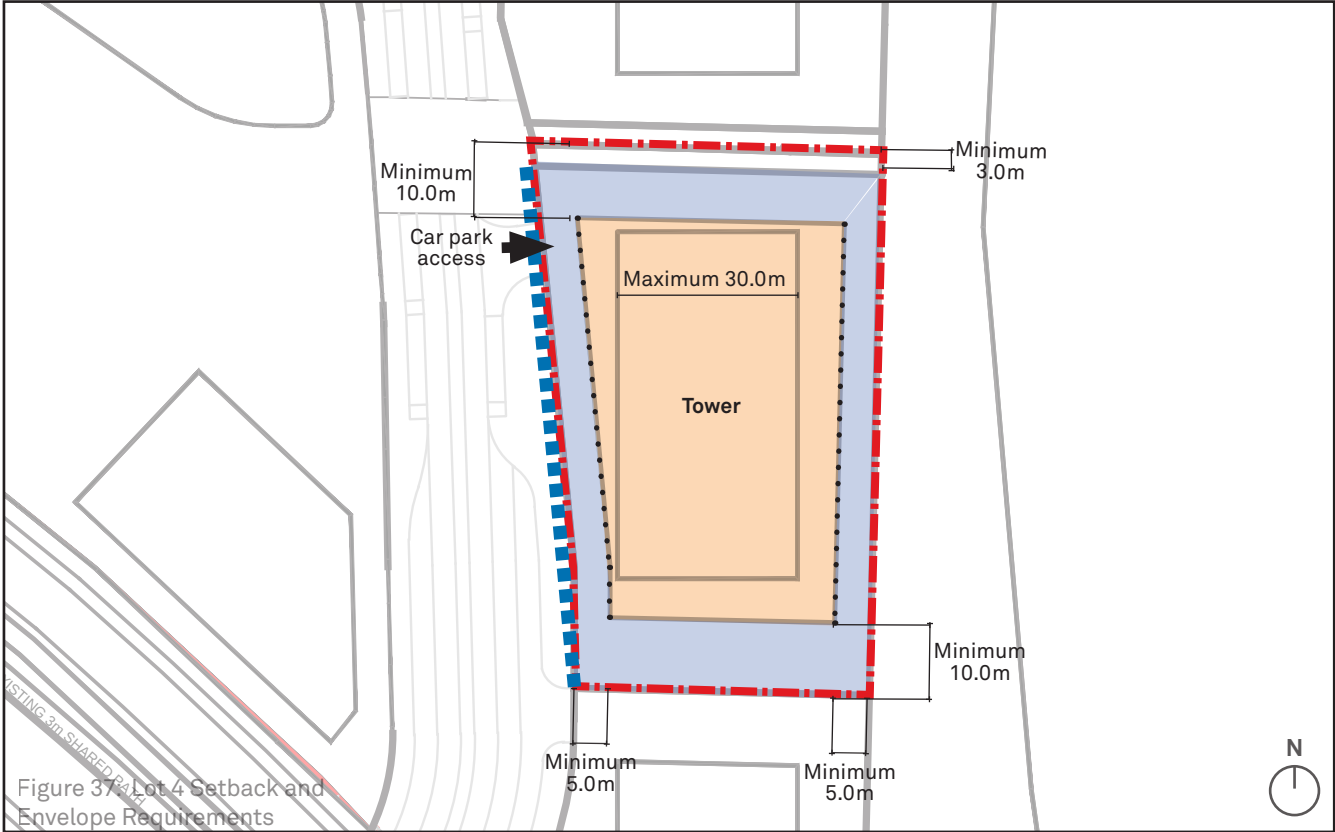
5.0m SETBACK

BUILDING ENVELOPE FOR TOWER inclusive of balconies

EXTENT OF PODIUM

LOT CONTEXT

REQUIRED AWNINGS (EXCEPT WHERE IN CONFLICT WITH A RESIDENTIAL USE)



Part Three: Design Elements

6.1 Site Specific Guidelines

Lot 5

Development Intent and Objectives

Lot 5 is located adjacent to the Swan River, at the entry to the Precinct on Victoria Park Drive and near to the Graham Farmer Freeway. Its geometry and relationship with the Precinct entry road conditions mean that it is more suited to hospitality uses. Permanent residential dwellings will be designed to mitigate noise from the Graham Farmer Freeway.

The ground level adjacent to Victoria Park Drive shall contain separate lobbies for separate uses such as a reception and lobby for the hotel and separate lift lobby for residential uses. The podium interface to the Swan River can contain hospitality / hotel uses including restaurant, café, reception / function rooms and / or hotel rooms. Residential dwellings may also be located in the podium.

Above the podium, hotel rooms or residential dwellings can be accommodated, taking advantage of views to the Swan River and across the future Perth Stadium to Perth City.

Primary car park and service access shall be from Placid Avenue. Secondary vehicle access may be from Victoria Park Drive, which may also provide a porte-cochere drop off for the hotel.

Objectives

- Overall building form and architecture will be designed to a high quality, reflecting the prominent position of the lot adjacent to the Swan River and Graham Farmer Freeway.
- The podium will provide a strong built edge to the street and Swan River Foreshore.
- The building design at street and foreshore level will promote passive surveillance of the public realm.
- The building will accommodate residential or both residential and hotel development. Other uses can be approved but are not required.
- Development shall contribute to Precinct D functioning as a Transit Oriented Development, containing a meaningful amount of floorspace that can provide for employment generating land uses.

Specific Building Requirements

Approximate Lot Area	2,400 sqm
Maximum Plot Ratio	12:1 for multiple dwellings only.
Ground Floor Land Uses*	Interface with Victoria Park Drive: Shall contain one or more of hotel reception, porte cochere, residential lobby, office. Interface with Swan River Foreshore: Shall contain one or more of residential, hotel / hospitality uses such as restaurant, function / reception rooms, meeting space, hotel gym / fitness centre, lobby. Interface with Placid Avenue: Shall contain one or more of hotel / hospitality uses such as restaurant, function / reception rooms, meeting space, hotel gym / fitness centre, lobby or car parking. Car parking is not preferred, but where proposed is subject to design requirements stated below.
Land Uses for all Podium Levels other than Ground Floor*	Shall contain one or more of hotel (including incidental hotel uses), residential, communal facilities for use by residents of the building. Car parking, where proposed is subject to design requirements stated below.
Tower Land Uses*	Shall contain one or more of hotel (including incidental hotel uses), residential, communal facilities for use by residents of the building.
Car Parking Design Requirements	Car parking will be concealed from view from all frontages and contained within the building podium or as basement. Car parking can extend to the podium edge adjacent to Placid Avenue, the Swan River foreshore as shown on Figure 46 (subject to screening or appropriate design treatment such as high quality facade treatments including windows, patterning / textures / modulated facades or public art to car park screening and any blank walls). Residential visitor parking and any non-residential parking (excluding hotel parking) is not required to be provided on site and are to be collectively provided on Lot 6.
Lot Setbacks to Podium	Mandatory nil setback to Victoria Park Drive, Placid Avenue, except where a porte cochere is provided. Foreshore setback may be nil but is discretionary to allow articulation, and the provision of terraces / gardens at ground level to assist with separation between ground floor residential land uses and the adjacent public realm. Refer to Figure 66 and 6.3.1 Podia for foreshore and other podium edge development criteria. To all other boundaries, a nil setback is permitted but not required.
Setbacks Above Podium	As shown on Figure 43.
Podium Height	Maximum thirty three metres and six storeys above the highest point on the eastern (Swan River Foreshore) lot boundary. Maximum podium height is inclusive of any lift overrun, mechanical equipment, structures, screens, balustrades and broadcast reception devices. Eight metres minimum height as measured from the highest point of the lot at Victoria Park Drive.
Overall Building Height	Overall building height is limited by Procedure from Air Navigational Services - Aircraft Operation (PANS-OPS) surface.
Minimum Number of Dwellings	70

* Notes:

1. Also refer to 6.3.5 for General Design Elements relating to Land Use and Activation.
2. Any other uses not defined in the table shall be at the determining authority's discretion having regard to the land use permissibility identified in Table D Planning Requirements for Precinct D in the Belmont Park Racecourse Redevelopment Structure Plan.

Other Requirements

- Principal vehicle access for the purposes of car parking shall be from Placid Avenue.
- All service vehicle access shall be from Placid Avenue.
- A maximum height differential of 1.2 metre is acceptable between the finished floor level of the development and the adjacent pedestrian promenade or street.
- Where residential dwellings are located at ground level, the floor level shall be a minimum 500mm and maximum 1.2 metres above the adjacent river promenade.
- A porte-cochere (hotel drop-off) may be provided off Victoria Park Drive.
- The building's prominent position means it is highly visible on entry to the precinct and from Graham Farmer Freeway. It's design must be of high quality and function as a landmark built element.
- The building shall be designed to allow access for pedestrians from Victoria Park Drive to Placid Avenue and the foreshore via stairs internal to the building which may be closed at night for safety reasons.
- Where a mix of land uses are proposed, such as residential, hotel and office uses, they shall be separated by floor level and shall be accessed by individual lobbies.
- Reference to the podium height in terms of dimension (metres) and number of storeys refers to the visible height and number of storeys viewed from the street/public realm. Additional car park levels can be accommodated within the overall podium height behind occupied frontages.
- No maximum tower width, except for building envelope requirements.
- The 5 metre tower setback to Placid Avenue may be reduced to nil where: (a) impact of wind effects do not impinge on the enjoyment of the public realm, supported by a wind report to the satisfaction of the determining authority; (b) the bulk and scale of the building is appropriately addressed through architectural expression.
- Awnings shall be provided as shown on Figure 43.

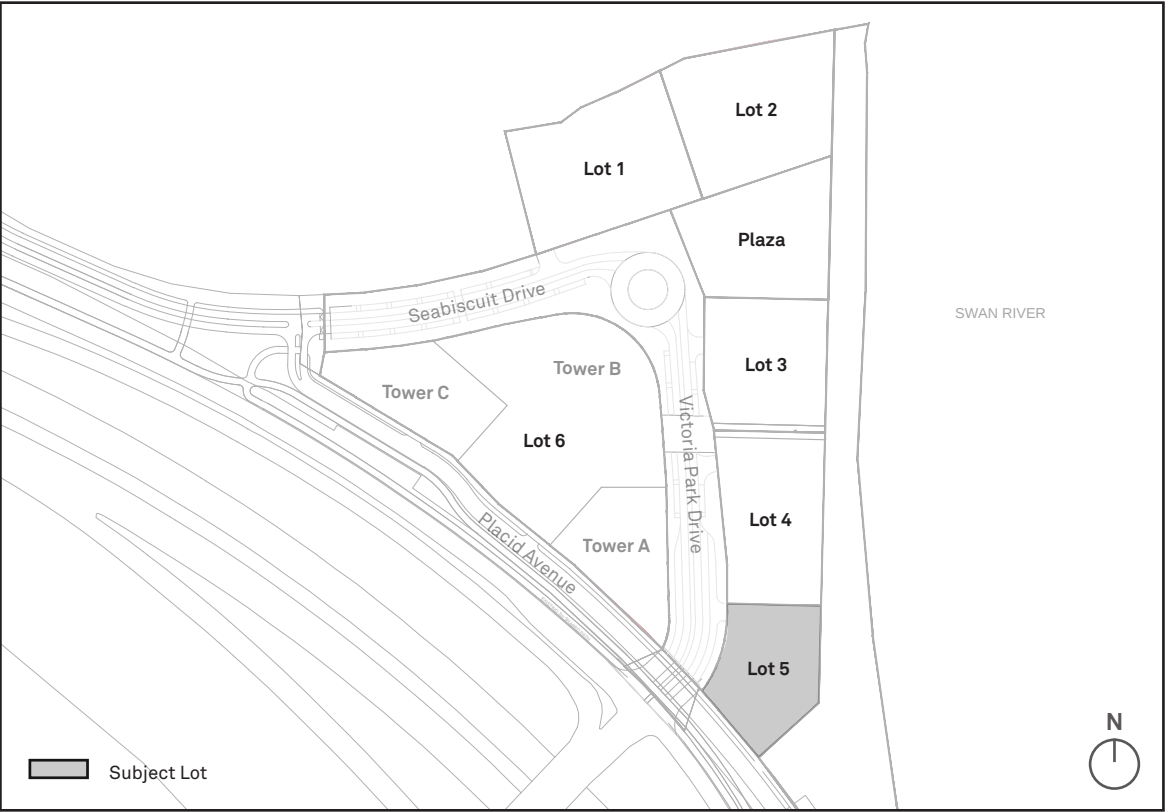
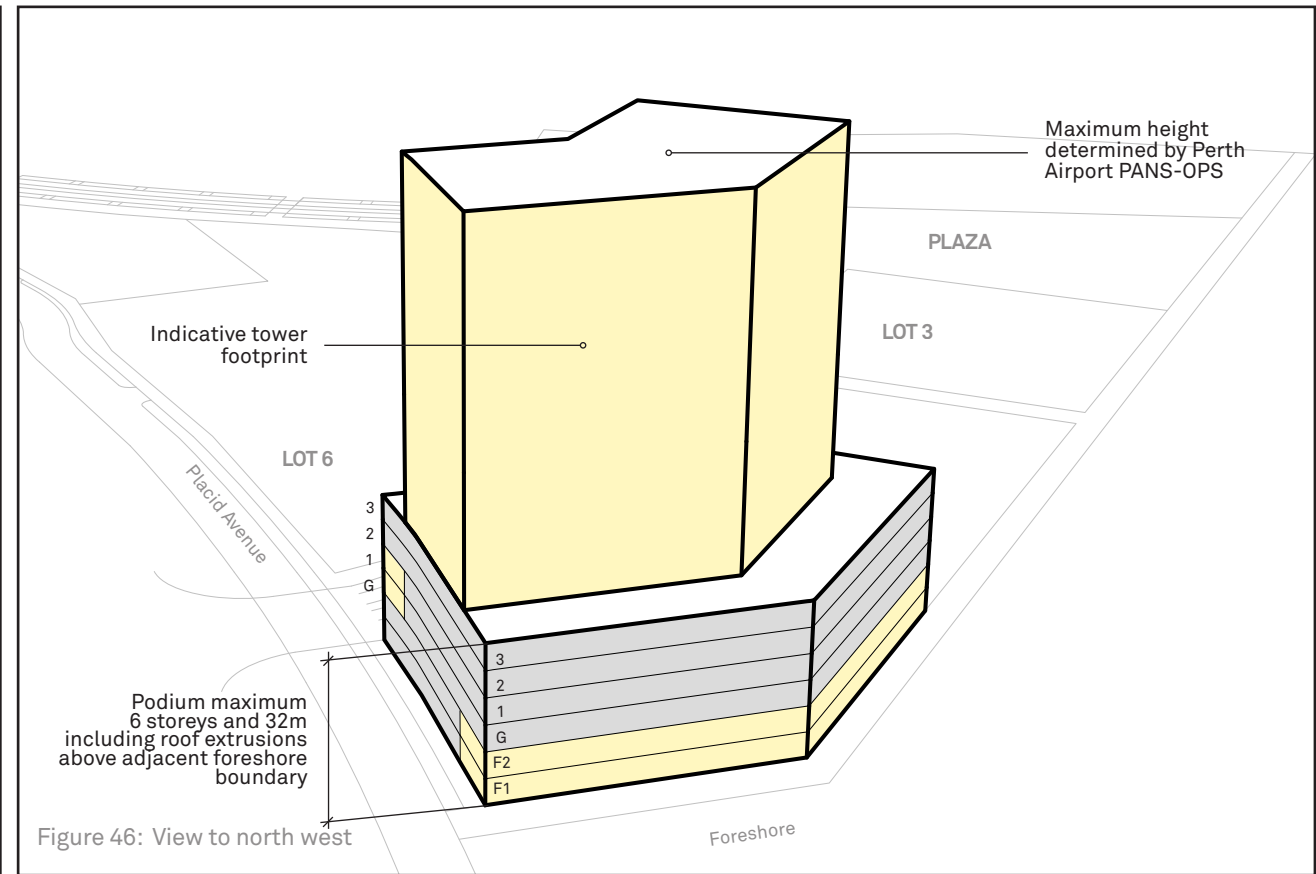
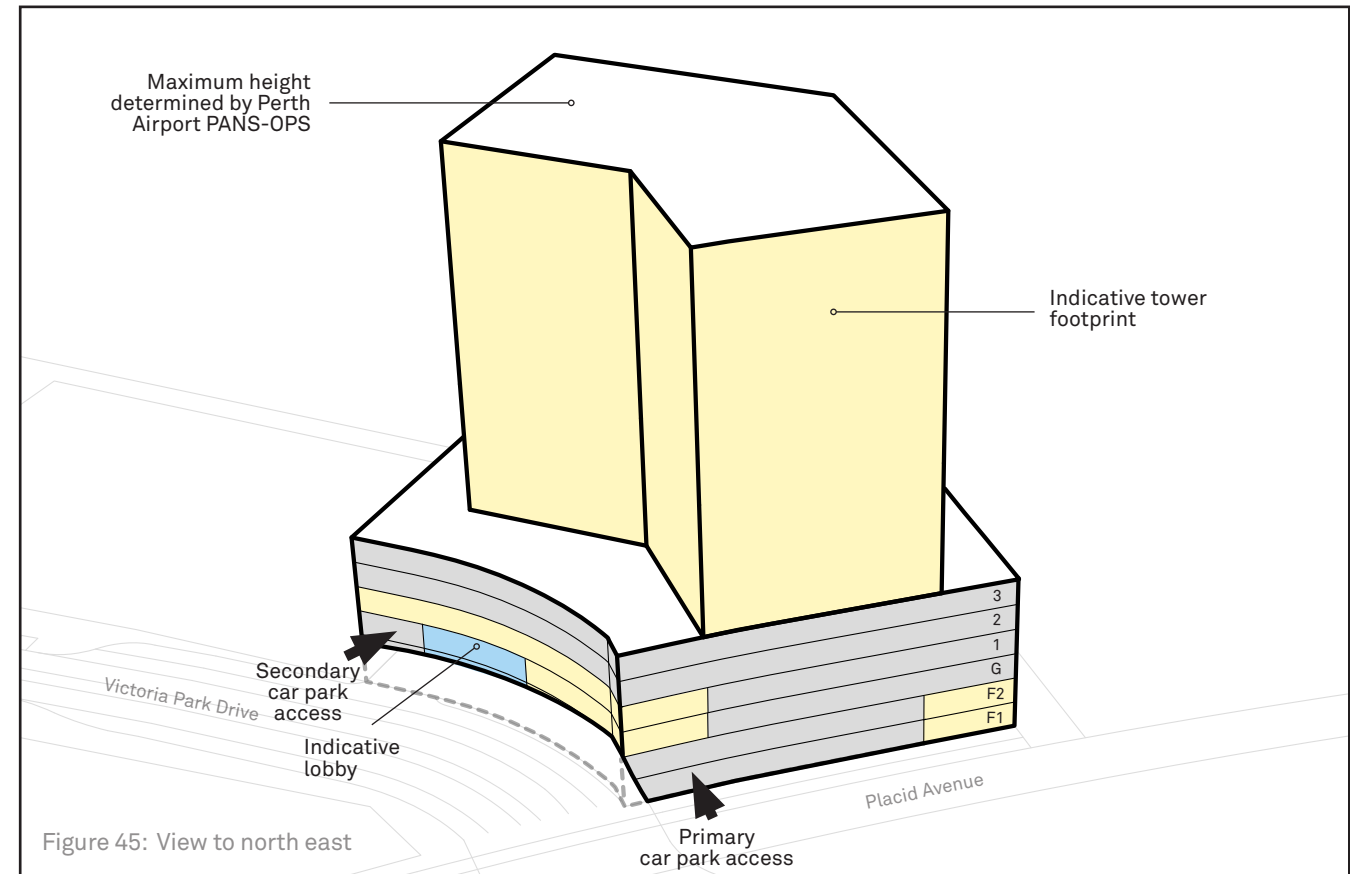
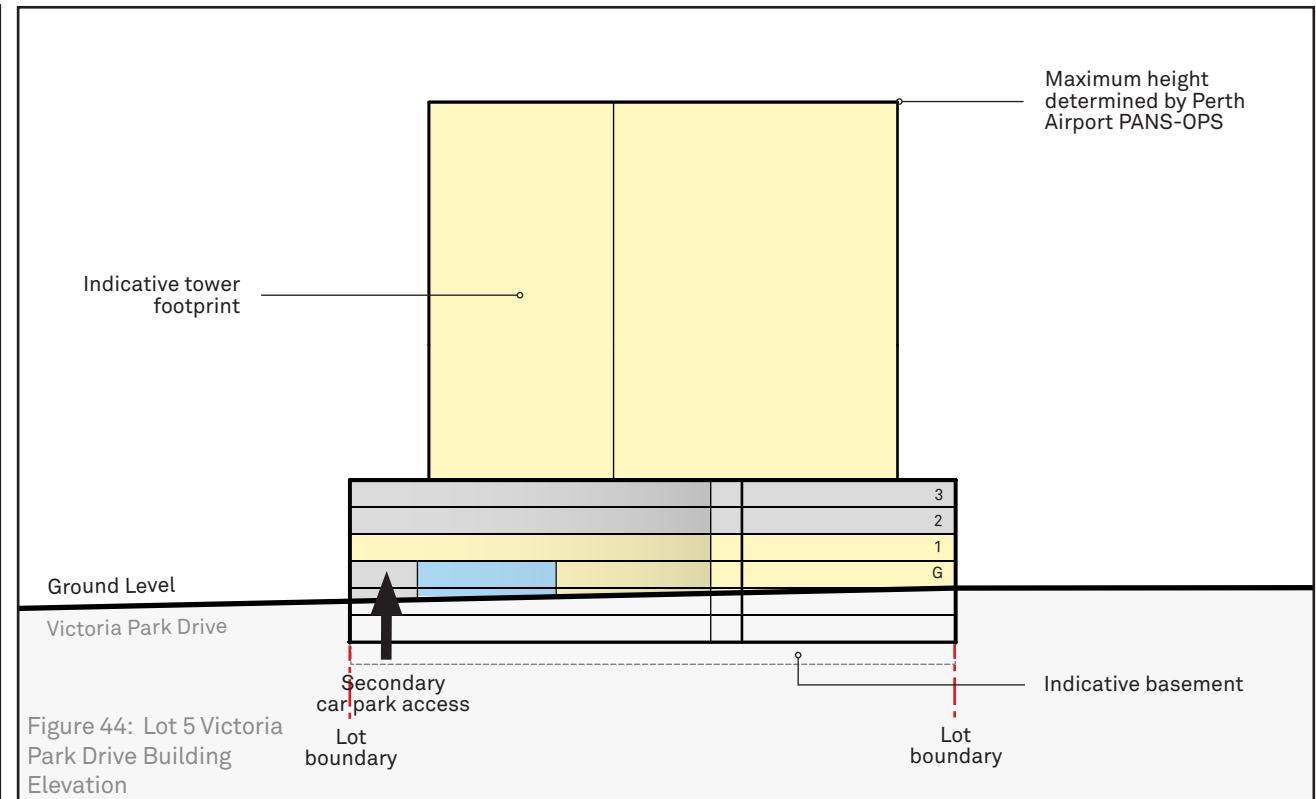
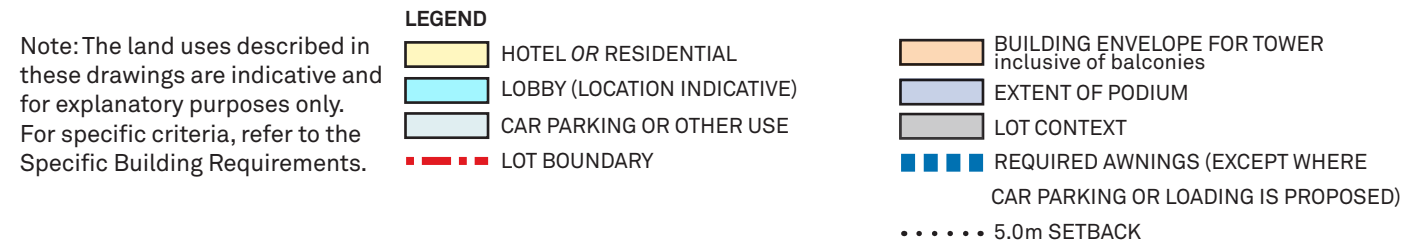
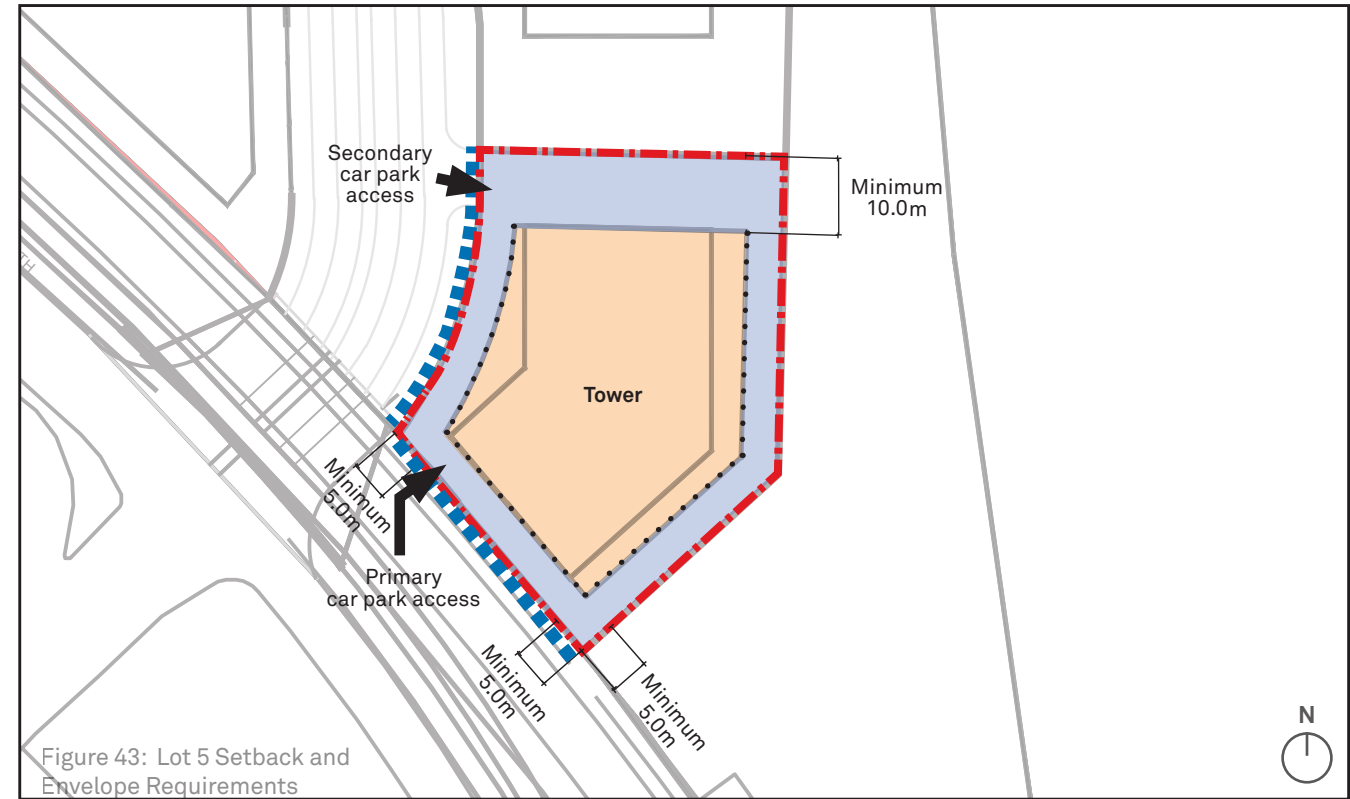


Figure 42: Lot 5 Precinct Context

Part Three: Design Elements

6.1 Site Specific Guidelines

Lot 5



Part Three: Design Elements

6.1 Site Specific Guidelines

Lot 6 - Tower A

Development Intent and Objectives

Lot 6 - Tower A is part of the larger triangular development parcel central to the Precinct and adjacent to the Graham Farmer Freeway. Together with Towers B and C, it will provide the bulk of office and retail floor space for the precinct, underscoring its role as a Transit Oriented Development. Car parking and access for Lot 6 is integrated throughout the podium, and for this reason, cross-easements and associated licences will be required.

Lot 6 - Tower A will be developed to accommodate a large office building, providing commercial floor space to help enable Belmont Park Train Station's functionality as a commuter station. The office workers will also help to provide activity throughout the Precinct during business hours, ensuring that the neighbourhood is not a dormitory suburb, but a fully functioning Transit Oriented Development.

The location of Lot 6 - Tower A adjacent to the Graham Farmer Freeway and Victoria Park Drive means it has high exposure to passing traffic and a prominent position on entry to the Precinct. This gives the site landmark status, and so design of its facade should appropriately acknowledge this status. In this regard, the facades of the building should be detailed to a high architectural quality, with appropriate modulation in the facade to provide visual interest from Graham Farmer Freeway and Victoria Park Drive.

Development on Lot 6 - Tower A must carefully deal with the sloping nature of Victoria Park Avenue, as well as the level difference to Placid Avenue. An activated frontage is critical to Placid Avenue in order to help activate that street and provide passive surveillance and security. Along Victoria Park Drive, the development must appropriately address the street with an active commercial frontage and the main office lift lobby will help to provide activation. The podium edge will be generally occupied by commercial floor space, and the tower component then setback from the street to enable a pedestrian scale at the ground plane.

Car park access to Lot 6 shall principally be from Placid Avenue, however a secondary access may be approved from Victoria Park Drive.

Objectives

- Development will be coordinated with Towers B and C to ultimately provide a cohesive development form.
- The design of car parking will allow for integrated access across Lot 6.
- Overall building form and architecture will be designed to a high quality, reflecting the prominent position of the lot adjacent to the Graham Farmer Freeway.
- The development will contain uses that provide for employment and encourage use of Belmont Park train station.
- The podium will provide a strong built edge to the street.
- The building design at street level will promote passive surveillance of the public realm.
- Development shall contribute to Precinct D functioning as a Transit Oriented Development, containing a meaningful amount of floorspace that can provide for employment generating land uses.

Specific Building Requirements

Approximate Lot Area	1,913 sqm (indicative only and to be determined upon detailed design).
Maximum Plot Ratio	N/A
Ground Floor Land Uses*	Interface with Victoria Park Drive: Shall contain one or more of office, office lobby, shop, cafe. Interface with Placid Avenue: Shall contain one or more of office, shop, cafe. Car parking is not preferred, but where proposed is subject to design requirements stated below.
Land Uses for all Podium Levels other than Ground Floor*	Office. Car parking where proposed is subject to design requirements stated below.
Tower Land Uses*	Office.
Car Parking Design Requirements	Car parking shall be shared across Lot 6. Car parking shall be concealed from view from all frontages and contained within the building podium or as basement. Car parking can extend to the podium edge adjacent to Victoria Park Drive at levels 4 and 5 of the podium and Placid Avenue at ground or levels 4 and 5 of the podium (subject to screening or appropriate design treatment such as high quality facade treatments including windows, patterning / textures / modulated facades or public art to car park screening and any blank walls).
Lot Setbacks to Podium	Mandatory nil setback to all boundaries.
Setbacks Above Podium	5 metres minimum as shown in Figure 48.
Podium Height	Maximum thirty three metres and six storeys above the highest point along the western (Placid Avenue) boundary. Maximum podium height is inclusive of any lift overrun, mechanical equipment, structures, screens, balustrades and broadcast reception devices. Eight metres minimum height as measured from the highest point of the lot adjacent Victoria Park Drive.
Overall Building Height	Overall building height is limited by Procedure from Air Navigational Services - Aircraft Operation (PANS-OPS) surface.
Minimum office floor area	10,000 sqm GFA

* Notes:

1. Also refer to 6.3.5 for General Design Elements relating to Land Use and Activation.
2. Any other uses not defined in the table shall be at the determining authority's discretion having regard to the land use permissibility identified in Table D Planning Requirements for Precinct D in the Belmont Park Racecourse Redevelopment Structure Plan.
3. No further subdivision of Lot 6 is permitted.

Other Requirements

- Principal vehicle access shall be from Placid Avenue and shared with Towers B and C.
- All service vehicle access shall be from Placid Avenue.
- Secondary vehicle access for office tenants can be provided from Victoria Park Drive.
- The primary office lobby must address and activate Victoria Park Drive and be easily identifiable from the street.
- The ground floor must address Victoria Park Drive and may need to be stepped along the lot frontage in order to be within a maximum 1.2 metre separation between finished floor level and adjacent footpath / street level.
- Reference to the podium height in terms of dimension (metres) and number of storeys refers to the visible height and number of storeys viewed from the street/public realm. Additional car park levels can be accommodated within the overall podium height behind occupied frontages.
- The building's prominent position means it is highly visible on entry to the precinct and from Graham Farmer Freeway. It's design must be of high quality and function as a landmark built element.
- Maximum 30 metre tower width. Tower length subject to building envelope..
- Awnings shall be provided as shown on Figure 48. Where design proposes pedestrian access from Lot 6 - Tower A to Placid Avenue, a pedestrian awning shall be provided.
- The 5 metre tower setback to Placid Avenue may be reduced to nil where: (a) impact of wind effects do not impinge on the enjoyment of the public realm, supported by a wind report to the satisfaction of the determining authority; (b) the bulk and scale of the building is appropriately addressed through architectural expression.

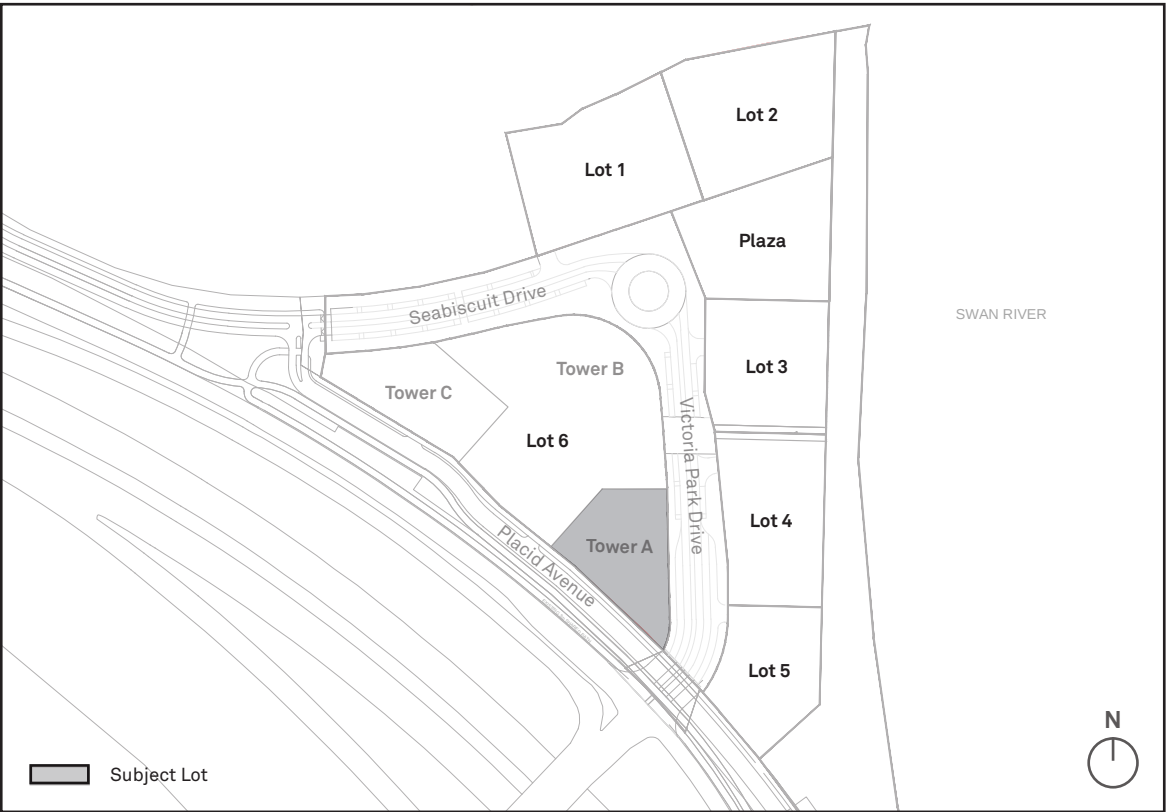


Figure 47: Lot 6 - Tower A Precinct Context

Part Three: Design Elements

6.1 Site Specific Guidelines

Lot 6 - Tower A

Note: The land uses described in these drawings are indicative and for explanatory purposes only. For specific criteria, refer to the Specific Building Requirements.

LEGEND

COMMERCIAL

CAR PARKING OR OTHER USE

LOT BOUNDARY

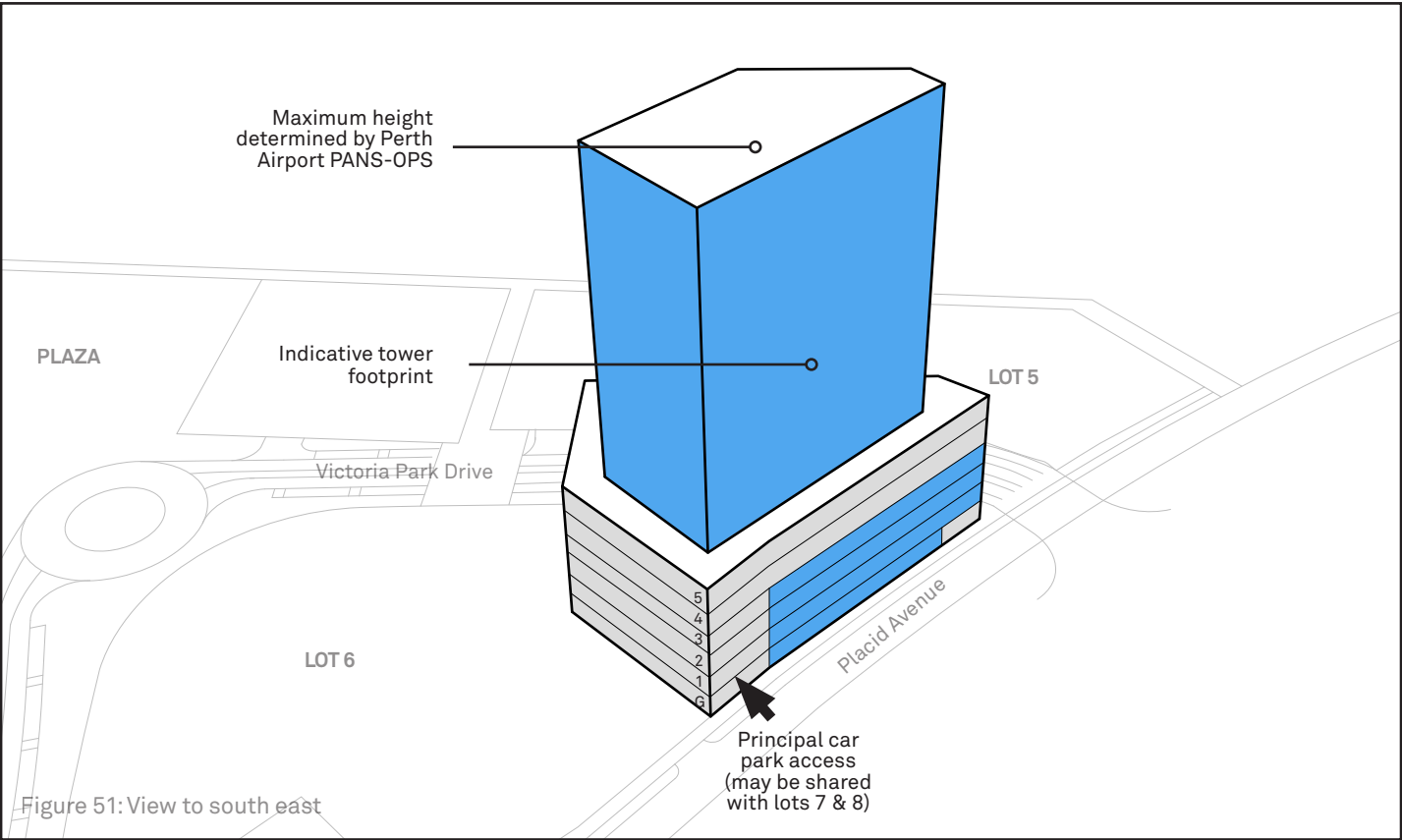
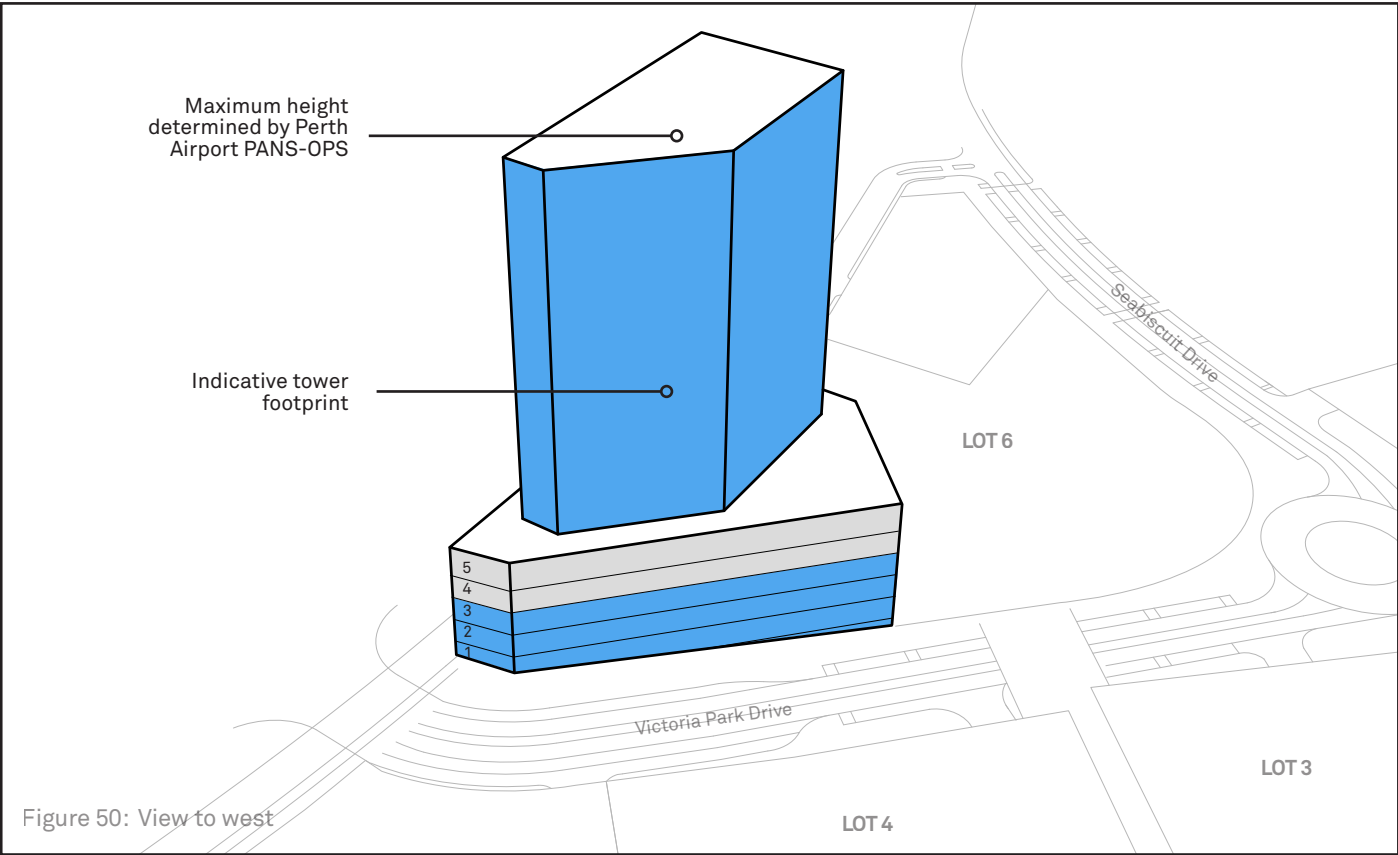
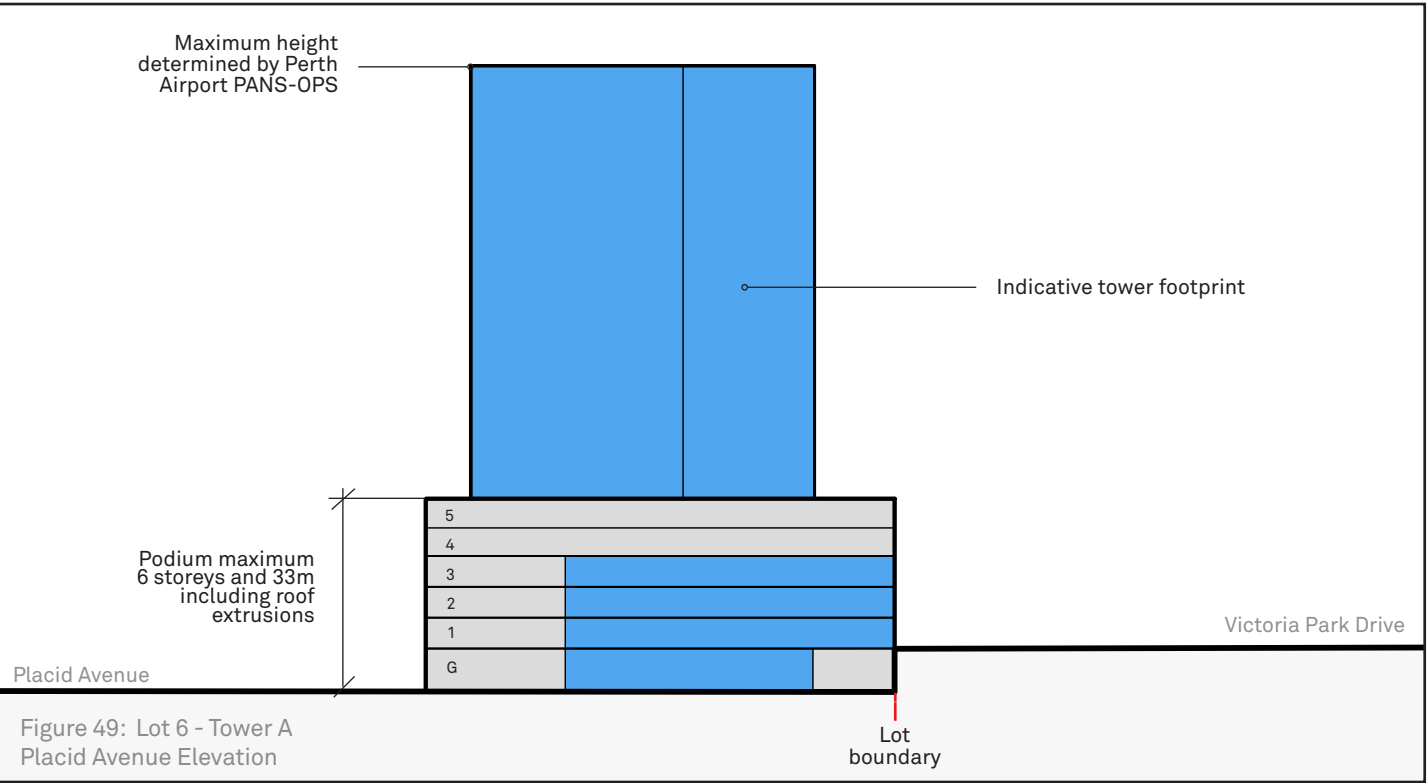
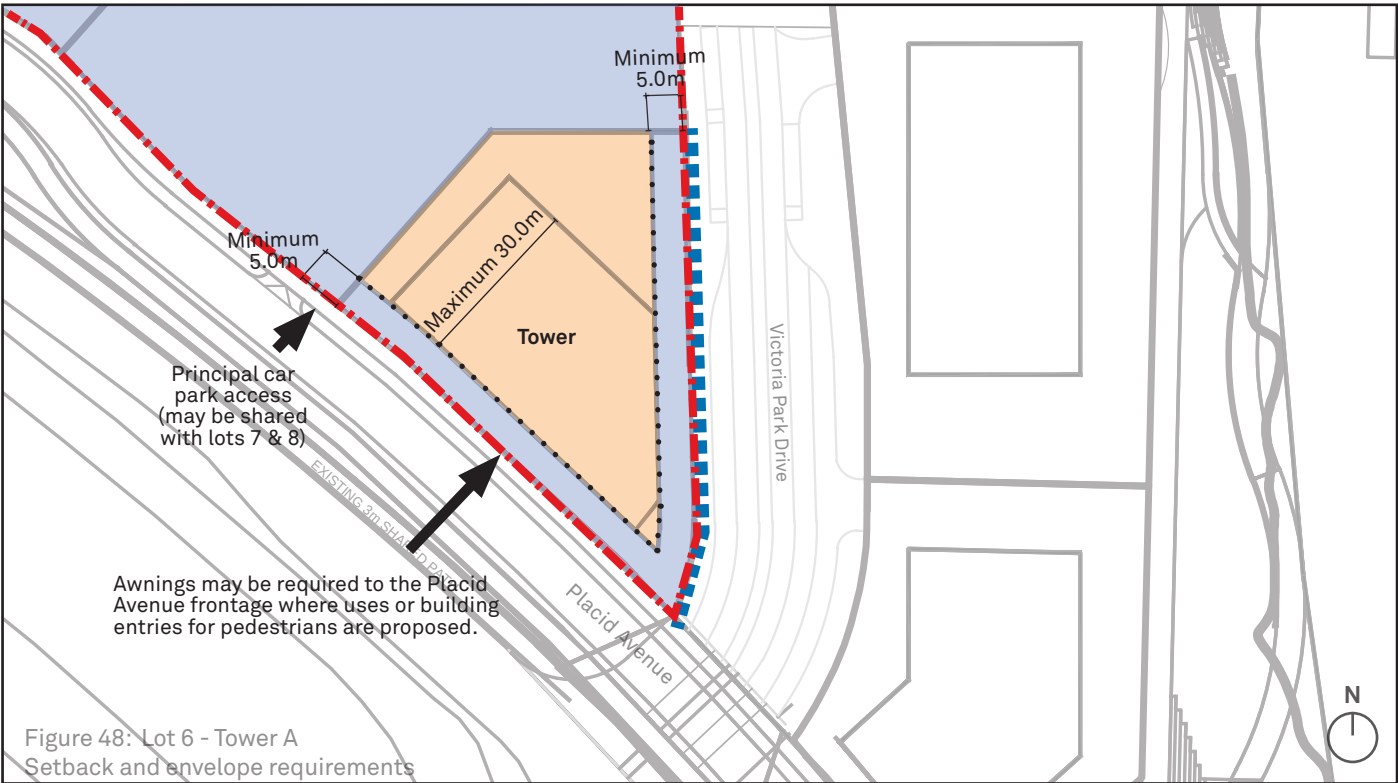
BUILDING ENVELOPE FOR TOWER inclusive of balconies

EXTENT OF PODIUM

LOT CONTEXT

REQUIRED AWNINGS

5.0m SETBACK



Part Three: Design Elements

6.1 Site Specific Guidelines

Lot 6 - Tower B

Development Intent and Objectives

Lot 6 – Tower B will contain the bulk of retail floor space within Precinct D, accommodating a supermarket and associated retail tenancies accessed from an internal pedestrian arcade. The retail arcade will be accessed from Seabiscuit Drive and link through to Victoria Park Drive. It will provide an alternative pedestrian route towards the train station as well as aligning with the pedestrian access way on Lots 3 and 4 to provide connection to the Swan River foreshore.

Above the podium, a residential apartment tower will be located where Seabiscuit and Victoria Park Drives intersect. This building will provide a partial enclosure to the urban plaza and help to activate it through lower level retail and commercial tenancies. The orientation of the tower maximises views through the urban plaza and beyond to the Swan River, as well as back towards the Perth Stadium and city.

Integrated with the retail podium on Lot 6 – Tower B will be its service and loading dock, accessed from Placid Avenue. The location of the service and loading dock is purposefully situated in this location to minimise disruption to the precinct and to enable activation of key streets.

A critical element to the operation of Precinct D is inclusion of a residential visitor and commercial tenant parking facility on Lot 6 – Tower B. The facility will be integrated above (and potentially below) the retail podium. Providing a combined facility enables a more efficient approach to parking provision and promotes a more sustainable solution as fewer bays (and associated construction material) need to be provided for the successful operation of the Precinct. Relevant easements and licences across lots will need to be put in place as a condition of subdivision approval.

The top deck of the podium will be landscaped to contain communal recreation facilities for residential tenants.

Objectives

- Development will be coordinated with lots 6 and 8 to ultimately provide a cohesive development form.
- The design of car parking will allow for integrated access across Lot 6.
- Overall building form and architecture will be designed to a high quality.
- The development is encouraged to contain a mix of uses, including retail activities. As a minimum, the development will contain residential dwellings and an active ground level.

- The podium will provide a strong built edge to the street.
- The building design at street level will promote passive surveillance of the public realm.
- The development must ensure a comfortable and safe pedestrian experience at the interface to the public realm.
- Development shall contribute to Precinct D functioning as a Transit Oriented Development, containing a meaningful amount of floorspace that can provide for shopping needs of the local resident and workforce population.

Specific Building Requirements

Approximate Lot Area	6,700 sqm (indicative only and to be determined upon detailed design).
Maximum Plot Ratio	12:1 for multiple dwellings only.
Ground Floor Land Uses*	Interface with Victoria Park Drive: Shall contain one or more of office, shop, restaurant or other commercial land uses. Interface with Seabiscuit Drive: Shall contain one or more of office, shop, restaurant or other commercial land uses. Interface with Placid Avenue: Car parking, loading and service areas. May contain commercial or retail land uses, though this is not mandatory.
Land Uses for all Podium Levels other than Ground Floor*	Shall contain one or more of residential, shop, restaurant, office. Car parking where proposed is subject to design requirements stated below.
Tower Land Uses*	Shall contain one or more of residential, communal facilities for use by residents of the building.
Car Parking Design Requirements	Car parking is to be shared across Lot 6. Car parking shall be concealed from view from Victoria Park Drive and Seabiscuit Drive and contained within the building podium or as basement. Car parking can extend to the podium edge adjacent to Victoria Park Drive and Seabiscuit Drive as shown in Figures 54, 55 and 56 (subject to screening or appropriate design treatment such as high quality facade treatments including windows, patterning / textures / modulated facades or public art to car park screening and any blank walls).
Lot Setbacks to Podium	Mandatory nil setback to all boundaries.
Setbacks Above Podium	As shown in Figure 53.
Podium Height	Maximum thirty three metres and six storeys above the highest point on the western (Placid Avenue) boundary; where car parking addresses Placid Avenue, the number of storeys may be increased within the maximum 33 metre podium envelope. Maximum 28.5 metres and five storeys (Ground to Four) above the highest point on the northern (Seabiscuit Drive) boundary. Any increase in podium height must be setback at least 5.0m from Seabiscuit Drive from site boundary. Maximum podium height is inclusive of any lift overrun, mechanical equipment, structures, screens, balustrades and broadcast reception devices. Eight metres minimum height as measured from the highest point of the lot frontage on Seabiscuit Drive.
Overall Building Height	Overall building height is limited by Procedure from Air Navigational Services – Aircraft Operation (PANS-OPS) surface.
Minimum Number of Dwellings	147

* Notes:

1. Also refer to 6.3.5 for General Design Elements relating to Land Use and Activation.
2. Any other uses not defined in the table shall be at the determining authority’s discretion having regard to the land use permissibility identified in Table D Planning Requirements for Precinct D in the Belmont Park Racecourse Redevelopment Structure Plan.
3. No further subdivision of Lot 6 is permitted.

Other Requirements

- Primary vehicle access shall be from Placid Avenue and shared across Lot 6.
- A secondary vehicle access may be permitted from Seabiscuit Drive.
- All service and loading dock access shall be from Placid Avenue.
- The retail arcade entrances at Victoria Park Drive and Seabiscuit Drive shall be appropriately differentiated and easily identifiable.
- The retail arcade will need to transition in level to account for differences in finished levels between Seabiscuit Drive and Victoria Park Drive.
- Retail / commercial tenancies shall be stepped along Victoria Park Drive to provide a seamless transition on entry from the street. All tenancy doors shall provide direct tenancy access from the footpath / street level. The maximum differential between the ground finished floor level and the adjacent footpath shall be 1.2 metres.
- The podium frontage at ground level to Victoria Park Drive and Seabiscuit Drive must contain entries and points of visual separation at regular intervals (not exceeding 10m) to retain fine grain scale and interest. Blank walls will not be permitted to the street. Any walls at ground level must be finely detailed with high quality materials that promote visual interest by way of texture, variation in materials and differentiation of colour.
- Reference to the podium height in terms of dimension (metres) and number of storeys refers to the visible height and number of storeys viewed from the street/public realm. Additional car park levels may be able to be accommodated within the overall podium height behind occupied frontages.
- The 5 metre tower setback to the street may be reduced to nil where: (a) impact of wind effects do not impinge on the enjoyment of the public realm, supported by a wind report to the satisfaction of the determining authority; (b) the bulk and scale of the building is appropriately addressed through architectural expression.
- No maximum tower width except for building envelope requirements.
- Awnings shall be provided as shown on Figure 53. Where design proposes pedestrian access from Lot 6 – Tower B to Placid Avenue, a pedestrian awning shall be provided.

Residential Visitor and Commercial Tenant / Visitor Parking Requirements

- A decked parking facility providing car parking for Precinct D wide residential visitors and commercial tenants shall be provided on Lot 6 – Tower B adjacent and accessed from Placid Avenue. A minimum of 208 car parking bays are to be constructed on Lot 6 prior to occupation of the first dwelling on either Lot 1, 2, 3, 4, or 5 and shall be available for use of residential visitors and non-residential tenants and visitors for those lots. An absolute caveat is to be placed on Lot 6 prior to issuing a building permit for either Lot 1, 2, 3, 4 or 5 to secure the car parking bays for these Lots.
- The facade adjacent to Placid Avenue shall be appropriately designed to present as a finished building, with screening to car park levels presenting a visually interesting facade when viewed from Placid Avenue and Graham Farmer Freeway.
- The facade shall be designed to be lit at night in order to provide visual appeal from Placid Avenue and the Graham Farmer Freeway.

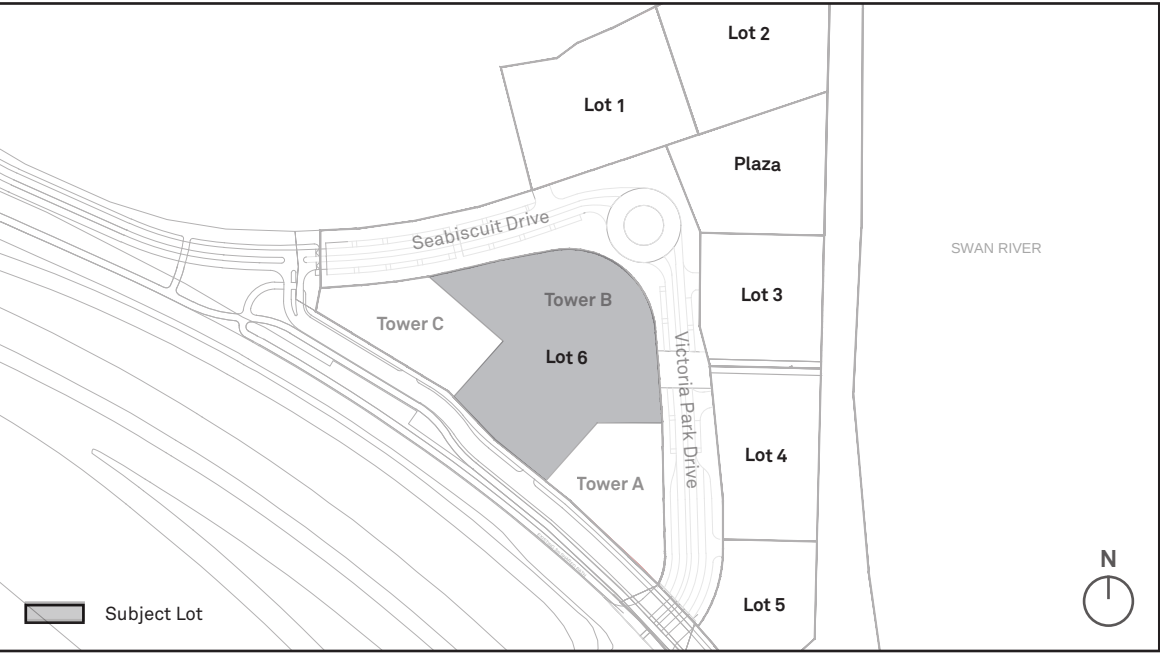


Figure 52: Lot 6 - Tower B Precinct Context



Part Three: Design Elements

6.1 Site Specific Guidelines

Lot 6 - Tower B

Note: The land uses described in these drawings are indicative and for explanatory purposes only. For specific criteria, refer to the Specific Building Requirements.

LEGEND

RETAIL OR COMMERCIAL

COMMERCIAL

LOBBY

CAR PARKING OR OTHER USE

RESIDENTIAL

ARCADE

BUILDING ENVELOPE FOR TOWER inclusive of balconies

EXTENT OF PODIUM

LOT CONTEXT

REQUIRED AWNINGS

5.0m SETBACK

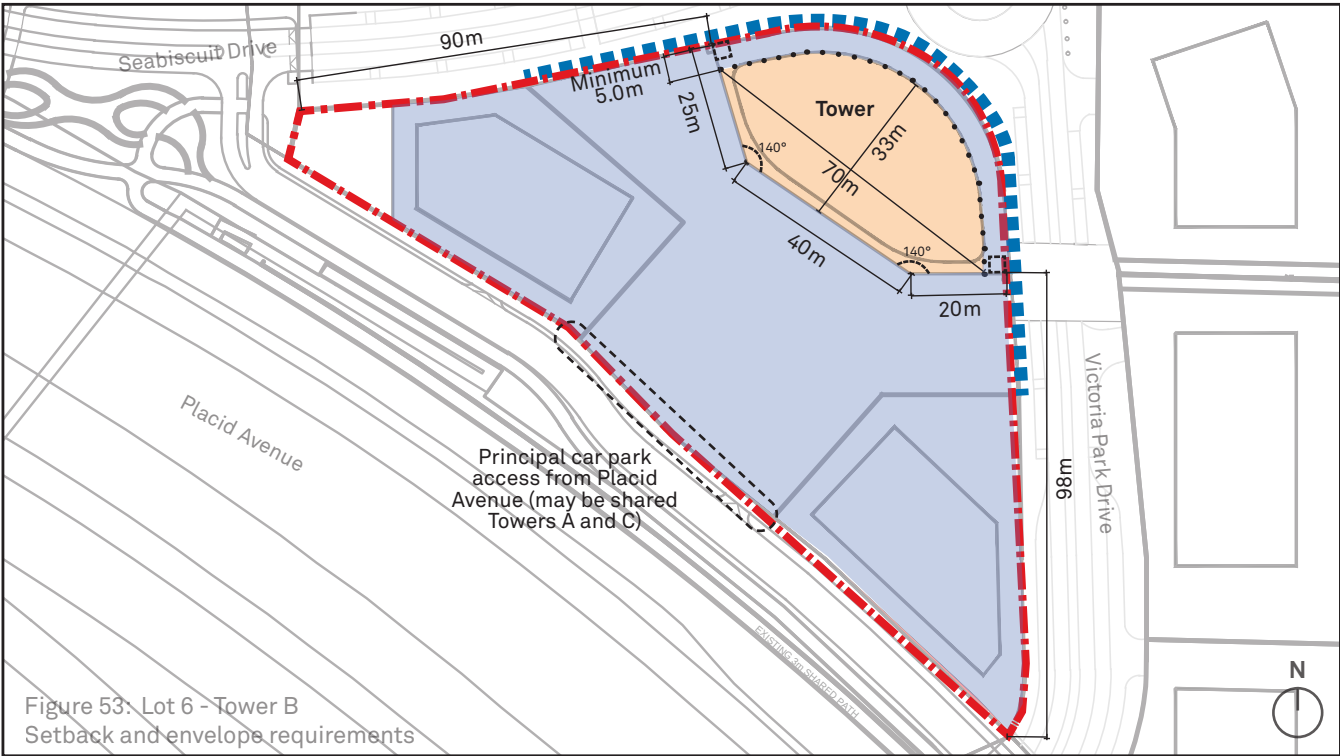


Figure 53: Lot 6 - Tower B
Setback and envelope requirements

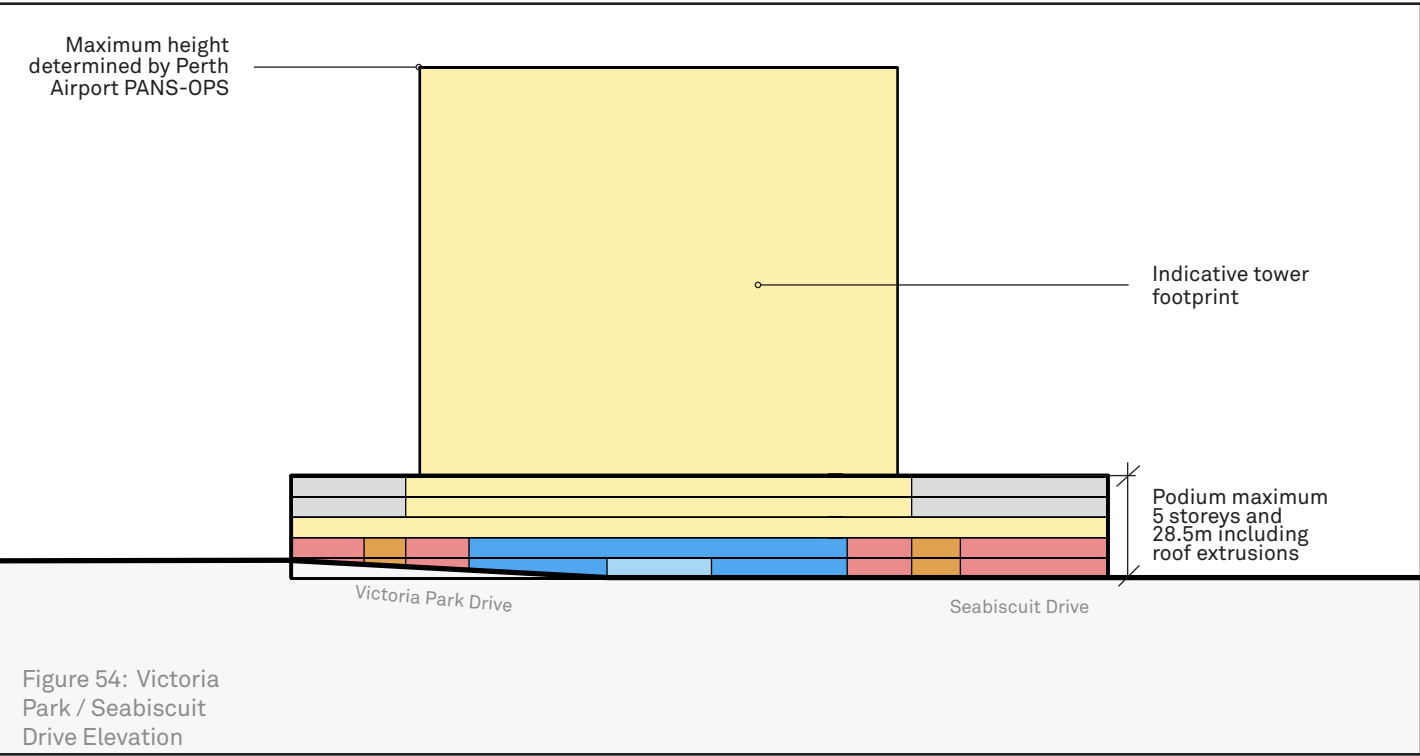


Figure 54: Victoria
Park / Seabiscuit
Drive Elevation

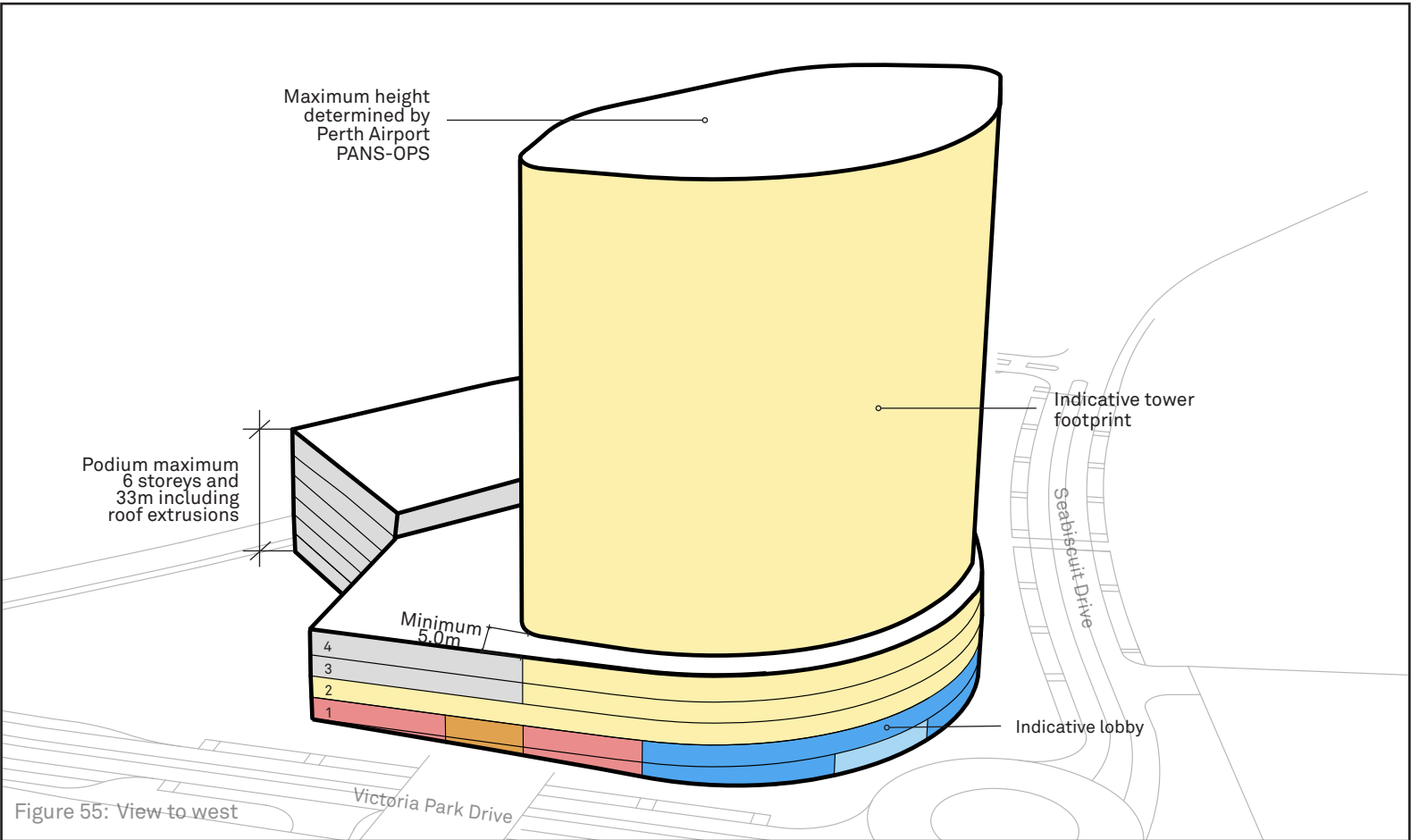


Figure 55: View to west

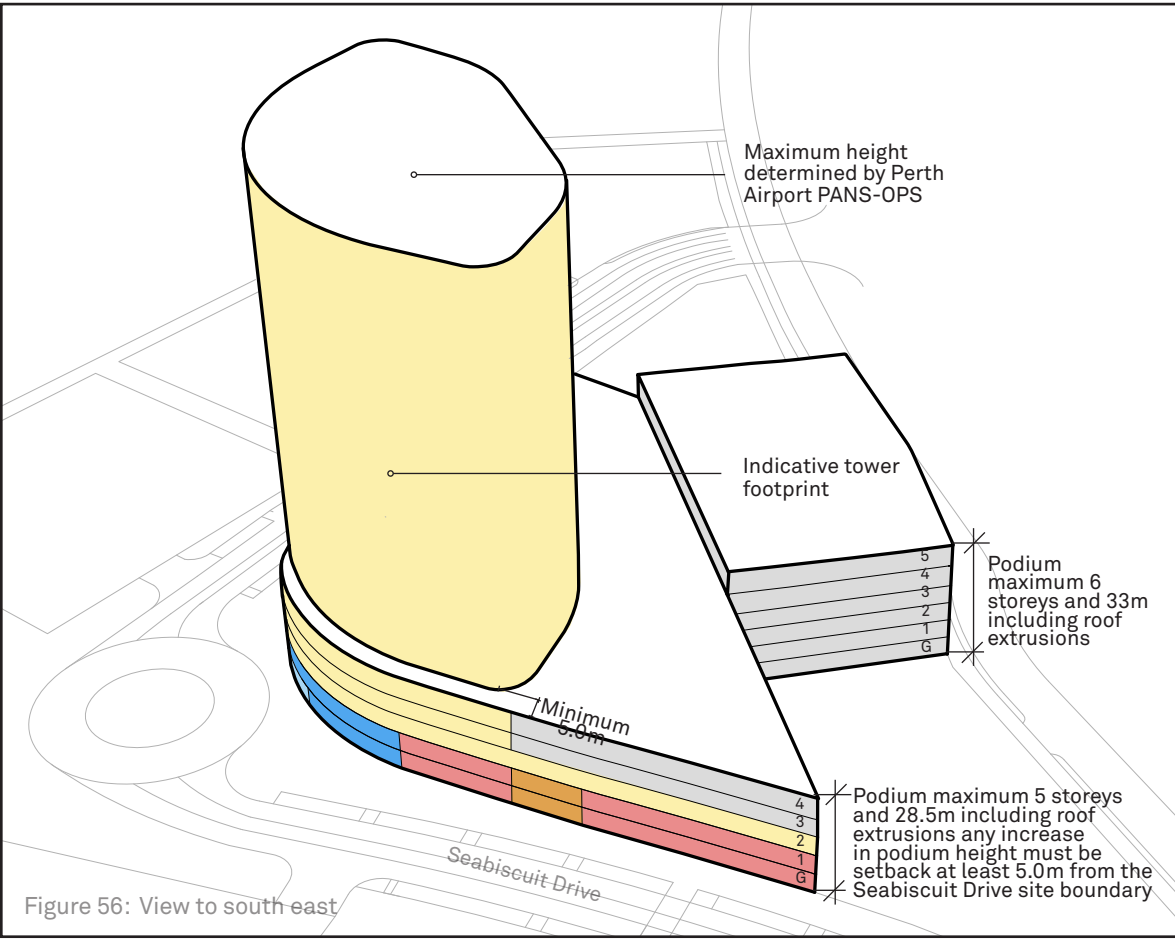


Figure 56: View to south east

Part Three: Design Elements

6.1 Site Specific Guidelines
Lot 6 - Tower C

Development Intent and Objectives

Lot 6 - Tower C provides an important function as a gateway building on entry to the Precinct from Seabiscuit Drive, whilst also interfacing with the Belmont Park Grandstand. Its position acts as a marker on the pedestrian route from the grandstand to the Belmont Park Train Station.

The building will be integrated with the other Towers on Lot 6 to provide a holistic approach to visitor and commercial tenant parking, as well as providing a continuous interface to the surrounding streets. Ground and lower podium land uses will be commercial in focus, helping to activate the ground plane and provide surveillance. This is particularly important to Placid Avenue, where the pedestrian footbridge lands.

The building shall be set back from the lot boundaries at the intersection of Seabiscuit Drive and Placid Avenue. This is to provide a positive threshold to the building lobby, which ideally should address that intersection, as well as enabling clear sight lines between the Grandstand Building and pedestrian footbridge. The setback area shall be landscaped with paving and planting to provide a comfortable and visually attractive terrace forecourt.

Above the podium, the commercial tower shall be oriented to capture views across the Perth Stadium to the Swan River and city beyond. It will also be afforded views through gaps in towers to the east. Vehicle access will be shared within Lot 6 and shall be from Placid Avenue.

The podium deck will be landscaped to provide a visually attractive outdoor setting for building users.

Objectives

- Development will be coordinated within Lot 6 to ultimately provide a cohesive development form.
- The design of car parking will allow for integrated access across Lot 6.
- Overall building form and architecture will be designed to a high quality reflecting the site's position adjacent to the Graham Farmer Freeway.
- The building will provide a comfortable pedestrian interface to the key pedestrian route between the pedestrian bridge to the train station and the Belmont Park Grandstand.



Specific Building Requirements

Approximate Lot Area	2,200 sqm (indicative only and to be determined upon detailed design).
Maximum Plot Ratio	Not applicable.
Ground Floor Land Uses*	Interface with Seabiscuit Drive: Shall contain one or more of office, shop, restaurant, other commercial land uses. Interface with Placid Avenue: Shall contain one or more of office, shop, restaurant or other commercial land uses. Car parking is not preferred, but where proposed is subject to design requirements stated below.
Land Uses for all Podium Levels other than Ground Floor*	Shall contain one or more of office, shop, restaurant. Car parking, where proposed is subject to design requirements stated below.
Tower Land Uses*	Shall contain one or more of office, shop, restaurant.
Car Parking Design Requirements	Car parking will be shared across Lot 6. Car parking shall be concealed from view and contained within the building podium or as basement. Car parking can extend to the podium edge adjacent to Placid Avenue and Seabiscuit Drive as shown on figures 59, 60 and 61 (subject to screening or appropriate design treatment such as high quality facade treatments including windows, patterning / textures / modulated facades or public art to car park screening and any blank walls).
Lot Setbacks to Podium	Mandatory nil setback except to the intersection of Placid Avenue and Seabiscuit Drive. Refer to Figure 58 for setback requirements.
Setbacks Above Podium	Minimum 5 metres.
Podium Height	Maximum thirty three metres and six storeys (Ground to Five) above the highest point along the western (Placid Avenue) boundary; and maximum 28.5 metres and five storeys (Ground to Four) above the highest point on the northern (Seabiscuit Drive) boundary. Any increase in podium height along Seabiscuit Drive must be setback at least 5.0m from the Seabiscuit Drive site boundary. Maximum podium height is inclusive of any lift overrun, mechanical equipment, structures, screens, balustrades and broadcast reception devices. Eight metres minimum height as measured from the highest point of the lot frontage on Seabiscuit Drive.
Overall Building Height	Overall building height is limited by Procedure from Air Navigational Services - Aircraft Operation (PANS-OPS) surface.
Minimum office floor area	10,000 sqm GFA

* Notes:

1. Also refer to 6.3.5 for General Design Elements relating to Land Use and Activation.
2. Any other uses not defined in the table shall be at the determining authority's discretion having regard to the land use permissibility identified in Table D Planning Requirements for Precinct D in the Belmont Park Racecourse Redevelopment Structure Plan.
3. No further subdivision of Lot 6 is permitted.

Other Requirements

- All vehicle access shall be from Placid Avenue and shared within Lot 6.
- A landscaped terrace / forecourt shall be provided within the setback area between Placid Avenue and Seabiscuit Drive as shown in Figure 58.
- All service and loading dock access shall be from Placid Avenue.
- Reference to the podium height in terms of dimension (metres) and number of storeys refers to the visible height and number of storeys viewed from the street/public realm. Additional car park levels can be accommodated within the overall podium height behind occupied frontages.
- Blank walls will not be permitted to the street. Any walls at ground level must be finely detailed with high quality materials that promote visual interest by way of texture, variation in materials and differentiation of colour.
- The 5 metre tower setback to the street and forecourt may be reduced to nil where: (a) impact of wind effects do not impinge on the enjoyment of the public realm, supported by a wind report to the satisfaction of the determining authority; (b) the bulk and scale of the building is appropriately addressed through architectural expression.
- Maximum 30 metre tower width. Tower length subject to building envelope.
- Awnings shall be provided as shown on Figure 58. Where design proposes pedestrian access from Lot 6 - Tower C to Placid Avenue, a pedestrian awning shall be provided.

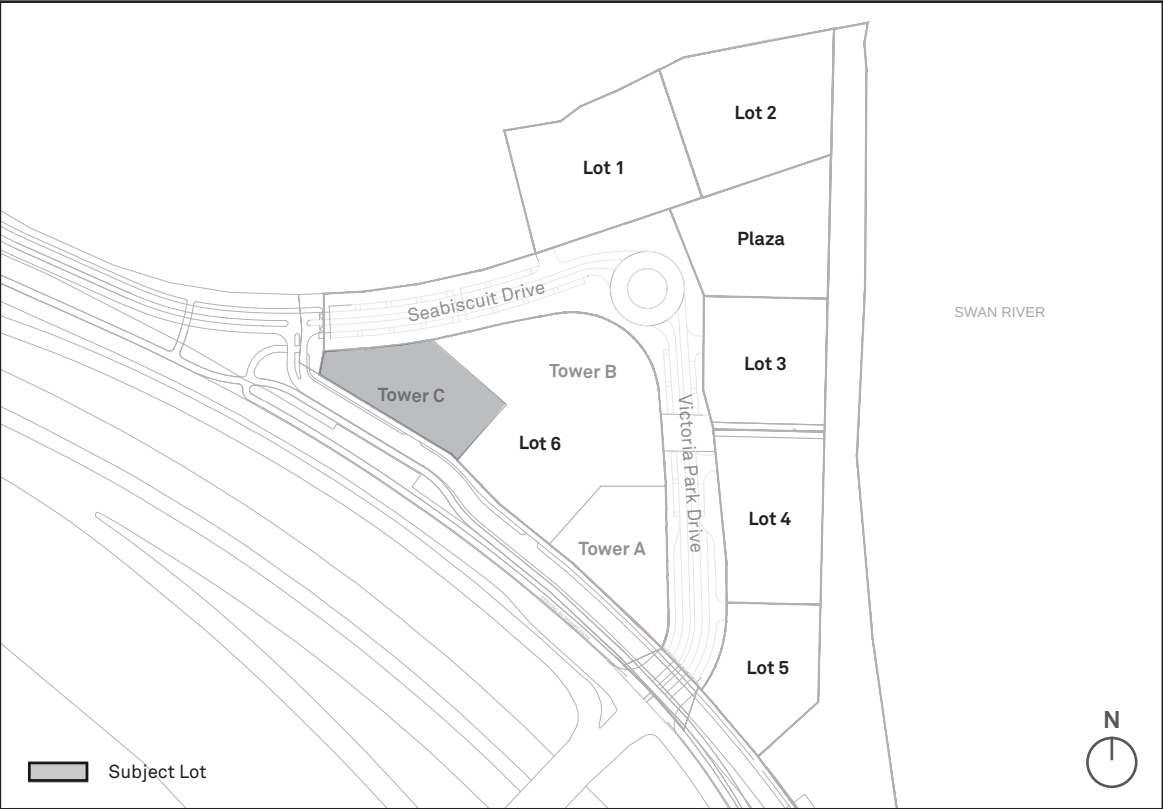


Figure 57: Lot 6 - Tower C Precinct Context

Part Three: Design Elements

6.1 Site Specific Guidelines

Lot 6 - Tower C

Note: The land uses described in these drawings are indicative and for explanatory purposes only. For specific criteria, refer to the Specific Building Requirements.

LEGEND

COMMERCIAL

LOBBY

CAR PARKING OR OTHER USE

BUILDING ENVELOPE FOR TOWER inclusive of balconies

LOT CONTEXT

REQUIRED AWNINGS

5.0m SETBACK

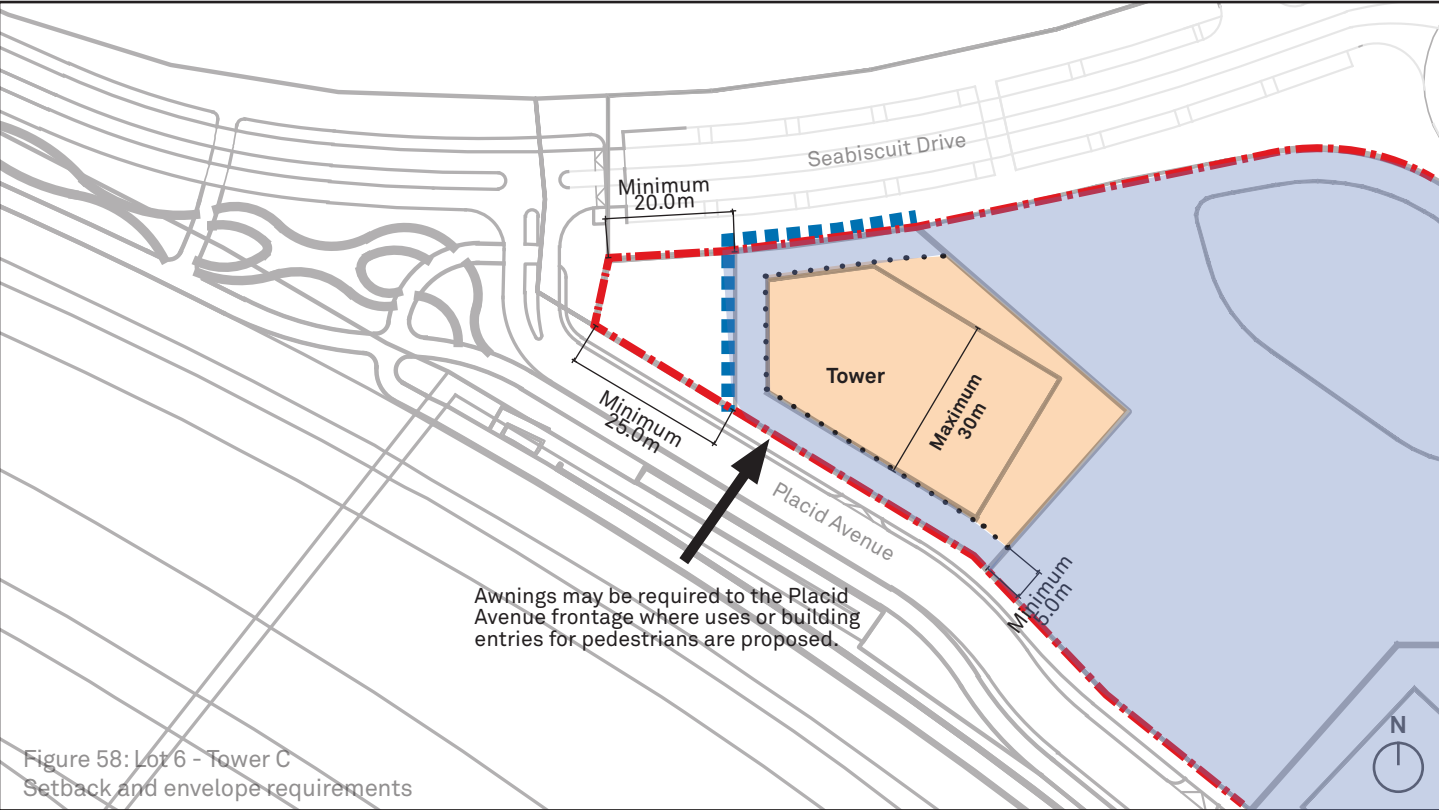


Figure 58: Lot 6 - Tower C Setback and envelope requirements

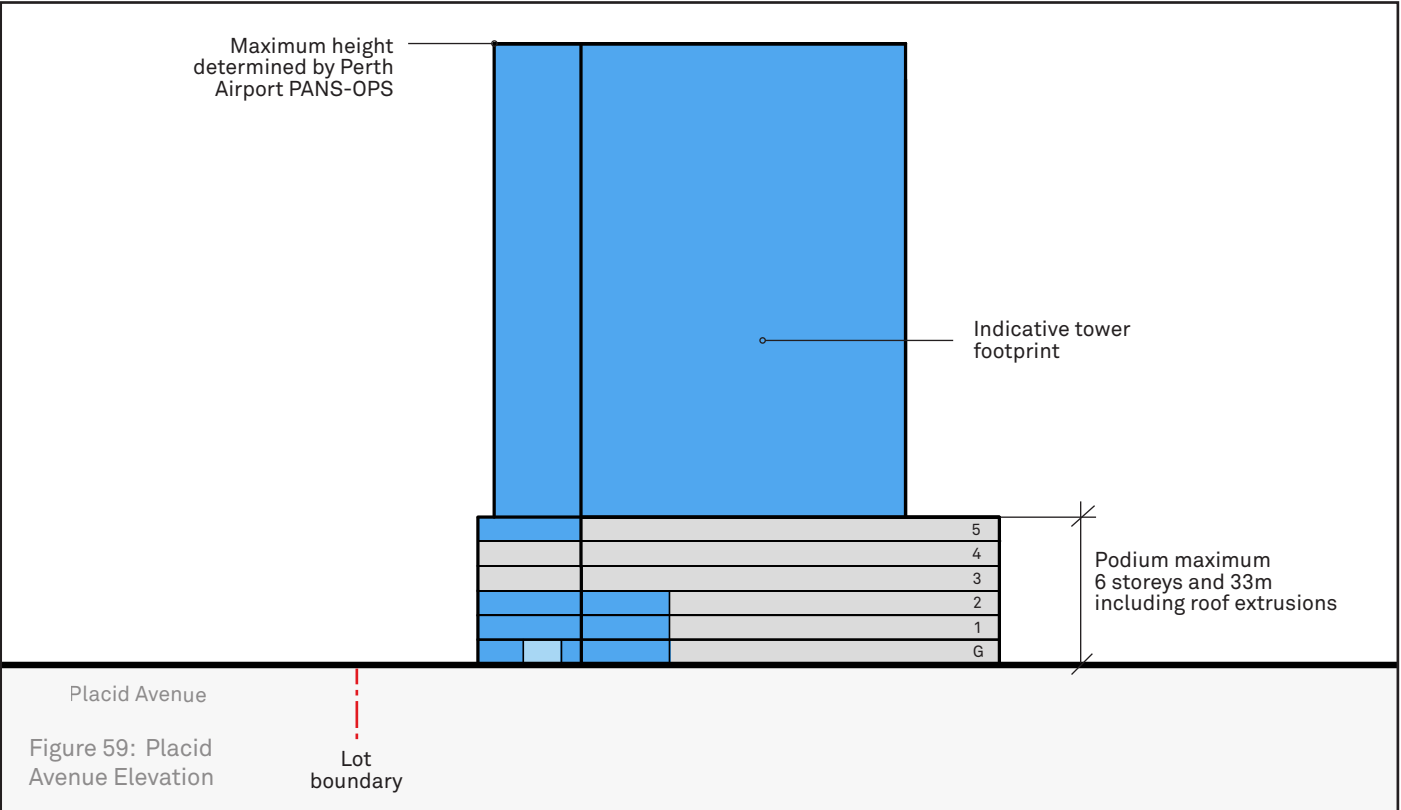


Figure 59: Placid Avenue Elevation

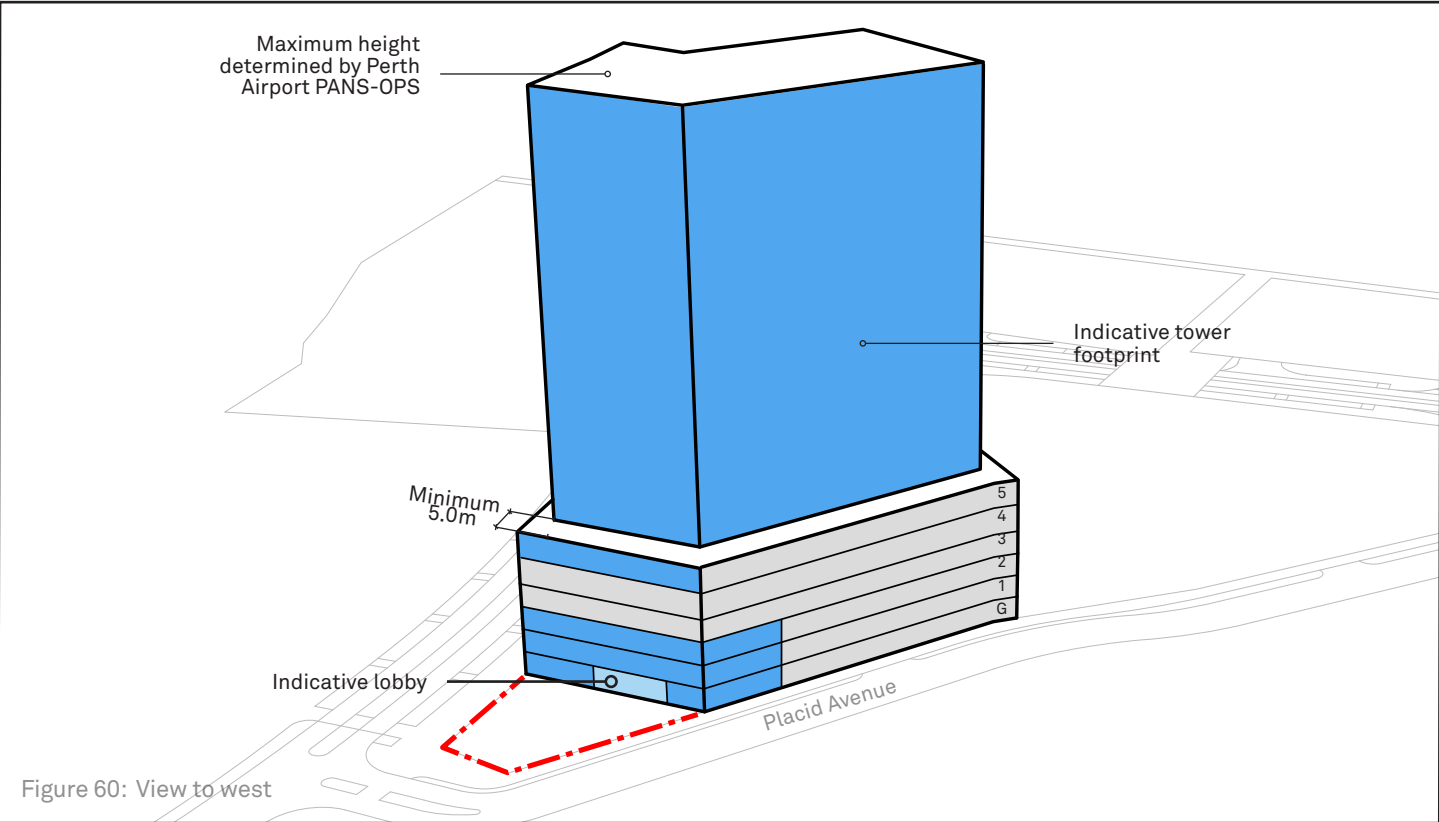


Figure 60: View to west

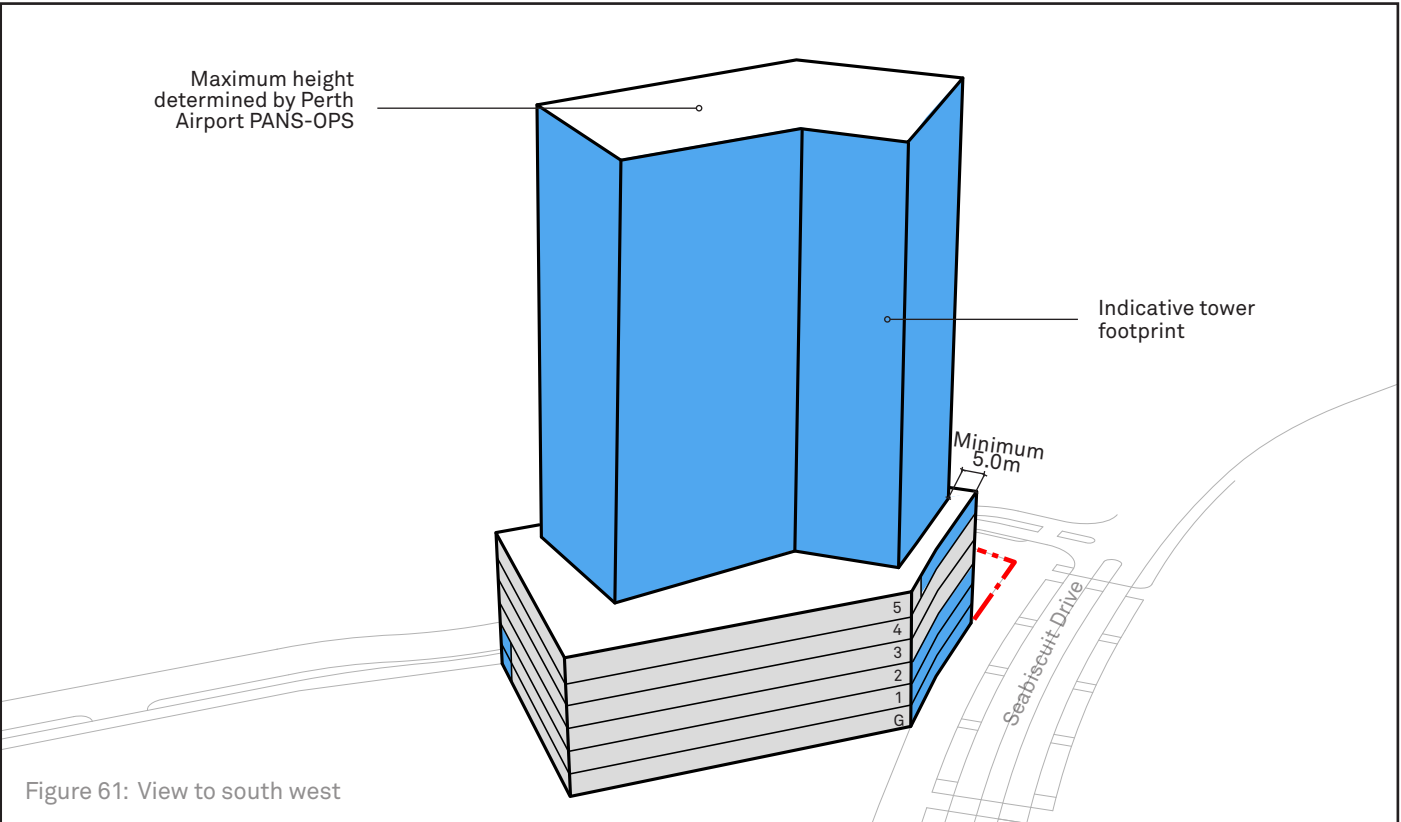


Figure 61: View to south west

Part Three: Design Elements

General Design Elements

6.2 Design Element 1:Site Planning Responses

6.2.1 Site Requirements

Objective

- Support residential density and other site requirements consistent with the structure plan.

Development Criteria

- Site requirements shall apply as established by Clause 14 of Part One of the Structure Plan for Precinct D, unless otherwise varied by this Local Development Plan.

Design Guidance

Nil.

6.2.2 Landmark Buildings

Objectives

- Provide a distinctive gateway to the Burswood Peninsula from Graham Farmer Freeway.
- Support engagement and activation of the public realm.

Development Criteria

- The three towers adjacent to Graham Farmer Freeway on Lots 5, 6 and 8 shall be designed to incorporate distinctive architectural features that serve as legibility markers and present an attractive form when viewed from the Graham Farmer Freeway.

Design Guidance

- Landmark buildings can be designed as distinctive urban form by incorporating varied setbacks, distinctive roof form, interesting facade treatments, colours and textures.
- Tall buildings shall be designed and oriented to frame important vistas into and through the site. Consideration must be given to placement, site organisation, heights, setbacks, landscape, and massing to ensure that key views are maintained and that buildings create a well articulated outline in the context of other buildings within the precinct.

6.2.3 Design to Optimise Views

Objectives

- Site planning will allow views to be optimised to the Swan River, across Burswood Peninsula and to Perth City.
- Public open space location and tower separation will enable views to be shared.

Development Criteria

- Towers inclusive of all projections shall be located in the building envelopes for towers identified in the Site Specific Guidelines.

- Towers shall be separated, as required by the Site Specific Guidelines.
- The dimensions of towers shall not form an obtrusive urban wall, and shall be in accordance with the Site Specific Guidelines.

Design Guidance

Nil

6.2.4 Wind

Objectives

- The orientation and design of buildings will protect and mitigate against exposure to the impacts of wind on the use of public and private outdoor space by people.
- Awnings, balustrading, landscape and screening will be incorporated in building and landscape design to assist in creating outdoor environments that are fit for their intended purpose.

Development Criteria

- Applications for planning approval shall be accompanied by a Wind Impact Statement prepared by a suitably qualified expert in wind environment modelling and assessment. The wind impact statement is to analyse the effects of wind conditions on pedestrians on the footpath at street or river promenade level and in other ares in the vicinity as well as outdoor communal open space at podium level. The report must take account of the cumulative impact of wind effects across the precinct and of the intended purpose of each location.
- Where a detailed wind modelling assessment has taken place prior to DA Stage, applications shall demonstrate compliance with modelling assumptions, criteria and recommendations of the assessment.
- Any screens, awnings and other features shall be designed as an integral part of the building.

Design Guidance

- A Pedestrian Wind Environment Statement has been prepared by Windtech Consultants Pty Ltd for Precinct D (2015). The following design solutions shall be incorporated into the built form and landscape design and shown on drawings submitted for planning approval, unless alternative solutions are supported by a wind impact statement:
 - towers shall be set back a minimum of 5 metres from the podium edge (or greater where required by the site specific guidelines) unless a nil setback is permitted by the site specific guidelines
 - awnings shall be provided at street or river promenade

- level where identified on Figure 62: Design Elements Required to Minimise Negative Wind Impacts
- awnings shall be provided at the base of towers at podium level where identified on figure 62: Design Elements Required to Minimise Negative Wind Impacts where that area corresponds to an area of outdoor communal open space at podium level.
- podium landscaping shall be designed to mitigate negative effects of wind, with podium landscape plan provided at the development application stage supported by the Wind Impact Statement
- an impermeable balustrade shall be provided around the perimeter of building podia in accordance with the Pedestrian Wind Environment Study (Windtech, 2015).
- a wind screen shall be located on the podium as identified in figure 62: Design Elements Required to Minimise Negative Wind Impacts in accordance with the Pedestrian Wind Environment Study (Windtech, 2015)

- The impact of wind can be mitigated through design elements including:

- the use of balconies and architectural articulation of towers at upper levels,
- the use of building podia and setting back upper tower levels,
- the use of densely foliating tree planting in areas of the public realm
- use of awnings and vegetation at ground level.

- The proponent is encouraged to engage the advice of a suitably qualified consultant early in development of the design to provide the best opportunity to incorporate wind mitigation into the design, rather than as a late add on.
- The design of buildings and the built environment generally should take into account the intended use of areas for activities such as alfresco dining in relation to the effects of wind.
- Where screens, awnings or balustrades are not to be installed in accordance with the above criteria, the Wind Impact Statements must demonstrate how acceptable wind criteria will be met and how the objectives in this section are satisfied.

6.2.5 Noise Intrusion

Objectives

- To ensure an appropriate level of acoustic comfort is experienced by future occupants of buildings in internal spaces.

Development Criteria

- Development applications are to be accompanied by an Acoustic Impact Statement from a suitably qualified consultant demonstrating how development will ameliorate the impact of noise from external sources and comply with relevant legislative requirements.

Design Guidance

- Surrounding noise sources to consider include the Graham Farmer Freeway, Belmont Park Racecourse, Perth to Armadale railway line, the Swan River water recreation area and areas of outdoor activation
- Relevant legislative requirements include but are not limited to:
 - State Planning Policy 5.4 “Road and Rail Transport Noise and Freight Considerations In Land Use Planning”. Section 5.3 – Noise Criteria;
 - Environmental Protection (Noise) Regulations 1997
- Residential developments can be protected from surrounding noise generating activities through the incorporation of various noise attenuation measures, including:
 - locating noise sensitive areas such as bedrooms, away from potential noise sources;
 - suitable heavy weight single glazing or double glazing of windows;
 - the use of appropriate materials for external walls, roofs and doors to minimise noise intrusion.



Part Three: Design Elements

General Design Elements



- LEGEND
- Awnings at street or footpath level.
 - Awnings at podium level.
 - Impermeable balustrade at podium level.
 - Screen at podium level.

Figure 62: Design elements required to minimise wind impacts. The awnings identified in this drawing are required to mitigate wind impacts. Awnings are also required in other areas, as stipulated in the Site Specific Guidelines. Note: These design solutions are provided as guidance and alternative approaches may be approved where they are supported by a wind impact statement.

Part Three: Design Elements

General Design Elements

6.2.6 Solar Access to the Public and Private Realm

Objectives

- Key areas of the public realm are afforded good access to direct sunlight during winter months at different times of the morning and afternoon.
- Access to direct sunlight in the public realm shall be prioritised to areas of activation such as public open space and the foreshore.

Development Criteria

Urban Plaza

- Towers and podia on Lots 1 and 2 shall be designed and located to ensure that at 12pm on 21 June, the urban plaza must have at least 40% of the ground plane in sunlight.
- Any re-orientation of towers within the building envelope for lots 1 and 2 shall at least retain this percentage.
- Any change in height of podia shall at least retain this percentage.

Victoria Park Drive

- Towers and podia shall be designed and located to ensure that at 12pm on 21 June, at least 70% of the ground plane shall be in sunlight.

Communal Open Space

- All development shall be designed to allow sun access into at least 25% of communal open space areas for the enjoyment of residents for a minimum of three hours on 21 June, the winter solstice.

General

- Any application for planning approval shall be accompanied by a solar analysis demonstrating that the above Development Criteria have been met.

Design Guidance

- Towers will need to be located in those areas identified in the Precinct D Local Development Plan to enable sun access to the public realm.

6.2.7 Crime Prevention Through Environmental Design

Objective

- Buildings and the public realm are designed to provide a safe environment for all users.
- The design and layout of buildings will be required to enhance actual and perceived safety and reduce the potential for crime, graffiti and vandalism.

Development Criteria

- Development is to be consistent with the WAPC’s Safer Places by Design - CPTED Guidelines. A report shall be provided at development application stage addressing all criteria of the WAPC CPTED Guidelines and demonstrating how this has been achieved.
- Building entry areas, public spaces, communal spaces and building service areas must be clearly lit and easily identifiable, including at night.
- Where buildings meet the ground plane, building edges shall be designed to eliminate blind spots, unintended access and potential entrapment points.
- Buildings are designed to minimise access between roofs, balconies and windows of adjoining dwellings tenancies and/or buildings
- Areas within private development not intended for night-time use should be closed off to access from the public realm.
- Development shall facilitate natural surveillance by windows and balconies overlooking streets, public spaces and promoting legitimate activity within the public realm.
- Fences and retaining walls abutting parks and public spaces are to be minimised and shall be no higher than 1.2 metres.
- Materials vulnerable to graffiti and vandalism are to be avoided and robust materials which are aesthetically pleasing are to be used in public spaces.

Design Guidance

- Security measures should be incorporated into the building design so as to be visually unobtrusive and in keeping with the building’s architectural style and materials. Avoid landscaping which obstructs surveillance, serves as a barrier to unimpeded views and allows concealment.
- Site planning, buildings, fences, walls, landscaping and other landscape treatments and features clearly define territory and ownership of all public, common, semi-private and private spaces without the need for supplementary signage.



Figure 63: Overshadowing at 9am 21 June. Figure for explanatory purposes only.

Part Three: Design Elements

General Design Elements

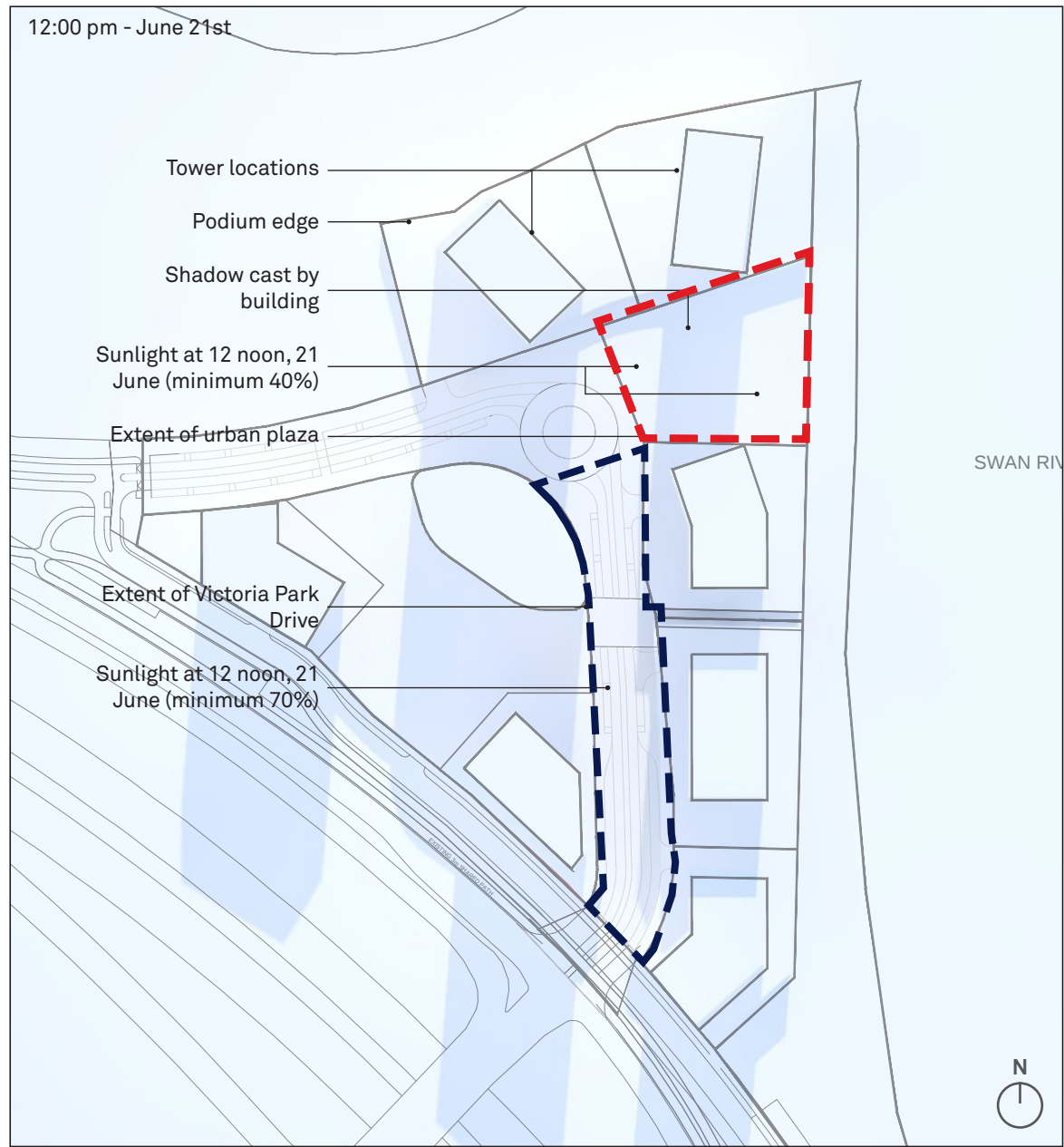


Figure 64: Overshadowing at 12pm 21 June. At least 40% of the plaza's ground plane and at least 70% of Victoria Park Drive's ground plane shall be in sun at 12pm on 21 June.



Figure 65: Overshadowing at 3pm 21 June. Figure for explanatory purposes only.

Part Three: Design Elements

General Design Elements

6.3 Design Element 2: Building Interface and Land Use

6.3.1 Podia

Objective

- To ensure that development incorporates a fine grain scale providing pedestrian comfort at the street edge.
- To ensure that the design of podium structures complements the experience, visual amenity and safety of users of the public realm and is of a high visual standard.

Development Criteria

- Podia shall be reasonably articulated to provide visual interest at lower levels, as identified in the Site Specific Guidelines.
- All podia shall contain features such as windows, balconies and a high quality mix of materials and textures that promotes visual interest at ground level.
- Podium frontages shall be divided or visually separated through vertical elements such as framing, columns or wall panels at regular intervals of not greater than 10.0m (refer Figure 71).
- Residential and commercial entries must be separated and each must be well defined and appealing.
- Building edges shall integrate with adjacent buildings to provide a cohesive urban edge to the street and public realm.
- Where buildings are set back from the street edge to provide articulation, the interstitial area between the building and street edge shall be appropriately landscaped.
- Where residential dwellings are located on the ground floor, development at that level shall be raised above the ground plane as required by the Site Specific Guidelines. For residential dwellings on the ground floor adjacent the Swan River Foreshore, development shall be consistent with Figure 66.
- Pedestrian awnings are required to be provided as per the Site Specific Guidelines. The minimum height above the footpath, minimum width and required setback from the street kerb shall be at the discretion of the determining authority.
- Decked car parking shall be sleeved by active uses at the locations indicated in the Site Specific Guidelines.
- Where permitted, decked car parking can be appropriately screened with quality materials and/or artistic/architectural panels.
- All podia edges, including those adjacent to Precinct C shall present a fully finished, patterned and textured façade edge.

Design Guidance

- Articulation may be achieved by setting back parts of each level of the podium to accentuate areas of public focus, the use of balconies, emphasising entries to lobbies, using a range of materials or other architectural design methods.
- The podium façade adjacent to Precinct C may incorporate occupied floor space such as residential apartments, as well as appropriately screened car parking. Where a blank wall abuts Precinct C, the bulk can be addressed through use of varying colours, punctuated facades and/or public art.
- Any screened car parking can include attractive facade elements, public art or planting and areas of open facade to allow ventilation.
- The following diagrams (figures 67 to 72) provide guidance as to how the podia can be reasonably articulated and detailed to present a cohesive design approach and visual interest at lower levels.

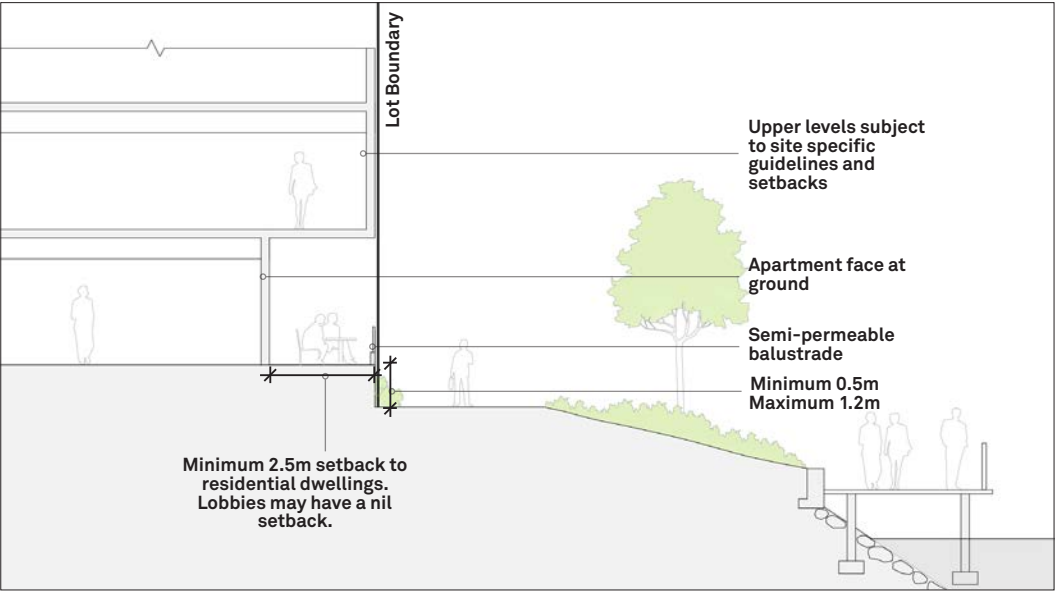


Figure 66: Residential interface with Foreshore Reserve

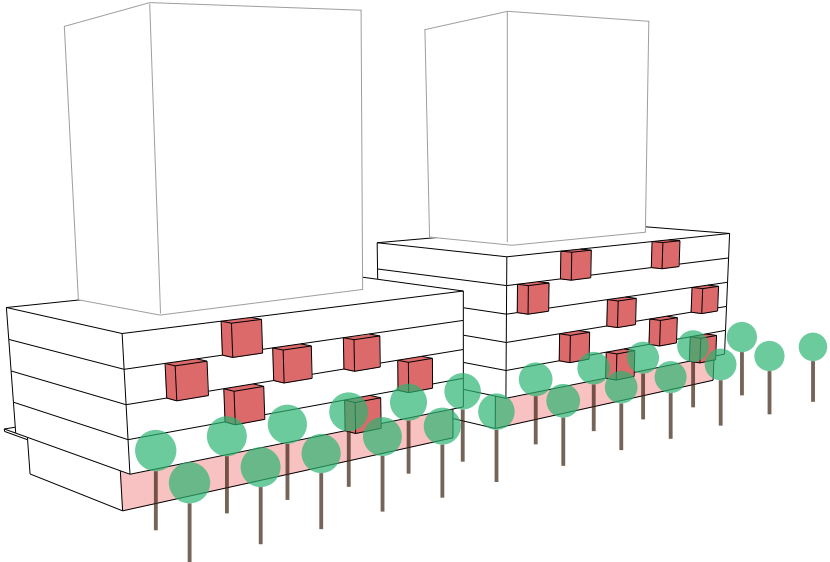


Figure 67: Elements of the facade may be expressed to provide articulation and variation in the facade while integrating with the adjacent public realm.

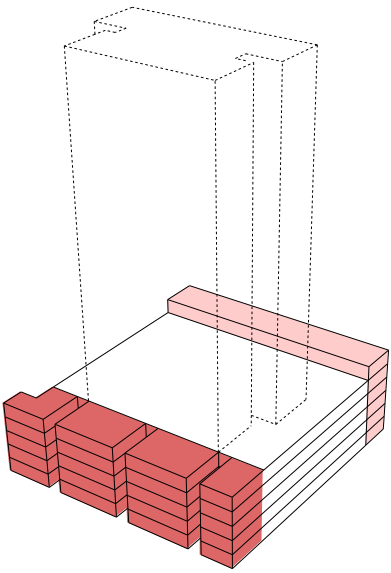


Figure 68: Carparks sleeved with residential as specified by the Site Specific Guidelines

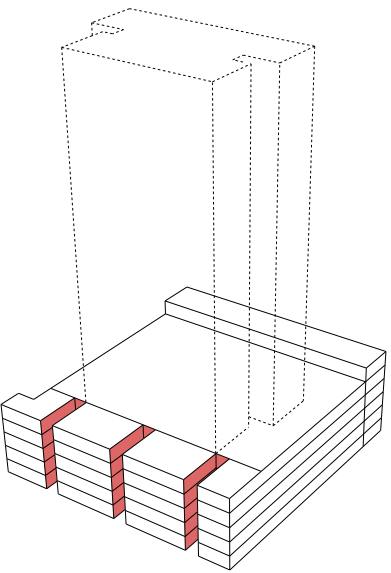


Figure 69: Stairwells and lobbies create a vertical rhythm in the podium

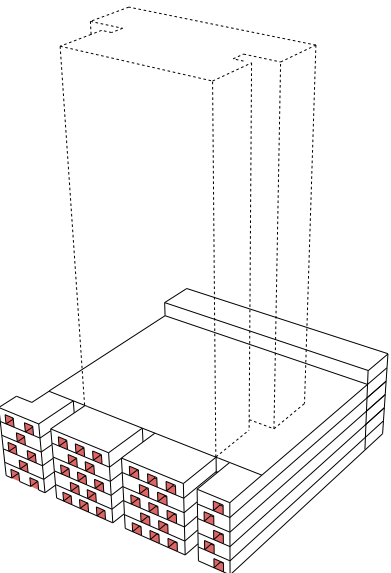


Figure 70: Patterned and rhythmic punched openings

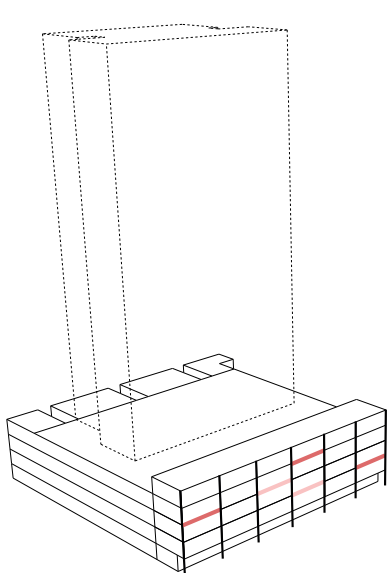


Figure 71: Vertical proportions reinforced by structural grid
Irregular balcony rhythm set within the regular column grid

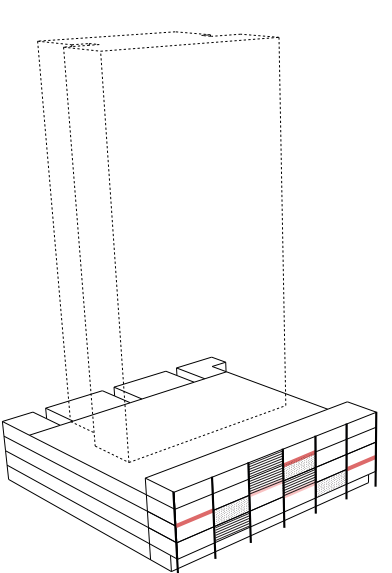


Figure 72: Infill screens, louvres and solid panels alternate within the structural grid

Part Three: Design Elements

General Design Elements

Design Guidance (continued)

- Uses such as offices, restaurants and retail will be concentrated into the lower storeys.
- The lower levels will be designed to generate visual interest and pedestrian comfort.
- The podium will be designed to maximise passive surveillance through the means of glazed facades and balconies.
- Where residential uses are located within the podium, they should not interfere with the other non-residential activities.
- Where car parking is located on the podium levels, it should be treated and the facade blended with the general design of the building.
- The ground level will provide active frontages through the means of shop window displays, restaurants, cafes, retail, frequent doors and entrances and provision for public space.
- Awnings and pedestrian shelter will be provided at ground level.



01 Collins Square
Photography by
Loopcreative

02 The Milton Residences,
Brisbane.
Photography by DBI Design

03 Peninsula at Burswood by
Mircac.
Photography by Adrian
Lambert

04 City Gate Condo.
Photography by
Citygatecondo.org

05 The midtown residences.
Photography adapted from
The Midtown and The
Midtown Residences.

06 Belmont Park.
Imagery by HASSELL

Part Three: Design Elements

General Design Elements

6.3.2 Towers

Objectives

- All developments will demonstrate exemplary contemporary design and innovation in architectural form.
- Towers are to present high quality design attributes when seen from distant vantage points, the approach to the site along Graham Farmer Freeway and at close range from within the precinct.
- Towers shall be designed to optimise the benefits of orientation in relation to solar access, cooling summer breezes, views and the relationship to the public realm.

Development Criteria

- Towers shall be located in those areas identified in the Site Specific Guidelines to cumulatively present an attractive and well-proportioned built form.
- Towers shall be no wider or broader than the dimensions required in the Site Specific Guidelines.
- Towers shall be architecturally differentiated through use of structure or materials at intervals to break up building mass and emphasise verticality.
- The placement of towers in locations other than within the building envelopes for towers as identified in the Site Specific Guidelines will be required to demonstrate consistency and compliance with the objectives, criteria and design guidance notes provided throughout this document.

Design Guidance

- The following diagrams (figures 73 to 78) provide guidance as to how the towers can be reasonably designed and detailed to present a high quality of development.

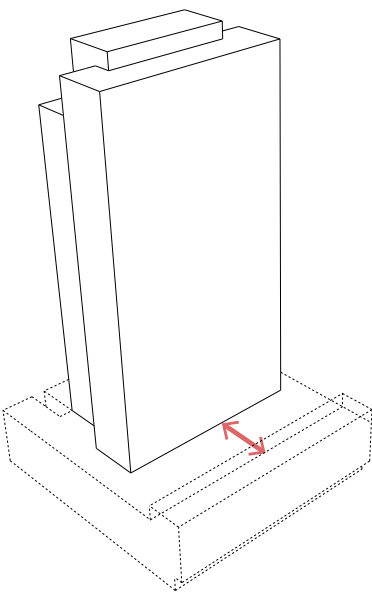


Figure 73: Towers set back from podium edge as required by the Site Specific Guidelines to allow pedestrian scale at the street and minimise wind impacts

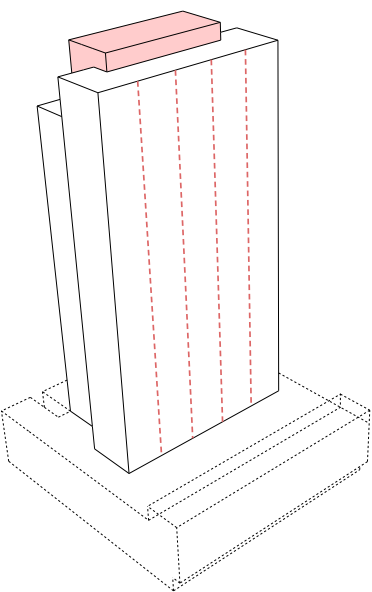


Figure 74: Break towers down into separate masses to minimise bulk and scale
Emphasise vertical tower rhythm

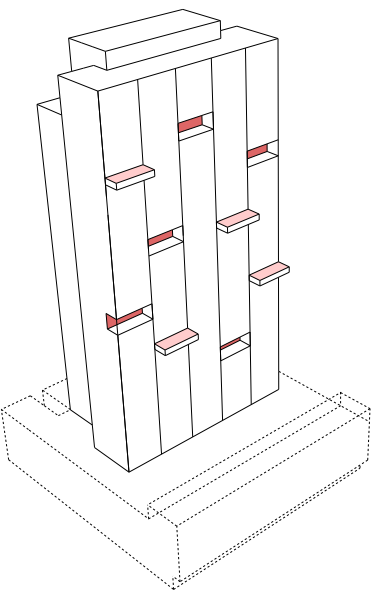


Figure 75: Vary balcony treatment with recessed and protruding elements to give facade depth

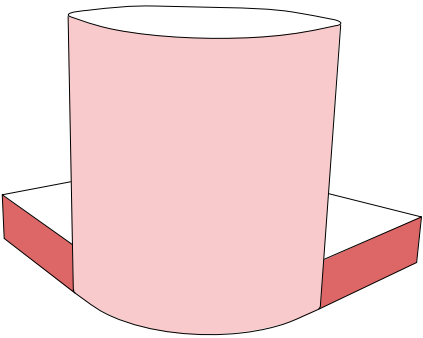


Figure 76: Where a tower is permitted to come to ground, there is opportunity to separate the tower mass from the podium mass, thereby providing additional articulation and differentiation in the building

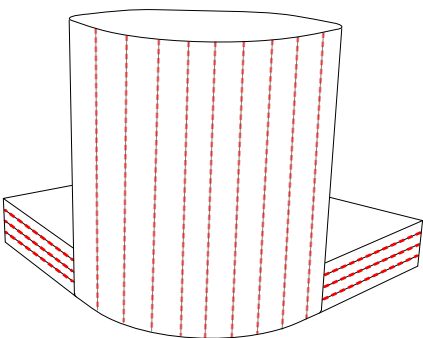


Figure 77: Emphasise the verticality of the tower against the horizontality of the podium
Split tower into slender forms to reduce bulk

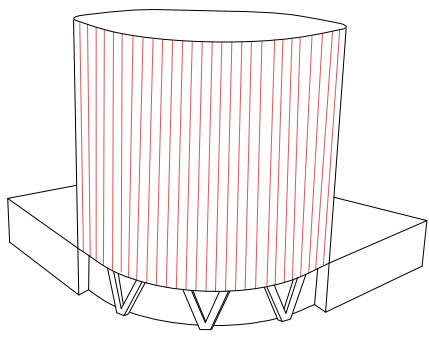


Figure 78: Set facades back behind an environmental screen
Peel screen back at lower levels to reveal structure and function and activate the ground floor

Part Three: Design Elements

General Design Elements

Design Guidance (continued)

- The orientation of the residential towers will maximise views to the Perth Stadium, the Swan River and the City.
- The towers are oriented to minimise overshadowing of neighbouring buildings and public realm.
- Windows will be oriented to maximise passive surveillance.
- Building facades will incorporate indentations, verandahs, awnings and balconies.
- The residential towers will celebrate a casual aesthetic style coherent with the Western Australian context.
- The towers will incorporate high architectural quality contributing to the visual amenity of the area.



- 01 720 Bourke Street, Melbourne. Photography by Peter Bennetts.
- 02 Manta Bargara Resort. Photography by Manta Bargara
- 03 Belmont Park Precinct D. Imagery by HASSELL
- 04 KL Gateway. Photography by IO Design
- 05 Park Grove Towers. Photography by park-grove.
- 06 Claremont Manor. Photography by Floodslicer

Part Three: Design Elements

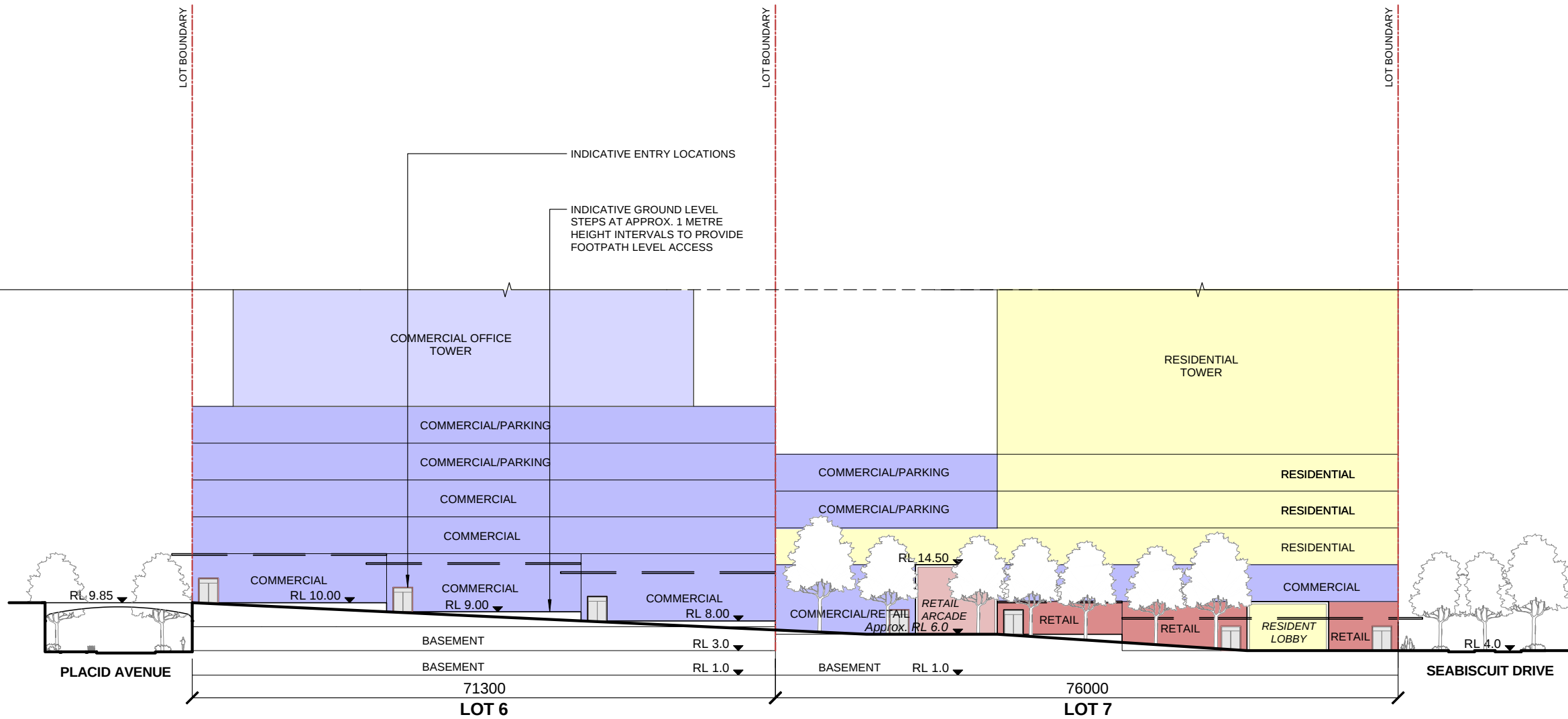
General Design Elements

6.3.3 Victoria Park Drive Interface Requirements

- Objective
- To present an active street frontage taking account of level changes along Victoria Park Drive.
- Development Criteria
- Active frontages shall be located at ground level along Victoria Park Drive.
 - Car Parking at ground and first floor (or where otherwise required) shall be sleeved with active uses consistent with the Site Specific Guidelines.
 - The finished floor level of the ground floor adjacent to Victoria Park Drive shall be within 1.2 metres of the adjacent footpath level except for development on Lot 4 where a maximum 2 metres is permitted.
 - Part of the ground floor shall be finished at the same level as the adjacent footpath to enable direct entry into the building tenancies and lobbies.

- Design Guidance
- Floor to floor heights may need to be modulated to enable the building to ‘step up the street’ and present at footpath level.
 - The retail arcade on Lot 6 will need to be stepped internally to meet Victoria Park Drive and Seabiscuit Drive at footpath level.

Figure 79: Demonstration of stepping development up Victoria Park Drive on lot 6 and 7. Note: The land uses described in these drawings are indicative and for explanatory purposes only. For specific criteria, refer to the Specific Building Requirements.



Part Three: Design Elements

General Design Elements

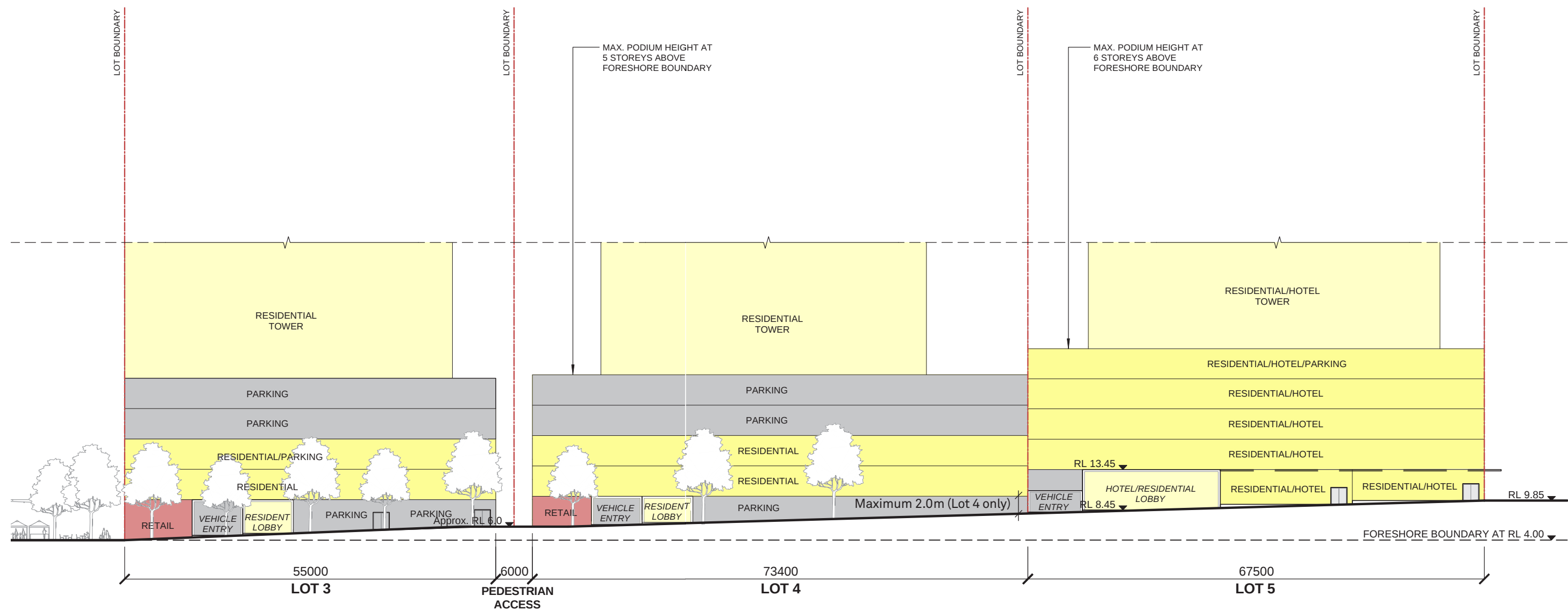


Figure 80: Demonstration of stepping development up Victoria Park Drive on lots 3, 4 and 5. Note: The land uses described in these drawings are indicative and for explanatory purposes only. For specific criteria, refer to the Specific Building Requirements.

Part Three: Design Elements

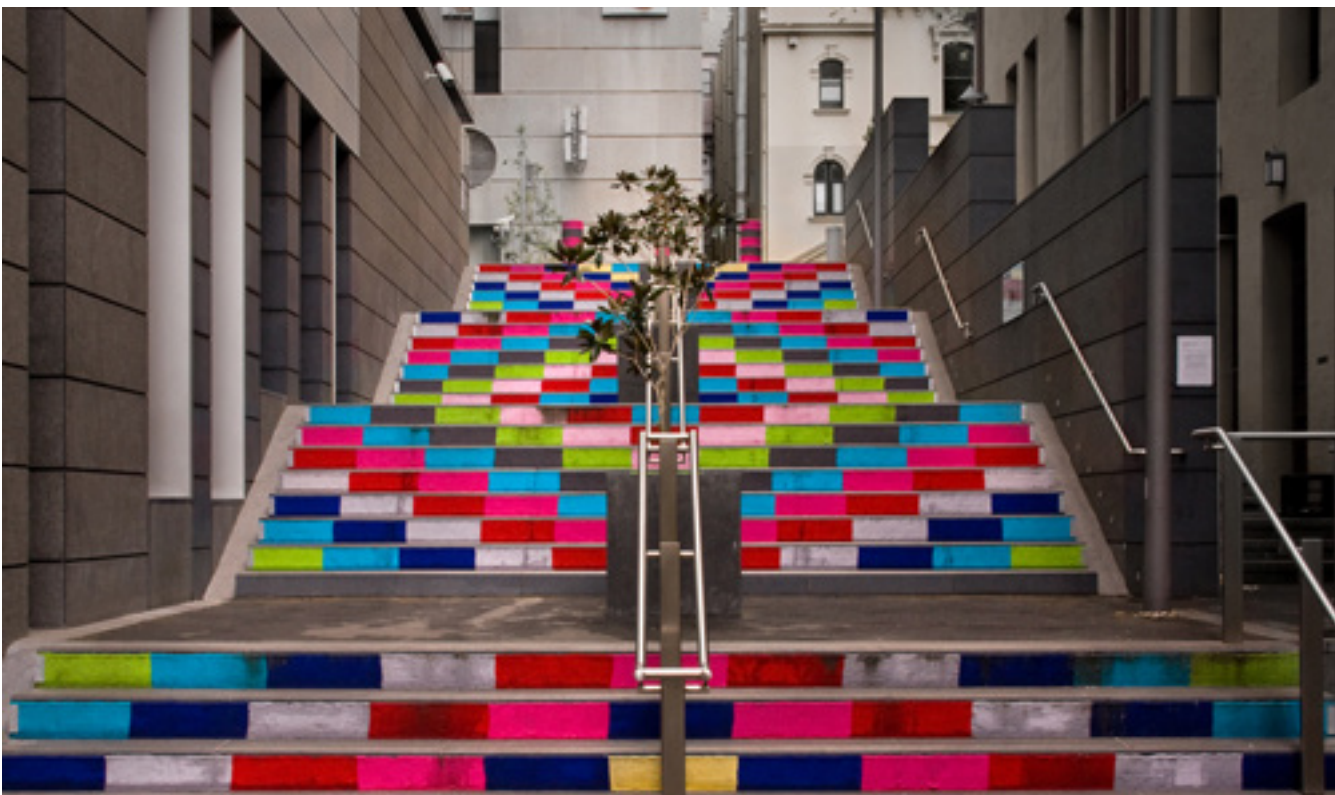
General Design Elements

6.3.4 Pedestrian Access Way Character

- Objective
- To provide public access between Victoria Park Drive and the Swan River Foreshore in the form of a 6 metre wide pedestrian lane.
 - To ensure passive surveillance, security and safety of the laneway.
 - To ensure adjacent development provides a visually attractive and comfortable interface to the laneway.

- Development Criteria
- Development on Lots 3 and 4 shall be generally consistent with the Site Specific Guidelines.
 - Buildings shall incorporate appropriate lighting to the laneway.
 - There shall be one or more design elements including balconies, terraces, windows and active living spaces overlooking the laneway.
 - The building face along the laneway shall generally be designed to provide visual richness and variety, highlight rhythms and include facade modulations to provide visual interest.

- Design Guidance
- The following images provide guidance as to how the lane and adjacent development can be designed to provide delight for pedestrians in the quality of the public realm.
 - Visual richness can be achieved through the use of colour, texture and materials, surface modulation and the integration of art.



Part Three: Design Elements

General Design Elements

6.3.5 Land Use and Activation

Objective

- Land use and building design throughout the precinct is intended to support Transit Oriented Development.
- Key public areas shall be occupied by active land uses, particularly at ground level.
- The building levels closest to ground enable activation, occupation and surveillance.

Development Criteria

- Land use permissibility shall be as per the Land Use Permissibility table identified in Clause 14 Table D Planning Requirements for Precinct D of the Belmont Park Racecourse Redevelopment Structure Plan.
- Land uses and interface requirements is to generally conform to the Site Specific Guidelines.
- The location and design of building vehicle access and service areas shall minimise disruption to the intended active frontages.
- Where an active frontage is required, buildings are to be visually transparent at ground level and incorporate innovative and creative design elements to accentuate entrances.
- The ground, first and second floors of buildings shall generally contain active retail, commercial or residential uses to streets and public spaces, as required by the Site Specific Guidelines.
- Temporary land uses such as construction set down and site management areas, temporary community facilities within commercial shop fronts, use of undeveloped lots for precinct related car parking (including paid parking) or any other temporary use may be approved by the local government authority and may include an operational time limit as a condition of any approval.
- Development along Victoria Park Drive shall provide activation of the pedestrian route to the railway station through occupiable floor space at ground and upper levels, inclusive of retail, restaurants, office, residential or other uses approved by the local authority.
- Development shall have regard to a notional cap of 1,500 dwellings across Precinct D in considering the number of dwellings within each lot and ensure that the future development of other lots or precincts is not prejudiced.

Design Guidance

- Bi-fold door/windows and large operable windows are encouraged to strengthen the link between internal and external areas associated with active land uses.
- A fine-grain of multiple tenancies at ground level is encouraged.
- For the purposes of the land uses described in the Site Specific Guidelines:
 - Retail means: shop, restaurant, convenience store.
 - Commercial means: office, consulting rooms, showroom.

6.3.6 Dwelling Mix

Objective

- To facilitate housing affordability, diversity and choice to support the growth of sustainable communities.
- To facilitate social diversity by catering for a variety of housing needs.

Development Criteria

- A range of dwellings types shall be provided on each lot in accordance with the following:

Dwelling Type	Minimum %
1 Bedroom	20%
2 Bedroom	40%
3 or more Bedrooms	5%

- Development is encouraged to provide a mix of dwellings that will enable the community to mature to include singles, couples and families.

Design Guidance

- A mix of dwellings is intended throughout Precinct D and within each building containing dwellings. A mix of one, two and three bedroom dwellings is encouraged.
- The proportion of dwelling types will be determined by market conditions.
- The design of dwellings should allow for conversion to suit changing family characteristics.
- Affordable housing can be promoted by the size of dwellings and accessibility to public transit and employment within close proximity of Precinct D.

Part Three: Design Elements

General Design Elements

6.3.7 Interim Community Facilities

Objectives

- To provide opportunities for interim community facilities specifically for residents of Precinct D until such time as more permanent community facilities are established in Precincts A, B or C as identified in the Belmont Park Racecourse Redevelopment Structure Plan.
- Provide for the establishment of a community and interaction between future residents within Precinct D.
- To encourage community use of the foreshore reserve, parks and public spaces.

Development Criteria

- Interim community space shall be provided consistent with the Site Specific Guidelines until broader requirements are triggered upon development of 2,000 dwellings as per the Belmont Park Racecourse Redevelopment Structure Plan, or equivalent space is provided in either of Precincts A, B or C.
- The Community Space will be required to be made available on completion of the first residential building.
- The total temporary Community Space must be a minimum of 200m² in gross area.
- The Community Space shall be designed to accommodate a range of activities and types of community groups, and incorporate toilet and kitchenette facilities, except where connected or integrated with an adjacent restaurant and appropriate facilities are provided to the satisfaction of the determining authority.
- A community development implementation programme shall be prepared and implemented for Precinct D consistent with the Belmont Park Racecourse Redevelopment Structure Plan as a condition of subdivision approval.
- Management of the community space shall be agreed between the developer and determining authority as a condition of planning approval of the first building within Precinct D.

Design Guidance

- Ground floor tenancies intended for non-residential development may be set aside for temporary community use for such activities as:
 - Multi-purpose meeting space
 - Fitness centre(s)
 - Co-working hub(s)
 - Conference and meeting rooms.
- The community space can be designed to accommodate one or more activities concurrently through inclusion of moveable walls.
- A proponent may be able to demonstrate that the objective for community facilities will be met through inclusion of conference / meeting rooms or serviced lobby / lounge areas within a development that can be accessed by private residents, eliminating the requirement for a separate temporary Community Space.

6.3.8 Communal Recreation and Open Space

Objectives

- Communal open space and communal facilities incorporating amenities and facilities for recreation and fitness and social interaction accessible for each residential tower at podium level or other area deemed appropriate.
- Communal recreation and open space is to be appropriately designed and located so as to allow comfort and enjoyment of outdoor use throughout the year.
- The design of communal and recreation open space will address criteria for the comfortable use of those spaces in relation to wind in accordance with the Pedestrian Wind Environment Study, Belmont Park Redevelopment (phase 1 Precinct D), March 2015, Windtech.

Development Criteria

- Communal recreation and open space shall be designed so as to be easily distinguishable and separated from private open space.
- For buildings containing residential dwellings, a minimum area equivalent to 6m² per dwelling, or 600m² per tower, whichever is the lesser, is to be provided as communal open space.
- Up to 50% of the communal open space may be provided as indoor communal open space including indoor common rooms, recreation areas, private gyms for use by on-site residents, common dining rooms, lounges and other communal facilities.
- Indoor and outdoor communal recreation and open space may be shared by more than one tower.
- Landscaping within the private realm shall utilise waterwise plants and reticulation equipment. Zones of more substantial water use plants may be approved on podia where they assist to provide cooling micro climates for user comfort.

Design Guidance

- Structures or design features may be required within outdoor communal open space areas to minimise impact from wind.
- Green roofs can be used to minimise heat gain and improve comfort in outdoor communal open space.
- Indoor communal spaces offer alternatives to outdoor areas to account for differing activity habits of residents, the variability of weather and provide greater choices for recreation and community interaction.



Indoor communal spaces provide alternative choices for residents and enable community interaction within a comfortable setting.

Part Three: Design Elements

General Design Elements



Communal open space at podium roof level can provide space for community engagement, provide a visually appealing roovescape and help improve the resident experience.

(a) Image courtesy Shma Company Ltd.
(b) Image by HASSELL.

Part Three: Design Elements

General Design Elements

6.4 Design Element 3: Built Form

6.4.1 Architectural Expression

Objectives

- Building heights, scale, bulk and proportion will vary to create a dynamic architectural response.
- Architectural expression and design recognises the high visibility of the precinct from across Perth.
- Buildings are designed to a high quality that defines the Precinct’s function as a Transit Oriented Development.
- Built form should provide an environment that positively contributes to the pedestrian environment creating a desirable public realm.

Development Criteria

- Building appearance shall enhance the quality of the Precinct and appropriately address, according to its function(s), the following:
 - mass and proportion shall be broken down through facade modulation, layering, material variation, placement of windows and doors;
 - selection and detailing of materials shall ensure high quality and durability and minimise impact through glare and reflection;
 - balconies, eaves and parapets shall be carefully designed to help articulate the building facade;
 - services shall be integrated into building design and not attached to the building facade visible from the street; and
 - pedestrian amenity shall be reinforced through careful design of ground floor levels to promote surveillance, protection from sun and wind and enable visual interest through material variation, landscaping or architectural detailing.
- Building design, placement of openings and finishes shall emphasise street corners and prominent sites.
- Buildings shall address streetscapes and contribute to wayfinding and orientation throughout the Precinct.
- Where the sides of buildings built to boundaries are visible from the public realm, they shall be designed to incorporate high quality architectural expression through variation in colour, materials and panelling and appear as a finished building element.
- Awnings within the public realm are to complement the surrounding built form.
- Use of a high quality and cohesive palette of materials that has regard for natural setting and a coherent sense of place. A materials palette is to accompany all development applications.

Design Guidance

- Nil.

6.4.2 Building Setbacks

Objectives

- To create a consistent street edge that is inviting to residents, workers and visitors.
- To ensure tower form does not detract from the streetscape.
- To provide sun access to the public realm.
- To provide a level of separation and privacy between habitable rooms in private living environments.

Development Criteria

- All development is to generally comply with the minimum setbacks and tower locations defined in the Site Specific Guidelines.
- Building setbacks are intended to be inclusive of balconies.

Design Guidance

- Tower setbacks provide an opportunity to break up building bulk and preserve view corridors and solar access.
- Tower setbacks are provided as minima only. It is expected that a range of setback variations, including stepped buildings, cantilever building elements and terracing can be combined to achieve building setback objectives.

6.4.3 Residential Dwelling Amenity

Objectives

- To ensure the design of dwellings provides for a high quality of internal amenity for residents.

Development Criteria

- Building design shall ensure daylight access to habitable rooms and private open space, particularly in winter.
- All bedrooms shall have direct access to daylight and shall not rely on borrowed light.
- The entry experience from the street for both residents and visitors should avoid the use of convoluted corridors linking the front door to elevators and stairs.
- No ceiling height in any room is less than 2.7m excluding bathrooms, which may be reduced to 2.4 m.
- All living areas must have a large window offering direct natural light and ventilation.
- Living rooms and private open spaces for at least 70 percent of apartments in a development should aim to achieve a minimum two hours direct sunlight between 9am and 3pm in mid winter.
- Apartments will ideally be designed so that combined living and dining areas have a minimum width of 4m with a minimum area of 25m², main bedrooms have a minimum width of 3m and a minimum area 12m² and no bedroom has a dimension less than 3m, excluding the space occupied by built-in-robres.
- Laundry facilities ideally should not be built into a cupboard which opens directly onto a habitable room.
- Apartment entries from a common corridor should not open directly into living areas.
- The use of high-level windows as the sole source of natural light to habitable rooms should be avoided.

Design Guidance

- Buildings are encouraged to be designed to optimise northern aspect where possible.
- Skylights, clerestory windows and fanlights can be used to supplement daylight access.
- The depth of single aspect apartments should be limited.
- Windows to south facing apartments should be maximised.
- Opportunities for natural cross ventilation should be considered in apartment design.
- Rooms that have multiple functions should be large enough to enable each of these functions to occur simultaneously and safely. An example is where a kitchen and dining area are collocated and the space also serves as the main access to a major living space.



Part Three: Design Elements

General Design Elements

6.4.4 Building Height

Objectives

- A series of towers are to be provided in order to achieve at least minimum residential densities required by the Belmont Park Racecourse Redevelopment Structure Plan.
- The design of buildings allows high levels of internal amenity dependent on use and flexibility for future changes in use.

Development Criteria

- Maximum allowable building heights are established by the Belmont Park Racecourse Redevelopment Structure Plan at 42 storeys, subject to the PANS-OPS airport height limits.
- Tower and podium heights is to generally be in accordance with the Site Specific Guidelines.
- The ground storey floor to floor height shall be a maximum 6 metres and minimum 4 metres for non residential land uses and a minimum 3 metres for residential land uses.
- Upper storey floor to floor heights shall be a maximum 4.5 metres and minimum 3 metres.
- No extrusions are permitted above the maximum PANS-OPS airport height limit for lift over-runs, plant rooms or any other building element.

Design Guidance

- The height of podia and location of towers are set to facilitate other key criteria including those under 6.2.6 Solar Access to the Public Realm.
- In measuring the height of the building podia, reference to maximum height in the Site Specific Guidelines shall be taken to mean a maximum height as measured from a particular point, with that height extended as a flat plane across the site.

6.4.5 Tower Separation

Objectives

- The location of towers enables views between buildings
- Tower location and separation enables sunlight penetration and cooling breezes into the public realm
- Tower location provides an articulated an interesting view towards the Precinct from all angles.
- Towers do not combine to create an urban wall.

Development Criteria

- Towers shall be separated as indicated in the Site Specific Guidelines, inclusive of balconies and other building elements.
- Towers shall be separated a minimum 20 metres from one another as measured from the closest building element or protrusion.
- The width of towers shall be as indicated in the Site Specific Guidelines, inclusive of balconies and other building elements.

Design Guidance

- Tower separation ranges from a minimum of 20 metres.
- The approach to tower separation on the lots north of Seabiscuit Drive is based on sun access requirements to the urban plaza.

6.4.6 Minimum Building Levels

Objective

- Accommodate design that limits flooding impacts to building basements, services and other floor space.
- Maximise integration between the public realm and development.

Acceptable Development Criteria

- Residential and commercial floor space shall be at or above a finished floor level of 3.6m AHD, consistent with the outcomes of the Belmont Park Precinct D Marine Engineering Concept Design Report (MP Rogers, 2015).
- The ground finished floor level shall be designed to be accessed directly from the adjacent footpath, which for non-residential uses shall be direct from the footpath level, and for residential uses may be by stairs from the footpath to finished floor level.
- The ground finished floor level shall be separated from the adjacent footpath by no more than 1.2 metres, except where allowed in the Site Specific Guidelines.
- Basements and building services shall incorporate design elements to minimise risks from flooding.

Design Guidance

- The minimum floor level is established to account for long term sea level rise and flood risks.

Part Three: Design Elements

General Design Elements

6.4.7 Roofs

Objectives

- Roof design will contribute to the overall quality of development.
- Roof design will not detract from the visual amenity of tower occupants.

Development Criteria

- All development shall incorporate and screen plant and lift overruns as an integral part of roof design.
- Where proposed, incorporate elements such as solar or wind collectors into an innovative building design solution.
- Towers shall be designed to contribute positively to the skyline through distinctive shaping of the roof and upper floors of the building.

Design Guidance

- Roof design needs to recognise its visibility from towers and so placement and screening of any plant, lift over-runs or other infrastructure should be highly resolved.
- To provide an urban habitat and reduce building heat gain, a variety of plant species could be planted on roof decks. Stormwater from roofs can be collected and reused as irrigation.

6.4.8 Signage

Objective

- To control the location and type of signs permitted in order to protect the visual amenity of the precinct.
- Where signage is required it is to be sympathetic to the built form and landscape of the area.

Development Criteria

- All buildings to clearly display the street numbers and name of residential tower.
- All signs should be in keeping with the character of the building.
- Signs should not obscure:
 - Architectural detailing
 - Views of the buildings to which they are attached
 - Views of neighbouring buildings
- Signs attached to buildings restricted to ground floor level, under the awnings and the fascia of an awning. A sign above this level may be approved where such signs may be seen to be designed as an integral part of the design of the building and are for the purpose of the identification of the building, its ownership or the major activities carried on within it..
- No roof signs shall be permitted except where such signs may be seen to be designed as an integral part of the design of the building and are for the purpose of the identification of the building, its ownership or the major activities carried on within it.
- Appropriate lighting of signage may be appropriate.
- Signage or opaque glazing that obscures views into and out from non-residential ground floor tenancies will not be permitted.

Design Guidance

Nil.

6.4.9 Storage

Objective

- To ensure that dwellings are provided with functional and easily accessible storage areas in addition to bicycle parking facilities.

Development Criteria

- Storage areas shall be provided as per the Residential Design Codes.

Design Guidance

Nil.

Part Three: Design Elements

General Design Elements

6.4.10 Building Services

Objectives

- Ensure that services and infrastructure required for buildings do not have a negative impact on the character and amenity of the area and allow effecting operation of buildings.

Development Criteria

- Air conditioning units must not be visible from the public realm or where located on the roof, appropriately screened.
- Conceal mechanical services, plant equipment, piped and wired services from public view.
- The design and location of fire pump rooms shall minimise street impacts.
- All electrical services and transformers shall be concealed within buildings where possible.
- Lift over-run structures are to be incorporated into the roofscape in order to appropriately articulate buildings.
- All meters appropriately screened and contained within lot boundary subject to the requirements of appropriate authorities.
- Utility and waste storage areas located within building podia so as to be screened from view of public areas and sensitive uses such as residential apartments.
- Waste storage facilities shall be designed to allow collection of waste from within the building.
- A Waste Management Plan shall be prepared in consultation with the local authority and required as part of the planning application.

Design Guidance

- A central waste collection space is recommended to accommodate bins for recyclable waste and other materials.



Part Three: Design Elements

General Design Elements

6.5 Design Element 4: Transport and Access

6.5.1 Car Parking

Objectives

- To provide sufficient parking for residents, workers and visitors whilst limiting the number of car bays to promote alternative modes of transport, specifically the use of the Belmont Park Railway Station.
- Car parking and access will not dominate streetscapes or create conflict with pedestrians and other vehicle movement.
- To limit car parking for private vehicles in order to promote other transport modes.
- To provide adequate car parking that reflects a transition to such a time as public transit is operational.

Development Criteria

- Car parking demand for residents is to be contained within each lot.
- Car parking for non-residential land uses shall be provided in accordance with Table 1. Parking for residential development shall be provided as per Table 2: Residential Car Parking Provision.

Table 1: Non Residential Car Parking Provision

Land Use	Target number of car parking bays
Office	1 bay per 57 sqm NLA
Shop, Restaurant, Café,	1 bay per 20 sqm NLA
Hotel	Maximum 1 bay per 5 rooms (inclusive of hotel administration, hospitality, function, recreation and other associated floor space (may be reduced subject to travel demand and operational requirements).
Any other non-residential land use	As per the applicable Local Planning Policy for parking.

Table 2: Residential Car Parking Provision for Occupants

	1 bedroom	2 bedroom	3 bedroom and larger
Minimum number of bays	0.75	1	1.25
Maximum number of bays	1	1.5	2

- Up to 10% of residential tenant parking may be in the form of motorbike, scooter and/ or small car parking.

- Residential visitor bays: 0.1 bays per residential dwelling.
- Residential visitor bays shall be provided on site, or located in a centralised public car parking facility.
- Car parking provision may be reduced from that required, subject to approval from the local government authority and where Belmont Park Train Station is fully operational.
- Prior to the occupation of Lots 1, 2, 3, 4 or 5, a minimum of 208 car parking bays for residential visitor and commercial tenant and visitor parking will be provided in a centralised facility on Lot 6. Permanent access to these bays for Lots 1, 2, 3, 4, and 5 shall be secured through an absolute caveat on Lot 6 prior to issuing the first building permit for either Lots 1, 2, 3, 4 or 5.
- An Application for Planning Approval is to be accompanied by a transport assessment, prepared by a suitably qualified traffic engineer.
- Provide well considered pedestrian access from the car park to lobbies, foyers and individual apartment entrances.
- Design parking areas to assist with orientation, including directional signage.
- Where parking is provided at ground floor or podium level it shall be screened from view or sleeved behind other activities such as retail, office or residential at upper levels consistent with Lot Specific Guidelines.

Design Guidance

- A Parking Management Strategy has been prepared for the structure plan area and a Parking Management Plan has been prepared for Precinct D which establishes the principles and parameters for parking supply and management. The parking management strategy is to guide the arrangement, design and supply of parking for development throughout Precinct D.
- A Travel Plan may be considered to promote alternative modes of travel over than the private vehicle for developments containing non residential floor space. (Note: travel plans are to be provided by building occupants. Where no occupant is identified at the time of development, a travel plan can be provided at the time of any application for a change of use).



Part Three: Design Elements

General Design Elements

6.5.2 Vehicle Access to Private Development

Objectives

- To ensure provision of safe, secure, accessible and visually acceptable parking for residents and workers.
- Vehicle movement must not compromise pedestrian movement and safety.

Development Criteria

- Vehicle access to sites shall be designed to provide minimal disruption to the amenity of the street.
- Vehicle access is generally limited to those areas identified in the Lot Specific Guidelines.
- Vehicle access shall be designed and detailed as an integral component of the development and be incorporated into the design treatment of the streetscapes.
- Vehicle crossovers must be located and designed not to impede pedestrian and cyclist movement and allow for safe and efficient access to the adjoining carriageway.
- Vehicle access gates and entry ways should be designed to minimise impact on the architectural character of the streetscape or the visual quality of the buildings.
- Loading, service and car park access areas should be located and designed to minimise impact on the public realm. Single discrete crossovers and vehicle access points are preferred over multiple or large, combined alternatives.
- Service areas should be incorporated as integral components of both the building and the streetscape through a consistent language of materials and design.
- The maximum crossover and building entry portal width for vehicles is 8 metres, for any one crossover.
- Any easements are to be shown on the plan of subdivision and listed on the Certificate of Title.

Design Guidance

- Right of carriageway access agreements may be required to facilitate access through to a lot, which despite its required road frontage, is subject to access restrictions.

6.5.3 Bicycle Facilities

Objective

- To encourage cycle use through the provision of safe, accessible and convenient bicycle parking, end of trip facilities and connections throughout Precinct D to the broader cycle network.

Development Criteria

- Developments shall be provided with bicycle parking facilities in accordance with the following minimum standards:

Table 3: Bicycle Parking Requirements for Non Residential Land Uses

Activity / Land Use	Long Term Bays	Short Term Bays
Retail	1 per 750 sqm NFA	1 per 450 sqm NFA
Banks and Building Societies	1 per 250 sqm NFA	1 per 150 sqm NFA
Office	1 per 200 sqm NFA	1 per 750 sqm NFA
Restaurant	1 per 250 sqm of public area	1 per 150 sqm of public area
Hotel	1 per 40 rooms and 1 per 250 sqm public areas	Nil for bedrooms and 1 per 150 sqm of public areas

Notes:

- Long term spaces are those for an employer, employee or similar and must be provided on site.
- Short term spaces are those for a visitor, customer, student or similar. Where a building is built up to the street boundary and no other reasonable option exists on site for the provision of short-term parking spaces, the local government may waive the requirement for short-term parking spaces being provided, on the basis that the developer will provide these spaces in the road reserve.
- NFA – means net floor area.
- Long-term bicycle parking facilities shall be located in weather protected, convenient and secure locations for employers, employees and can include the following:
 - locked compounds with communal access using duplicate keys or electronic swipe cards in a secure location and fitted with bicycle parking devices; or
 - fully-enclosed individual lockers.
- Short-term bicycle parking facilities shall be devices to which the bicycle frame and wheels can be locked, and should be located in a convenient and secure position close to the entrance of the premises.

Table 4: End of Trip Facility Requirements for Non Residential Land Uses

Number of long-term bicycle parking spaces required	Number of showers required
1-2	0
3-5	1
6-10	2 (one male, one female)
11-20	4 (two male, two female)
More than 20	4 (two male, two female) plus additional showers at the rate of 2 showers (one male, one female) for every 10 long-term parking spaces after 20 provided thereafter.

Notes:

- End-of-trip facilities include destination facilities provided for bicycle and pedestrian commuters such as showers, change rooms and lockers and require that:
- clothing lockers must be provided at a minimum rate of one clothing locker for each long-term bicycle parking space;
 - where long-term bicycle parking spaces are provided, showers shall be provided in accordance with the table above; and
 - where showers are required, change rooms shall also be provided and must be provided as either:
 - a combined shower and change cubicle; or
 - one communal change room for each gender, directly accessible from the showers for that gender without passing through a public space.

Table 5: Bicycle Parking and End of Trip Facility Requirements for Residential Land Uses

Change Rooms	N/A
Lockers	N/A
Bicycle Parking Bays	1 bay per three dwellings*

- * All residential development that provides compliant private storage facilities are not required to provide separate bicycle parking facilities. Where private storage facilities incorporate space for bicycle parking, these should have a minimum dimension of 2.2 metres and an internal area of at least 5m².
- Bicycle parking facilities should be located in an area that allows informal surveillance of the facility to occur where ever possible.
 - Bicycle parking facilities should be located away from areas of high pedestrian activity in order to minimise inconvenience or danger to pedestrians.
 - Bicycle parking areas should be well lit.
 - Bicycle parking facilities that are visible from the street should be designed to be attractive and complementary to the surrounding streetscape and street furniture.
 - Shelter should be provided for bicycle parking facilities that are located outside a building.

Design Guidance

- The end of journey facilities should be located as close as possible to the bicycle parking facilities.
- Bicycle parking facilities may be located in building basements or parking areas.
- Bicycle parking facilities should preferably be located as close as possible to main entrance points.

Part Three: Design Elements

General Design Elements

6.6 Design Element 5: Building Performance and Resource Efficiency

6.6.1 Environmentally Sustainable Design

Objectives

- To ensure development throughout Precinct D meets good practice design standards in reducing environmental impacts.

Development Criteria

- All development to achieve either a minimum 5 star Green Star rating (formal certification) or a minimum of 35 points against the Green Star Buildings (self-assessed), or relevant equivalents.
- Demonstrate passive solar design via use of shading/screening via facade and landscaping.
- Provide natural ventilation to car parks wherever possible.
- Provide energy efficient light fittings.
- Provide high efficiency HVAC systems which can be zoned according to use of space.
- Adopt energy monitoring and sub-metering for buildings as required.
- Provide Operations & Maintenance manuals for buildings operators to ensure that savings are achieved.

Design Guidance
Nil.

6.6.2 Minimising Energy Use in Buildings

Objective

- Buildings designed to maximise passive solar design, including minimising heat gain, maximising access to cooling breezes and promoting efficient service and landscape design.

Development Criteria

- Building envelopes and internal layouts shall be designed to minimise energy consumed for heating, cooling and artificial light; this may be achieved by:
 - Window design shall facilitate good thermal and daylight performance;
 - Buildings shall be designed to provide comfortable thermal conditions and appropriate air quality; and
- Building services are designed to minimise energy and resource use in the following ways:
 - Electrical
 - maximise use of natural light;
 - utilise energy efficient lighting control systems fittings and other appliances;
 - utilise energy efficient motors and equipment
 - Mechanical
 - maximise use of natural ventilation;
 - utilise energy efficient air conditioning and mechanical ventilation systems and controls where appropriate.
 - Hydraulic and Hot Water
 - minimise water use and waste;
 - utilise energy efficient hot water systems;
 - utilise water efficient taps and fittings.

Design Guidance

- Centralised systems for cooling and hot water per block/tower are encouraged.
- Podium roofs may accommodate photovoltaic cells for power generation and some localised solar hot water panels.
- Landscape design assists microclimate management to conserve energy and water.

6.6.3 Materials

Objective

- Materials are high quality and durable to minimise lifecycle replacement.

Development Criteria

- Materials shall be of an extremely high quality to reflect the significance of Precinct D and the important position the area has in relation to the Burswood Peninsula.
- Wherever possible, materials shall be locally sourced to minimise embodied energy levels.
- The material selection shall be appropriate for the Perth climate and reflect the broader West Australian landscape through the use of local hard-scape and soft-scape materials.

Design Guidance

- Materials should be employed and detailed in ways that are innovative and non-conventional.

6.6.4 Water Conservation and Efficiency

Objectives

- To reduce the amount of scheme water required within the development at lot and precinct scale.

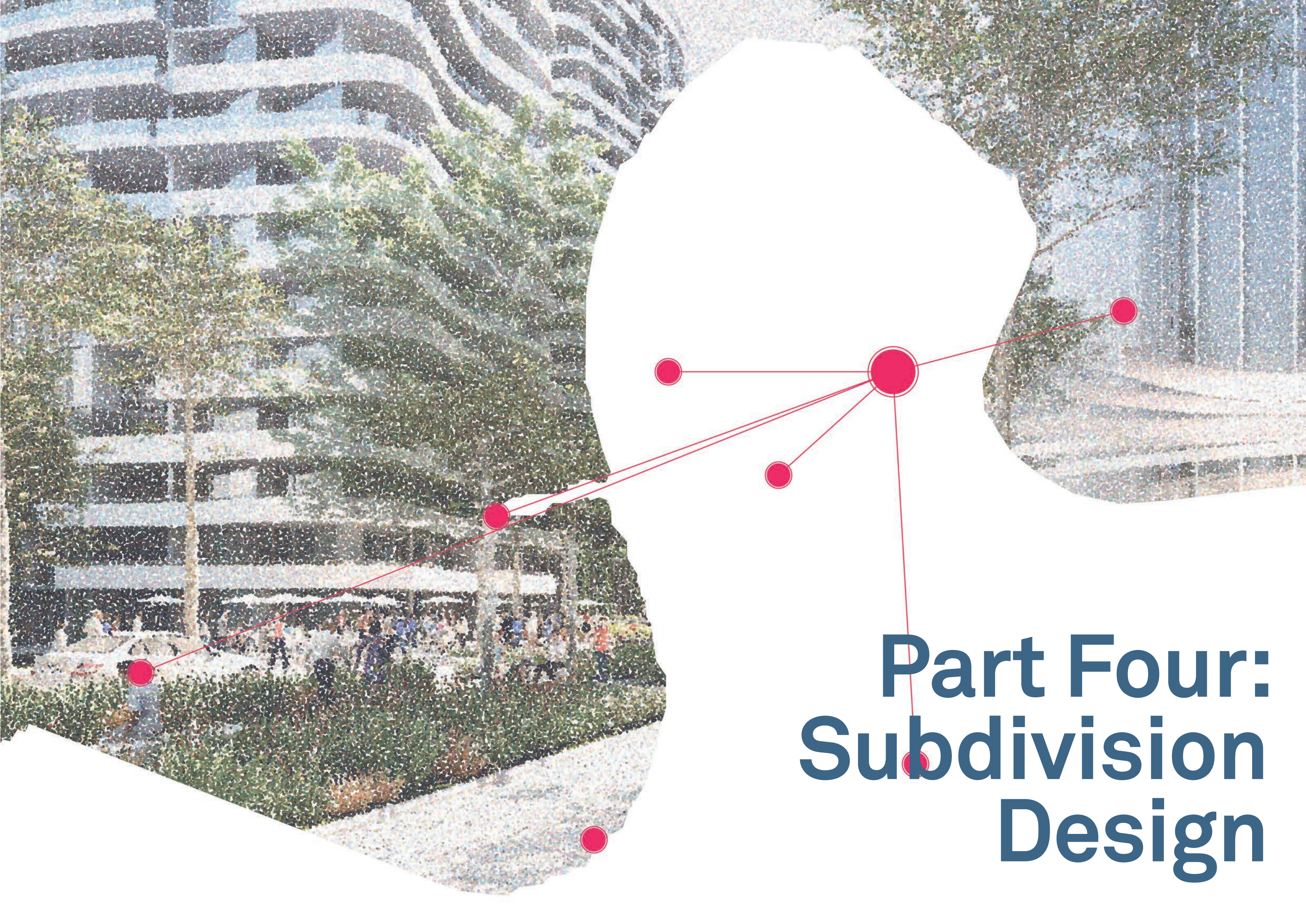
Development Criteria

- All landscaping within the private realm shall be designed consistent with waterwise landscaping practices.
- Tap ware and showers should meet or exceed NCC requirements for WELS star ratings.

Design Guidance

- Stormwater run-off for development is encouraged to be captured within storage tanks and located within building basements for use throughout landscaped areas such as roof gardens.





Part Four: Subdivision Design

Part Four: Subdivision Design

7.0 SUBDIVISION DESIGN OBJECTIVES

- 1. The public realm will contain a range of spaces and activities that combine to provide an active, vibrant, inclusive, social setting for recreation, dining, entertainment and passive enjoyment of the Swan River Foreshore.
- 2. The public realm will support the precinct's function as a Transit Oriented Development, allowing comfortable accessibility between destinations for a range of transport modes.
- 3. Street design supports functionality and reduces vehicle speeds where applicable.
- 4. Landscape design responds to the intended function of the public realm, be it a street, plaza, park, river edge, promenade or other area.
- 5. Development adjacent to the public realm must reinforce its design intent through appropriate land use and building interface treatment.
- 6. The public realm shall be designed to accommodate required drainage for the precinct through water sensitive urban design.
- 7. Streets shall accommodate the key movement desire lines for pedestrians, cyclists and vehicles to the Belmont Park train station, Swan River foreshore and activated frontages.
- 8. The development movement networks shall seamlessly connect with the regional principal shared path adjacent the Graham Farmer Freeway.
- 9. Convenient, safe and well lit access ways shall be provided to and along the Swan River Foreshore.
- 10. Public realm, road, landscaping and street furniture design shall be designed to a high quality, recognising Precinct D's role as a Transit Oriented Development and destination within the Burswood Peninsula.



Figure 81: Indicative subdivision plan.

Part Four: Subdivision Design

7.1 Public Realm Design Guide

7.1.1 Victoria Park Drive Entry

General Requirements

- Minimum road carriageway width of 3.2m, parking bays at 2.5m
- Minimum footpath width: 3 metres to western side and 4 metres to eastern side (and connecting to the Victoria Park Drive dual use path)
- Cycle users and vehicles will share the road lane(s).
- Furniture to be placed in a consistent alignment with street trees and lighting. Details to be provided as condition of subdivision approval.
- Tree planting every car bay or a maximum spacing of 10m, subject to species selection.

Intended Function

- Transition from Graham Farmer Freeway to a slow vehicle environment.
- Road geometry and lane configuration as per Main Roads WA requirements and the Belmont Park Racecourse Redevelopment Structure Plan
- The plan shows road carriageway requirements for Victoria Park Drive on full build out of the Belmont Park Racecourse Redevelopment Structure Plan. Upon agreement with Main Roads WA and the local authority, the extent of road carriageway may be staged so that two exit lanes and one entry lane is initially provided. Timing of later works to be agreed with MRWA.

Subdivision Condition(s)

Engineering drawings and specifications are to be submitted and approved, and sub divisional works undertaken in accordance with the approved plan of Subdivision, engineering drawings and specifications to ensure that:

- Street lighting is installed to the standards of Western Power.
- Roads that have been designed to connect with existing or proposed roads abutting the subject and are coordinated so the road reserve location and width connect seamlessly.
- Street furniture and planting is installed to the satisfaction of the local authority.
- The bridge connecting to Victoria Park Drive is to be constructed as part of the first stage of subdivision development works. The extent of vehicle lanes and footpath widths is to be agreed with Main Roads WA and the local authority, with potential for the pedestrian footpaths to be wider to account for fewer vehicle lanes (given low demand) upon operation of the precinct.

Note: subdivision conditions are intended as a guide only and specific conditions will be imposed by the WAPC as part of an application for subdivision approval.

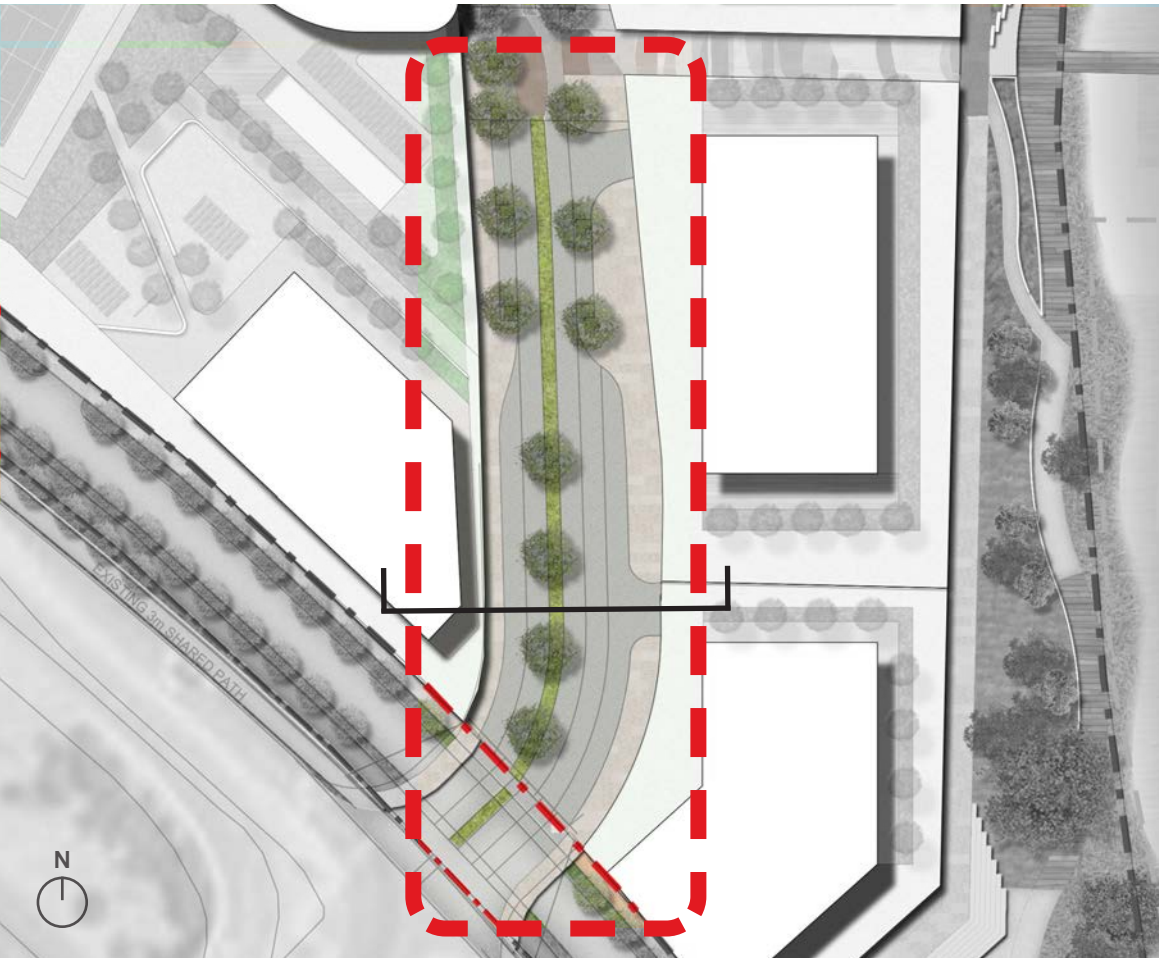


Figure 82: Plan of Victoria Park Drive entry into Precinct D. Note: drawing is notional to help describe general requirements and intended function.

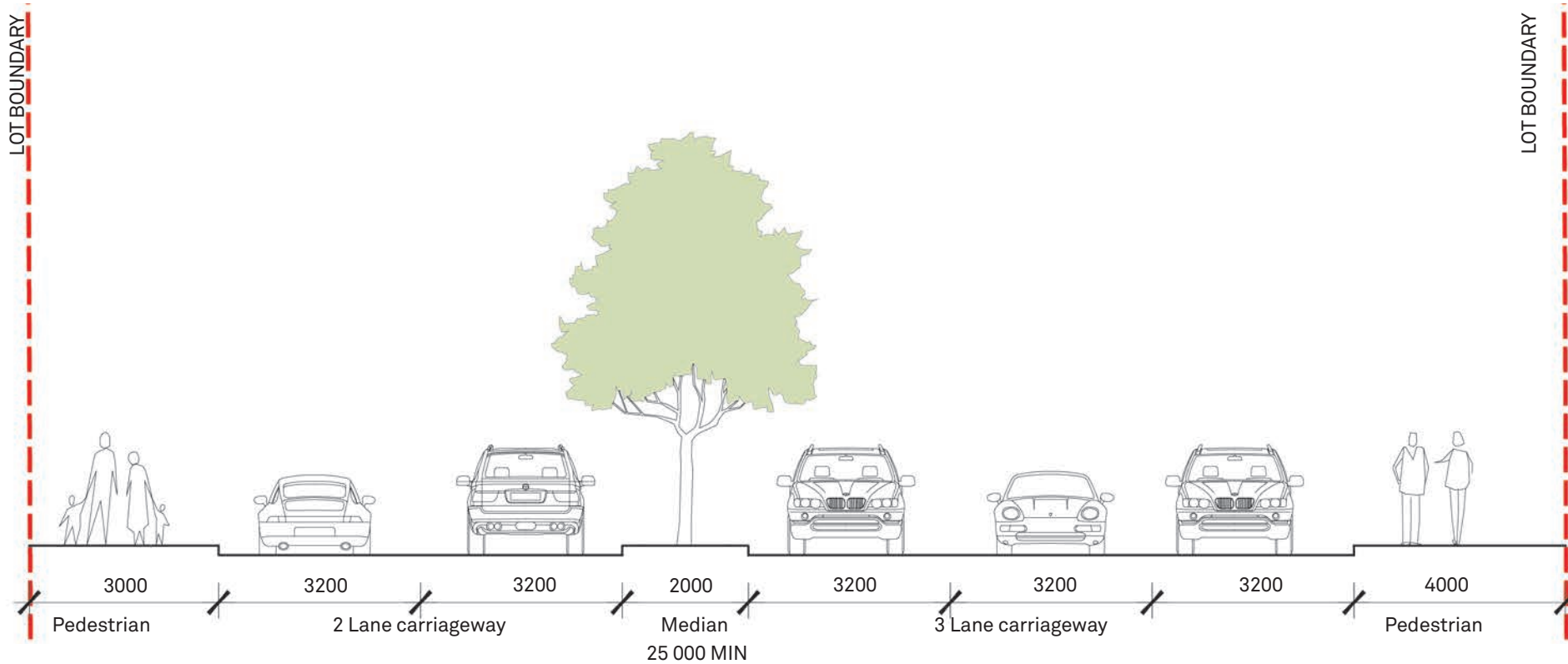


Figure 83: Section describing the characteristics of Victoria Park Drive on entry to Precinct D. Note: drawing is notional to help describe general requirements and intended function.

Part Four: Subdivision Design

7.1 Public Realm Design Guide

7.1.2 Victoria Park Drive

General Requirements

- Minimum road carriageway width of 3.2m, parking bays at 2.5m
- Minimum footpath width to both sides 3m
- Cycle users and vehicles will share the road lane(s).
- Furniture to be placed in a consistent alignment with street trees and lighting. Details to be provided as condition of subdivision approval.
- Tree planting every car bay or a maximum spacing of 10m, subject to species selection.
- Densely foliated evergreen tree canopy to assist in minimising adverse wind conditions, consistent with recommendations of the Pedestrian Wind Environment Study.

Intended Function

A vibrant, ‘pedestrian first’ multi-use urban retail strip with the following principles;

- Design for pedestrian priority first
- Traffic calming measures
- Activated building edges

Design Outcomes

- Generous, subtly demarcated pedestrian and cycle space
- Flush pavements with raised ‘speed tables’
- ‘Tight’ traffic environment
- Contrasting coloured surface treatments to increase driver awareness of a pedestrian dominated environment.

Subdivision Condition(s)

Engineering drawings and specifications are to be submitted and approved, and sub divisional works undertaken in accordance with the approved plan of Subdivision, engineering drawings and specifications to ensure that;

- Street lighting is installed to the standards of Western Power.
- Roads that have been designed to connect with existing or proposed roads abutting the subject and are coordinated so the road reserve location and width connect seamlessly.
- Street furniture and planting is installed to the satisfaction of the local authority.

Note: subdivision conditions are intended as a guide only and specific conditions will be imposed by the WAPC as part of an application for subdivision approval.

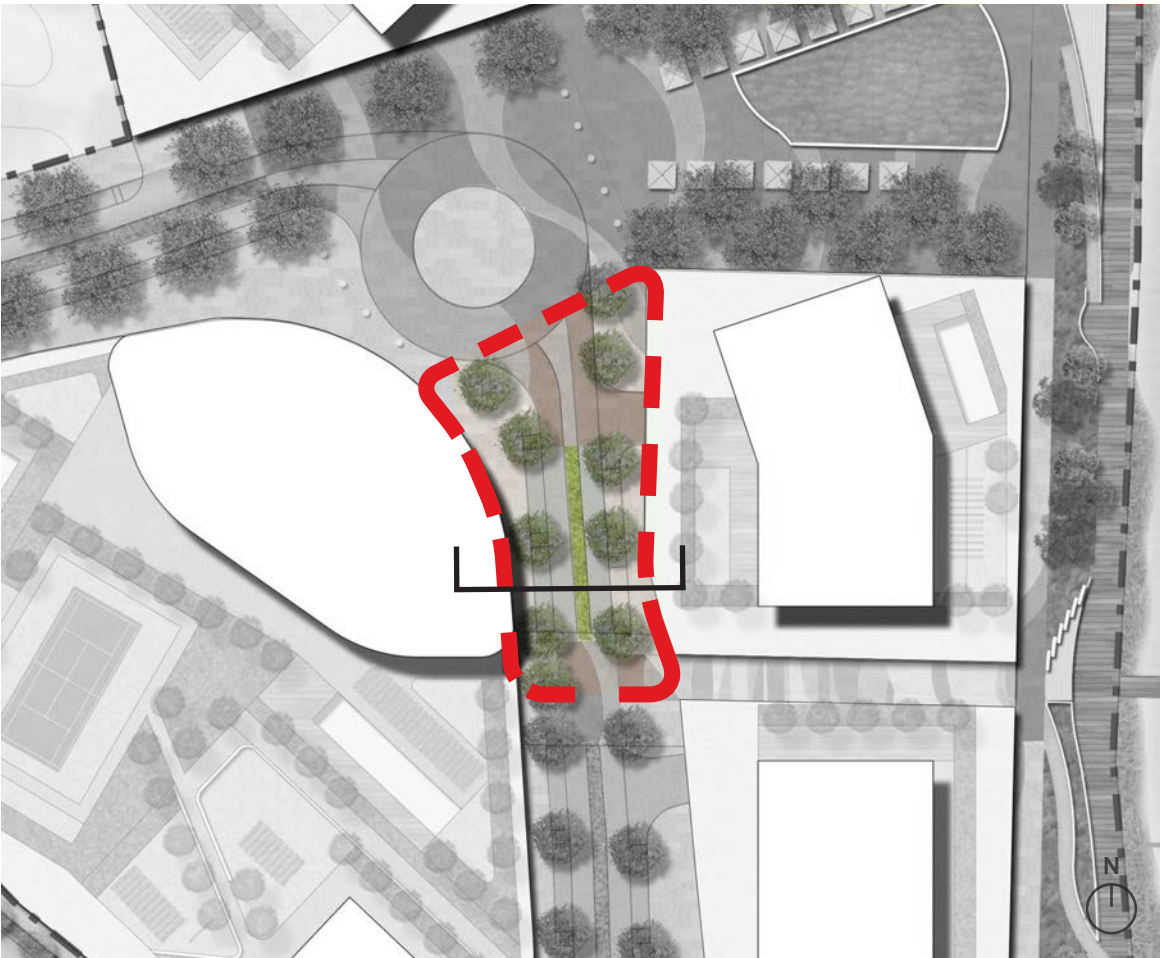


Figure 84: Plan of Victoria Park Drive. Note: drawing is notional to help describe general requirements and intended function.

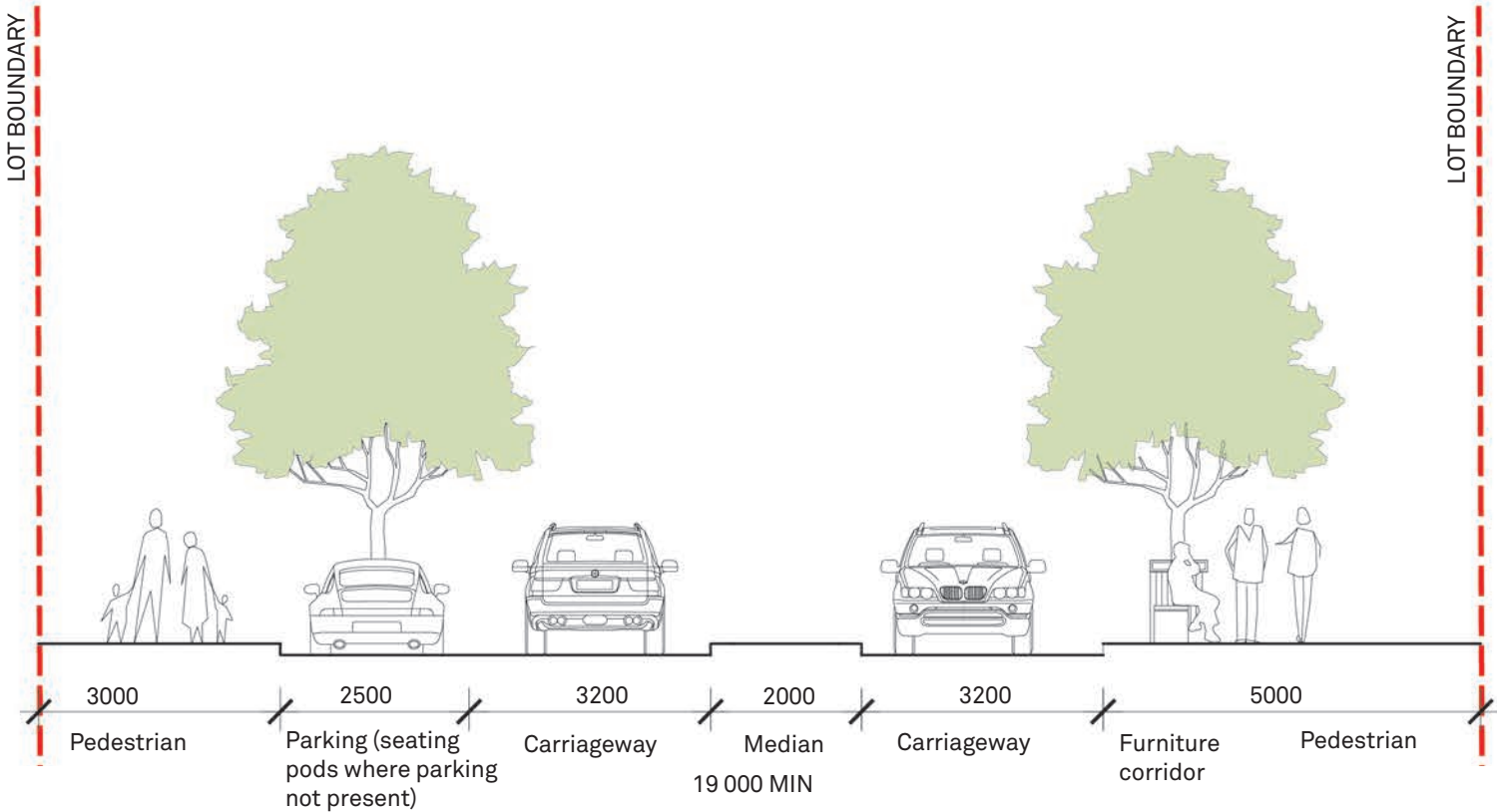


Figure 85: Section describing the characteristics of Victoria Park Drive. Note: drawing is notional to help describe general requirements and intended function.

Part Four: Subdivision Design

7.1 Public Realm Design Guide

7.1.3 Urban Plaza

General Requirements

- Minimum footpath width to north and south sides: 10m with allowance for alfresco zone
- Deciduous tree canopy to allow sun access in winter
- Public art
- Design of plaza to take into account:
 - sun access throughout the year
 - purpose of the plaza for alfresco and activity
 - landscape treatment to consider micro climate and sun access

Intended Function

- A bookend to Sea Biscuit Drive with a strong connection to the river and good amenity with the following principles;
- Encourage pedestrian connection to the river
 - Provide amenity to activate the area
 - Allow for views to the river

Design Outcomes

- Seamless connections between Seabiscuit Drive and the river promenade
- A cycle and disabled access ramp to the river boardwalk level
- Native landscape treatments and areas of lawn
- Paving to alfresco and high footfall areas
- Appropriate lighting for night time use and security at night.
- Public art provided as destination marker and to be well lit
- The public open space shall contain landscape features such as tree planting or other built elements considered appropriate by the local authority to mitigate effects of direct easterly winds
- Drainage and conveyance functions

Subdivision Condition(s)

- Engineering drawings and specifications for the urban plaza are to be submitted and approved, and sub divisional works undertaken in accordance with the approved plan of Subdivision, engineering drawings and specifications to ensure that;
- The urban plaza and associated furniture and landscaping is constructed prior to titles being created for lots, or at a time, as agreed by the developer and local authority and formalised in a binding legal agreement.

Note: subdivision conditions are intended as a guide only and specific conditions will be imposed by the WAPC as part of an application for subdivision approval.

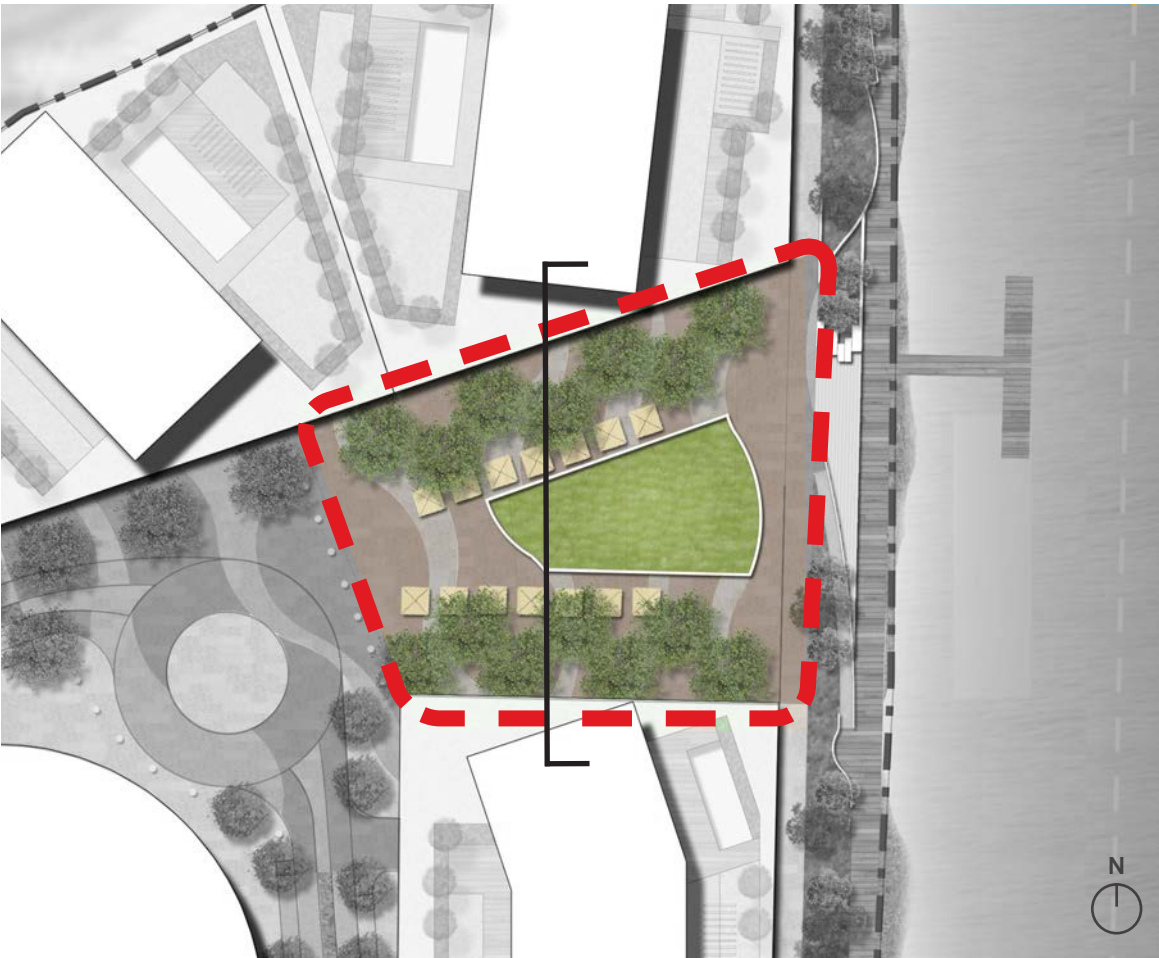


Figure 86: Plan of the urban plaza. Note: drawing is notional to help describe general requirements and intended function.

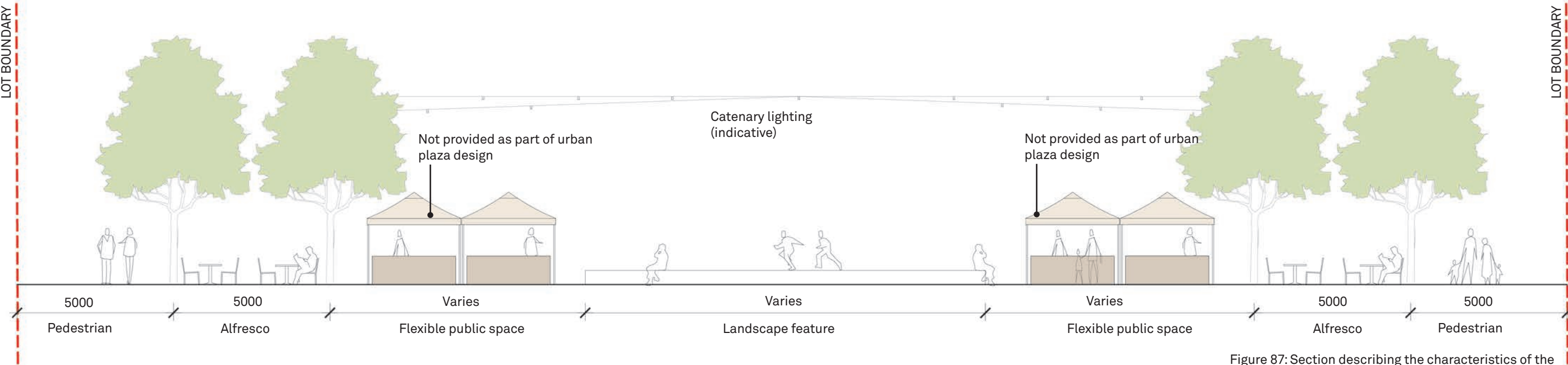


Figure 87: Section describing the characteristics of the urban plaza. Note: drawing is notional to help describe general requirements and intended function.

7.1 Public Realm Design Guide



Figure 88: Detailed Plan of the urban plaza describing its intended function. Detailed design during subdivision stage will determine exact characteristics and design detail. Note: drawing is notional to help describe general requirements and intended function.

7.1 Public Realm Design Guide

- 1

Raised wall as continuous seating
- 2

Information & gathering point for jetty users
- 3

Raised stage for outdoor performance events
- 4

Grass terraced seating & picnic area
- 5

Power/utility box for events to local authority’s satisfaction (3 phase power 15amps)
- 6

Ramped kerb to raised central island
- 7

Flush kerb to outer edge of parking bays
- 8

Standard kerb to footpath edge
- 9

Flush kerbs to outline roundabout
- 10

Bollards/street furniture to control vehicle movement & provide pedestrian safety adjacent to intersection
- 11

Ramp to boardwalk
- 12

Pedestrian awning over shopfronts
- 13

Paved pedestrian terrace/walkway
- 14

Pedestrian boardwalk
- 15

Building to incorporate openings, entries & active viewing opportunities to both frontages at corner locations at laneway
- 16

Continuous ramp (paved) from street to foreshore (provide unobstructed view corridor)
- 17

Ramp to boardwalk
- 18

Architectural treatment to highlight corner prominence
- 19

Raised pedestrian crossing (footpath level)
- 20

Flush kerb to outer edge of parking bays
- 21

Buildings to provide passive surveillance to laneway
- 22

Well detailed facade treatment to incorporate lighting, openings, access points & high pedestrian interest & amenities
- 23

North-facing al-fresco areas
- 24

Potential bike rack & street furniture location
- 25

Deciduous tree planting
- 26

Alfresco area adjacent to shopfronts

Part Four: Subdivision Design

7.1 Public Realm Design Guide

7.1.4 Pedestrian priority zone

General Requirements

- Minimum road carriageway width of 3.2m
- Minimum footpath width to both sides 3m
- Cycle users and vehicles will share the road lane(s).
- Furniture corridor to eastern and northern side of road.
- Street tree planting spacing maximum of 10m
- Deciduous tree canopy

Intended Function

A vibrant, ‘pedestrian first’ multi-use urban retail strip with the following principles;

- Design for pedestrian priority first
- Traffic calming measures
- Activated building edges
- Turnaround function for vehicles

Design Outcomes

- Flush pavements with raised ‘speed tables’
- Paving design ‘bleeds’ across vehicle and pedestrian zones
- Contrasting coloured surface treatments to increase driver awareness of a pedestrian dominated environment.
- Drainage and conveyance functions

Subdivision Condition(s)

Engineering drawings and specifications are to be submitted and approved, and sub divisional works undertaken in accordance with the approved plan of Subdivision, engineering drawings and specifications to ensure that;

- Street lighting is installed to the standards of Western Power.
- Roads that have been designed to connect with existing or proposed roads abutting the subject and are coordinated so the road reserve location and width connect seamlessly.
- Street furniture and planting is installed to the satisfaction of the local authority.

Note: subdivision conditions are intended as a guide only and specific conditions will be imposed by the WAPC as part of an application for subdivision approval.

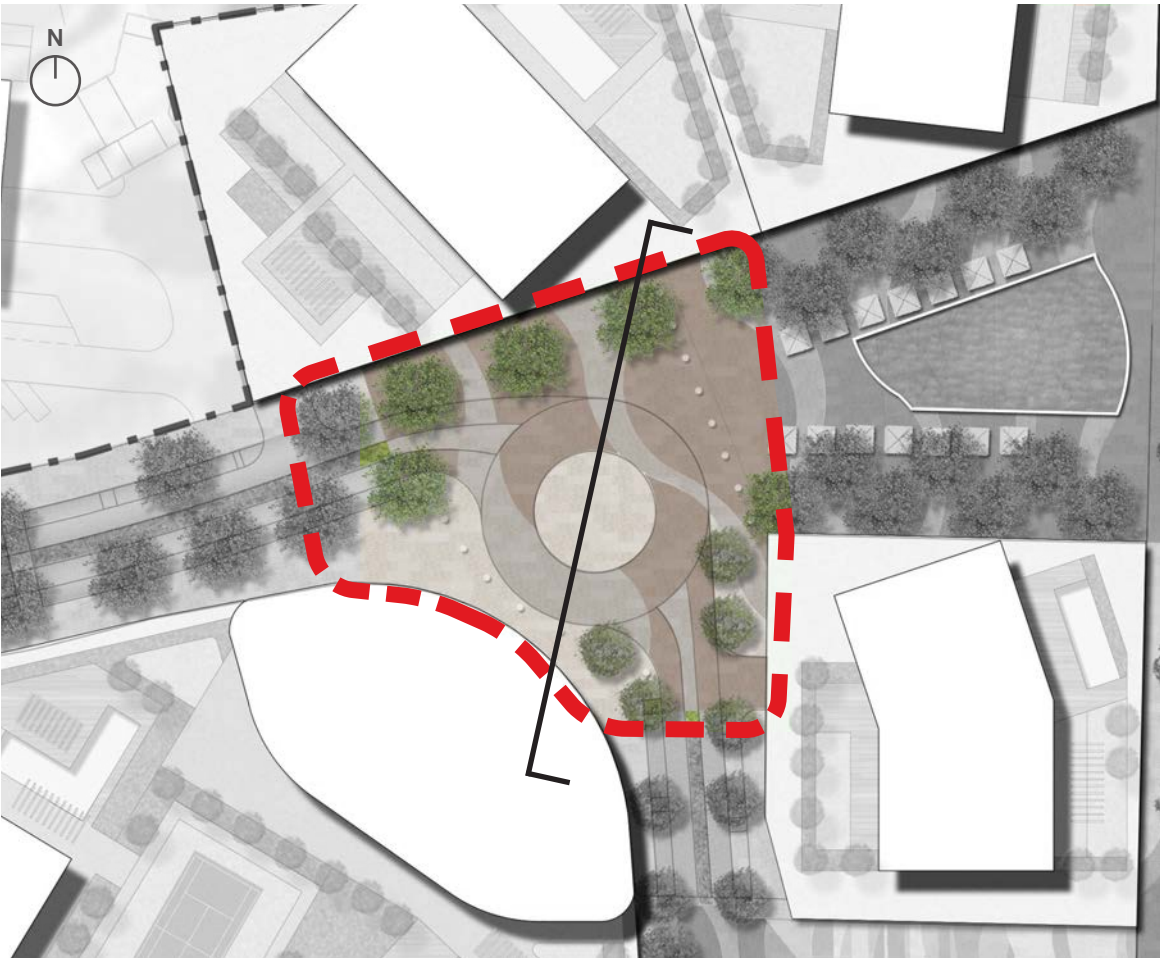


Figure 89: Plan of the Circus. Note: drawing is notional to help describe general requirements and intended function.

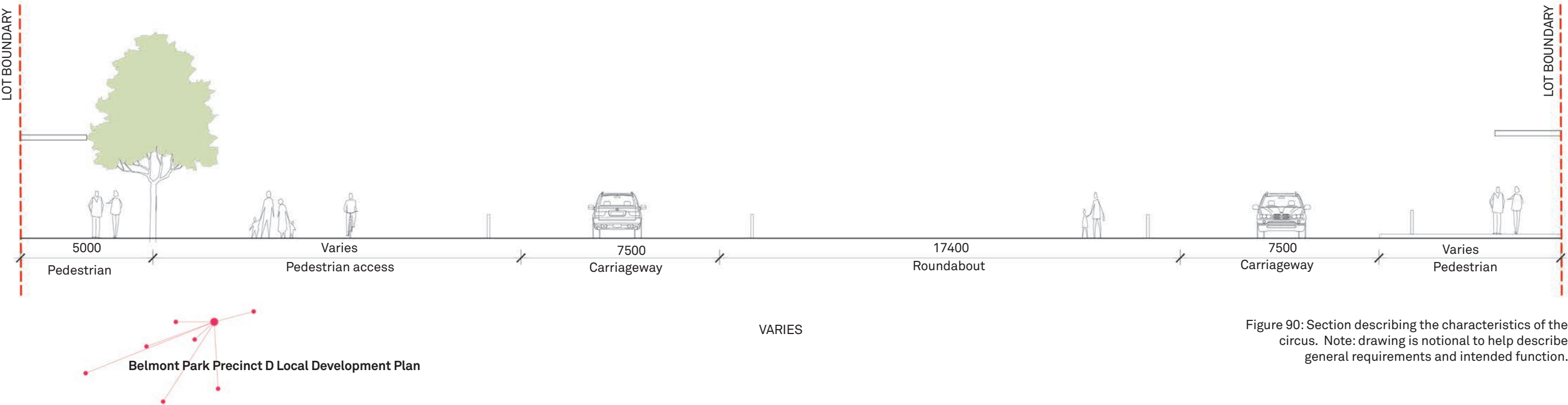


Figure 90: Section describing the characteristics of the circus. Note: drawing is notional to help describe general requirements and intended function.

Part Four: Subdivision Design

7.1 Public Realm Design Guide

7.1.5 Seabiscuit Drive

General Requirements

- Minimum road carriageway width of 3.2m, parking bays at 2.5m.
- Minimum footpath width 3m to southern side and 4m to northern side.
- Cycle users and vehicles will share the road lane(s).
- Furniture corridor to northern side of road.
- Tree planting every car bay or a maximum spacing of 10m, subject to species selection.
- Design to account for changes in road reserve width from 18 metres to 25 metres.
- Design to allow future conversion of the road environment to enable installation of bus stops.

Intended Function

- A clearly defined entry point from the freeway leading into a quality urban streetscape environment.
- Drainage and conveyance.

Design Outcomes

- High quality landscape treatment
- 'Boulevard' of street-trees
- Integrate drainage with the landscape where possible.
- Impressive, aesthetic visual appearance
- Incorporating pedestrian priority principles

Subdivision Condition(s)

- Engineering drawings and specifications are to be submitted and approved, and sub divisional works undertaken in accordance with the approved plan of Subdivision, engineering drawings and specifications to ensure that;
- Street lighting is installed to the standards of Western Power.
 - Roads that have been designed to connect with existing or proposed roads abutting the subject and are coordinated so the road reserve location and width connect seamlessly.
 - Street furniture and planting is installed to the satisfaction of the local authority.

Note: subdivision conditions are intended as a guide only and specific conditions will be imposed by the WAPC as part of an application for subdivision approval.

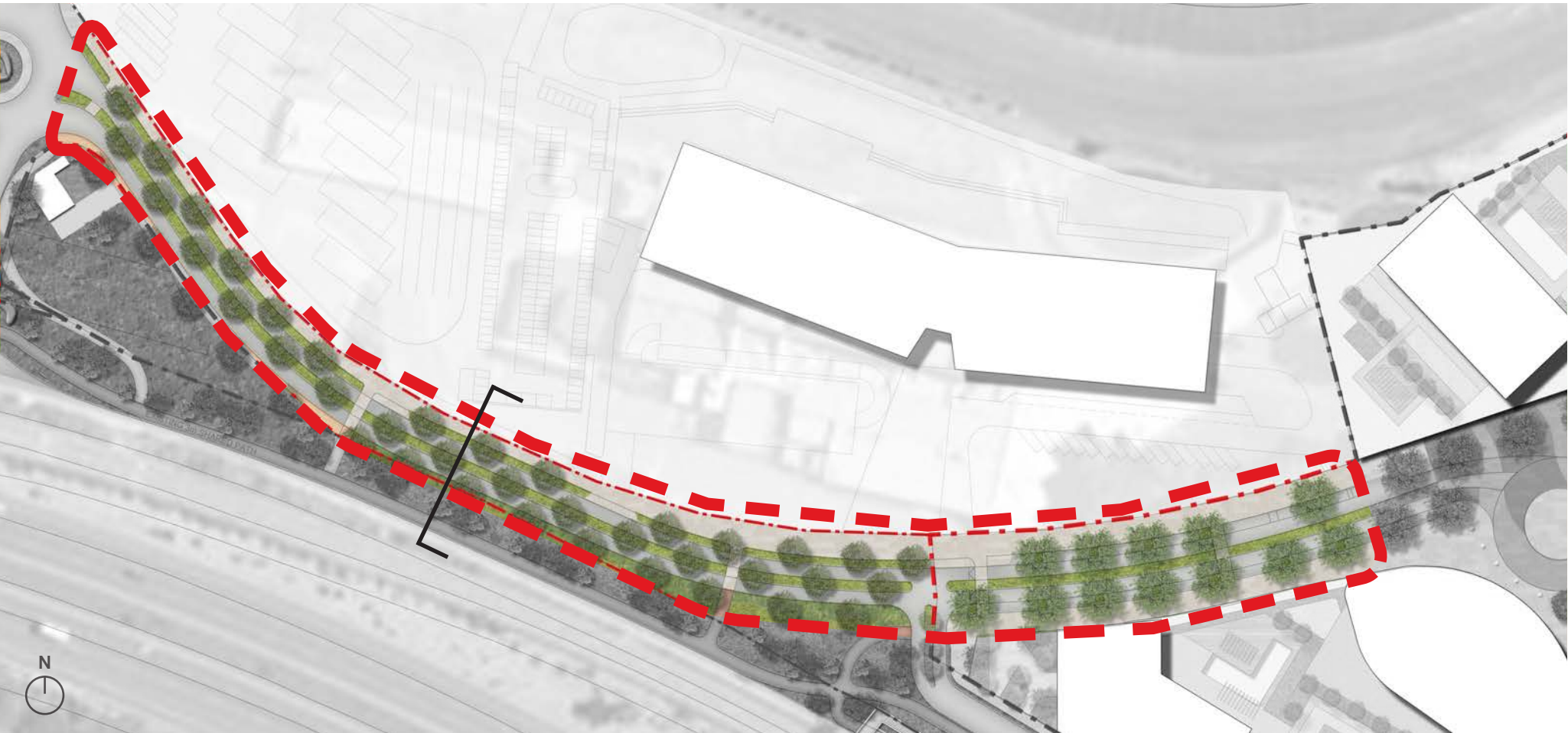


Figure 91: Plan of Seabiscuit Drive.

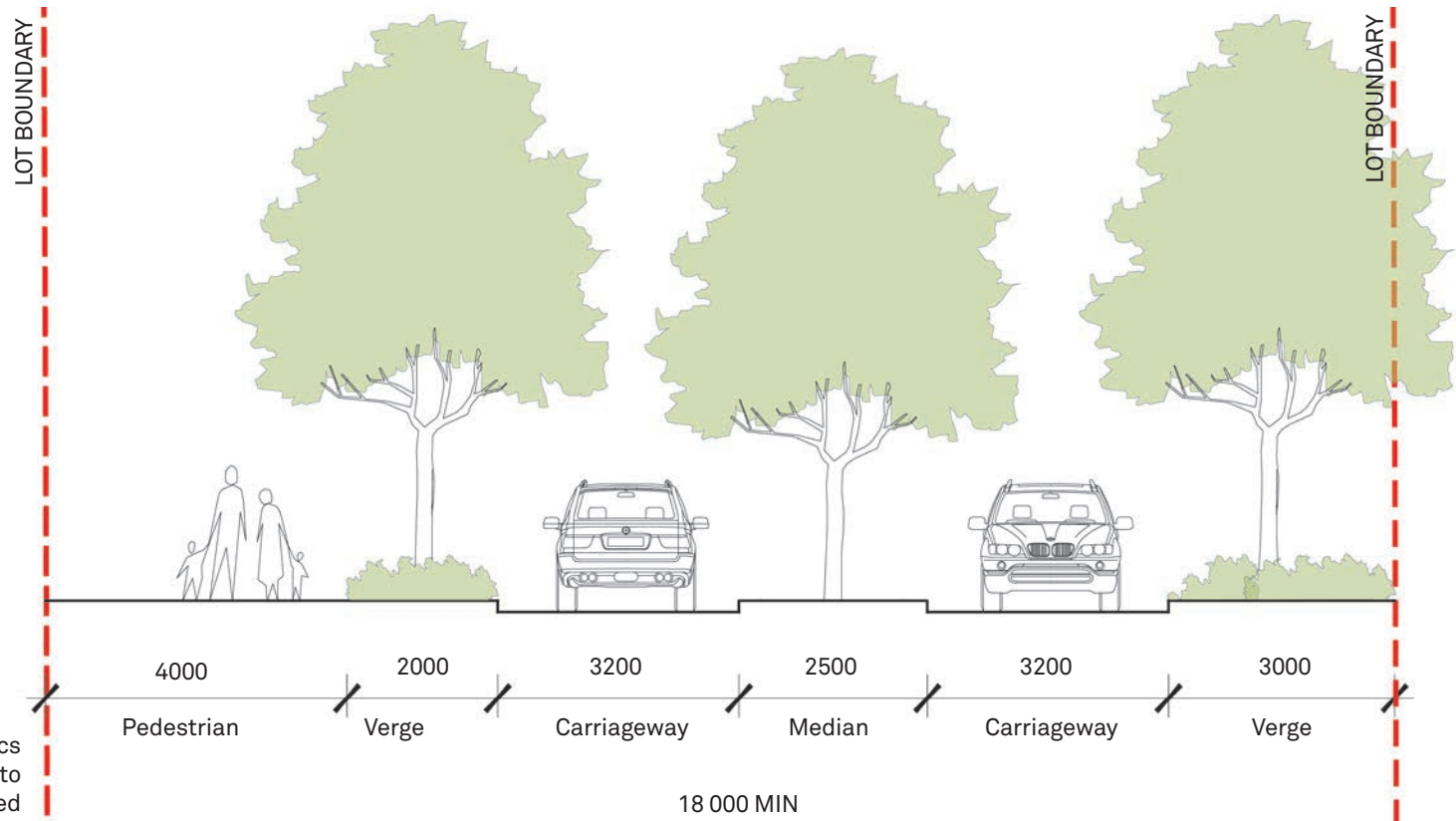


Figure 92: Section describing the characteristics of Seabiscuit Drive. Note: drawing is notional to help describe general requirements and intended function.

Part Four: Subdivision Design

7.1 Public Realm Design Guide

7.1.6 Placid Avenue

General Requirements

- Minimum road carriageway width of 3.6m
- Minimum footpath width to northern side 2.5m
- Principal shared Path to south, minimum width 3m
- Furniture corridor to northern side of road.
- Tree planting every car bay or a maximum spacing of 10m, subject to species selection.
- Densely foliated evergreen tree canopy to assist in minimising adverse wind conditions, consistent with recommendations of the Pedestrian Wind Environment Study.

Intended Function

To offset the impacts of the adjacent Graham Farmer Freeway and promote connection through the site with the following principles;

- Landscape screening to freeway wall
- Access to retail loading and service area
- Access to residential, visitor and commercial tenant parking.
- Access to foreshore

Design Outcomes

- Continuation of principle shared path
- Lighting to PSP.
- Soft panting edge to freeway wall.
- Connection of Placid Avenue to Balbuk Way and the Graham Farmer Freeway on-ramp is a desirable outcome, but not required for the operation of Precinct D. Any future connection will require approval from Main Roads WA.

Subdivision Condition(s)

Engineering drawings and specifications are to be submitted and approved, and sub divisional works undertaken in accordance with the approved plan of Subdivision, engineering drawings and specifications to ensure that;

- Street lighting is installed to the standards of Western Power.
- Roads that have been designed to connect with existing or proposed roads abutting the subject and are coordinated so the road reserve location and width connect seamlessly.
- Street furniture and planting is installed to the satisfaction of the local authority.
- The PSP is designed and constructed to the satisfaction of the local authority.
- The design of the PSP is to account for the pedestrian bridge landing and should allow for lower speeds in that area.
- Public realm landscaping is designed and installed to the satisfaction of the local authority.
- Connection of Placid Avenue to Balbuk Way and access to the Graham Farmer Freeway on-ramp requires approval from Main Roads WA.

Note: subdivision conditions are intended as a guide only and specific conditions will be imposed by the WAPC as part of an application for subdivision approval.

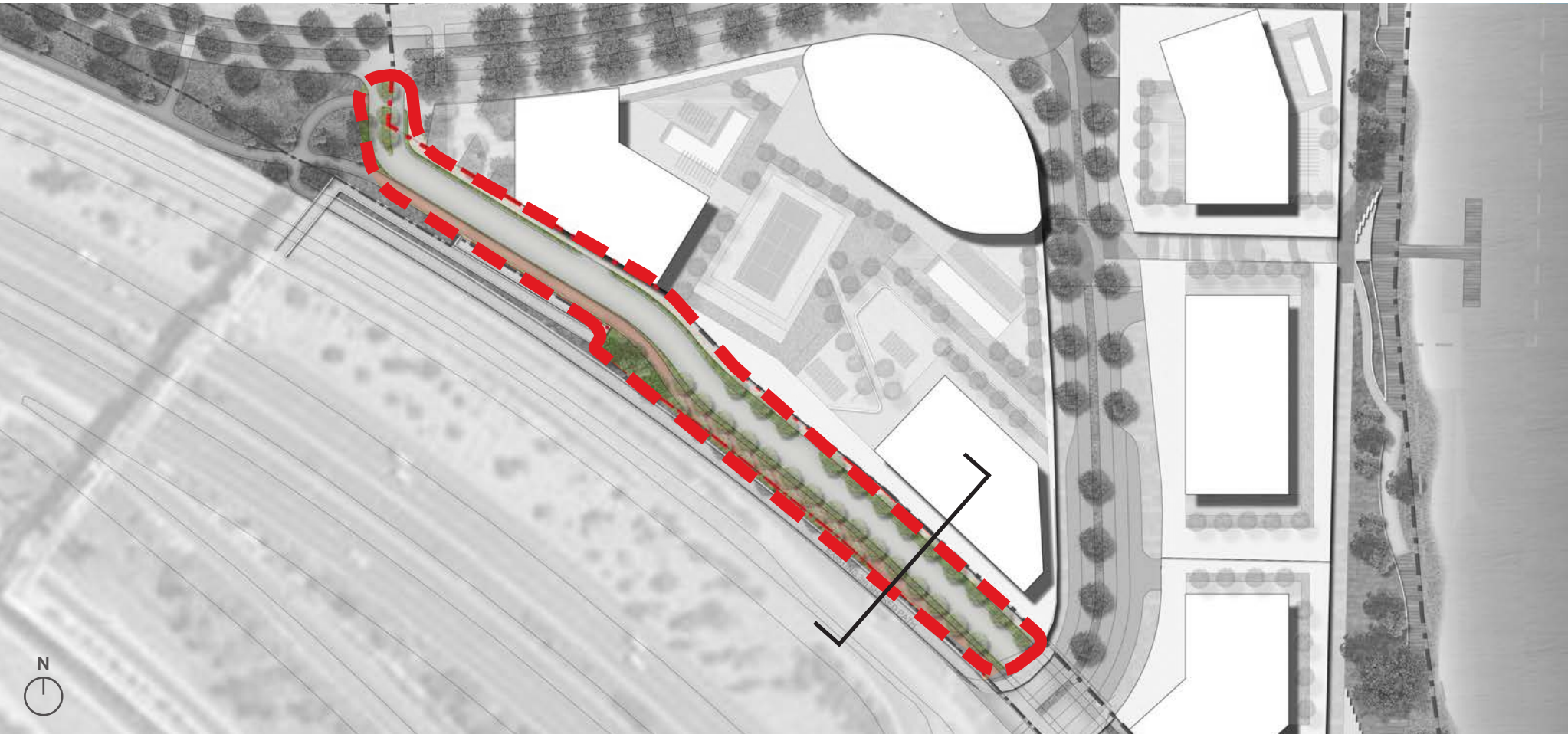


Figure 93: Plan of Placid Avenue. Note: drawing is notional to help describe general requirements and intended function.

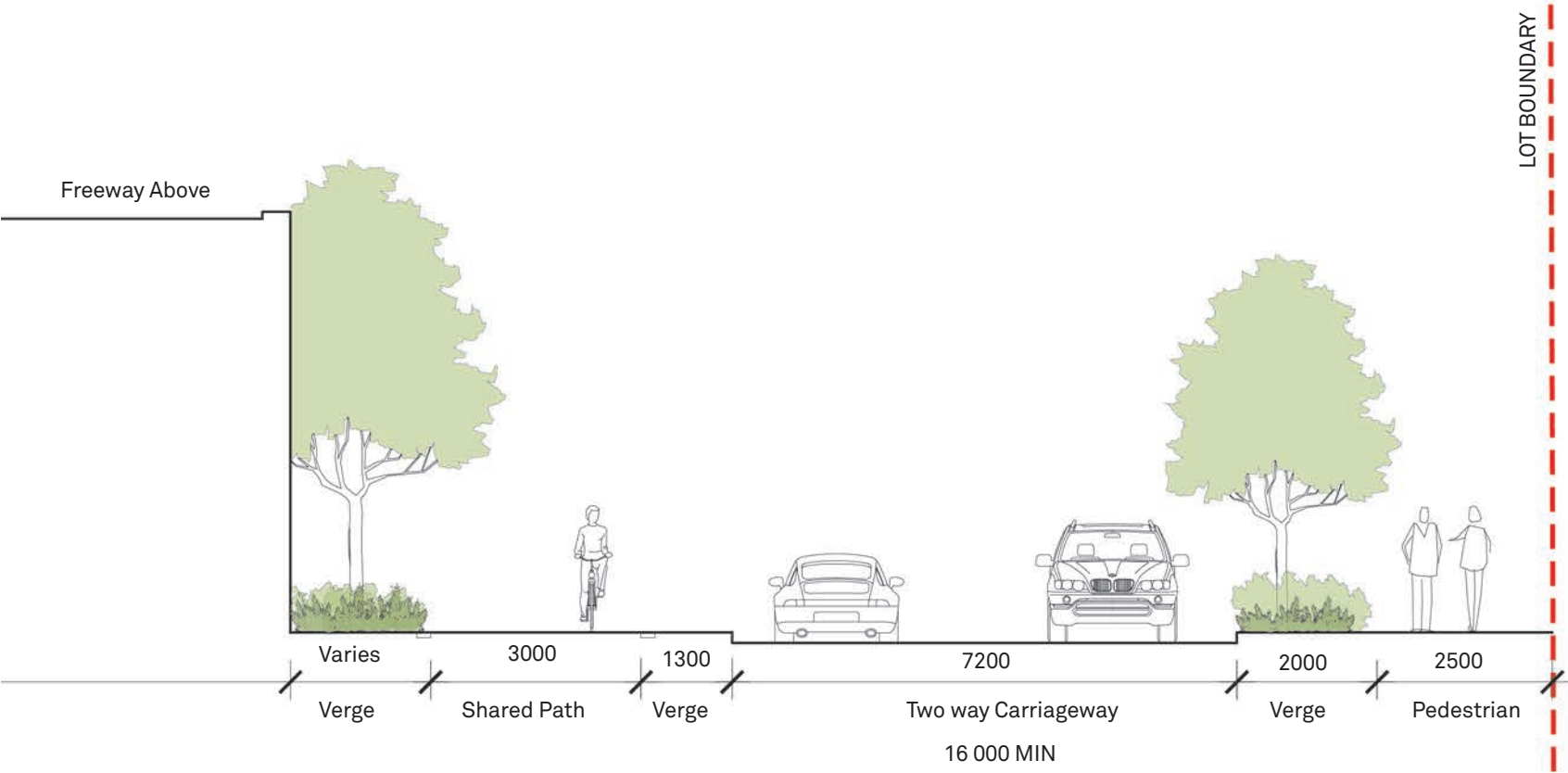


Figure 94: Section describing the characteristics of Placid Avenue. Note: drawing is notional to help describe general requirements and intended function.

Part Four: Subdivision Design

7.1 Public Realm Design Guide

7.1.7 Arrival experience Public Open Space

General Requirements

- Principal Shared Path; 3m
- Native evergreen tree planting
- Public art location subject to approval of the Public Art Master Plan

Intended Function

A clearly defined entry point from the freeway including an integrated stormwater recovery and treatment system with the following design principles;

- Impressive, aesthetic visual appearance and low water use planting
- Capture stormwater on site where possible
- Capture and cleanse road stormwater run-off where possible in bio-swales and detention ponds
- Screening from adjacent freeway and waste water pumping station

Design Outcomes

- High quality landscape treatment
- Public art elements to frame entry
- POS to soften entry
- Reduce hard surfaces where possible and provide soft landscape treatments.
- Lighting provided to Principal Shared Path
- Public art provided as entry marker

Subdivision Condition(s)

Engineering drawings and specifications are to be submitted and approved, and sub divisional works undertaken in accordance with the approved plan of Subdivision Local Development Plan, engineering drawings and specifications to ensure that;

- Street lighting is installed to the standards of Western Power.
- Roads that have been designed to connect with existing or proposed roads abutting the subject and are coordinated so the road reserve location and width connect seamlessly.
- Street furniture and planting is installed to the satisfaction of the local authority.

Note: subdivision conditions are intended as a guide only and specific conditions will be imposed by the WAPC as part of an application for subdivision approval.



Figure 95: Plan of Saintly Entrance, open space and interface to the Graham Farmer Freeway.
Note: drawing is notional to help describe general requirements and intended function.

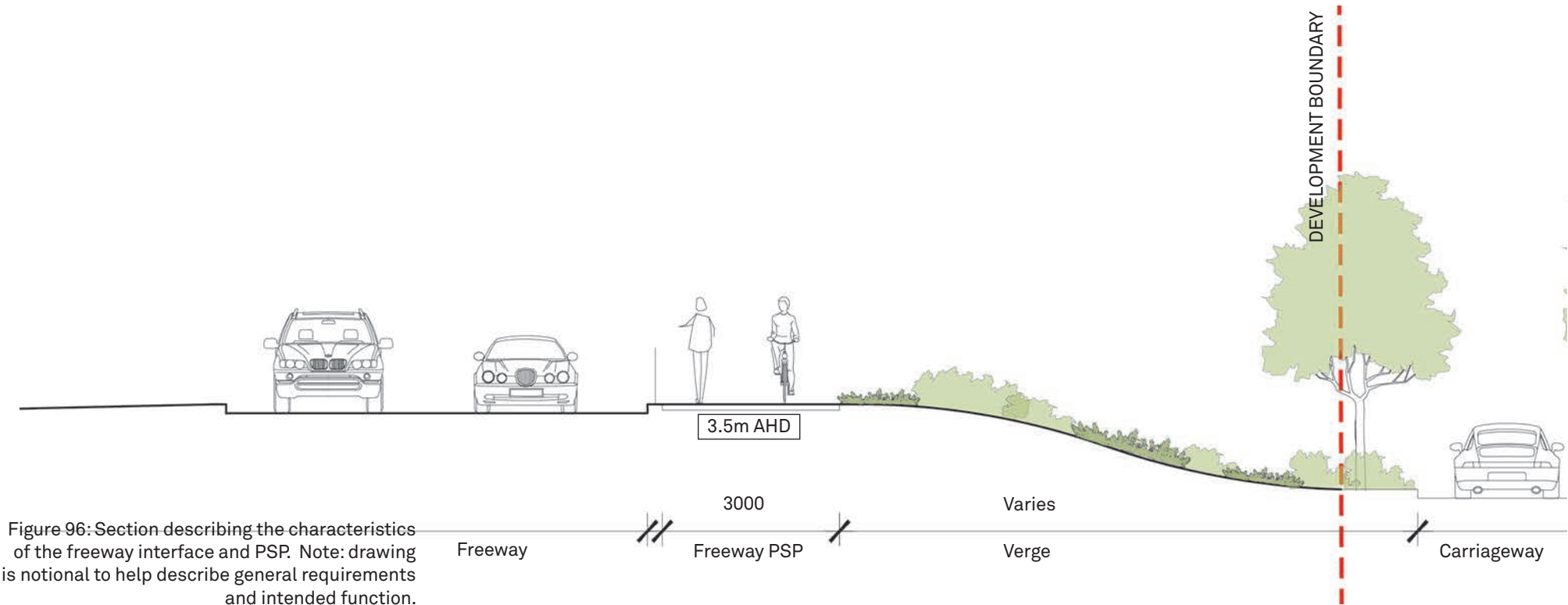


Figure 96: Section describing the characteristics of the freeway interface and PSP. Note: drawing is notional to help describe general requirements and intended function.

Part Four: Subdivision Design

7.1 Public Realm Design Guide

7.1.8 Foreshore urban edge

General Requirements

- Boardwalk consistent with the concept design provided in the Marine Engineering Concept Design Report (MP Rogers, 2015)
- Endemic river planting
- Native evergreen tree canopy
- Shared use of pathways for pedestrians, cyclists and emergency vehicles.

Intended Function

- A recreational corridor
- Development abuts the foreshore
- Upper hard-paved promenade provides pedestrian and cycle access and also functions as incidental emergency access.
- Lower recreational boardwalk.
- Foreshore protection infrastructure concealed beneath the boardwalk.
- Universal access stair and ramp access.
- Planting consistent with the approved foreshore management plan including foreshore remediation planting, bank stabilisation and a mix of planted and lawn slopes.
- Connections between the promenade and the boardwalk are proposed to align with the urban plaza and public access lane
- Enhancing the level of engagement between people and the river.

- Boardwalk and promenade appropriately lit to provide for night time use and public safety.
- Potential inclusion of a recreational jetty connected to the boardwalk, extending out into the river located outside of the water ski recreation zone.

Design Outcomes

- Engineered revetment edge with areas of aquatic revegetation
- Generous pedestrian and cycle paths
- Awnings, seating, lighting and alfresco dining along Concourse
- Boardwalk along foreshore edge providing connection to river
- Native landscape treatments and areas of lawn

Subdivision Condition(s)

- Engineering drawings and specifications are to be submitted and approved, and foreshore works undertaken in accordance with the approved Foreshore Management Plan, Subdivision and engineering drawings and specifications to ensure that;
- Infrastructure and facilities provided to the satisfaction of the local authority
 - Lighting installed to the upper promenade and boardwalk
 - Provision of foreshore revetment to the satisfaction of the relevant authorities.
 - Boardwalk is designed to be extended north past the existing race course to future precinct A and will be delivered when Precinct A is developed.

Note:

1. subdivision conditions are intended as a guide only and specific conditions will be imposed by the WAPC as part of an application for subdivision approval.
2. Jetties subject to a separate approval process.

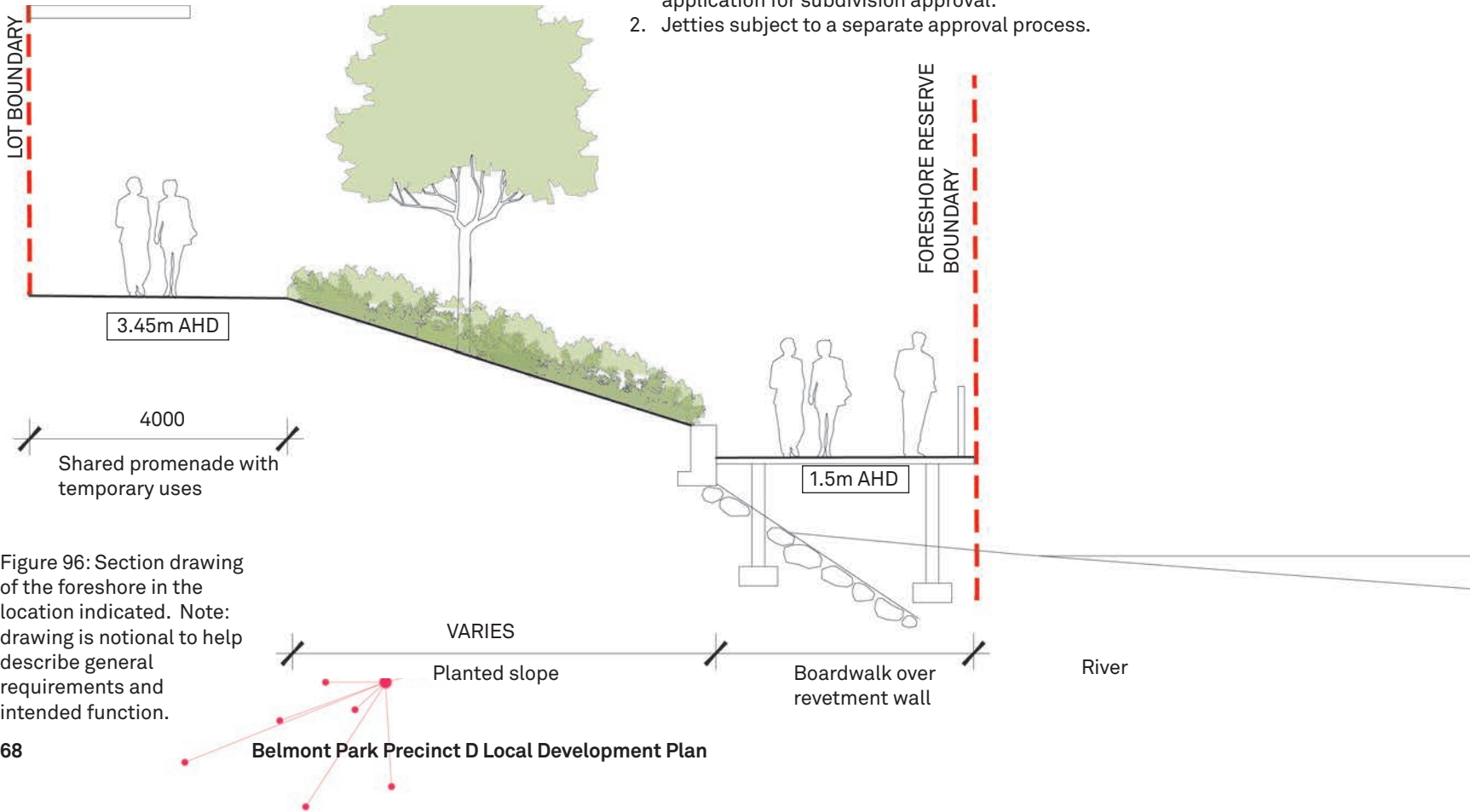


Figure 96: Section drawing of the foreshore in the location indicated. Note: drawing is notional to help describe general requirements and intended function.

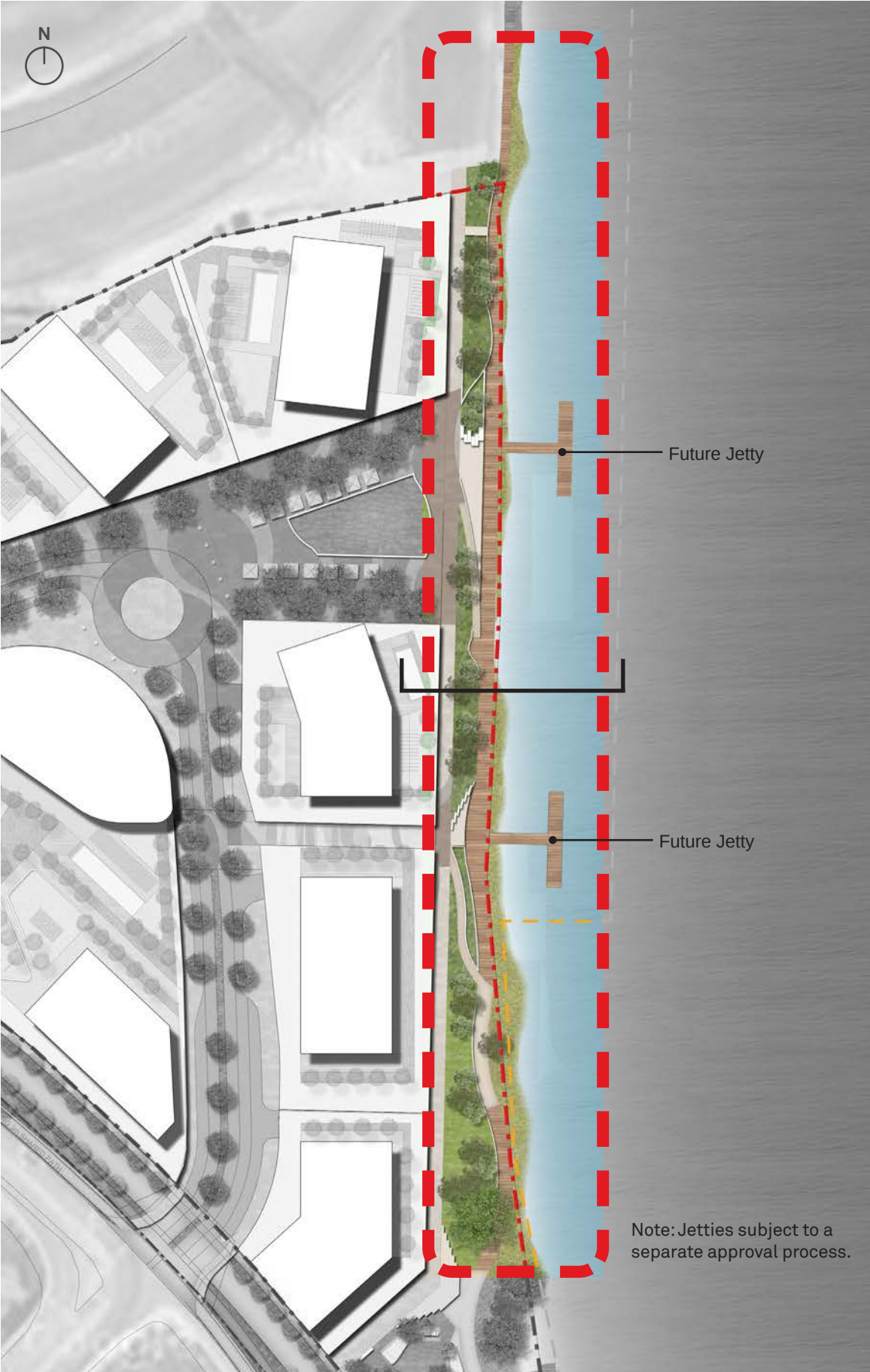


Figure 97: Plan of the northern part of the Swan River foreshore. Note: drawing is notional to help describe general requirements and intended function.

Part Four: Subdivision Design

7.1 Public Realm Design Guide

7.1.9 Central Parkland

General Requirements

- Boardwalk and pathways
- Endemic river planting
- Native evergreen tree canopy
- Public art
- Fitness node
- Design shall enable access for maintenance vehicles

Intended Function

A recreational node encouraging connection to the river with the following principles

- Provide parkland recreation facilities due to widened space between the shoreline and the proposed adjacent development and Placid Avenue extension and the gentler grades in this area.
- Well serviced by Placid Avenue, meaning enhanced opportunities for vehicular access, with opportunity for parking to be provided adjacent to the road. Number of bays to be confirmed through detailed design.
- Proposed that this area be structured to accommodate a range of public amenities, including a continuation of the boardwalk from the northern zone, barbecues, shelters/ picnic facilities, drink fountains, lighting, playground or, fitness equipment, casual activity space and interpretative elements/public art.
- Combination of lawn and planted areas will contribute to the parkland setting, providing a pleasant environment for people to gather and enjoy casual recreational activities.
- Activity nodes such as the barbecue areas, pathways and playground will be appropriately lit to allow night time use and public safety.

Design Outcomes

- Access to the boardwalk and pathways near to the river edge
- Seating, lighting and alfresco dining along promenade
- Picnic facilities
- Playground
- Native landscape treatments and areas of lawn
- Public art provided in the foreshore as a destination marker
- Fitness equipment to the satisfaction of the local authority

Subdivision Condition(s)

Engineering drawings and specifications are to be submitted and approved, and foreshore works undertaken in accordance with the approved Foreshore Management Plan, Subdivision and engineering drawings and specifications to ensure that;

- Infrastructure and facilities provided to the satisfaction of the local authority
- Lighting installed to the upper promenade and boardwalk
- Provision of foreshore revetment to the satisfaction of the relevant authorities.

Note:

1. subdivision conditions are intended as a guide only and specific conditions will be imposed by the WAPC as part of an application for subdivision approval.
2. Jetties subject to a separate approval process.

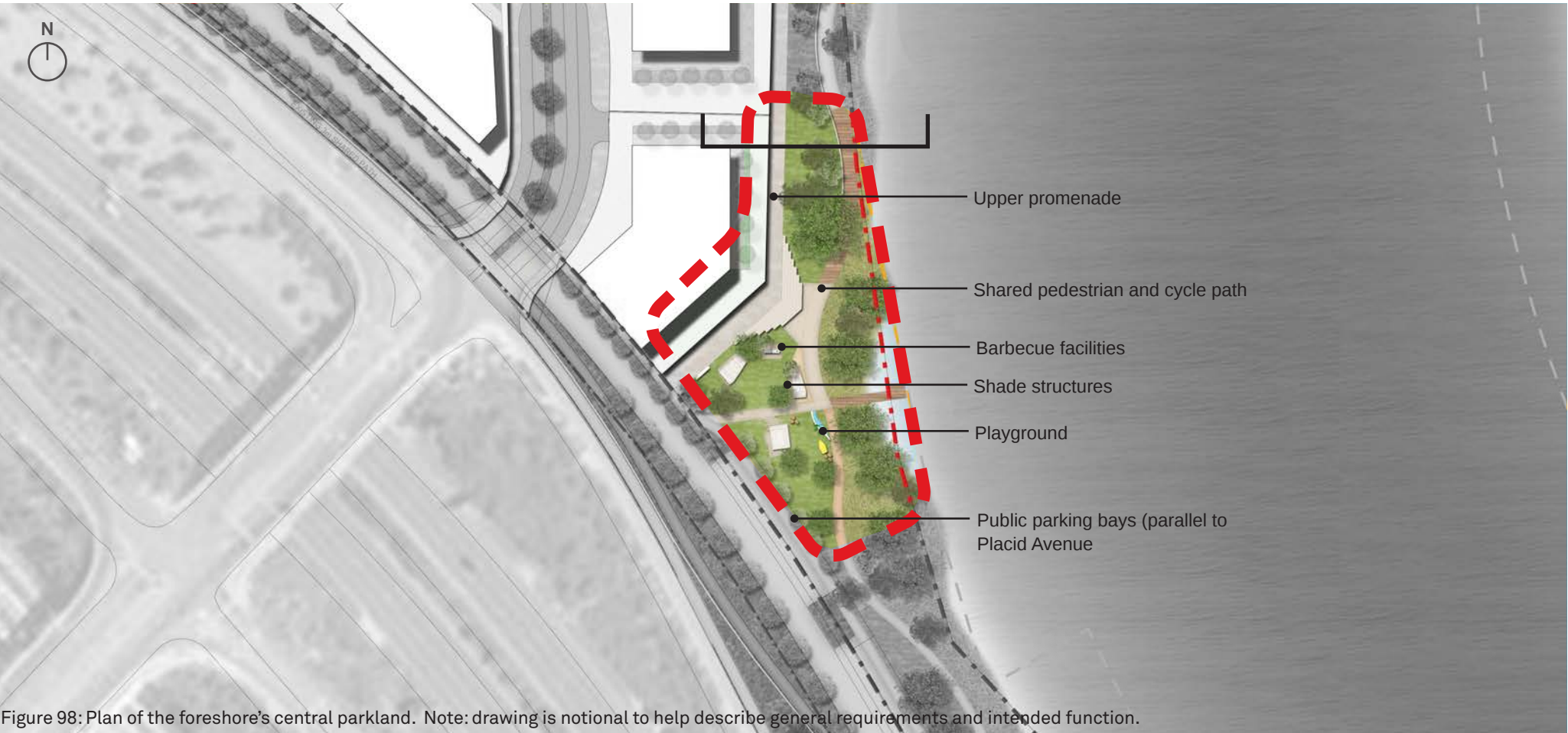


Figure 98: Plan of the foreshore's central parkland. Note: drawing is notional to help describe general requirements and intended function.

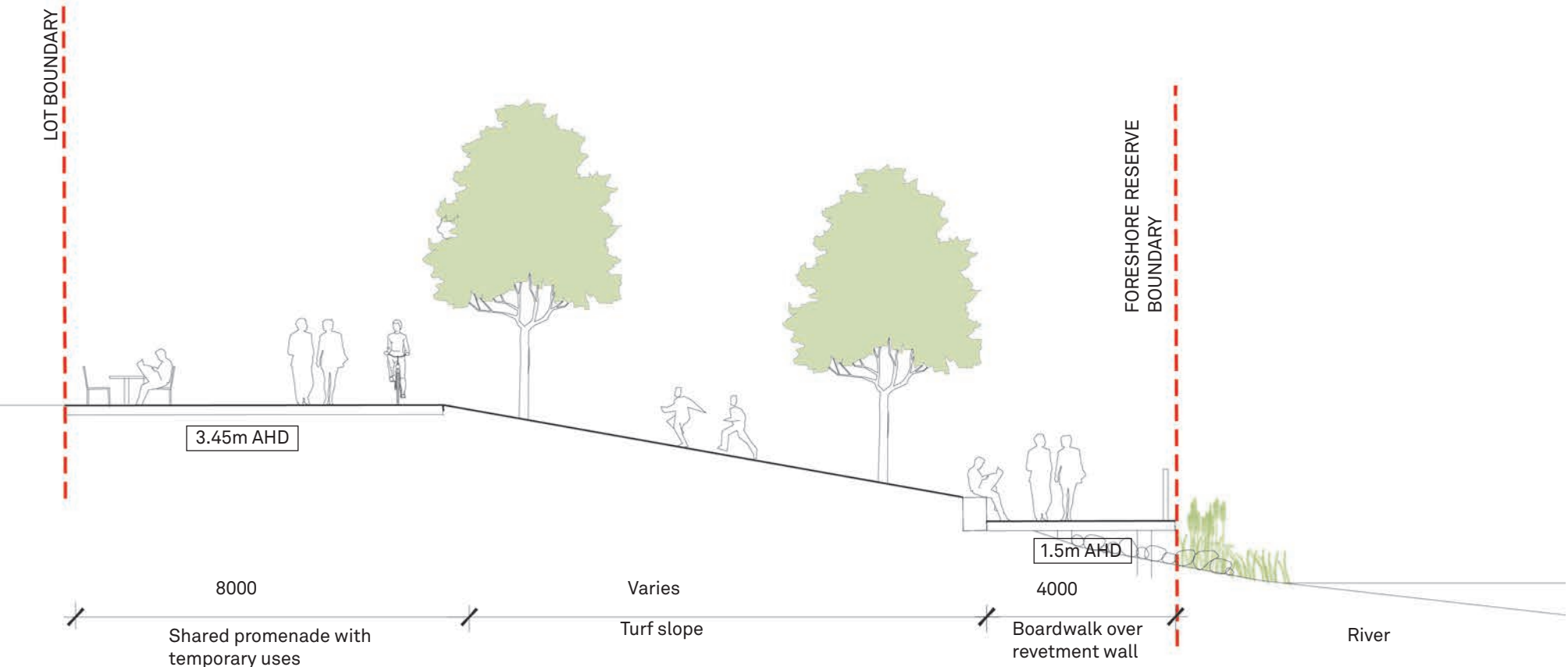


Figure 99: Section drawing of the foreshore's central parkland in the area indicated. Note: drawing is notional to help describe general requirements and intended function.

Part Four: Subdivision Design

7.1 Public Realm Design Guide

7.1.10 Southern Foreshore

In general the requirements are:

- Natural river foreshore
- Shared cycle and footpath connection
- Public seating nodes

Intended function

A passive recreational corridor providing a connection with the riverine environment with the following design principles;

- Provide a pleasant low-key connection between the Balbuk Way boat ramp reserve to the south and the central parkland zone.
- Hardscape interventions in this zone are proposed to be minimal, essentially limited to the inclusion of a dual use path, intermittent seating and possible opportunities for parking.
- Relaxed setting will focus on the ambience of the river and involve taking advantage of views.
- Additional remedial foreshore planting in this zone will mitigate erosion exacerbated by the ski area and aid the management of invasive species.
- Objective to retain existing trees (subject risk and health assessment), with a view to wherever possible practically incorporating building public amenity and infrastructure around them existing trees in a way that minimises any negative impact.

Design Outcomes

- A Principal Shared Path adjacent roadway will protect the riverine environment while allowing pedestrian connection with the area
- Revegetate tidal zones with local riverine species
- Provide picnic and seating opportunities
- Predominantly native landscape treatments with some areas of lawn

Subdivision Condition(s)

Engineering drawings and specifications are to be submitted and approved by the local authority and/or the Swan River Trust, and foreshore works undertaken in accordance with the approved Foreshore Management Plan, Subdivision Local Development Plan and engineering drawings and specifications to ensure that;

- Lighting installed to the upper promenade and boardwalk
- Provision of foreshore revetment or soft edge treatments to the satisfaction of the relevant authorities.

Note: subdivision conditions are intended as a guide only and specific conditions will be imposed by the WAPC as part of an application for subdivision approval.



Figure 101: Section drawing of the southern foreshore in the area indicated. Note: drawing is notional to help describe general requirements and intended function.

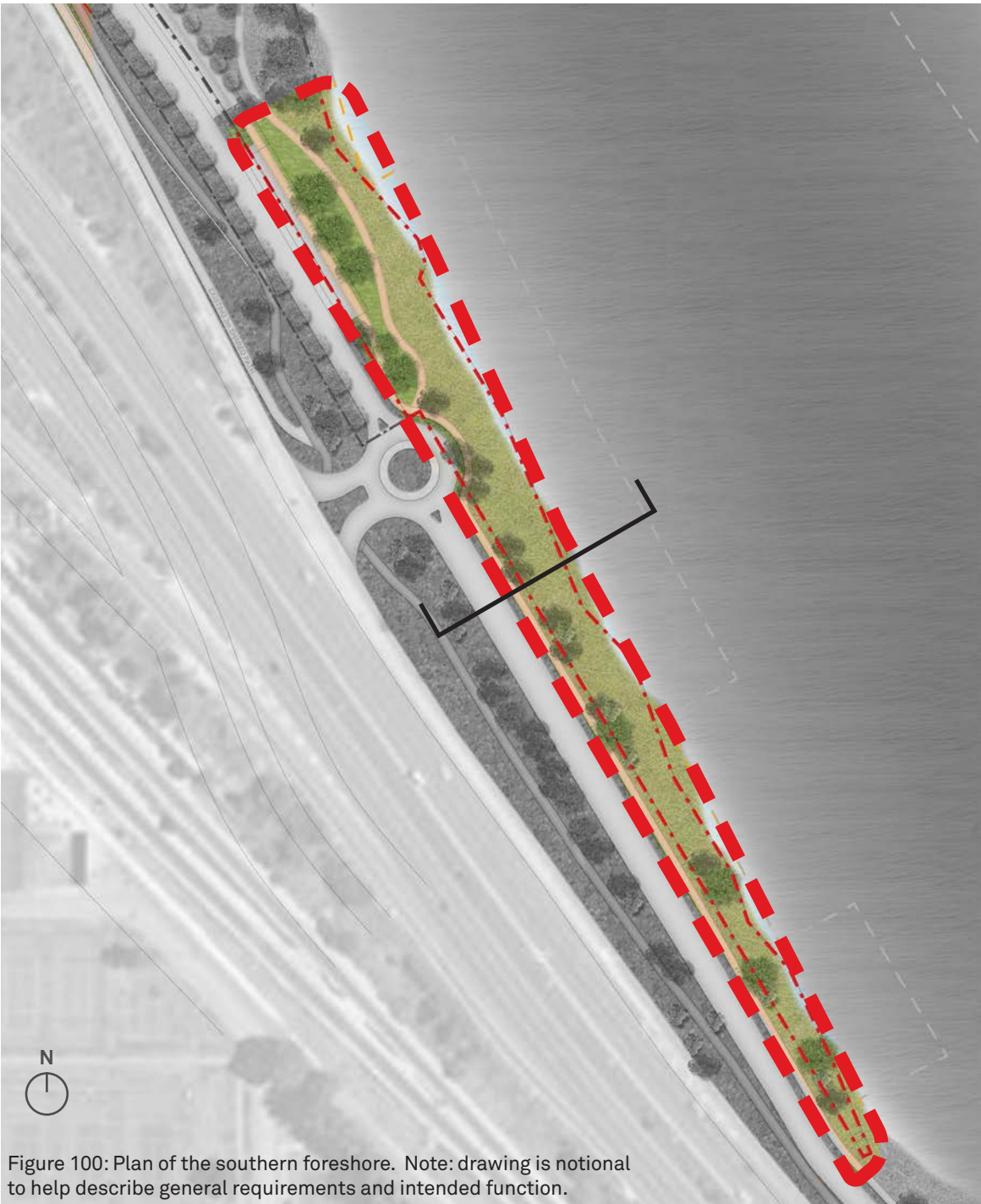


Figure 100: Plan of the southern foreshore. Note: drawing is notional to help describe general requirements and intended function.

8.0 SUBDIVISION DESIGN ELEMENTS

8.1 Design Element 6: Public Realm

8.1.1 Precinct Accessibility

- Objectives
- Support all forms of movement networks but in particular provide convenient, safe access to the Belmont Park Train Station and links to the regional cycle network.
 - Improve transport links, connections and movements required to the regional and local transport network based on existing and planned land use patterns and future growth areas.

Development Criteria

- Shared on road cycling shall be accommodated in road design.
- Emergency vehicle access shall be facilitated through appropriate design of the public realm, including the Swan River foreshore, with provision for light vehicle access to the river promenade.
- Future bus stop locations shall be integrated into the proposed streetscape.
- ‘Crime Prevention Through Environmental Design’ principles shall be integrated into the design of the movement networks such as but not limited to appropriate lighting, vegetation selection and passive surveillance.
- Paving shall be used to distinguish pedestrian priority across Precinct D, supporting a slow vehicle movement environment.
- Street furniture shall be installed to positively contribute to a comfortable pedestrian focused environment.
- Bicycle parking nodes shall be provided in the public realm near to activity areas such as the foreshore playground and urban plaza.

Design Guidance

- Ensure pedestrian and cycle networks integrate seamlessly with each other to optimise alternative forms of transport.

8.1.2 Streetscape

- Objective
- To provide attractive streetscapes that reinforce the functions and amenity of a street, and are sensitive to the built form, urban landscape and environmental conditions of the locality.

Development Criteria

- The design of the landscape in and fronting street shall complement the functions of the street as identified for each public realm element.
- Streetscape design shall reinforce desired traffic speed and behaviour.
- Streetscape design shall be appropriately scaled relative to both the street reserve width and the building bulk and scale as identified for each public realm element.
- Streets throughout Precinct D shall provide for appropriate street tree planting taking into account the image and role of the street, solar access requirements, soils, selection of appropriate species, and services, as identified for each public realm element.
- Streetscape design shall enhance views to key areas so as to promote wayfinding, such as to the Swan River and Belmont Park Railway Station.
- Streetscape design shall provide for pedestrian comfort and safety.
- Streets shall be designed to achieve and maintain lines of sight for pedestrians, cyclists and drivers of vehicles.
- All streets and public space shall be designed to ensure adequate lighting for safety and security purposes to the satisfaction of the local authority.

Design Guidance
Nil.



8.1.3 Lighting

- Objectives
- Lighting promotes safety and legibility at night.
- Development Criteria
- Lighting shall be provided along the Principal Shared Path along Placid Avenue, along the River Promenade, at the boardwalk extension adjacent the racetrack, within the urban plaza and all streets to maximise safety and security.

Design Guidance

- Consideration should be given to the illumination of public art within the public realm and important landscape areas as a method of pedestrian way-finding.



8.1.4 Paving

- Objectives
- Paving is appropriate to its intended function.
 - Paving is designed to provide a comfortable pedestrian and cycle experience.

Development Criteria

- Paving materials shall be of an appropriate quality and durable.
- Paving design shall meet appropriate Australian Standards for access and mobility.
- A schedule of materials used throughout the public realm, including within streets, public open space and the foreshore reserve, shall be provided to the local authority at the time of detailed design.

Design Guidance

- Where buildings are setback from the street edge and accommodate paving at ground level, consideration should be given to ensuring materials are consistent across the property boundary.



Part Four: Subdivision Design

8.1.5 Vegetation

Objectives

- Planting throughout the Precinct will provide visual relief to the urban building scale and help to create a comfortable, attractive and leafy urban environment.
- To ensure vegetation is consistent with the LSP Foreshore Management Strategy and Landscape Strategy.
- Vegetation is fit for purpose and suitable to the local environment.
- Plant selection and location provides for sight lines and a safe public realm.

Development Criteria

- Vegetation types shall be consistent with the requirements of the public realm elements and the Landscape Strategy approved as part of the structure plan.
- Landscape design shall allow sight lines between points of activity and movement access ways to maximise safety.
- A subdivision landscape design shall be provided to the local authority as a condition of subdivision approval. A schedule of plants and associated materials used throughout the public realm, including within streets, public open space and the foreshore reserve, shall be provided to the local authority at the time of detailed design.
- Vegetation throughout the public realm shall be planted within landscaped areas to promote Water Sensitive Urban Design principles.

Design Guidance

- All vegetation and introduced planting throughout the Precinct is encouraged to require low levels of water.

8.1.6 Paths

Objectives

- To provide a network of safe, accessible and clearly defined paths for pedestrians and cyclists throughout the public realm along streets and within the foreshore reserve.
- Path design is fit for purpose.
- Connections are provided to external path networks.

Development Criteria

- Paths shall provide connections to key points of activity including the Swan River Foreshore and Belmont Park Railway Station, consistent with the Public Realm Detailed Design Guides.
- The Precinct shall complement the existing shared-path and pedestrian network by providing extensions into Precinct D and allowing for connections to the broader peninsula as required by the Belmont Park Racecourse Redevelopment Structure Plan area.
- Widths and gradients of shared-paths and footpaths shall be in accordance with local government authority requirements, universal access codes and Bikewest guidelines.
- Path, building and public realm design shall maximise public safety by maximising sight lines and accommodating appropriate lighting.

Design Guidance

- Paths should be a variety of widths, establishing a hierarchy, ranging from wide shared-paths to narrow, informal pathways.
- Paths along active frontages should be of sufficient width to allow alfresco dining and fit for purpose in other locations.

8.1.7 Street Furniture

Objectives

- To ensure street furniture is provided throughout the public realm that enhances amenity, convenience, use and comfort.
- Design of street furniture must be considered holistically so as to minimise interruption to the streetscape and be located logically at defined nodes.

Development Criteria

- Details of street furniture shall be provided as a condition of subdivision approval and included in detailed design drawings for the public realm.
- Street furniture shall be provided to support, encourage and enhance public use and engagement. Furniture includes (but is not limited to):
 - Seats/benches
 - Shelters, canopies, covered walkways, structures, bus-stops
 - Lighting,
 - Bins
 - Bike racks
 - Water/drinking fountains,
 - Tree guards/grates
 - Bollards
 - Play and fitness equipment
 - Seat walls and architectural elements such as planters
- Street furniture shall be contained within defined alignments to minimise pedestrian obstruction and concentrated at activity nodes.

Design Guidance

- Key considerations include distance between arrangements/ grouping of elements, visibility and accessibility. Nominally allow for seating and supporting amenity as follows:
 - Every 50-60m in active areas
 - Every 100m in public realm
 - At all key attractions and activity nodes
 - At all bus-stops and any cab ranks

8.1.8 Public Art Master Plan for Precinct D

Objective

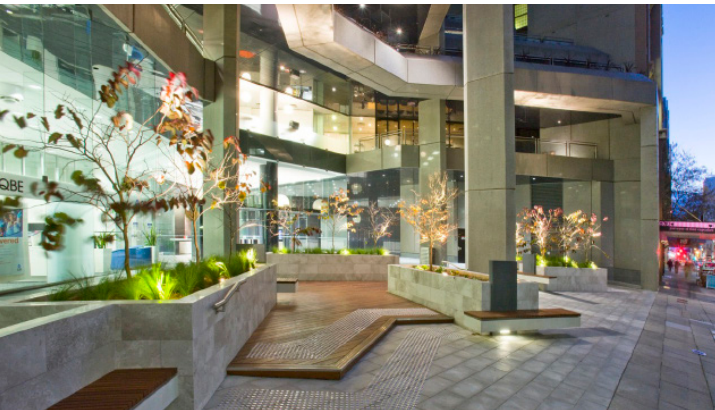
- To require preparation of a Public Art Master Plan that guides installation of public art throughout Precinct D.

Development Criteria

- As a condition of subdivision approval for development in Precinct D, a Public Art Master Plan shall be prepared that describes the location and intent for public art throughout the precinct.
- The Public Art Master Plan shall be prepared by a suitably qualified public art consultant to the satisfaction of the local authority.
- The Public Art Master Plan shall guide the location, intended timing for installation, theme for public art, and intended purpose / rationale (such as waymarker , historic, interpretation of place, cultural interpretation of place, entry, showpiece or other relevant rationale).
- The Public Art Master Plan shall describe the decision making and approval process for the design of public art, selection of artist or art, commissioning process, staged inspections of fabrication, maintenance and recording of public art, repairs and upgrades, removal / decommissioning.
- The Public Art Master Plan shall be approved by the local authority prior to clearance of subdivision conditions for lots as part of the first subdivision application for Precinct D.

Design Guidance

- Developers, where providing public art within development, are encouraged to work with artists early in the design process to provide for the best quality outcome.



Part Four: Subdivision Design

8.1.9 Swan River Foreshore

Objective

- Provide access to a restored Swan River Foreshore.
- Design to prevent the further erosion of the Foreshore.
- Design of the Swan River Foreshore reserve is to:
 - Positively contribute to a distinctive sense of place.
 - To celebrate our connection to the river and indigenous culture.
- Designed in a manner that contributes to improved environmental outcomes.
- Facilitate public use.

Development Criteria

- Development in the foreshore shall be in accordance with an adopted Foreshore Management Plan.
- A pedestrian boardwalk shall be provided where the foreshore dimensions limit constructability of paths.
- A pedestrian promenade shall be provided adjacent to development as identified in this Local Development Plan.
- The foreshore edge shall be reinforced through an engineered design solution to the satisfaction of the local authority and Swan River Trust.
- The Swan River foreshore shall contain a small parking and activity node adjacent or in conjunction with Placid Avenue reflective of its regional function consistent with the Public Realm Detailed Design Guides.
- A shared path connection shall be provided along the foreshore and integrated with other path systems.
- The interface of the foreshore and built form shall acknowledge the adjacent land uses and be designed to limit a sense of privatisation.

Design Guidance

- Public realm landscaping should be consistent with the approved Landscape Strategy prepared as part of the Belmont Park Racecourse Redevelopment Structure Plan.
- Public realm car parking to serve the river foreshore may be in the form of on street parking within road reserves.
- In order to minimise perceptions of privatisation of the public realm, the foreshore design may consider interface relationships to the built form and land uses, including the location of any footpaths and interstitial landscaping beds.

8.1.10 Local Public Open Space

Objective

- Provide public open space for the use of residents, workers and visitors within Precinct D.
- The local public open space within Precinct D:
 - Supports passive recreational activities of residents, workers and visitors to Precinct D.
 - Positively contributes to a distinctive sense of place.
 - Links the Precinct to the Swan River Foreshore.
 - Offers opportunities for cultural connections through interpretation and public art.

Development Criteria

- Local open space shall take the form prescribed for the urban plaza and arrival experience open space.
- Functionality and development shall be in accordance with an adopted Open Space Strategy and Management Plan.
- The landscape design shall achieve an appropriate balance of hard and soft landscape treatment and determine the location and species of trees, shrubs and ground cover in a way that:
 - uses vegetation types and landscape styles which blend the development into the neighbourhood and streetscape and any proposed landscape character for the locality.
 - does not adversely affect the structure or function of propose or neighbouring buildings.
 - contributes appropriate planting to streets fronted by the development.
 - considers personal safety, by ensuring good visibility and adequate sight lines along paths, accessways and building entries.
 - contributes to physical and visual amenity and to micro climate management; and
 - minimises risk of damage to services, footings and neighbouring vegetation.

Design Guidance

- Public realm landscaping should be consistent with the approved Landscape Strategy prepared as part of the Belmont Park Racecourse Redevelopment Structure Plan.

8.1.11 Emergency Access

Objective

- To ensure access for emergency vehicles to the Precinct.

Development Criteria

- Roads shall be adequately designed to enable emergency vehicle access.
- The public realm and foreshore shall be designed to enable emergency vehicle access with seamless integration between changes in finished levels.
- Figure 102 describes preferred and potential vehicle access routes that shall be provided for as part of detailed design.

Design Guidance

- The public realm design will need to carefully consider finished levels in order to balance the need for emergency vehicle access and ensuring a comfortable and attractive ground plane.

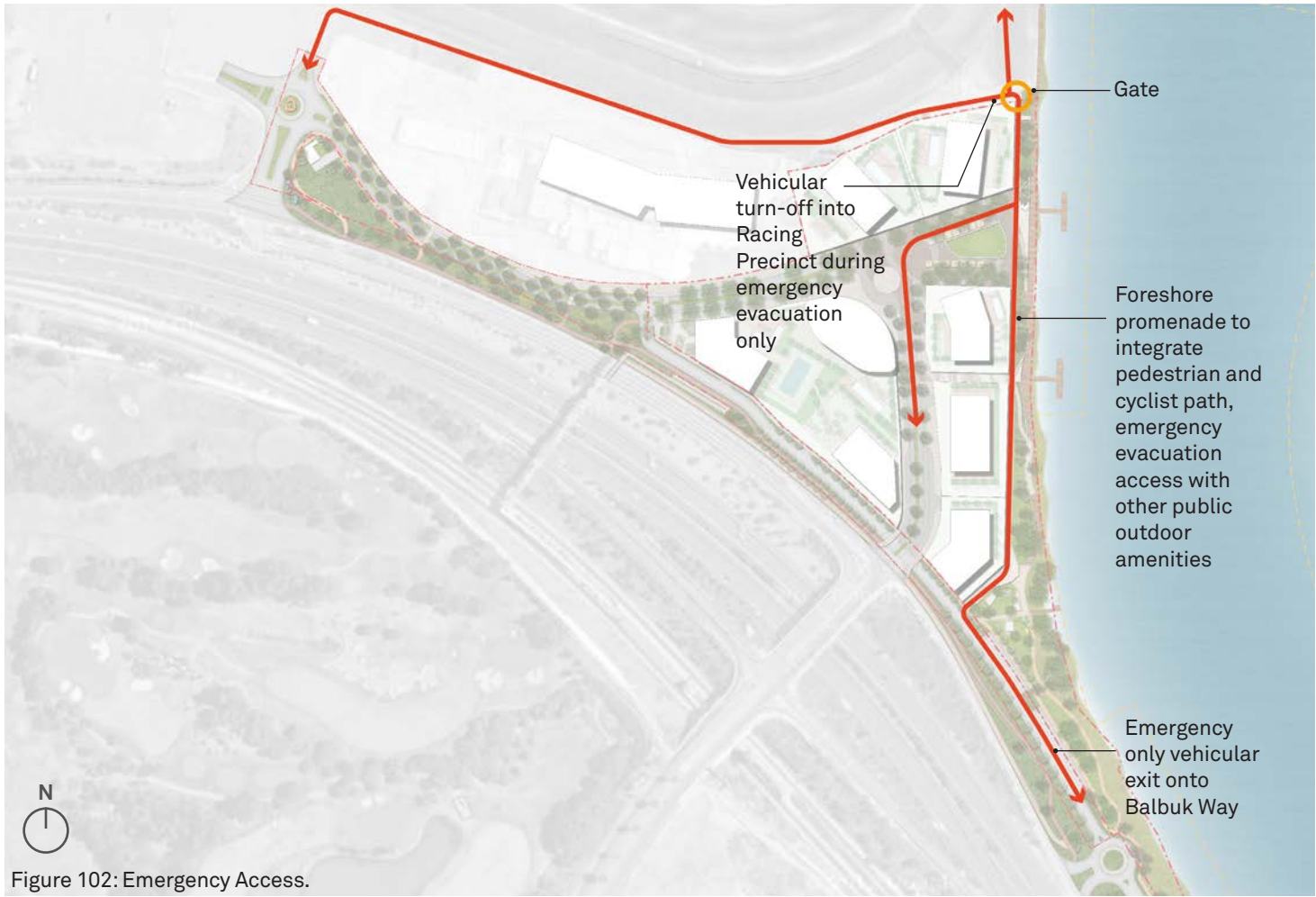


Figure 102: Emergency Access.

8.2 Design Element 7: Service Infrastructure

8.2.1 Key Services Infrastructure

Objective
To ensure appropriate concealment and separation of services infrastructure to areas of intended amenity including active streets, foreshore reserves and residential areas.

- Development Criteria*
- Any services infrastructure should be located in the areas of least impact to the public realm.
 - Any pumping station shall be designed to be a discrete element in the public realm. Wherever possible, the pump station should be located below ground.
 - Areas around pumping station(s) shall be well landscaped and designed according to section 6.5 Crime Prevention Through Environmental Design.
 - Transformers shall be concealed within buildings where possible.
 - Where transformers are located within buildings, access shall be provided to the satisfaction of the local government authority and Western Power.

Note: All service infrastructure criteria are subject to Service Authority design requirements and approval processes.

- Design Guidance*
- Pump station location(s) shall comply with any minimum separation distances recommended by EPA Guidance Statement No. 3 ‘Separation Distances between Industrial and Sensitive Land Uses’.





Part Five: Implementation

Part Five: Implementation

PART FIVE: IMPLEMENTATION

A series of works packages are required to support the planning and approval process for development within Precinct D. The following table identifies the required works packages, the relevant submission and approval triggers as well as responsible approval authorities.

The requirement for these works packages stems from the Belmont Park Racecourse Redevelopment Structure Plan, the expectations of the local government authority and the normal land development process.

9.0 APPROACH TO IMPLEMENTATION

Development will proceed in an orderly and proper manner. Information and supporting documents are to be provided at logical points in the development process to provide approval authorities with sufficient evidence for approval of development.

In particular, it is noted that the local government authority has opportunity to review and require information consistent with the approved local structure plan and this Local Development Plan as part of the subdivision approval process.

Works packages may be deferred as agreed with the local government authority and other relevant approval authorities, and may be subject to development bonds or legal agreements between the parties.

9.1 Works Packages and Requirements

Deliverable	Trigger	Approval By
Planning Strategies		
Foreshore Management Plan	Provided prior to the approval of the Local Development Plan.	Local Government with advice from the Swan River Trust.
Open Space Management Strategy	Prepared prior to approval of the Local Development Plan.	Local Government
Open Space Management Plan	Prepared prior to approval of the Local Development Plan	Local Government
Parking Management Strategy	Prepared prior to approval of the Local Development Plan	Local Government on advice from the Western Australian Planning Commission
Parking Management Plan	Prepared for individual development sites i.e. development approval condition or as part of the Local Development Plan	Local Government
Services Handover Strategy	Prepared prior to approval of the Local Development Plan. Details to be considered for any subdivision application.	Local Government Note: Services Authorities have separate design requirements and approval processes which may vary from time to time.
Outline Maintenance Strategy	Prior to approval of the Local Development Plan <i>Outline Maintenance for the Foreshore Reserve to be included in the Foreshore Management Plan.</i> <i>Outline Maintenance Strategy for Open Space included in the Open Space Management Strategy and Plan.</i>	Local Government
Earthworks and Preloading Strategy <i>Preloading is not a requirement of Precinct D.</i>	Prior to the approval of the Local Development Plan	Local Government



Part Five: Implementation

Works Package / Report	Trigger	Approval By
Detailed Strategies, Design and Works		
Foreshore Reserve (Design and Works)	Separate Development Application Required	Swan River Trust, Local Government
Earthworks, roads and drainage	Condition of subdivision approval	Local Government
Urban Water Management Plan	Condition of subdivision approval	Department of Water, Local Government, Swan River Trust
Major roads (e.g. Graham Farmer Freeway interface)	Condition of subdivision approval	Main Roads WA
Open space and public realm	Condition of subdivision approval	Local Government
Services (including power, water, sewer)	Condition of subdivision approval	Relevant service authority
Environmental investigations, management plans and works	Condition of subdivision approval	Department of Environmental Regulation
Traffic management plan for civil services construction works	Condition of subdivision approval or Condition of Development Approval (if earthworks is undertaken as forward works)	
Community Development Plan	Community Development Framework Plan prepared as a condition of subdivision approval. Final community development plan prepared in consultation with residents following occupation.	Local Government The community / residents with input from Local Government
Public art master plan	Condition of subdivision approval	Local Government Authority
Acid Sulfate Soils Report	Supplied as a condition of subdivision approval where required.	Department of Environmental Regulation / WAPC

Staging, delivery and handover of infrastructure and public realm works is to be consistent with the approved Services Handover Strategy. Where treatments are identified during implementation planning as likely to be damaged by the built form construction, works may be deferred subject to suitable arrangements being made with the Local Authority. The scope of deferred works and the required arrangements will be discussed and agreed with the Local Authority prior to commencement of engineering works.

Part Five: Implementation

9.2 Indicative Staging Approach
Precinct D will be developed in a number of stages, indicatively being:

- Stage 1
- 1. Subdivisional roads, connections to the regional roads network, associated civil infrastructure and public realm works (excluding the foreshore);
 - 2. Construction of the Principal Shared Path along Placid Avenue;
 - 3. Building works on Plaza, Lots 1 and 2 and adjacent river foreshore works;

- Future Stages
- 4. Building works on Lot 3 and adjacent river foreshore works;
 - 5. Building works on lots 4 and 5 and adjacent river foreshore works.
 - 6. Building works to the central development site.

Notes
The river foreshore will be developed in stages, matching the front of development proceeding north to south. This will ensure minimal damage to eventual foreshore infrastructure at the time of civil lot construction as well as during construction of buildings.

Any traffic light signal changes will require approval by Main Roads WA.

The WATC stables and show circle are currently located over the northern development site to the west of the existing grandstand building in Precinct C. These facilities will be relocated.

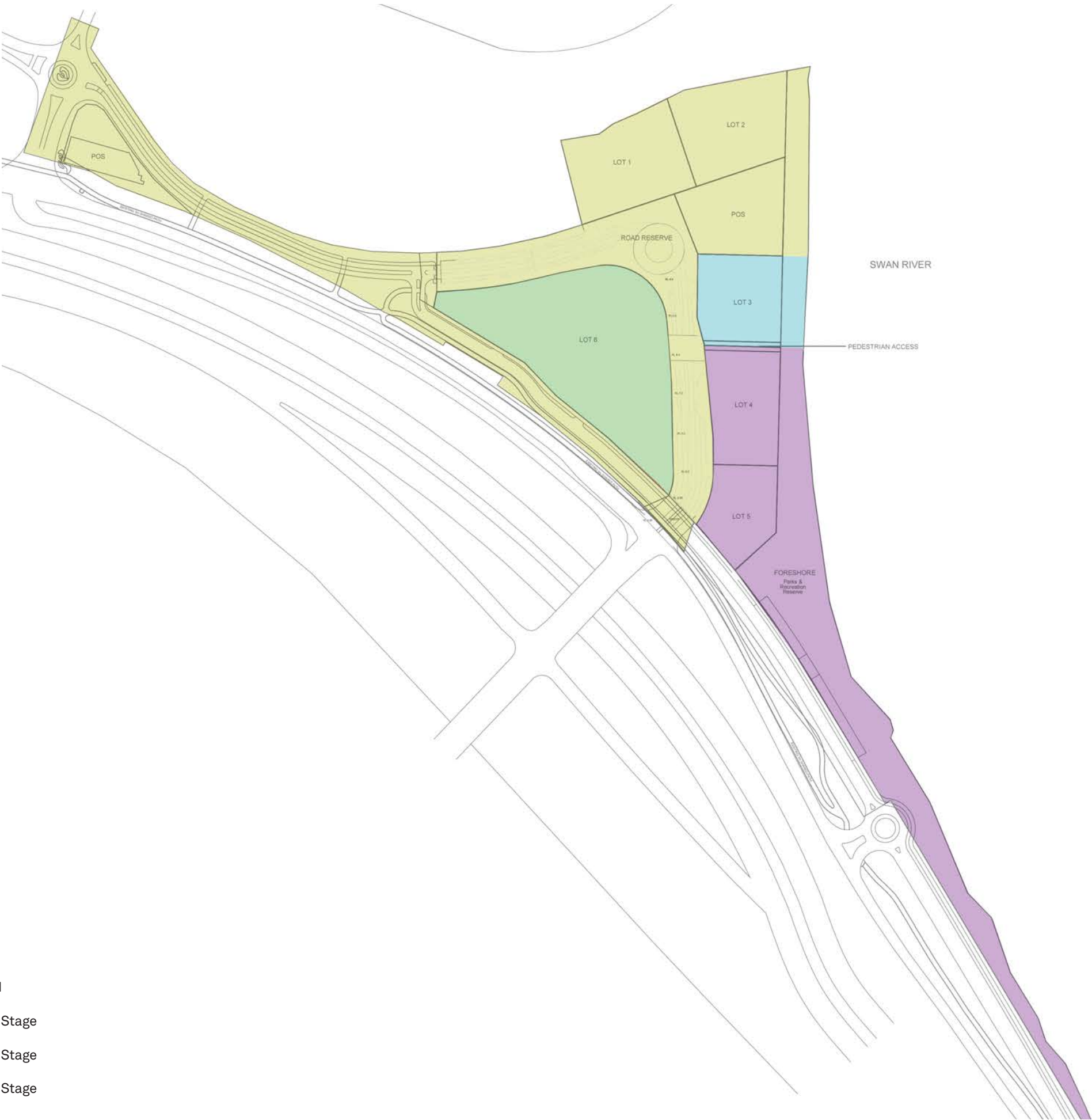


Figure 103: Indicative Staging Plan.

9.3 Treatment of Undeveloped Sites

Precinct D will be developed in a number of stages for both civil and building works. Civil works stages will create a number of building sites that will provide the opportunity for a staged building construction program. An indicative staging plan for both civil and building works is shown in Figure 103.

Staging will be planned to ensure that Precinct D is developed in a cohesive manner that will enable completed dwellings and residents to co-exist with buildings under construction.

- Land awaiting development will be subject to measures that ensure the development:
- is not unsightly and intrusive
 - is not subject to wind erosion and undue dust
 - does not have unauthorised access or dumping of waste.

- Strategies to address the above will include:
- On-going site security
 - Interim fencing, where necessary
 - Surface stabilisation, where necessary, by grass seeding and / or mulching
 - Screening key locations with hoardings, temporary art works and poster illustrations of the development
 - Interim land uses, where practical, such as a temporary managed car park, site set down area, storage of construction vehicles and materials or other uses approved by the local government authority.
 - Temporary landscape treatments for specific locations

9.4 Infrastructure

9.3.1 Wastewater

The Belmont Racecourse development (including Precinct D) falls within the Water Corporation’s current wastewater licence area. Water Corporation regional planning indicates a wastewater pumping station (Rivervale WWPS ‘B’) is required at the western end of Precinct D. This pump station will adequately service Precinct D and the remaining stages of the ultimate Belmont Racecourse development.

All proposed lots within Precinct D will have a gravity sewer connection. A below ground gravity sewer network will convey wastewater to the pump station.

The proposed pump station will discharge to an existing Water Corporation gravity sewer in Rowe Avenue (near Great Eastern Highway). Wastewater will be pumped 1.7km via a proposed DN250 pressure main adjacent Graham Framer Freeway. Construction of a DN375 gravity sewer within Hawksburn Road will also be required.

9.3.2 Potable Water

The Belmont Racecourse development (including Precinct D) falls within the Water Corporation’s current water licence area. Water Corporation regional planning is currently being updated to reflect proposals for water supply to the Perth Stadium site adjacent Victoria Park Drive.

At this time, the Water Corporation have advised that a DN500 water distribution main is required to be extended below Graham Farmer Freeway from Victoria Park Drive. This extension will service all proposed lots within Precinct D and other precincts of the ultimate Belmont Racecourse development.

All proposed lots within Precinct D will be connected off an internal water reticulation network.

9.3.3 Underground Power

Precinct D can be serviced by Western Power’s existing power network. At this time, Western Power has confirmed the existing network has sufficient capacity to supply power to Precinct D from an existing HV feeder located approximately 150m from the development site.

All proposed lots within Precinct D will be serviced via an underground cable network.

Future development beyond Precinct D will require network upgrade.

9.3.4 Gas

ATCO Gas have confirmed there is capacity to service the initial stages of Precinct D. Existing medium pressure gas mains in Goodwood Parade have capacity to service the first 700 dwellings, before an upgrade to the system is required.

All proposed lots within Precinct D will be connected off an internal gas reticulation network.

9.3.5 Telecommunications

Telecommunication servicing can be achieved via extension of the existing telecommunication copper and fibre optic network in the vicinity.

All proposed lots within Precinct D will be connected off an internal telecommunications reticulation network.

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