

BELMONT PARK RACECOURSE PRECINCT C LOCAL DEVELOPMENT PLAN

PRECINCT C: LOCAL DEVELOPMENT PLAN

**Hames
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Prepared for Perth Racing

JANUARY 2017

REVISION SCHEDULE

No.	Date	Details	Approved by
1	8 March 2015	Preliminary Draft / Document Framework	MS
2	19 March 2015	First Draft Detailed Area Plan	MS
3	24 March 2015	Final Draft Detailed Area Plan	MS
4	26 March 2015	Submission Detailed Area Plan (Rev. A)	MS
6	16 June 2015	Revised Detailed Area Plan (Rev. B)	MS
7	25 July 2015	Revised Detailed Area Plan (Section 1, 2 and 3)	CS
8	14 August 2015	Revised Detailed Area Plan (Section 4 and 5)	CS
9	15 October 2015	Revised Detailed Area Plan (Section 1-5)	CS
10	16 February 2016	Amended Local Development Plan	CS
11	15 September 2016	Amended Local Development Plan following Advertising	CS
12	30 January 2017	Final Local Development Plan	CS



Perth Racing
Belmont Park Racecourse
Redevelopment Precinct C:
Local Development Plan
January 2017

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Existing Belmont Racecourse and Grandstand (view east)

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EXECUTIVE SUMMARY

The Belmont Park Racecourse Precinct C Local Development Plan has been prepared in order to expand upon the framework established by the Belmont Park Racecourse Redevelopment Structure Plan (2013).

Precinct C is located approximately 4km from the Perth Central Business District (CBD) and comprises the existing race track, grandstand, stalls and other racing associated facilities and infrastructure. The Local Development Plan provides an overarching guide for the Town of Victoria Park, relevant agencies and landowners regarding the requirements and design intent for the future development of this significant site.

The Local Development Plan sets expectations for a high standard of development, whilst maintaining the overall objective of Precinct C to accommodate the primary function and operations of racing.

The Local Development Plan intent is for all proposed development to integrate and connect with the surrounding precincts and the Swan River Foreshore, and by doing so transform Precinct C into a destination that caters for current and future surrounding residents, businesses and visitors.

The Local Development Plan has been prepared based on an in depth understanding of the area's history and context and provides a series of site responsive design objectives and requirements.

The Local Development Plan will guide the preparation of development applications, through informing landowners and developers of development requirements and the design objectives of Precinct C, which are required to be addressed as part of any development application.



Existing Belmont Racecourse (view north)



PART ONE INTRODUCTION 01

PRECINCT C – LOCAL DEVELOPMENT PLAN

01 PART ONE: ADMINISTRATION

1.1 PURPOSE AND STRUCTURE

1.1.1 LOCAL DEVELOPMENT PLAN: PURPOSE

The Belmont Park Racecourse Precinct C Local Development Plan (LDP) has been prepared to guide the detailed design and development of Precinct C, as identified in the Belmont Park Racecourse Redevelopment Structure Plan 2013 (the Structure Plan).

The Structure Plan identifies the redevelopment vision for the Eastern Gateway to Perth which involves the redevelopment of Belmont Park Racecourse, as well as the development of residential, commercial, retail, entertainment and civic spaces located within the surrounding precincts.

The LDP seeks to establish high quality design standards, as well as maintain the overall objective of Precinct C to accommodate the primary function and operations of racing.

This LDP has been prepared for (and will apply to) the entirety of Precinct C, as identified on Figure 1. It will guide the decision making process for the Local Government Authority (and other approval agencies) when determining a development application.

The LDP will guide the preparation of development applications, through informing landowners and developers of development requirements and the design objectives of Precinct C.

1.1.2 LOCAL DEVELOPMENT PLAN: OBJECTIVES

The LDP seeks to achieve a high standard of design, facilitate place activation and satisfy the overarching precinct objectives. The key objective for Precinct C is to accommodate the primary function and operations of racing. The existing grandstand is proposed to be redeveloped into an iconic building and a community facility (for use by the public) will be located to the west (adjacent to the grandstand). Prior to the development of the community facility this area will be used for horse float parking, and will be developed some time after the grandstand and provide suitable community facilities for the surrounding residents.

Other objectives of the LDP include achieving a higher standard for development whilst currently satisfying the overarching objectives of the Structure Plan (2013). The site

is a sports destination and the home of Perth's winter racing season, bringing people to Belmont Park Racecourse on a seasonal and weekend basis. It is the objective of Perth Racing to upgrade the racecourse and associated facilities, including the multi-purpose grandstand, outdoor viewing areas, stables, parade ring, car parking, maintenance and equipment facilities and quarantine / veterinary facility, to significantly increase the use of the racecourse and its attendance. The track has the potential to operate all year round, with the possibility of twilight racing meetings being introduced in the future.

The fundamental objectives of the LDP are summarised as follows:

- + Accommodate the primary function and operations of racing;
- + Establish high quality design standards through Precinct C;
- + Allow for the development of a community facility that is iconic, publicly accessible and that contributes to the diversity of Precinct C;
- + Create an activated pedestrian route adjacent to Seabiscuit Drive which provides safe pedestrian access to the Belmont Park railway station and adjoining precinct's;
- + Create a Swan River foreshore that is stable, manageable, publicly accessible and safe; and
- + Provide for an integrated pedestrian network that allows access to the river and surrounding precincts.

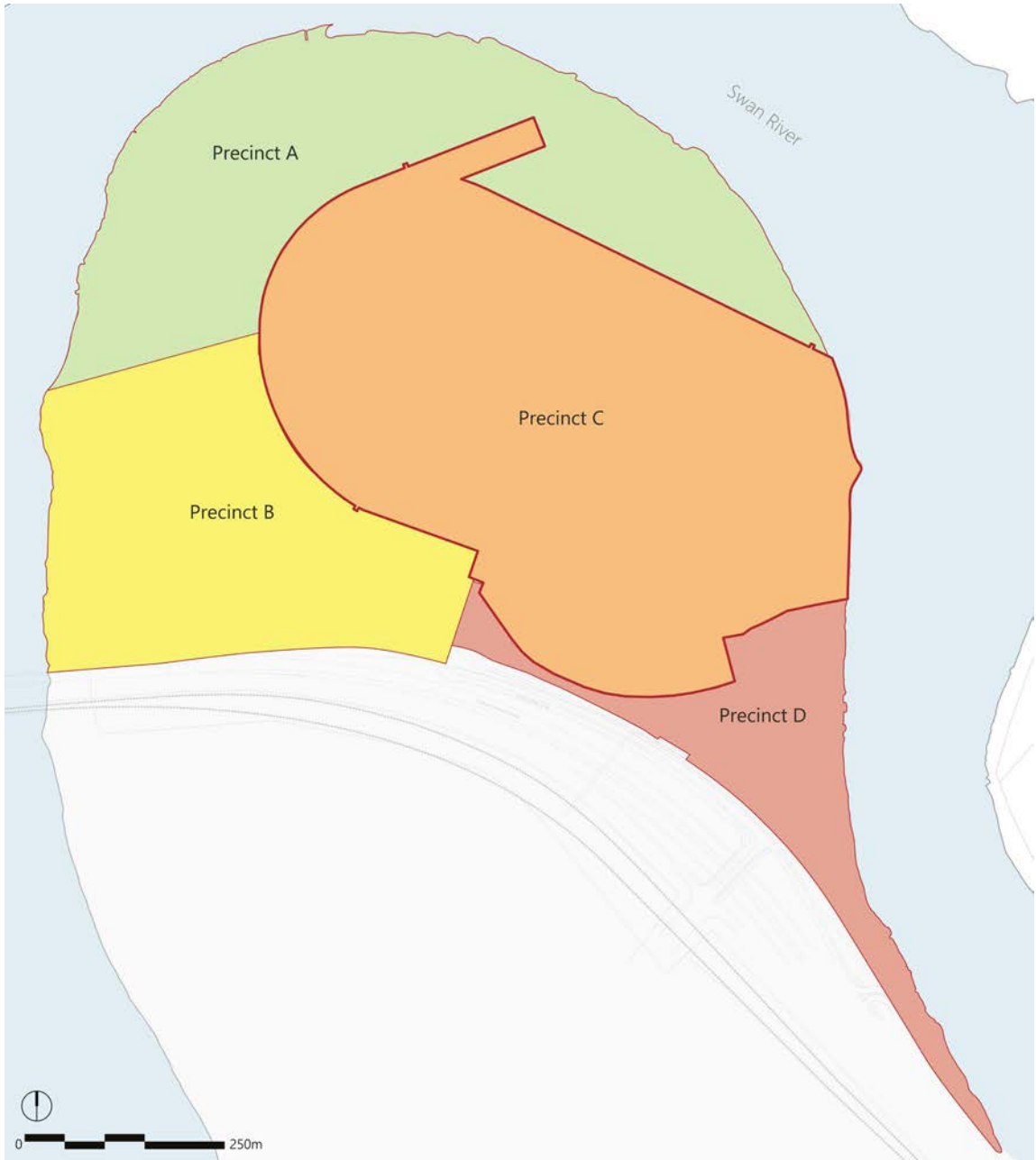


Figure 1: Precinct Location Plan

1.1.3 LOCAL DEVELOPMENT PLAN: STRUCTURE

This LDP is provided in five parts:

Part One: Administration

Outlines the procedural context for the LDP; identifies its relationship to other planning legislation and provides a description of the documents purpose.

Part Two: Site Analysis

Includes a site and context analysis, providing design rationale through the identification of various site considerations influencing the design development process.

Part Three: Vision and Objectives

Outlines the vision and objectives for Precinct C including design principles which will underpin all future development.

Part Four: Precinct C Local Development Plan

Specifies design requirements and standards that a development application must achieve. The LDP covers a number of design elements. For each design element the following structure has been adopted:

Design Objectives: Outline the intent of each design element and philosophy for the development criteria. Any development within Precinct C needs to achieve the design objectives.

Development Criteria: Details the criteria which any application to commence development shall address. Where a development criterion cannot or is not met, 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 to guide the design of development. The development criteria are not intended to limit design but provide opportunity for developers and designers to create innovative design responses, whilst upholding the design objectives of Precinct C.

Design Guidance: Where appropriate, design guidance has been provided in order to assist the proponent in responding to the design objectives and development criteria. These items are not intended to be compliance requirements. It is expected that all the design elements are considered cumulatively when preparing and assessing a development proposal.

Part Five: Implementation and Staging

This section describes the intended approach to staging and implementation of works within Precinct C.

1.1.4 APPLICATION OF THE LOCAL DEVELOPMENT PLAN

The provisions of the LDP apply to the area contained within the solid red line depicted as Precinct C on Figure 1.

1.1.5 VARIATION TO THE LOCAL DEVELOPMENT PLAN

The process for preparation and modification to a LDP is provided within the Town of Victoria Park Town Planning Scheme No. 1 Clause 29AB Development Areas and Structure Plans.

1.2 RELATIONSHIP TO OTHER PLANNING INSTRUMENTS

1.2.1 BURSWOOD PENINSULA DISTRICT STRUCTURE PLAN

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

1.2.2 BELMONT PARK RACECOURSE REDEVELOPMENT STRUCTURE PLAN

The Belmont Park Racecourse Redevelopment Structure Plan (2013) has guided the content of this LDP, based on:

- + Clause 7 Overarching Objectives;
- + Clause 8 Overarching Design Principles;
- + Clause 9 General Subdivision and Development Requirements;
- + Clause 13 Planning Requirements for Precinct C;
- + Part Two: Explanatory Section; and
- + Technical Appendices.

Where appropriate, the requirements of the Structure Plan apply and the LDP seeks to provide further detail to the implementation of the Structure Plan requirements.

1.2.3 TOWN OF VICTORIA PARK TOWN PLANNING SCHEME NO 1

Precinct C is subject to the provisions of the Town of Victoria Park Town Planning Scheme No. 1 (the Scheme).

The LDP is adopted under the provisions of the Scheme, and shall be read in conjunction with the Scheme and related planning policies.

Where applicable, the development criteria (as set out under each design element) are worded according to the relevant text contained within the Scheme and/or the Belmont Park Racecourse Redevelopment Structure Plan (2013).

1.2.3.1 PLANNING POLICIES

The LDP complements any relevant planning policies. Where a provision of this LDP conflicts with a provision of a relevant planning policy, the provision of this LDP shall apply.

1.2.3.2 DETERMINATION OF NON-COMPLYING APPLICATIONS

In determining an application for development approval, the responsible authority will have due regard for relevant provisions of the Scheme, including those matters to be considered by Council pursuant to Clause 36 of the Scheme.

1.2.4 OTHER LEGISLATION

Other legislation and strategies apply to development within Precinct C and are to be considered in conjunction with this LDP. The nature and extent of relevant legislation will evolve over time. At the time of writing, such relevant legislation and strategic documents included:

- + Directions 2031 and Beyond, August 2010;
- + Central Metropolitan Perth Sub-Regional Strategy, August 2010;
- + Swan and Canning Rivers Management Act 2006;
- + Environmental Protection (Noise) Regulations 1997;
- + State Planning Policy 2.10 - Swan-Canning River System, and;
- + State Planning Policy 5.4 Road and Rail Transport Noise and Freight Considerations in Land Use Planning.

1.3 APPLICATION FOR DEVELOPMENT APPROVAL

1.3.1 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 development 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.

1.3.2 DETERMINING AN APPLICATION

The determining authority is guided by the LDP in determining an application for development approval. The determining authority may have regard to advice from the Design Review Committee as to whether the application demonstrates a high standard of development and appropriate design outcomes which satisfy the overarching design objectives of Belmont Park Racecourse Redevelopment Structure Plan (2013).

1.3.3 APPLICATION REQUIREMENTS

The following information must be submitted with any application for development approval. All registered professionals in the design, planning or construction industry are required to submit applications electronically to the Town of Victoria Park. All application shall include:

- + Completed application forms signed by all owners of the land;
- + Payment of relevant application fee/s, and;
- + Copy of Certificate of Title.

1.3.3.1 PLANS AND DRAWINGS

The following plans and drawings are to be submitted at a minimum scale of 1:100 unless noted otherwise:

- + Existing site feature survey;
- + Site development plan, taking into account adjacent development;
- + Site and context analysis plan;
- + Floor plans (1:100 at A1);
- + Elevations (1:100 at A1);
- + Photomontages (1:250 at A1);
- + Major sections;
- + Street perspective;
- + 3D Modelling;
- + Overshadowing plans, and;
- + Landscaping plan.

1.3.3.2 DEVELOPMENT APPROVAL REPORT

A development approval report is to be submitted which provides a response to the Design Objective and each Development Criterion in the 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.

If the applicable Development Criteria cannot be achieved then the report must demonstrate how the relevant Design Objectives have been addressed, with additional justification and cross reference to the appropriate plan or other supporting information that illustrates the response. A general discretion under the Scheme allows for variations to provisions where considered appropriate.

1.3.3.3 DESIGN RESPONSE STATEMENT

A design response statement inclusive of written text, drawings and photographs shall be provided with applications for development 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 C.

1.3.3.4 OTHER MATTERS

Where applicable, and if not otherwise addressed, details on the following specific matters are to be supplied:

- + Wind Impact Study;
- + Stormwater Management Plan;
- + CPTED Report;
- + Building Services Provision;
- + Resource Efficiency Report;
- + Traffic Impact Assessment;
- + Waste Management Report;
- + Acoustic Report;
- + Acid Sulphate Soils Report; and
- + Colours and materials schedule for external areas (indicating material, location and extent).



PART TWO SITE ANALYSIS 02

PRECINCT C – LOCAL DEVELOPMENT PLAN

02 PART TWO: SITE ANALYSIS

2.1 SITE AND CONTEXT ANALYSIS

2.1.1 CONTEXT

The Belmont Park Racecourse is located within the Belmont Park Racecourse Redevelopment Structure Plan area, upon the Burswood Peninsula and located approximately 4 km from the Perth Central Business District (CBD). The site is located within the Town of Victoria Park in a strategic location close to the CBD and with direct access to major transport routes including the Graham Farmer Freeway and Belmont Park Train Station.

The Belmont Park Racecourse Redevelopment Structure Plan sits within the wider Burswood Peninsula District Structure Plan area. The Burswood Peninsula District Structure Plan seeks to transform the inner city into a vibrant place for people to live work and recreate, whilst also accommodating Perth's rapidly growing population. Both structure plans seek to intensify land uses in and around the central city in order to capitalise on existing infrastructure, achieve infill housing, revitalise underutilised land and fulfil the aims of Directions 2031 and Beyond (WAPC). Key projects, including the new Perth Stadium and Crown Entertainment Complex, significantly contribute to the function of The Peninsula as a sports and entertainment precinct. Developments including The Peninsula and The Springs transform the area into a mixed use locality.

Planning for the Belmont Park Racecourse Redevelopment area provides an opportunity to build on an emerging synergy with the identified developments. The Belmont Park Racecourse redevelopment will make a significant contribution towards the revitalisation of the eastern gateway into the Perth CBD. It will also be a catalyst for the future transformation of the Belmont Park Racecourse Redevelopment area into a major tourist, recreation, entertainment, high density residential activity centre building on key developments identified in Figure 2.

2.1.2 RELATIONSHIP TO SURROUNDING PRECINCTS

The proposed developments are located within Precinct C of Belmont Park Racecourse Redevelopment Area. Precinct C lies in the centre of a broader redevelopment area comprising four precincts, these being:

- + Precinct A: A diverse residential community set within a landscaped setting with a strong physical and visual connection with the racecourse, foreshore and the Swan River.
- + Precinct B: A high density living and working environment, supported by onsite amenities, leisure facilities and retail. Precinct B will provide a mix of uses suitable for its contributing role in the wider Burswood Peninsula Activity Centre and will provide for local employment and a destination for employees and visitors alike.
- + Precinct C: Accommodates the primary function and operation of racing. It is to incorporate a race track, grandstand, stables and other racing associated facilities and infrastructure. Precinct C will also house an iconic community facility for public use.
- + Precinct D: Provides a mix of land uses appropriate for a Transit Oriented Development, including high density residential, office, commercial and retail, restaurants, a piazza, pedestrian thoroughfares and shared spaces for vehicles and pedestrians.

In planning for the redevelopment of Precinct C, it is important to acknowledge the relationship of the site within the surrounding locality in order to facilitate precinct integration and land use compatibility. The immediate context of Precinct C is shown on Figure 2 and key areas of integration include:

- + Built Form;
- + Pedestrian Connectivity;
- + Vehicle Movement; and
- + Land use provision and allocation.

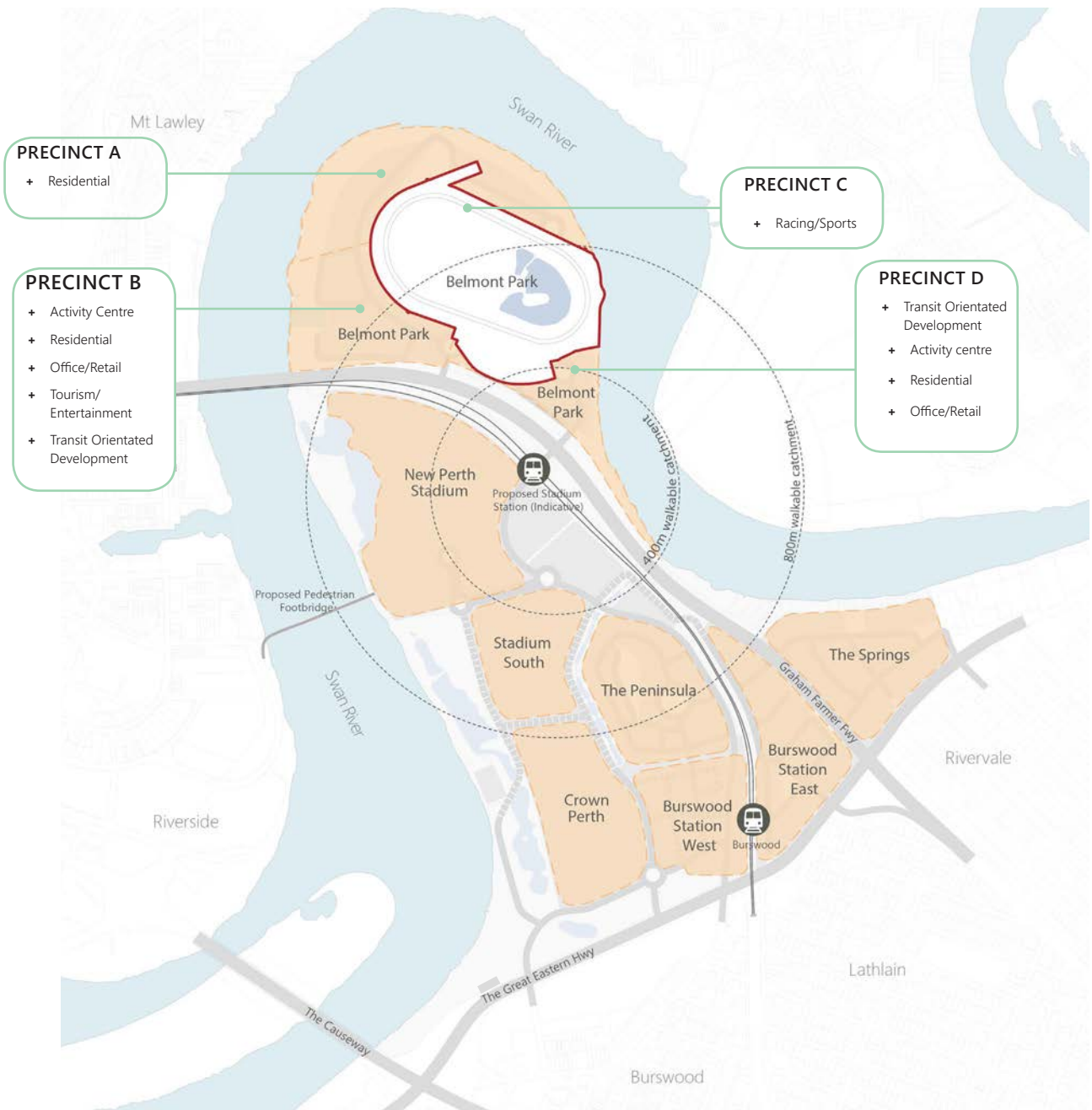


Figure 2: Context

2.1.3 SITE LOCATION

Precinct C is described as Lot 9101 and Lot 9103 comprising 38.638ha in the ownership of the Chairman of the Western Australian Turf Club. It is located within the Town of Victoria Park, approximately 4km east of the Perth CBD on the northern end of Burswood Peninsula.

2.1.4 ENVIRONMENTAL

As shown on Figure 3, the key environmental factor affecting Precinct C is its aspect to the sun, facing north over the race track. This provides the best orientation for solar access, subsequently, design will need to consider shading to provide comfort for patrons.

Development and any open roof terraces will need to consider the impacts of the summer southwest afternoon breezes, and consider appropriate shielding.

Development should present a solid but engaging facade to the freeway and rail line to minimise the associated noise influence on facility operations, whilst also providing hospitable and comfortable gathering spaces with engaging arrival experiences within their forecourts.

2.1.5 PUBLIC TRANSPORT

Belmont Park is currently a 'special events' train station on the Armadale and Thornlie train lines, located directly south of the Structure Plan area. The Belmont Park Train Station provides Precinct C with strong transport links to Perth CBD and regional centres. As a 'special events' station, train services currently stop at the station for race day events, taking approximately 5 minutes to reach Perth Train Station. There are currently no public bus services operating within close vicinity of Precinct C (there are no existing residential or business premises to service).

The proposed development within Precinct C and adjacent Perth Stadium development have the potential to open the Belmont Park Train Station as a regular stop. Direct pedestrian connections from Precinct C will be provided via development within Precinct D and development within Precinct C will encourage and facilitate access to public transport use in the area.

Development should focus on pedestrian comfort to encourage the use of alternate modes of transport, capitalise on existing and proposed new infrastructure and promote walking and cycling, particularly to and from public transport facilities.

2.1.6 MOVEMENT NETWORK

As shown on Figure 4, the Victoria Park Drive and Graham Farmer Freeway off ramps form the two existing vehicle access points to Precinct C. Within the Structure Plan area internal access is provided via Seabiscuit Drive, which also provides vehicle connections to Precincts D and B.

2.1.6.1 EMERGENCY ACCESS EAST OF PRECINCT C ADJACENT THE FORESHORE

As shown on Figure 4, emergency access/egress will be provided via a 6m wide vehicle access path, located on the eastern edge of the race track within Precinct C boundary. This track will be utilised in the event of an emergency and will provide emergency vehicle's access to the northern parts of Precinct C. Control of access will be via gates on the track under the management of the WA Turf Club.

2.1.6.2 PEDESTRIAN AND CYCLE NETWORK

Existing cyclist and pedestrian facilities are provided south of Precinct C (outside the boundary).

A Principal Shared Path (PSP) is located within the Graham Farmer Freeway road reserve, connecting Precinct C to Perth CBD via Windan Bridge. There is a second PSP located parallel to Victoria Park Avenue, which provides east/west and north/south pedestrian access to Precinct C. Pedestrian access to Precinct C is primarily gained from the pedestrian bridge over Graham Farmer Freeway, linking Belmont Park Train Station to Precinct C and Windan Bridge to East Perth.

Proposed development within Precinct C should seek to facilitate the ease of connection to the proposed Precinct D PSP's to allow integration with the existing network of pedestrian and cycling paths along the Swan and Canning Rivers. The existing PSP along Graham Farmer Freeway should also integrate into the proposed Precinct D PSP to allow connectivity with Precinct C.

Opportunity exists to connect Precinct C with Precinct D on the eastern edge of the racecourse and eastern foreshore. Opportunity also exists for the continuation of the shared path system proposed within Precinct D, to be continued within Precinct C, to improve pedestrian and cycle connections. Development within Precinct C should permit this to occur.

Activation of pedestrian and cycle access ways should provide safe and convenient connections for Precincts A and B to Belmont Park Train Station. The design of pedestrian and cycle access ways, in particular the application of WAPC Crime Prevention Through Environmental Design (CPTED) principles which seek to promote walking and cycling opportunities to, from and within Precinct C.

2.1.7 BUILDING DESIGN: RESOURCE EFFICIENCY

A fundamental aspect of resource efficiency in buildings is to design for an extended lifecycle by allowing a structure to be easily adapted to a multitude of future uses. Development within Precinct C should achieve this primarily through a 'loose fit' design, with appropriate materials, combined with large structural spans and generous floor to floor heights. This will reduce any likelihood that the structure will become prematurely redundant, requiring demolition and replacement.

The LDP endeavours to set standards for the implementation of environmentally sustainable design principles. Particular relevance to the development of the Belmont Park Racecourse includes sustainable landscaping, energy use, water use, utilisation of natural ventilation and solar access (further detail is provided in Part Four).

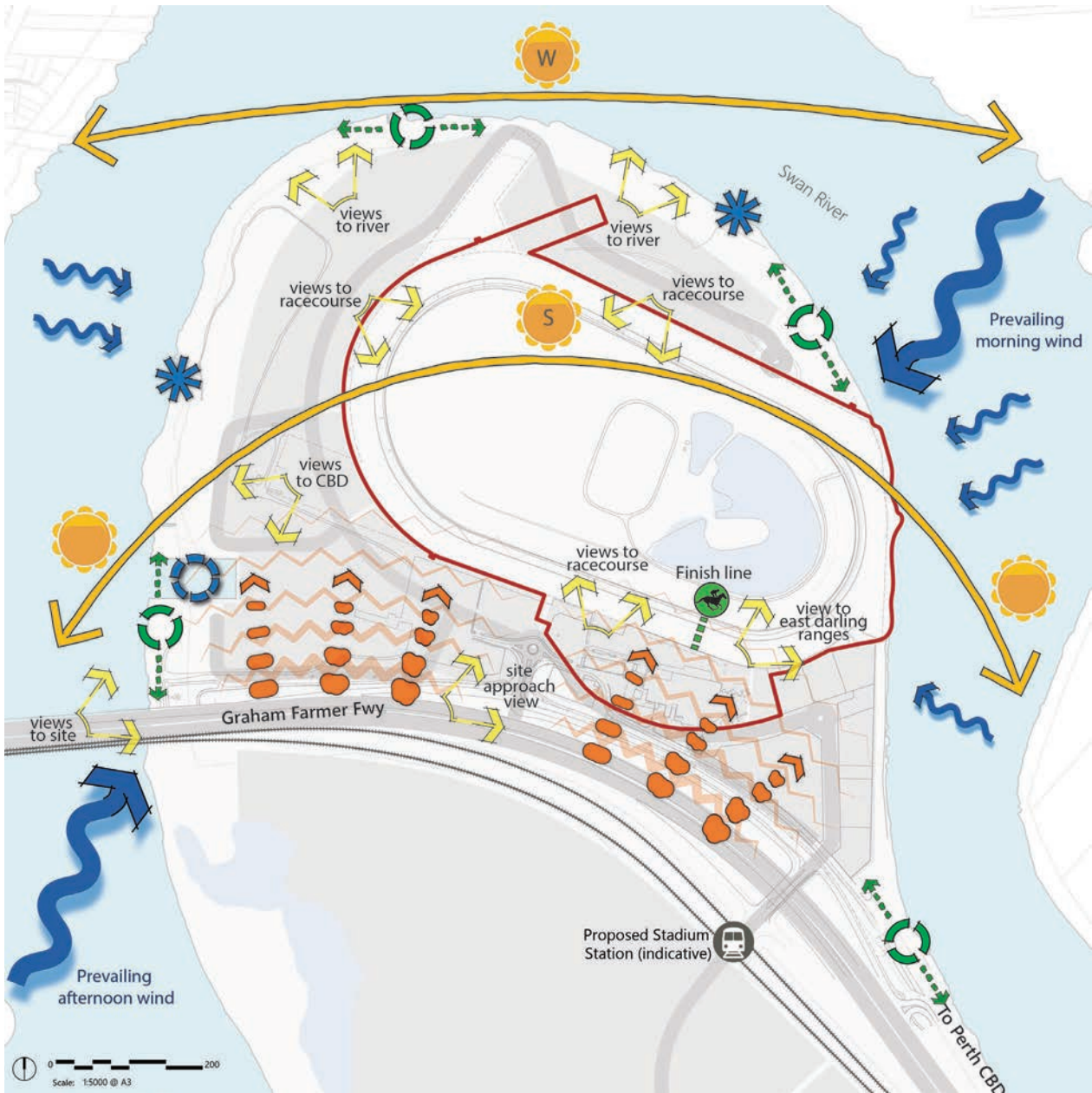


Figure 3: Burswood Peninsula Extract - Environmental factors (Image Source: Fosters Burswood Racecourse Master Plan)

- | | |
|-----------------------------------|-------------------------------------|
| Site | Boat inlet |
| Train line & Station | Boatsheds for recreational purposes |
| Prevailing winds | Views |
| Sunpath - summer (s) & winter (w) | Finish line |
| Foreshore areas | Noise pollution |



Figure 4: Burswood Peninsula Extract - Movement Connections (Image Source: Fosters Burswood Racecourse Master Plan)

- Site
- Primary Regional Road (Graham Farmer Fwy)
- Integrator A
- Integrator B
- Principal shared path
- Foreshore shared path
- Shared path
- Distance from station to the pedestrian arrival point (408m)
- 400m radial distance from the pedestrian arrival point (3.5ha)
- Train line & Station
- River activation point



PART THREE
VISION &
OBJECTIVES 03
PRECINCT C – LOCAL DEVELOPMENT PLAN

03 PART THREE: VISION AND OBJECTIVES

3.1 PRECINCT VISION

The existing grandstand and its associated facilities and infrastructure are the dominating built form features within Precinct C. It is proposed that the grandstand be redeveloped into a new iconic building that will become the 'front door' of Belmont Park Racecourse. As part of the development proposed within Precinct C, a new community facility for use by the public (in the longer term) will be built to provide a hub of activity for community related activities.

Ultimately the redevelopment of Belmont Park Racecourse will enhance the Peninsula's underlying identity of health, leisure and recreation as well as expanding upon the local walking and cycling network and providing extensive public recreation facilities to provide a mixed use development.



Figure 5: Precinct and Surrounds (Image Source: Fosters Burswood Racecourse Master Plan)

3.1.1 OVERARCHING DESIGN PRINCIPLES

The LDP has been prepared, taking into account the overarching design principles of the Belmont Park Racecourse Redevelopment Structure Plan (2013). It is intended that proponents will work in collaboration with landowners in adjoining Precincts to help realise the vision for Precinct C and the Belmont Park Racecourse Redevelopment area as a whole.

The following overarching objectives and design principles are intended to inform and guide the detailed planning process of the Structure Plan redevelopment area and have underpinned the formulation of the LDP.

- + Accommodate the primary function and operations of racing;
- + Facilitate long term viability of Belmont Park Racecourse;
- + Integration with the surrounding area including adjoining Precincts, the Town of Victoria Park and Perth CBD;
- + Provide a safe environment in keeping with WAPC CPTED Principles;
- + Provide a positive and vibrant experience for visitors, employees and surrounding residents;
- + Facilitate redevelopment of the grandstand to provide an iconic building;
- + Optimise the size, location and function of the grandstand and amenities;
- + Promote activation of Precinct C at a pedestrian level and provide safe and accessible pedestrian routes to Belmont Park Railway Station and other Precincts;
- + Provide safe and clear access from Precinct C to the Swan River foreshore;
- + Encourage physical accessibility to racing amenity without compromising the security of Precinct C's primary function;
- + Encourage accessibility to the race track and the Swan River and foreshore;
- + Encourage views and visual accessibility from the public realm to the race track, the Swan River foreshore and river, and;
- + Create a comfortable pedestrian environment through the use of landscaping and building design.

3.1.2 PRECINCT C GUIDING DESIGN PRINCIPLES

Precinct specific guiding design principles apply to development within Precinct C. Similar to the identified overarching design principles, the guiding design principles underpin the LDP and have been used to inform and guide the detailed planning process. Precinct C specific design principles include:

- + Provide activation of the pedestrian route to the railway station;
- + Optimise potential for physical accessibility to racing amenity without compromising the security of its primary function;
- + Optimise the size, location and function of the grandstand and amenities;
- + Provide an optimum amount of commercial/retail to the ground level of the grandstand building;
- + Provide public uses in the centre of the track and create an accessible and safe pedestrian underpass;
- + Provide for pedestrian traffic through the precinct to the river and the adjacent precincts, and;
- + Stables are to comply with the Town of Victoria Park Health Law 2003, the EPA Guidance Statement No. 3 and Belmont Park Racecourse Review of Potential for Malodour Impacts Report (Appendix 16 of Belmont Park Redevelopment Structure Plan 2013).

Design elements contained within Part 4 of this LDP expand on the design principles and objectives. Each design element outlines the design requirements and relevant development criteria that a development application is required to achieve, in order to provide parameters which allow for an informed assessment by the determining authority. This process seeks to achieve key objectives of the Structure Plan, whilst concurrently maintaining high design standards and future development opportunities.

PART FOUR
LOCAL
DEVELOPMENT
PLAN 04

PRECINCT C – LOCAL DEVELOPMENT PLAN

04 PART FOUR: LOCAL DEVELOPMENT PLAN

4.1 DESIGN ELEMENTS

4.1.1 DESIGN ELEMENT 1

LAND USE AND LOCATION

4.1.1.1 DESIGN OBJECTIVES

- + Provide land uses which support and accommodate the primary function and operations of racing and facilitate the development of a multi-purpose grandstand.
- + Provide for future compatible uses that enhance the primary operations of Precinct C.
- + Provide land uses which allow flexibility to accommodate the changing needs of Precinct C and surrounding area.
- + Provide land uses that facilitate a safe pedestrian environment and an activated pedestrian path from the train station to Precinct B.
- + parking: means land used for the parking of vehicles associated with the operations of Belmont Grandstand. This includes members, race day visitors, trailer parking, employees and visitors to the racecourse. The infield area is to be used as the main patron car park for race days and for irregular recreation and entertainment events.
- + reception centre: means premises which may include catering facilities used for functions on formal or ceremonial occasions but are for unhosted use for general entertainment purposes.
- + stable: means any building in which a horse is stabled or kept and includes any shed, loose box, stall or shelter used for the keeping, stabling, feeding, watering, grooming, sheltering, sowing or veterinary treatment of a horse and other associated incidental activities.

4.1.1.2 DEVELOPMENT CRITERIA

- i. The permissibility of land use shall be determined by the Land Use Permissibility table identified in Clause 13 Table C Planning Requirements for Precinct C of Part One of the Belmont Park Structure Plan (2013).

If the use of land for a particular purpose is not specifically listed in the Structure Plan and cannot be reasonably determined as falling within the interpretation of one of the listed uses, the Town of Victoria Park may determine if the use is permitted consistent with Clause 16 of the Scheme.

The pattern of land use across the Precinct as indicated on Figures 6-8 is defined as:

- a. **Foreshore Reserve:** refers to Foreshore reserve as defined by the Metropolitan Region Scheme.
 - b. **Private Recreation:** includes land used for parks, gardens, playgrounds, sports arenas, race tracks, car parking or other grounds for recreation which are open to the public with and/or without charge.
 - c. **Mixed Use:** means the compatible mixing of a range of uses, including retail, office/business services together with a range of complementary uses that are deemed to enhance the primary function of Precinct C and improve the onsite activation. Mixed use includes:
 - + community facility: includes services or facilities for community purposes, including but not limited to health or social services and/or meeting facilities for those who live or work within the Belmont Park locality.
- ii. Any proposed retail component shall not exceed a maximum NLA of 500m².
 - iii. Land use provisions shall provide for a future community facility, as depicted on Figures 6-8.
 - iv. The community facility shall comprise a minimum NLA of 4,100m² and shall provide use types consistent with the definition of 'Community Uses' listed within Schedule 1 'Definitions' of the Town of Victoria Park Town Planning Scheme No. 1.
 - v. A community needs assessment or equivalent study shall be completed and submitted with any major development application for the community facility. This study shall identify expected user groups and provide recommendation for appropriate facilities.
 - vi. Temporary land uses such as construction set down, site management area, use of undeveloped lots for parking or any other temporary use related to the development of Precinct C shall be approved by the determining authority and may include an operational time limit as a condition of any approval.
 - vii. Land use locations shall provide activation at the pedestrian level.

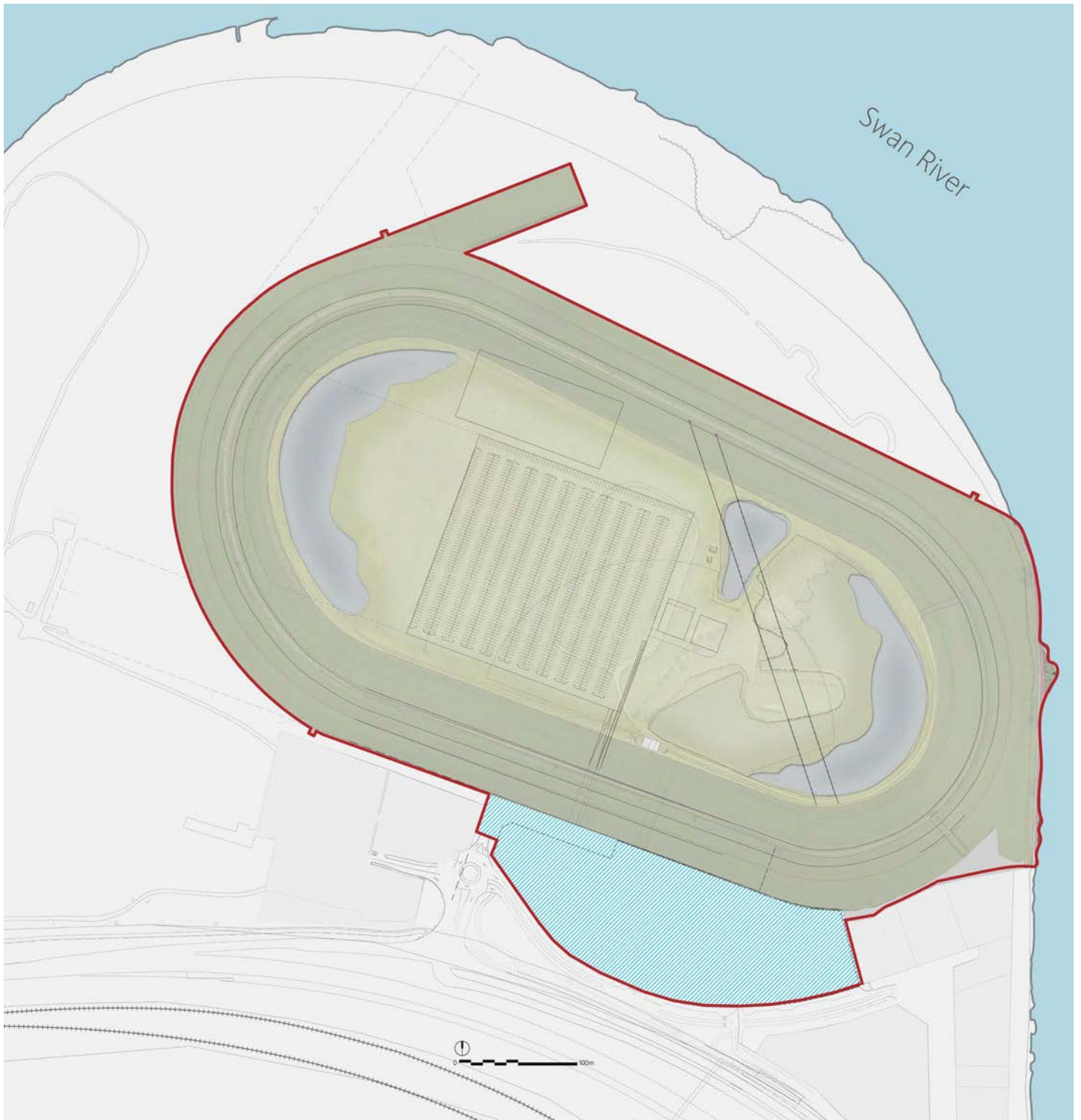


Figure 6: Precinct C - Land Use Allocation

- Precinct C boundary
- Site boundary
- Private recreation
- Mixed-use
- Foreshore reserve

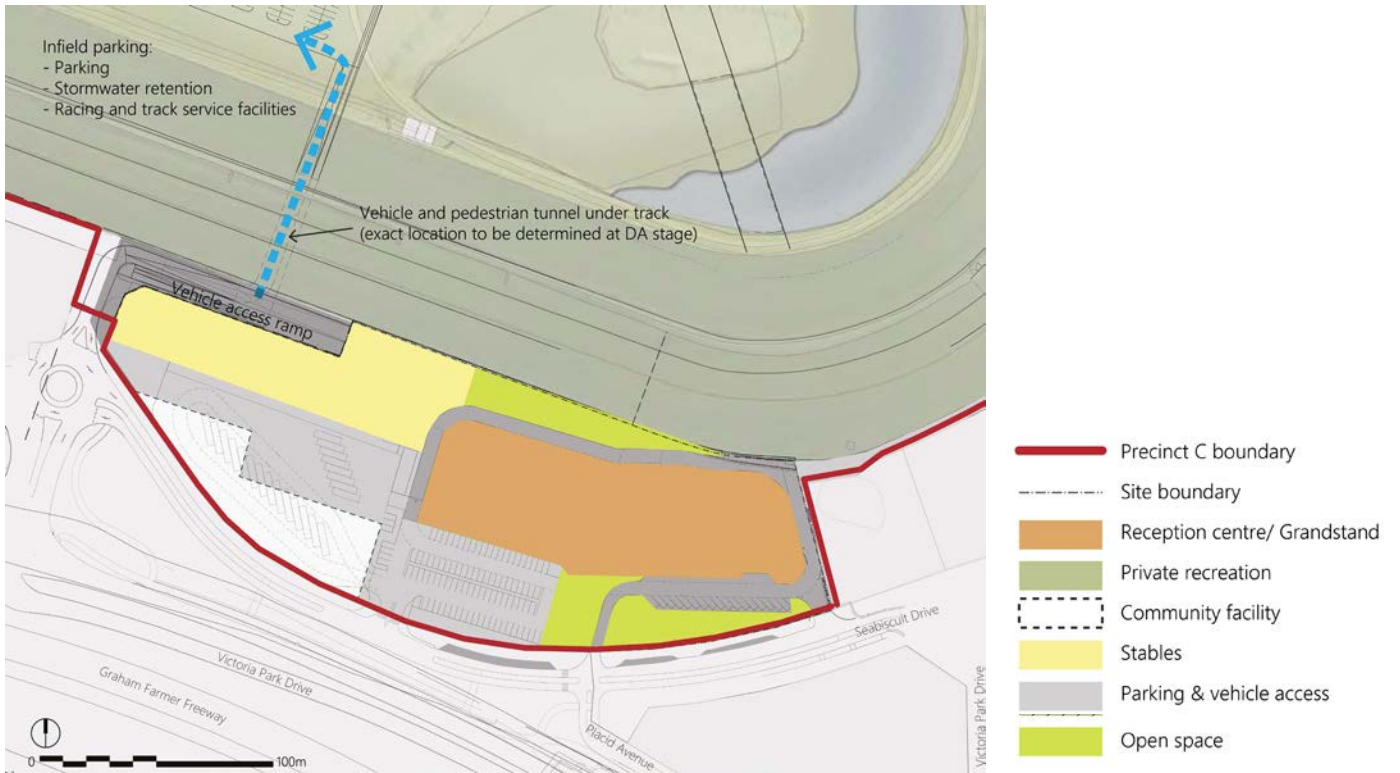


Figure 7: Indicative Land Use Allocation

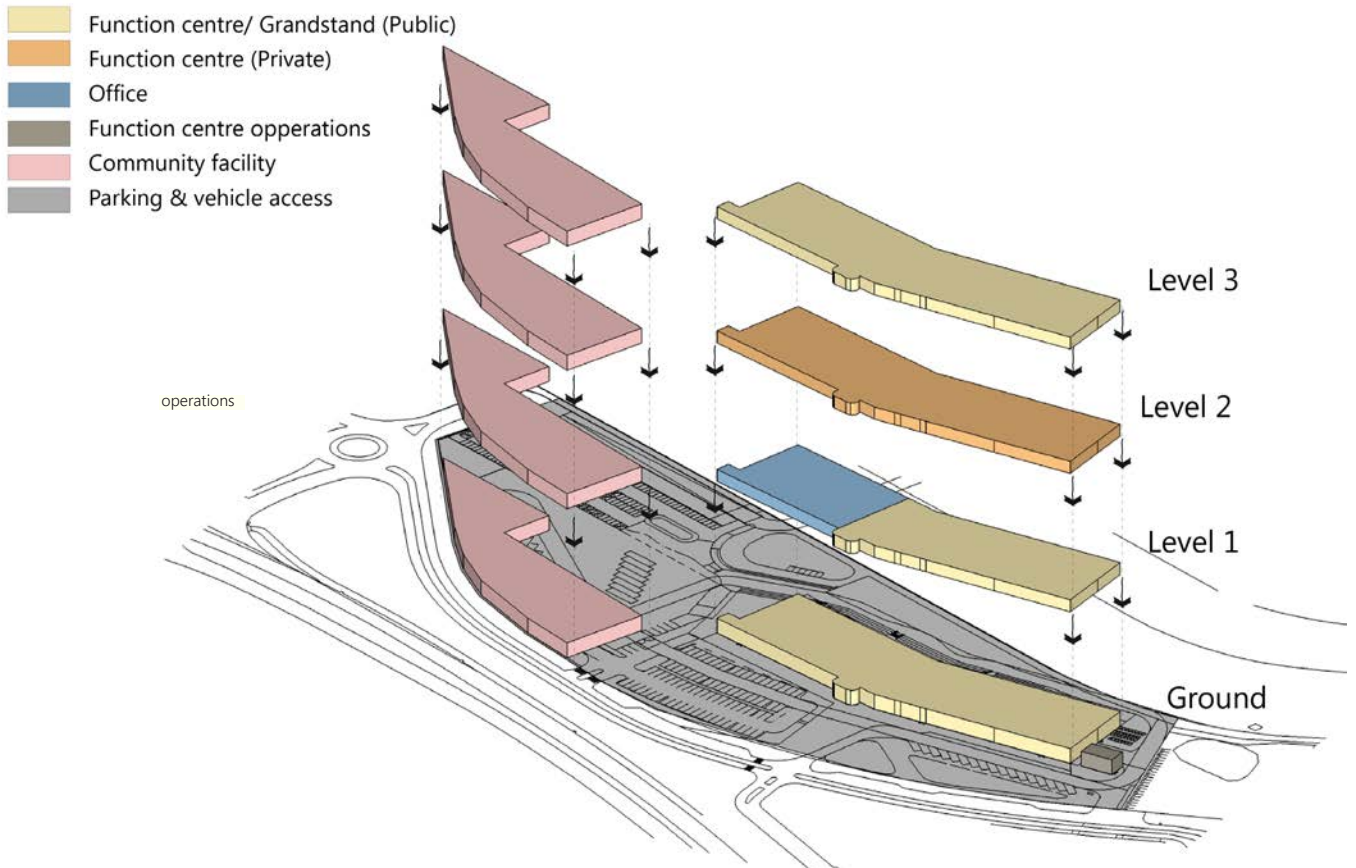


Figure 8: Indicative Land Use Allocation

4.1.2 DESIGN ELEMENT 2 BUILDING APPEARANCE

4.1.2.1 DESIGN OBJECTIVES

- + Provide excellence and innovation in built form design.
- + Integrate new buildings with adjoining precincts through siting, form, scale, character, materials and colours of their setting.
- + Establish a built form that provides permeability and legibility through clear arrival points, safe and efficient access and on-site circulation of pedestrians and vehicles.
- + Provide appropriate design and landscaping to enable surveillance of public areas.
- + Provide a comfortable and safe pedestrian environment through building design
- + Ground floor tenancies shall have a minimum floor to floor height of 4.0m, as measured above the street level;
- + Buildings shall provide clearly identifiable entrances;
- + Awnings are to be provided over pedestrian areas facing the street front. Awnings shall have a minimum depth of 2.4m and minimum clearance height of 3.0m above the finished surface level of the footpath pavement below the awning. Awnings are to be integral to the building design and constructed of complementary materials;

4.1.2.2 DEVELOPMENT CRITERIA

- i. Building appearance shall address the following requirements applicable to each frontage type:
 - a. **Primary Frontages** relate to all façades facing a public street and is considered to be the premier frontage of Precinct C. Design and treatment of primary frontages shall seek to create a vibrant, activated and stimulating pedestrian experience. They shall provide opportunity for passive surveillance of the public realm contributing to the sense of safety and promote pedestrian connectivity from the Belmont Park Train Station and adjoining Precincts. A Primary Frontage will be applicable to the community facility shall horse float parking be relocated to infield and development within the designated community facility building envelope occur. In the interim clause 4.1.2.2 (ii) shall control the treatment of this façade. Primary frontages shall:
 - + Ensure building frontages within the Precinct along the southern boundary of Precinct C complement one another in scale, material and colour;
 - + Ensure façades be designed to provide a high level of visual interest through variation and articulation of architectural treatments and elements;
 - + Have a mandatory nil setback where facing a public street. The Grandstand however, shall have a setback incorporating a forecourt, VIP parking, vehicle access and landscaping;
 - + Building frontages are to incorporate floor to ceiling clear glazing to at least 50% of the street frontage;
 - b. **Secondary Frontages** relate to façades that are internal to Precinct C but may be viewed from adjoining precincts, other than Passive Frontages (refer below). Although not directly adjacent to public streets, secondary façades shall provide passive surveillance and maintain aesthetic appeal. Secondary frontages shall:
 - + Ensure façades are designed to provide a high level of visual interest through variation and articulation of architectural treatments and elements;
 - + Ground floor tenancies shall have a minimum floor to floor height of 4.0m, as measured above the ground level;

- + Buildings shall provide clearly identifiable entrances;
- + Building edges shall integrate with adjacent buildings;
- + Where vehicle access is provided, no disruption shall occur to the pedestrian environment or continuity of the built form; and
- + Building frontages are to incorporate floor to ceiling clear glazing to least 50% of the street frontage. On the basis this outcome does not compromise ESD or NCC compliance.

c. Passive Frontages relate to all façades that cannot be feasibly activated as a result of development limitations associated with service areas and loading dock spaces. Where this occurs the façade must be detailed to create built form interest that adds to the visual amenity of the area. Passive frontages shall comprise treatments which are architecturally appealing and aesthetic both night and day, they shall not directly face a public street, however, they shall:

- + Include a high standard of architectural finish, which contributes to the appeal of Precinct C;
- + Where opportunity exists shall include openings to maintain passive surveillance;
- + Include high quality lighting that provides visual interest and enhances safety; and
- + Ensure service and loading facilities are reasonably screened from view in accordance with Design Element 4.1.10.

ii. In order to provide a safe and activated pedestrian route, throughout the development of the community facility, the southern boundary is to be treated in two stages.

a. Stage 1 – Short term screening of horse float parking

As an interim measure, until such time that the community facility is constructed, an integrated fence and landscape zone shall be applied to the southern edge of Precinct C (as depicted on Figure 13). Landscaping, screening and fencing shall assist in concealing the adjacent horse float parking area, and provide pedestrian access from surrounding precincts and Belmont Park Train Station, without impacting the safe management of horses within the horse float parking area.

The landscape buffer will include:

- + Semi-permeable fencing/screening;
- + Soft landscape buffer a minimum width of 600mm; and

- + Lighting (provided through overspill from horse float parking area, but generally provided from Precinct D street lighting).

b. Stage 2 - Community facility development

Upon development of the community facility, ground floor activation will be provided through the incorporation of Primary Frontage requirements outlined in clause 4.1.2.2 (i)(a).

iii. Application for development approval shall demonstrate that the forecourt area creates a grandstand development that serves as the focal entry statement to Belmont Park Racecourse. This area shall include appropriate landscaping, consistent with Design Element 4.1.3 Landscaping, and include the following features:

- + A clearly defined building entry and point of arrival;
- + An entry forecourt open to the public consisting of soft and hard landscaping, shade trees, quality lighting and street furniture including seating;
- + Quality paving materials, and;
- + Pedestrian connections from adjacent public transport and parking facilities.

iv. Application for development approval shall demonstrate that the horse stalls and community facility are designed to aesthetically integrate and reflect architectural qualities exhibited by the grandstand.

4.1.2.3 DESIGN GUIDANCE

i. Building appearance criteria should seek to facilitate complementary development, and an enhanced public realm that acknowledges that the complete urban build out over Precinct C will be staged. With the staging of Precinct C's development a range of frontage controls have been devised to ensure the design objectives are maintained throughout the development process. The frontages seek to achieve increased activation, compatible built form and an enhanced public realm. Create an iconic grandstand that serves as the focal entry statement to Belmont Park Racecourse.

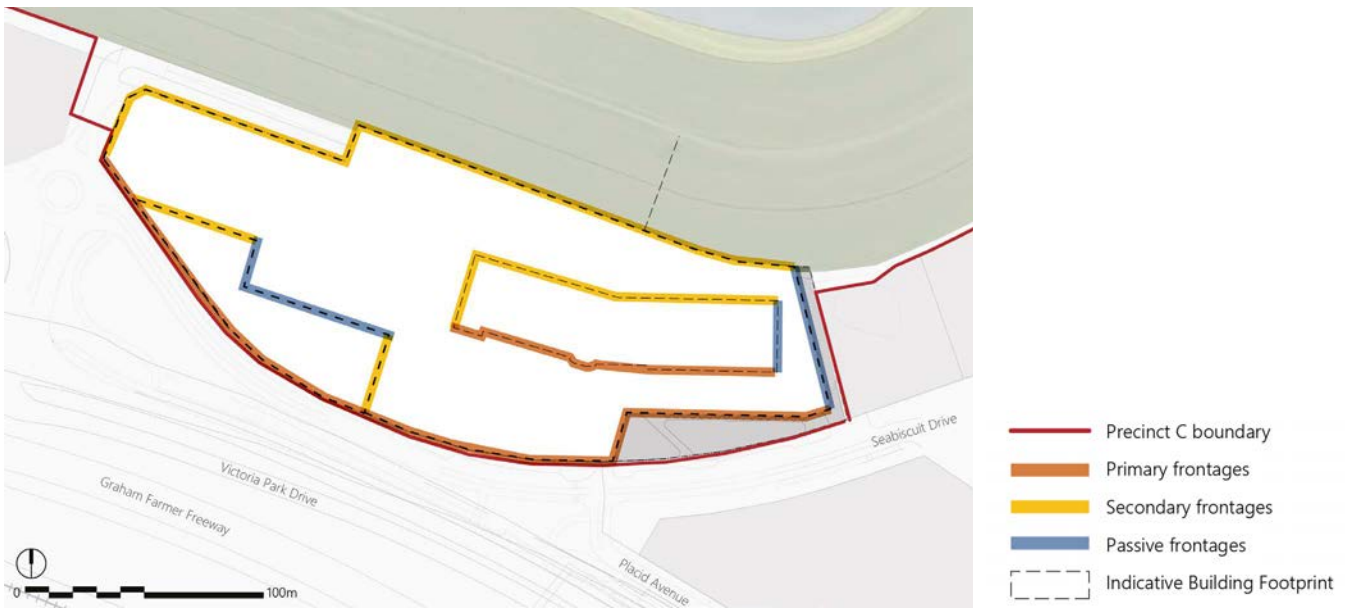


Figure 9: Location of Frontage Type for Precinct and Indicative Building Footprint



Figure 10: Example Primary Frontage



Figure 11: Example Secondary Frontage



Figure 12: Example Passive Frontage



Figure 13: Stage 1 - Example Landscape buffer zone

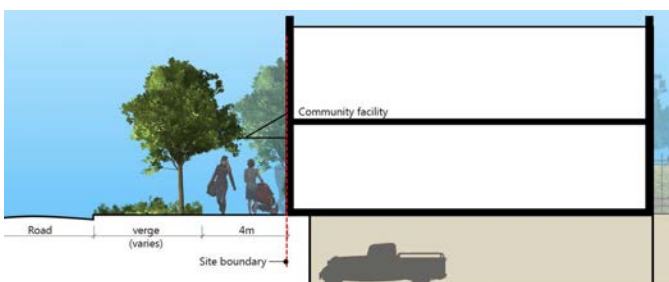


Figure 14: Stage 2 - Example Community Facility (Relocation of horse float parking)



4.1.3 DESIGN ELEMENT 3 LANDSCAPING

4.1.3.1 DESIGN OBJECTIVES

- + Contribute to the character, sense of place and amenity of the development whilst enhancing the public realm.
- + Achieve high level of safety through passive surveillance.
- + Maintain and enhance the role of Precinct C as an eastern gateway to Perth CBD.
- + Ensure visual integration and consistency when Precinct C is viewed externally from surrounding precincts and Graham Farmer Freeway.
- + Employ best practice use of water sensitive urban design principles.
- + Encourage natural way finding through developing a hierarchy of public spaces and arrival points.

4.1.3.2 DEVELOPMENT CRITERIA

- ii. Landscaping is to:
 - a. Contribute to the appearance and amenity of the development;
 - b. Contribute positively to the streetscape;
 - c. Enhance security and safety for patrons of Belmont Racecourse and residents of the adjoining precincts;
 - d. Create a sense of arrival to Belmont Park Racecourse,
 - e. Comprise a combination of appropriate soft and hard landscaping, and;
 - f. Appropriately screen horse float parking facilities.
- iii. Enhance the usability of new facilities and implement the Stormwater Management Plan strategy (e.g. any required flood paths and compensatory stormwater detention structures).
- iv. Improve efficiency, capacity, safety and amenity on race day by separating the movement of pedestrians from private vehicles, buses, taxis, service vehicles, horse floats and horses.
- v. Provide a high quality interface between public and private realms of Precinct C.
- vi. Soften built elements such as carparks, substation buildings and/or service areas through low level planting and provide flexible space to accommodate crowds.

- vii. Tree planting which seeks to partially conceal, soften and shade at-grade car parking (including infield parking) shall be provided in accordance with section 5.1.6.12.2 Landscaping of the Town of Victoria Park Local Planning Policy 5.1 Parking and Access.
- viii. Provision of hard surfaces shall be minimised where possible and shall integrate with soft landscaping treatment.
- ix. Provide a combination of appropriate soft and hard landscaping in accordance with Figure 15.
- x. Where Figure 15 is silent on landscaping detail, any proposed landscaping shall be in accordance with Clause 4.1.3.2 (i)-(ix).
- xi. Directional and way finding signage shall be functional and designed to be sympathetic and well integrated with its surrounds.
- xii. Any signage proposal shall be prepared showing due regard for the Town of Victoria Park Signs Local Law and Local Planning Policy 4.5.
- xiii. Any site specific variations shall be supported by a Signage Strategy, to be submitted as part of any development application. The signage strategy shall provide detail on the location and extent of all proposed signage within the development.
- xiv. All signage shall be provided as an integral part of the design of the building.
- xv. Public art shall be included as an integral component of the building facade and/or landscaping of Precinct C.
- xvi. Landscape shall be developed in accordance with CPTED design principles.
- xvii. A Public Art Strategy shall be developed and provided upon application for development approval. It shall demonstrate the proposed location and art to be included within Precinct C.

4.1.3.3 DESIGN GUIDANCE

- i. Where possible, achieve integration of urban stormwater management through rainwater catchment and infiltration directly from car parking areas.

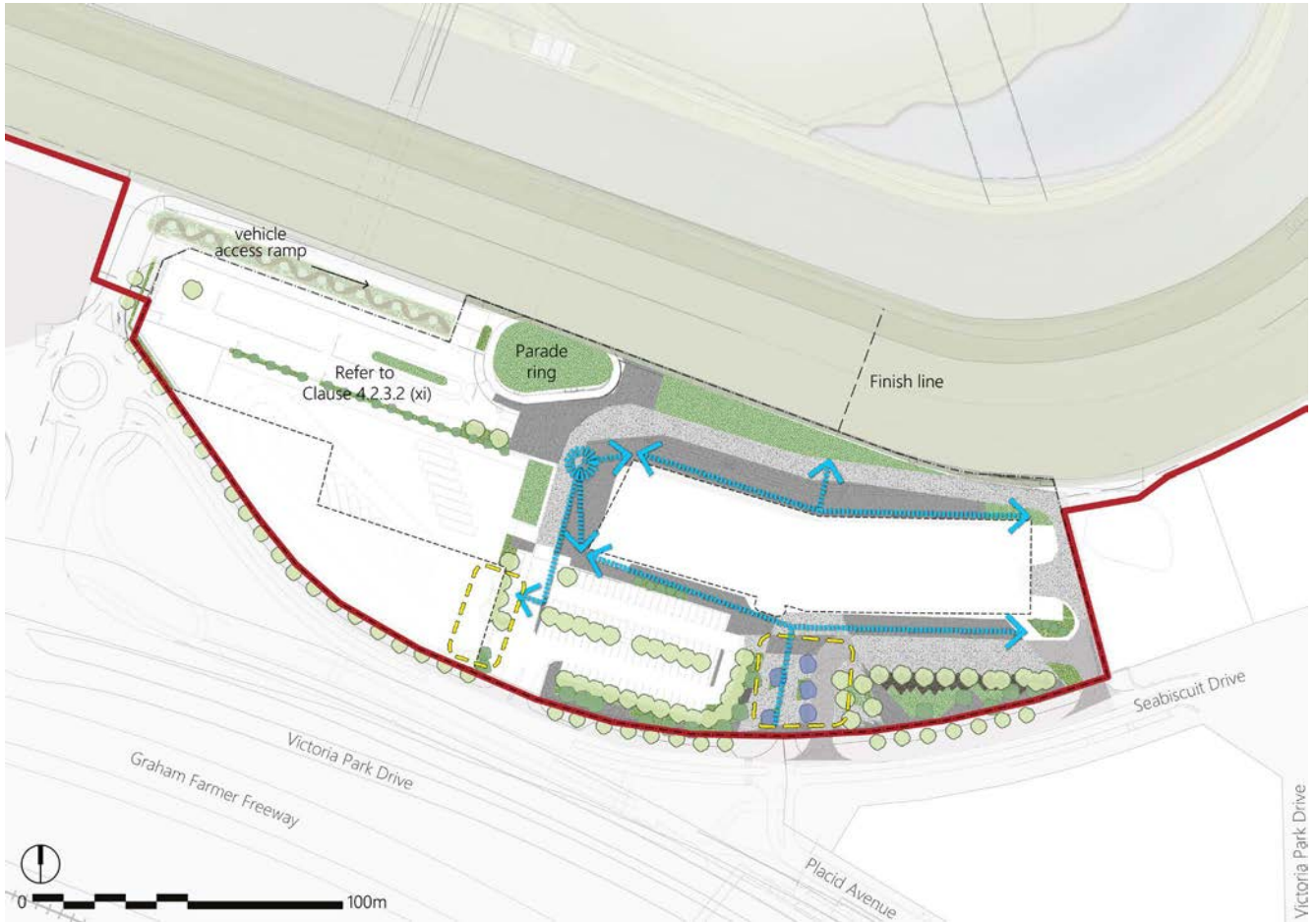


Figure 15: Grandstand Landscaping Plan

-  INDICATIVE BUILDING FOOTPRINT
-  PARADE RING
-  PRIVATE OPEN SPACE LAWN AREA
-  ENTRY STATEMENT/ ARRIVAL TREATMENT
-  MAIN PEDESTRIAN ACCESS
-  PEDESTRIAN TUNNEL ENTRY/ EXIT
-  PLANE TREES
-  JACARANDA
-  MELALEUCA
-  GROUND COVER & SHRUB PLANTING
-  MULCH
-  PAVING TYPE A
-  PAVING TYPE B
-  PAVING TYPE C

4.1.4 DESIGN ELEMENT 4 RACING AMENITY

4.1.4.1 DESIGN OBJECTIVES

- + Development within Precinct C and the surrounding Precincts does not detract from the primary function and operations of racing of Precinct C.
- + The function and operations of racing within Precinct C do not detract from the amenity of surrounding Precincts.
- + Track lighting (if required) will serve to light the track for night racing events and minimise light spill to neighbouring areas.

4.1.4.2 DEVELOPMENT CRITERIA

- i. In the event that light towers are constructed for night racing, details shall be provided at the development application stage which address the minimisation of light spill and light pollution into adjacent Precincts.
- ii. The proposed location of light towers shall have no undue impact on the adjoining precincts.
- iii. Proposed track fencing within Precinct C shall be provided in accordance with the Indicative Perimeter Track Fencing Location Plan (Figure 16).
- iv. Proposed fencing shall be designed to:
 - a. Provide physical barriers between the private and public areas, whilst not detracting from the aesthetics of Precinct C or the adjoining Precincts;
 - b. Be visually permeable;
 - c. Not exceed a maximum height of 2.0m;
 - d. Not cause unwanted concealment;
 - e. Provide for the safe operation and passage of horse on the track; and
 - f. Comply with Crime Prevention through Environmental Design Principles and best practice.

4.1.4.3 DESIGN GUIDANCE

- i. Track fencing is not required to be solid but could be formed from angled slats that enable external viewing of the track without disruption to horses on track during race periods.



Figure 16: Indicative Perimeter Track Fencing Locations

- Precinct C boundary
- Fencing

4.1.5 DESIGN ELEMENT 5 BUILDING ENVELOPE

4.1.5.1 DESIGN OBJECTIVES

- + Building envelopes minimise adverse impacts on adjoining developments and facilitate the development of vibrant and activated streetscapes.
- + Building envelopes provide passive surveillance onto the street, public areas and areas of public open space.
- + Building envelopes seek to facilitate building adaptability and not impede future development potential.
- + Building envelopes distinguish development and define the area from surrounding precincts.
- + Buildings within set envelopes respond to the human scale of the pedestrian environment; and allow reasonable daylight access to all developments and public areas.

4.1.5.2 DEVELOPMENT CRITERIA

- i. Development shall comply with the following:
 - a. Buildings shall be setback a minimum distance as shown on Figure 17.
 - b. The community facility shall have a mandatory nil setback to the southern boundary of Precinct C.
 - c. Proposed buildings must be fully contained within building envelopes as depicted in Figures 19-22. All structures, including any protrusions above the roof line are to be included within the building envelope.
 - d. Buildings are not to exceed the maximum permitted height as depicted on Figures 19-22, and therefore shall not exceed a maximum height of 33m from Natural Ground Level (NGL) to top of roof (including any protrusions above the roof line).
- ii. Buildings shall maximise amenity and optimise views of the Racecourse. The height and scale of new buildings are to retain views (where possible) to; from; through; and within Precinct C in accordance with Figure 18.
- iii. Building heights shall respond to detailed functional requirements, built form objectives, siting, and immediate context, and avoid adverse impacts on adjoining development.
- iv. Building height shall allow for solar access and provide a human scale to the pedestrian environment.
- v. Building height shall comply with maximum height restrictions associated with the Obstacle Limitation Surfaces (OLS) and Procedures for Air Navigation Services- Aircraft Operations (PANS-OPS) pursuant to the Airport Act 1996.

4.1.5.3 DESIGN GUIDANCE

- i. Setbacks shall consider solar access and separation between vehicles and pedestrians, as well as between racing activities within Precinct C and surrounding uses.
- ii. Natural ground level shall be measured from all points on site.

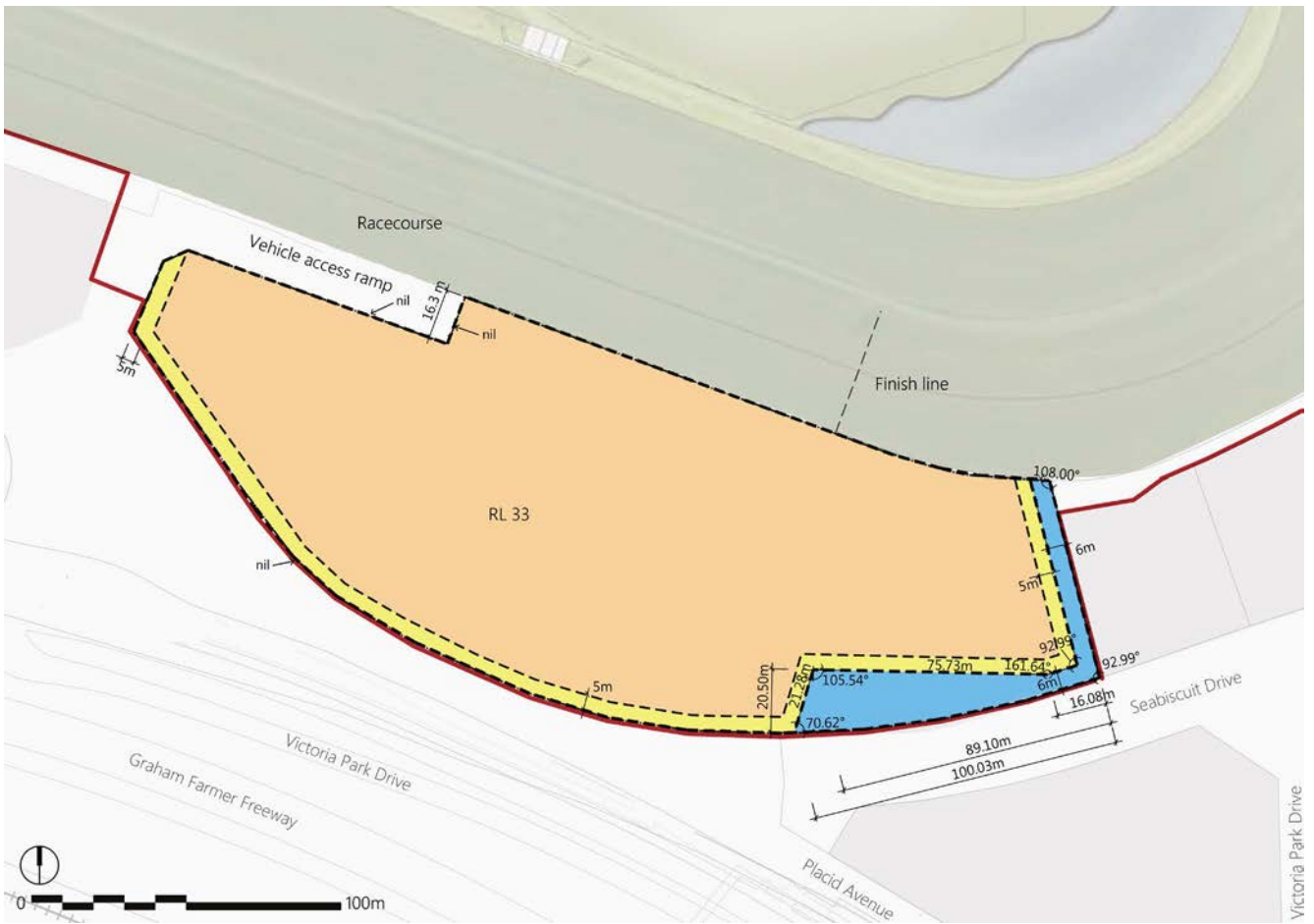


Figure 17: Building Envelopes

- Site
- Building envelope for first four levels
- Building envelope from level 5 to RL33
- Building Setbacks

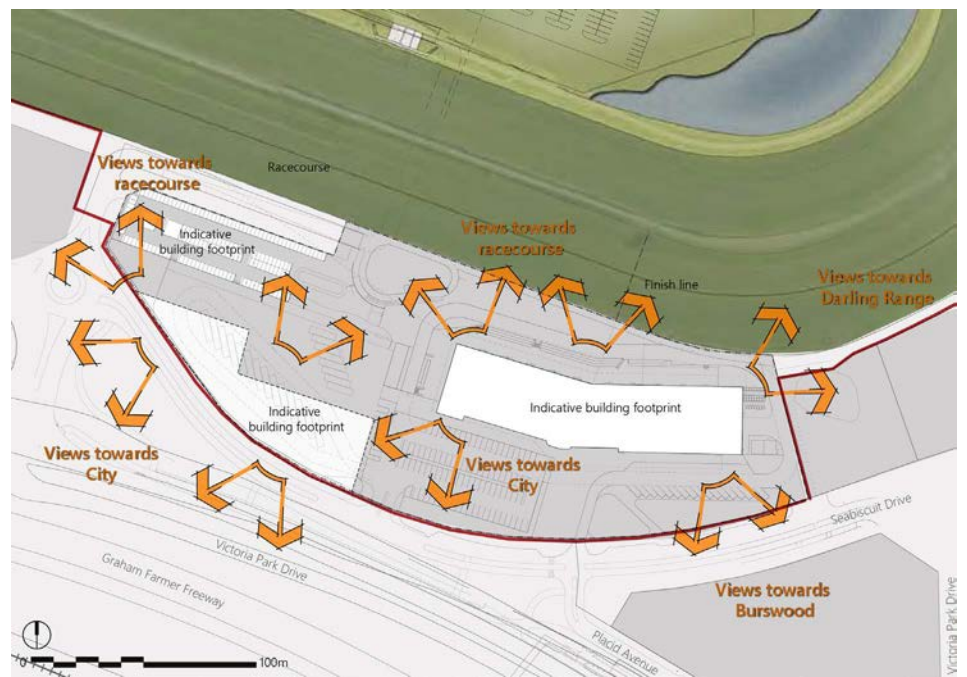


Figure 18: Views

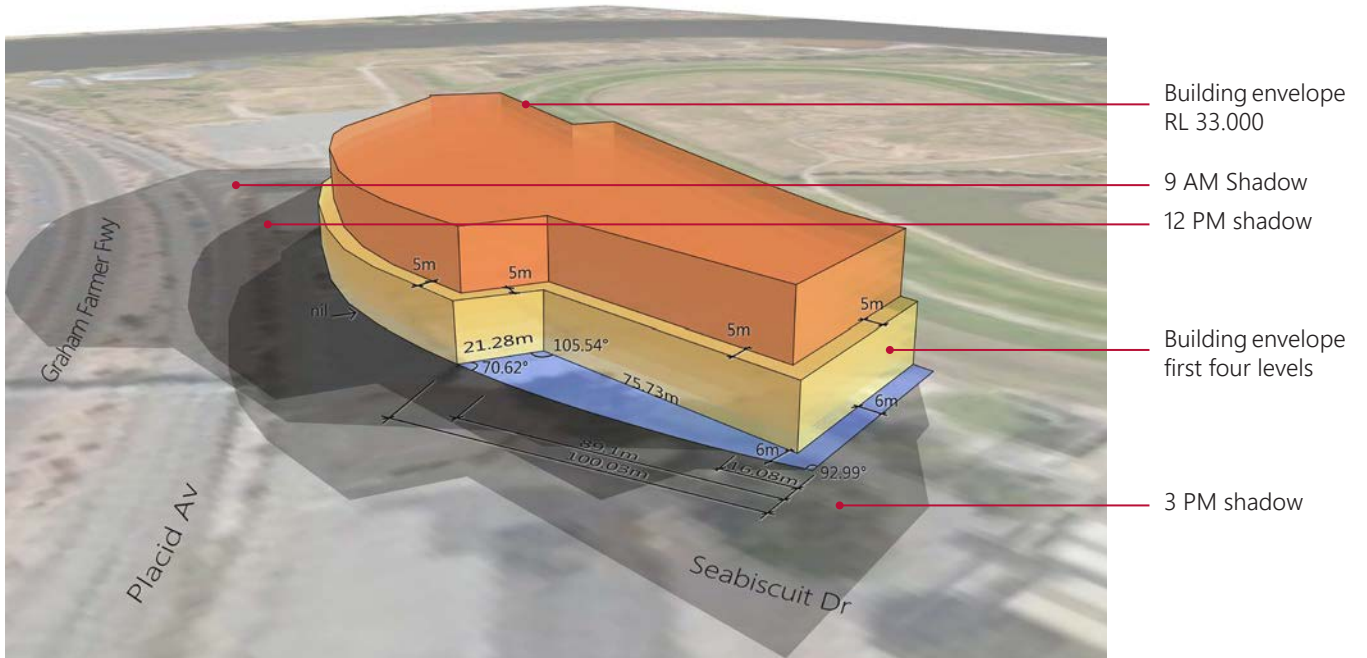


Figure 19: South East Perspective

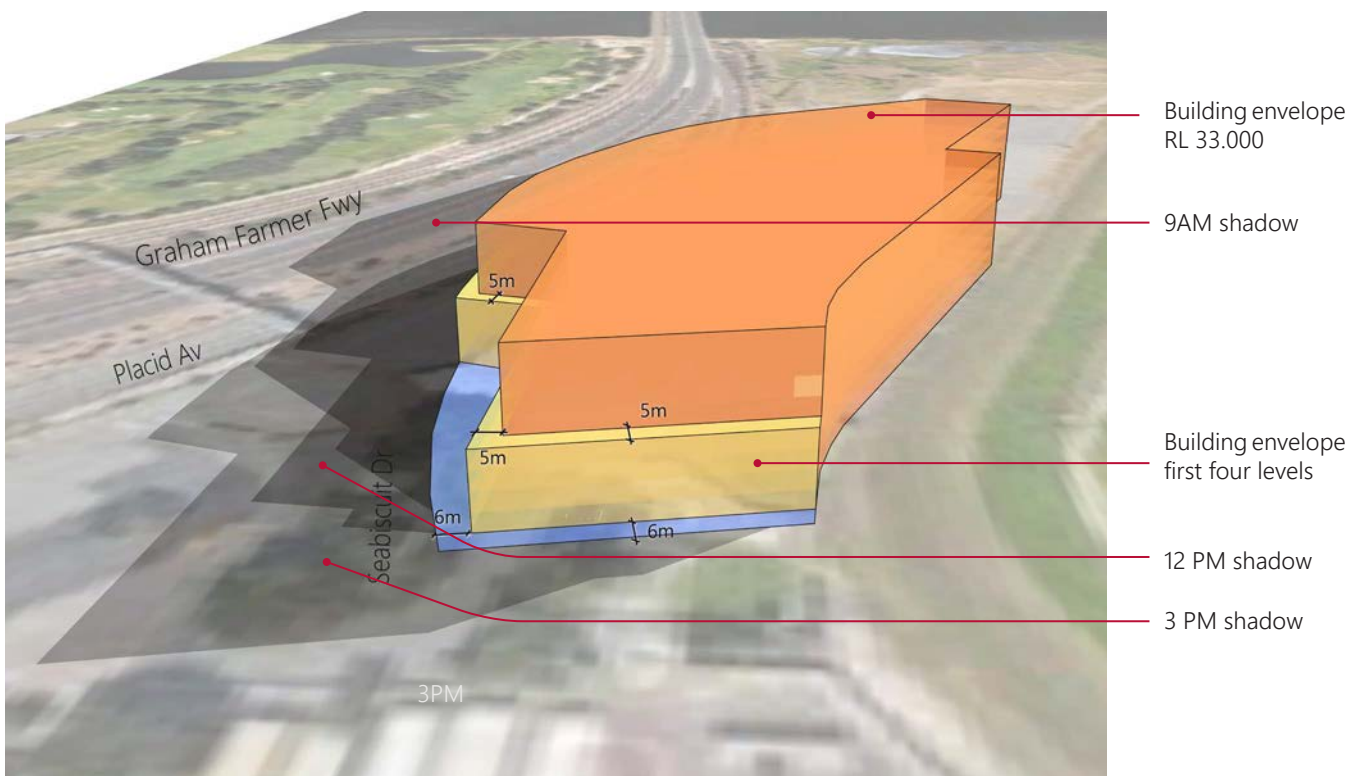


Figure 20: South West Perspective

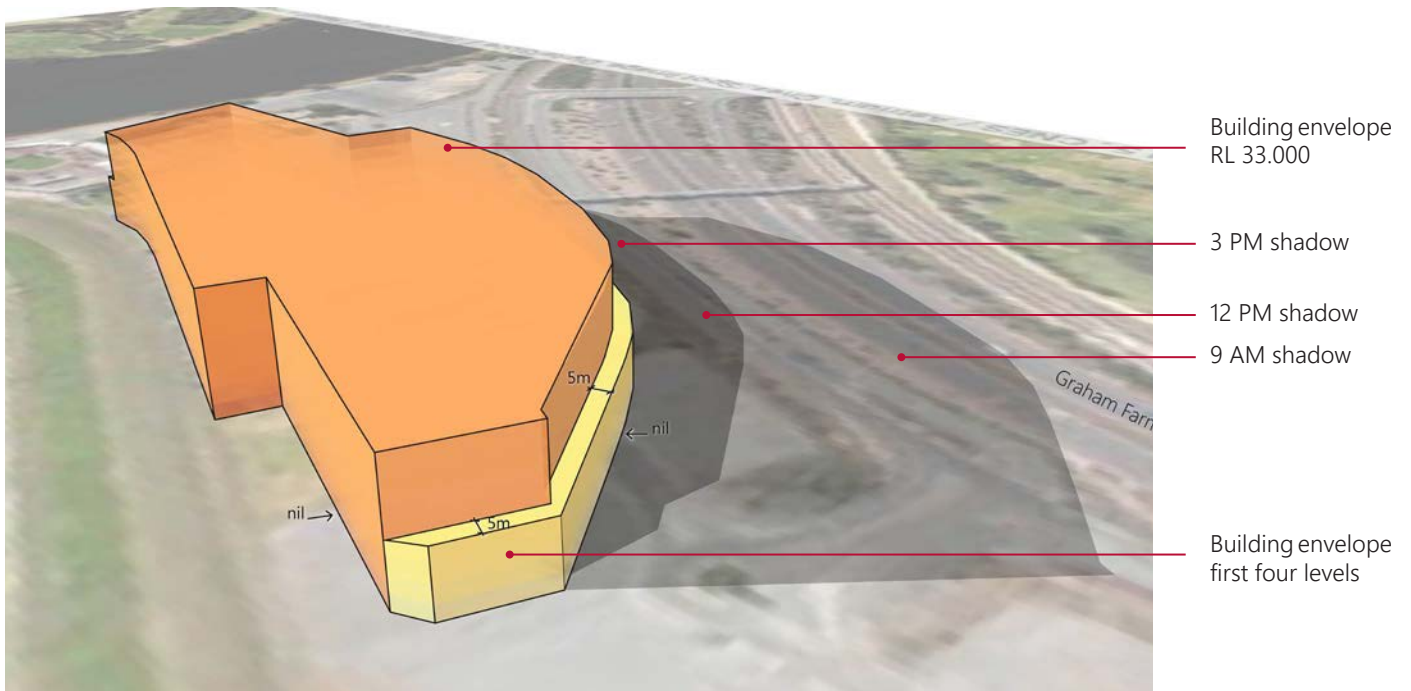


Figure 21: North West Perspective

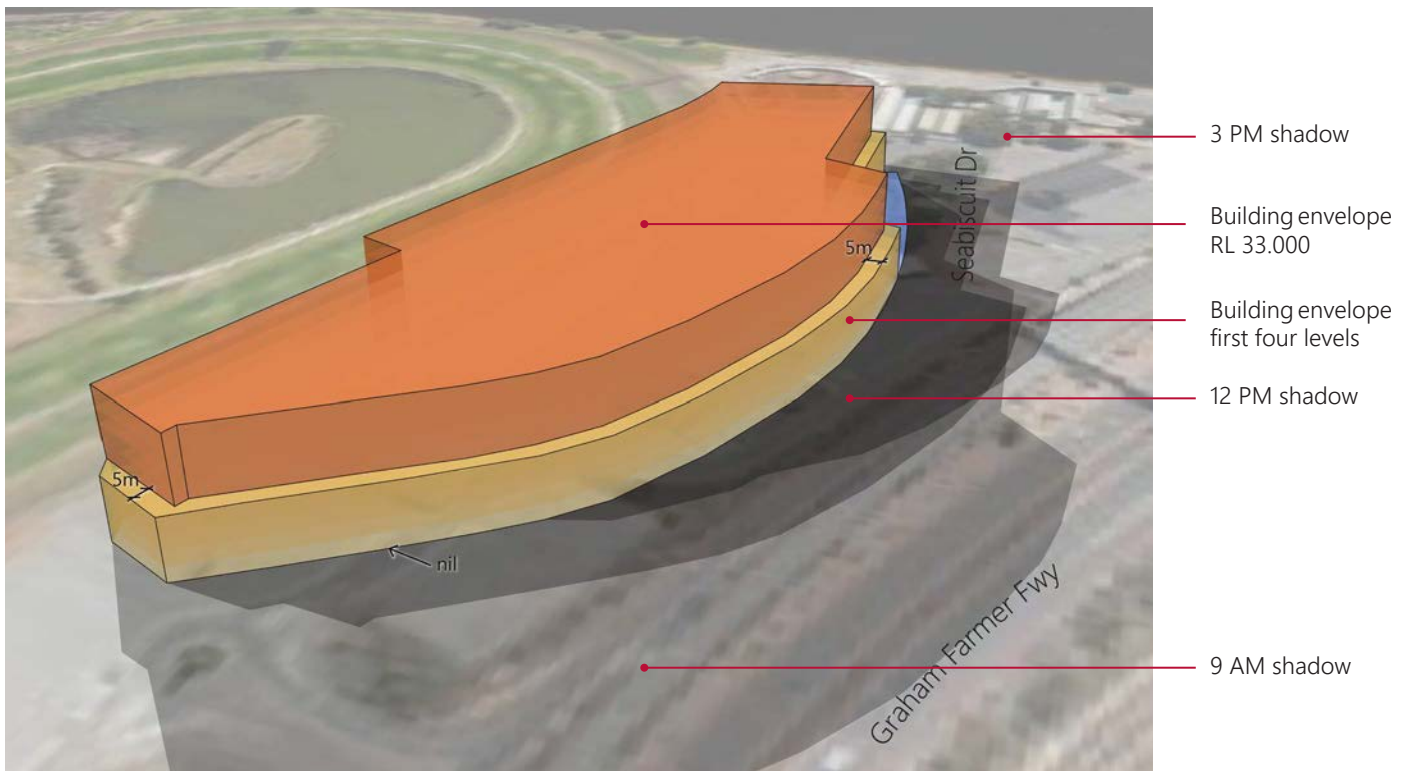


Figure 22: North East Perspective

4.2.6 DESIGN ELEMENT 6 PARKING

4.2.6.1 DESIGN OBJECTIVE

- + Provide sufficient parking for patrons and staff for Precinct C, whilst limiting the number of bays in order to promote use of alternative modes of transport, specifically Belmont Park Train Station.
- + Car parking and access shouldn't dominate the streetscape or significantly impact pedestrian and other vehicle movements.
- + Manage parking by the public from outside the Belmont Park area. Prioritise the use of parking facilities for Belmont Park Racecourse.
- + Provide safe and accessible bicycle parking for employees within Precinct C and connections to the PSP network outside of Precinct C.

4.2.6.2 DEVELOPMENT CRITERIA

- i. Ultimate parking provisions shall be provided in accordance with Figure 25.
- ii. Provision of parking is to be in accordance with the Parking Management Plan (Appendix B), in particular:
 - a. Section 4 Precinct Parking Requirements;
 - b. Section 5 Bicycle Parking and End-of-Trip Facilities;
 - c. Section 6 Staging;
 - d. Section 7 Management and Enforcement; and
 - e. Section 8 Street Parking.
 - f. Section 9 Way-Finding
 - g. Section 10 Compliance
- iii. Any car parking areas are to be designed in accordance with the Australian Standard for Off-Street Car Parking Facilities (AS 2890.1).
- iv. In total, Precinct C shall be provided with a minimum of 140 car bays and 31 trailer parking bays, and a 1200 bay at-grade parking area
- v. 1,200 at grade parking bays are to be provided, located in the infield of the racecourse, to be accessed via a new road constructed under the race track. These parking provisions are to be for the use of the grandstand and community facility only and shall be constructed prior to the construction of the community facility.
- vi. The 1,200 at grade parking bays located in the infield of the racecourse are to be utilised by grandstand and

community facility related uses only. They shall not be used for parking relating to Perth Stadium or other such off site activities.

- vii. Parking requirements for the racing component shall not exceed 140 car bays, located in areas denoted as "parking" on Figure 23. Float and trailer parking shall be provided in areas denoted as "parking" on Figure 23 – the bays being unmarked to allow free form setting out of floats on race days to suit the specific event.
- viii. Where a relevant local planning policy does not exist bicycle parking spaces and end of trip facilities are to be provided for all non-residential uses for all new developments or all building additions where the additional non-residential floor space exceeds 500m² net floor area. Bicycle parking spaces and end of trip facilities shall be provided in accordance with the rates as listed below:
 - a) Bicycle parking Spaces

Activity/Use	Long Term Spaces	Short Term Spaces
Licensed drinking areas, Bar areas & lounge and outdoor areas	1/250m ² of public areas	1/150m ² of public areas
Office/ Administration	1/200m ² of nfa	1/750m ² nfa
Community facility	1/400m ²	1/400m ²

Notes:

- a. Long term spaces are those for an employer, employee or similar and must be provided on site.
- b. 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 local government may provide these spaces in the road reserve in the future.
- c. 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.

- d. Where a building is used for more than one purpose, the number of bicycle parking spaces shall be calculated separately for each part of the building used for a different purpose.

b) End of Trip Facilities

No. of Long-term bicycle parking spaces required	No. of showers required
1-2	0
3-5	1
6-10	2 (1 male, 1 Female)
More than 20	4 (2 male, 2 female) plus additional showers at the rate of 2 showers (1 male, 1 female) for every 10 long-term parking spaces after 20 provided thereafter.

Notes:

- a. The provision of one male, one female and one universal shower is considered acceptable for the 'grandstand' as indicated on the indicative land use figures of this Local Development Plan (Figure 7 and 8).
- ix. End-of-trip facilities include destination facilities provided for bicycle and pedestrian commuters such as showers, change rooms and lockers and require that:
 - a. clothing lockers must be provided at a minimum rate of one clothing lockers for each long-term bicycle parking space;
 - b. where long-term bicycle parking spaces are provided, showers shall be provided in accordance with the table below; and
 - c. 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.
- x. Where this LDP is silent on the appropriate rate at which bicycle parking spaces and end of trip facilities are to be provided, bicycle parking spaces and end of trip facilities are to be provided to the satisfaction of the assessing authority.

4.1.6.3 DESIGN GUIDANCE

- i. Vehicle movement in Precinct C; and through the under track tunnel must not compromise pedestrian movement and safety. Separation shall be achieved through measures such as pavement and material variation, however most of the pedestrian separation via pavement treatments across crossovers is within the road reserve of Precinct D LDP, however will be dealt with under Precinct C development applications.
- ii. Given the specific nature of Precinct C, end of trip facilities are only required for Perth Racing employees through the provision of staff change rooms, showers and lockers.
- iii. The trigger for the construction of the ultimate parking provisions infield of the racecourse is subject to the commencement of construction within Precinct B.
- iv. A PMP will be required to be prepared at DA stage for the development of the community facility.
- v. Bicycle parking devices are designed in accordance with AS 2890.3 – Bicycle Parking Facilities and Austroads Part 14 – Bicycles.

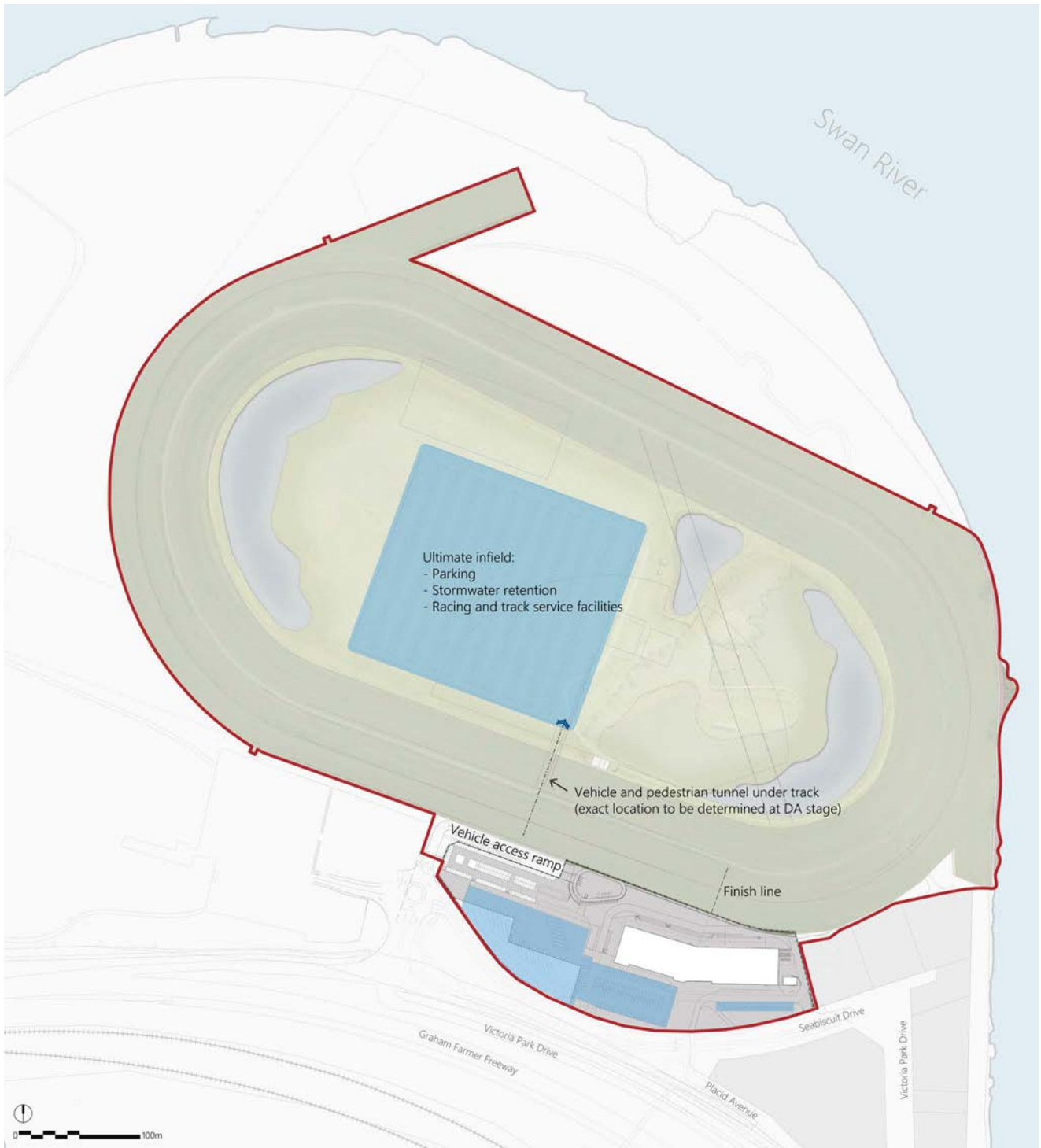


Figure 23: Ultimate Parking Provision

- Site
- Parking
- Indicative building footprint

4.1.7 DESIGN ELEMENT 7 VEHICLE MOVEMENT

4.1.7.1 DESIGN OBJECTIVE

- + Develop a well-connected and integrated movement network that prioritises public transport, walking and cycling opportunities to, from and within Precinct C.
- + Provide vehicle access that is safe and accessible for visitors and employees.
- + Enable vehicle movement that prioritises pedestrian movement and safety.
- + Road design promotes sharing of road space between different modes of movement.
- + Improve efficiency, capacity, safety and amenity on race days, by separating (where feasible) the movement of private vehicles, buses, taxis, pedestrians, service vehicles, horse floats and horses

4.1.7.2 DEVELOPMENT CRITERIA

- i. Provide a new internal vehicle access for patrons including a new tunnel for vehicles, taxis, 12.5m rigid truck, buses and limousines accessible via Saintry Entrance. The tunnel will accommodate bi-directional traffic flow, be lit internally, incorporate a pedestrian pathway within the tunnel and have an overall width of 10m including the width of the pedestrian pathway. Depth of cover between the top of track and top of tunnel will be no less than 800mm.
- ii. Provide new internal truck access, accessible via Seabiscuit Drive. Internal truck access roads are to be limited to the routes detailed on Figure 24-25.
- iii. Provide new internal emergency service access accessible via Seabiscuit Drive and emergency service access connection with Precinct D. Emergency service access roads shall be limited to the routes detailed on Figure 24-25.
- iv. Provide a 3.0m wide emergency service access thoroughfare within the eastern boundary of the racetrack.
- v. Provide a new ambulance access route accessible via Seabiscuit Drive. Proposed ambulance access shall be limited to the route detailed on Figure 24-25.
- vi. Vehicle access shall be limited to those areas as identified in Figure 24-25.
- vii. Vehicle access shall be designed and detailed as an integral component of the development and incorporated into the design treatment of the streetscape.
- viii. Vehicle crossovers shall be located and designed so as not to impede pedestrian and cyclist movement and allow for safe and efficient access to the adjoining carriage way.
- ix. Vehicle access gates (where necessary) and entry ways shall be designed to minimise impact on the character of the streetscape and maximise the visual quality of development within Precinct C.
- x. Internal road pavement areas shall minimise road surface where it is appropriate to do so in preference for soft landscaping. Road treatments shall be water permeable safe for the Horse Float Parking area which must be purpose specific for the safe movement of float traffic and horses.

4.1.7.3 DESIGN GUIDANCE

- i. Vehicle movement throughout Precinct C must not compromise pedestrian movement and safety. Separation will be achieved through measures including pavement and material variation. Although most pedestrian separation via pavement treatments across crossovers are within the road reserve of Precinct D LDP, will however be dealt with under Precinct C development applications.
- ii. Vehicle access and loading areas shall be incorporated as integral components of both the built form of developments in Precinct C and streetscape through consistent materials and design.

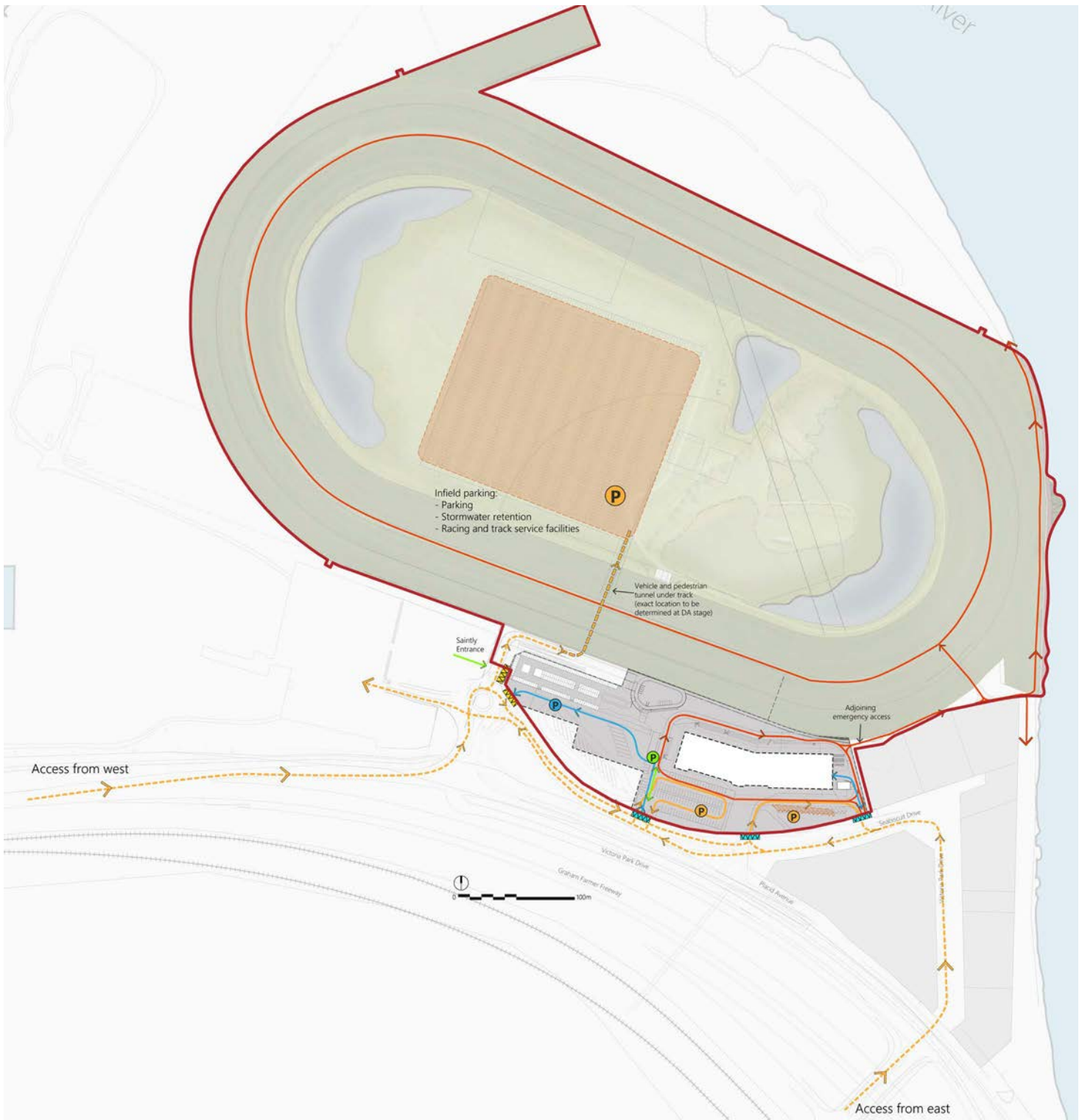


Figure 24: Precinct C - Vehicle Movement and Access

- | | |
|-------------------------|-------------------------------|
| Site | Entry and exit points |
| Vehicular access routes | Built form statement zone |
| Parking | Indicative building footprint |
| Truck access routes | |
| Truck parking | |
| Ambulance access route | |
| Ambulance parking | |
| Emergency access route | |

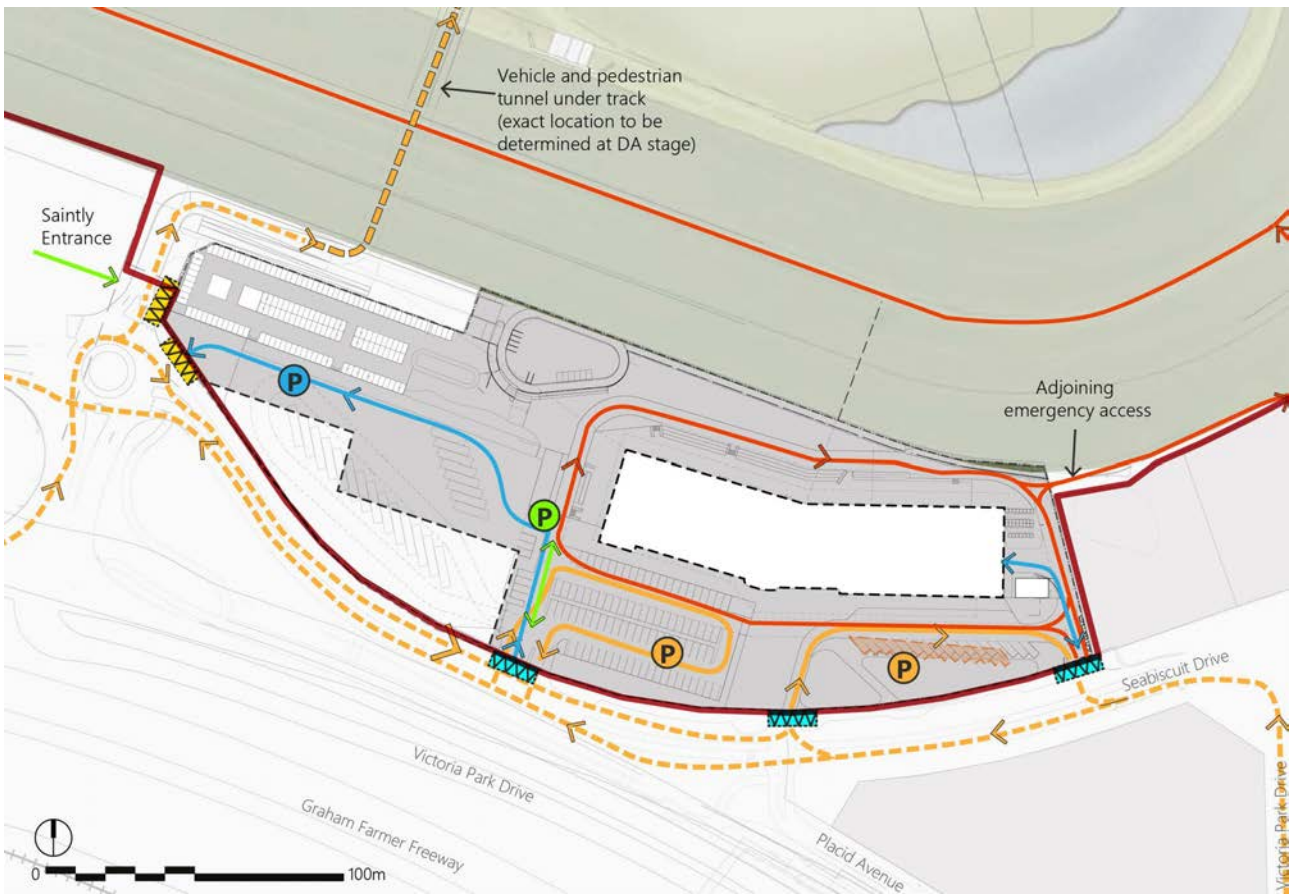


Figure 25: Vehicle Movement and Access

- Site
- Vehicular access routes
- Ⓟ Parking
- Truck access routes
- Ⓟ Truck parking
- Ambulance access route
- Ⓟ Ambulance parking
- Emergency access route
- ⓧ Entry and exit points
- ⓧ Built form statement zone
- - - Indicative building footprint

4.1.8 DESIGN ELEMENT 8 PEDESTRIAN MOVEMENT

4.1.8.1 DESIGN OBJECTIVE

- + Establish clear pedestrian routes to and within Precinct C that provide for legibility and safety through separation of pedestrians and vehicles.
- + Encourage accessibility to the race track and the Swan River.
- + Promote access to major open spaces areas including the Swan River foreshore.
- + Provide connection to existing and proposed pedestrian, cycle and vehicle networks external and internal to Precinct C.
- + Provide convenient and safe pedestrian access to public transport services.
- + Provide a safe and activated pedestrian route between Belmont Park Train Station and surrounding Precincts.

4.1.8.2 DEVELOPMENT CRITERIA












- i. New pedestrian access routes shall be consistent with Figures 26-27.
- ii. A pedestrian link shall be provided between parking facilities and the grandstand, as shown on Figures 26-27.
- iii. Pedestrian routes shall be landscaped to enhance pedestrian safety and legibility.
- iv. Establish an on-site movement network which provides:
 - a. Efficient operation during non-event days, race days and events of varying sizes;
 - b. Safe pedestrian movements; and
 - c. Safety and security.

4.1.8.3 DESIGN GUIDANCE

- i. Improve efficiency, capacity, safety and amenity on race days by separating the movement of pedestrians from private vehicles, buses, taxis, service vehicles, horse floats and horses.



Figure 26: Precinct C - Context Pedestrian Movement and Access

- | | | | |
|---|--------------------------------|---|--------------------------------------|
|  | Site |  | Main pedestrian access |
|  | Train line and station |  | Vehicle and pedestrian tunnel access |
|  | Indicative building footprint |  | Arrival node |
|  | Principle shared path (3m) |  | Pedestrian tunnel entry/ exit |
|  | Verge path (4m) | | |
|  | Foreshore shared path | | |
|  | Indicative pedestrian crossing | | |

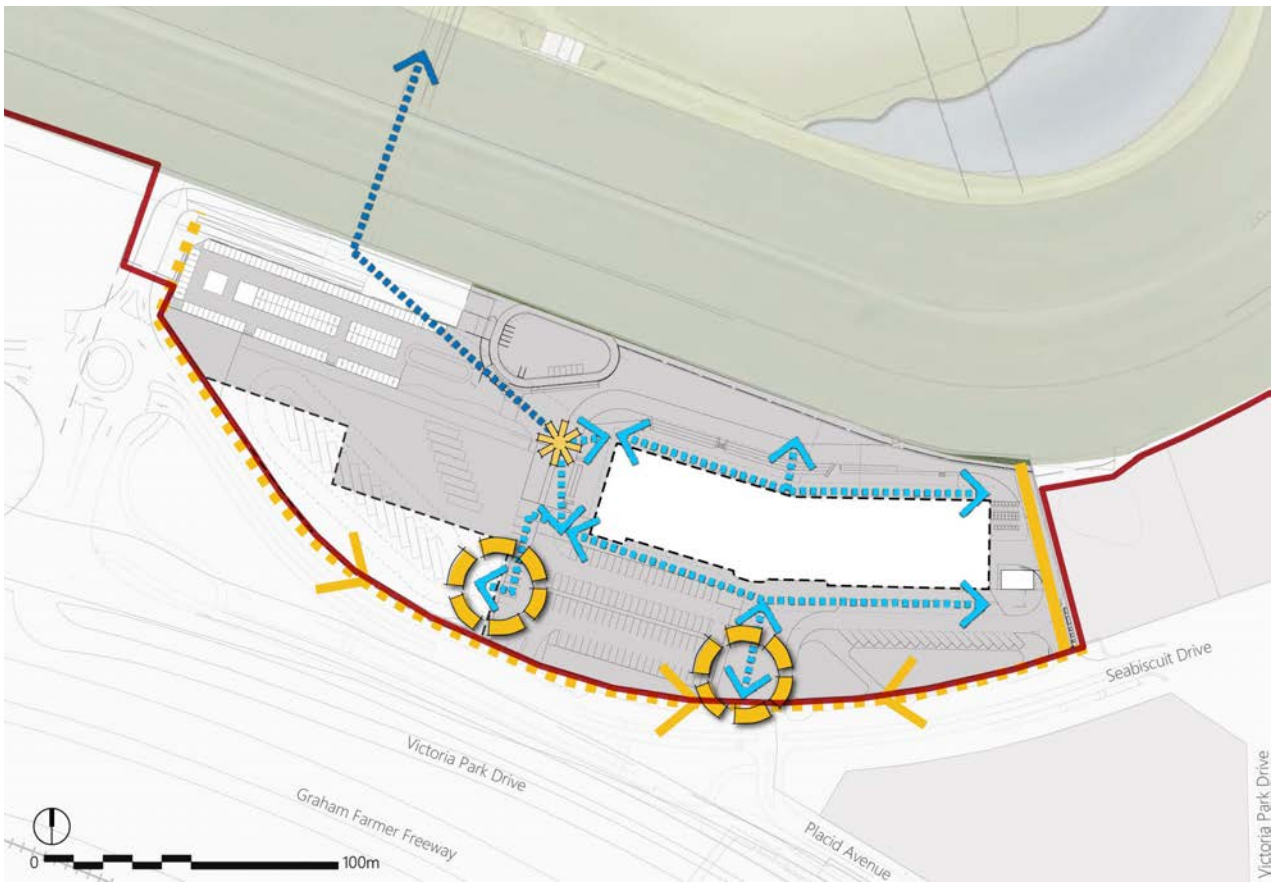









Figure 27: Pedestrian Movement and Access - Grandstand

-  Site
-  Indicative building footprint
-  Verge path (4m)
-  Main pedestrian access
-  Vehicle and pedestrian tunnel access
-  Arrival node
-  Pedestrian tunnel entry/ exit

4.1.9 DESIGN ELEMENT 9 SOLAR ACCESS

4.1.9.1 DESIGN OBJECTIVES

- + Maximise solar access to buildings and minimise over shadowing of adjoining development.
- + Where possible, public areas shall have access to direct sunlight during winter months, at different times of the day.

4.1.9.2 DEVELOPMENT CRITERIA

- i. Proposed development within Precinct C shall not cast a shadow within the site that exceeds the following calculations on the day of the winter solstice as shown in Figures 28-30.

9AM

Maximum overshadowing within site = 25%

12PM

Maximum overshadowing within site = 35%

3PM

Maximum overshadowing within site = 35%

- ii. Development shall protect solar access to neighbouring properties, taking account of the potential to overshadow existing:
 - a. Public open space;
 - b. Communal open space / outdoor living areas; and
 - c. Southern and northern forecourt areas.

4.1.9.3 DESIGN GUIDANCE

- i. The total maximum percentage of overshadowing calculated for each time period is based on the proportion of shadow cast at that time of the day located within Precinct C site boundary.
- ii. Where possible, public areas shall have access to direct sunlight during winter months, at different times of the day.

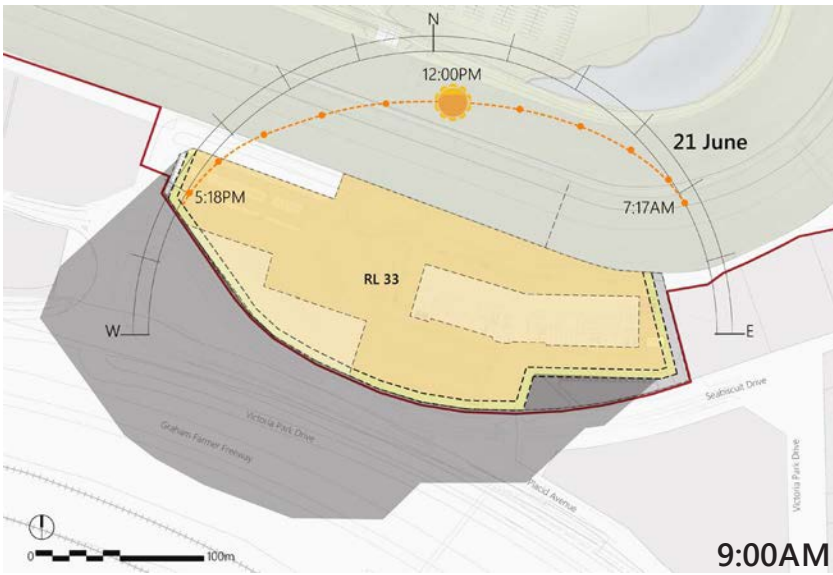


Figure 28: Shadow cast at 9:00am 21 June

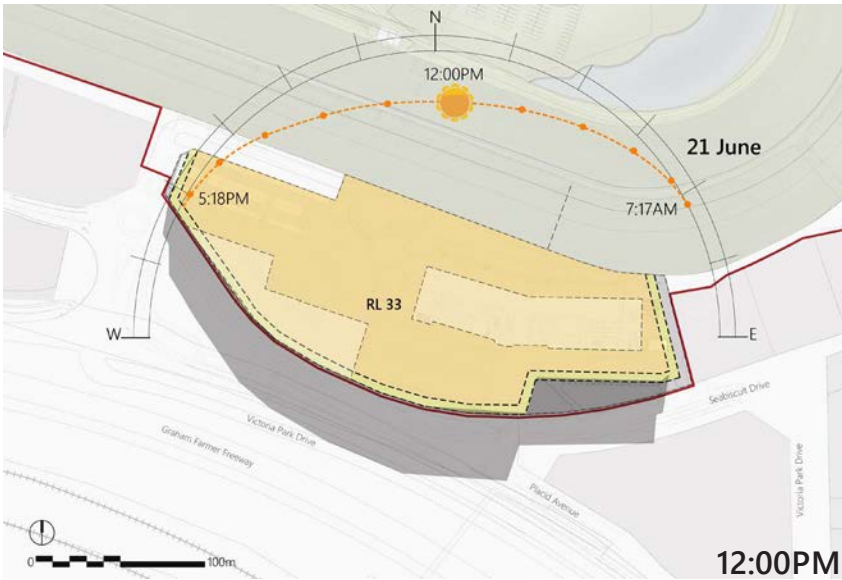


Figure 29: Shadow cast at 12:00pm 21 June

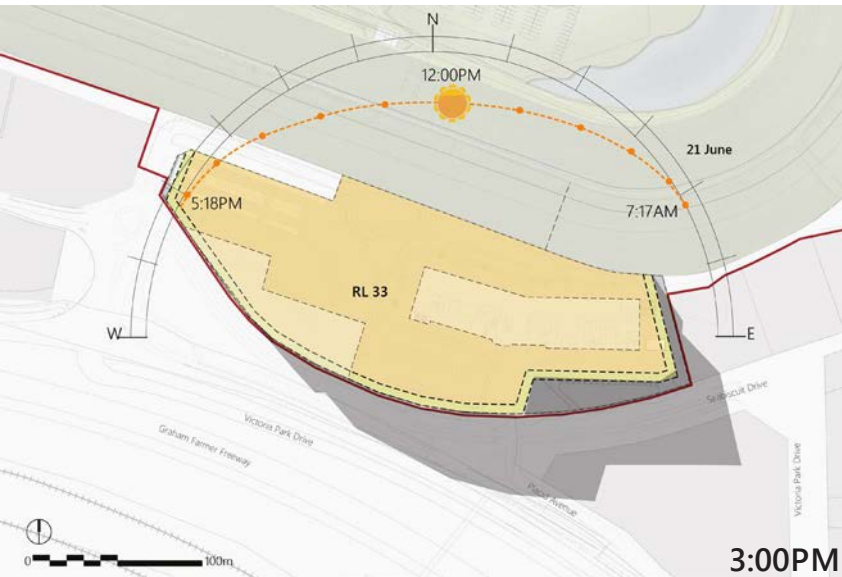


Figure 30: Shadow cast at 3:00pm 21 June

- Site
- Building envelope for first four levels
- Building envelope from level 5 to RL33
- Indicative building footprint

4.1.10 DESIGN ELEMENT 10 SERVICING

4.1.10.1 DESIGN OBJECTIVES

- + Provide servicing to Precinct C in a timely manner to accommodate the phasing of development.
- + Utilise and upgrade existing services where necessary.
- + Integrate services into the building design and where this is not possible, service buildings are to be reasonably screened from view without impeding servicing access by authorities or statutory access requirements.

4.1.10.2 DEVELOPMENT CRITERIA

- i. Proposed service locations shall not adversely impact adjoining properties or streetscapes.
- ii. Service areas shall be incorporated as integral components of both the building and streetscape through consistent materials and design. The design, location and inclusion of services shall not impede on their function or efficiency.
- iii. Servicing shall be provided in accordance with the requirements of the relevant agency and respond to the evolving servicing needs of Precinct C over time.
- iv. Service infrastructure shall be housed within buildings or enclosures specifically designed to cater for these items. These buildings/enclosures will not be located within setback zones, unless required to comply with authority requirements.

4.1.10.3 DESIGN GUIDANCE

- i. Existing power, water, gas, sewer and telecommunications connections are available for Precinct C (Existing Grandstand Services), however, these services will need to be upgraded to service development within Precinct C in accordance with the developers engineering calculations for new development within the Precinct and form part of the developers obligation to procure from the relevant agencies and the developers of Precinct D.

4.1.11 DESIGN ELEMENT 11 STORMWATER MANAGEMENT

4.1.11.1 DESIGN OBJECTIVES

- + Provide safe vehicle access for visitors and employees.
- + Capture stormwater on site where possible.
- + Retain the 1 year / 1 hour ARI rainfall event at the source, or close as practicable.
- + Design of the pipe network to convey the 5 year ARI rainfall event.
- + Roads remain passable in a 5 year ARI event.
- + Post-development critical 100 year ARI peak flows leaving the site shall not exceed the pre-development environment.

4.1.11.2 DEVELOPMENT CRITERIA

- i. Stormwater to be discharged into underground storage infiltration chambers;
- ii. Stormwater from events greater than the 5 year ARI shall be conveyed within roadways and car parking areas towards the proposed Parade Ring and northern grassed area for overland sheet flow across the existing race track into either the existing irrigation pond or future new detention basin if required.
- iii. Provision of hard surfaces shall be minimised where practical and shall integrate with soft landscape treatments.
- iv. A Stormwater Management Plan (or equivalent) is to be provided as part of any development application whereby the Town considers the development application to 'not be minor

4.1.11.3 DESIGN GUIDANCE

- i. Treat stormwater as close to the source as possible.
- ii. Water Sensitive Urban Design practices shall be implemented where possible, such as:
 - + Capturing surface runoff and directing into tree wells and gardens;
 - + Flush curbing allows stormwater runoff directly into adjacent gardens;
 - + Use of native species where appropriate;
 - + Minimal use of turf;
 - + Improved water quality through soil and vegetation filtration, and;
 - + Deciduous shade trees over hard paved areas to reduce heat absorption.
- iii. Stormwater run-off for development is encouraged to be captured within storage tanks located below ground if feasible for use in landscaped areas if appropriate.

4.1.12 DESIGN ELEMENT 12 RESOURCE EFFICIENCY

4.1.12.1 DESIGN OBJECTIVE

- + To ensure development throughout Precinct C meets good design practice design standards in reducing environmental impacts.
 - + Building design to maximise passive solar design, including minimising heat gain, maximising access to cooling breezes where feasible and promote efficient service and landscape design.
 - + To reduce the amount of scheme water required within the development.
 - + Adhere to the principles of environmentally sustainable design (ESD) in the development and upgrading of Precinct C.
 - + Design new buildings and landscaping to optimise environmental performance.
 - + Materials of high quality and durability to minimise lifecycle replacement.
- a. Window design shall facilitate good thermal and daylight performance; and
 - b. Buildings shall be designed to provide comfortable thermal conditions and appropriate air quality.
- x. Building services shall be designed to minimise energy and resource use in the following ways:
- a. Electrical: maximise use of natural light; utilise energy efficient lighting control systems, fittings and other appliances; and utilise energy efficient motors and equipment.
 - b. Mechanical: maximise use of natural ventilation; utilise energy efficient air conditioning and mechanical ventilation systems and controls where appropriate.
 - c. Hydraulic and Hot Water: minimise water use and waste; utilise energy efficient hot water systems; and utilise water efficient taps and fittings.

4.1.12.2 DEVELOPMENT CRITERIA

- i. Developments within Precinct C shall target self-assessed design compliance with an equivalent 4 Star Greenstar rating.
- ii. All new developments shall comply with energy efficient requirements specified within the National Construction Code of Australia at the time of assessment and addressed prior to the issuing of a building permit.
- iii. A Construction Environmental Management Plan shall be provided as a condition of Development Approval as part of Building Permit applications within Precinct C.
- iv. New developments shall demonstrate passive solar design via use of shading/screening via facade and landscaping.
- v. New developments shall provide energy efficient light fittings.
- vi. New developments shall provide high efficiency HVAC systems which can be zoned according to use of space.
- vii. New developments shall adopt energy monitoring and sub-metering where reasonable to do so.
- viii. Operations and Maintenance manuals for building operators will be required at practical completion.
- ix. Building envelopes and internal layouts shall be designed to minimise energy consumed for heating, cooling and artificial light; this may be achieved by:
 - xi. Materials shall be of a high quality to reflect the significance of Precinct C and the important position the area has in relation to the Burswood Peninsula.
 - xii. Wherever possible, materials shall be locally sourced to minimise embodied energy levels.
 - xiii. 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.
 - xiv. All landscaping within the private realm shall be designed consistent with waterwise landscaping practices.
 - xv. Tap ware and showers shall meet or exceed NCC requirement for WELS star ratings.

4.1.12.3 DESIGN GUIDANCE

- i. Landscape design assists microclimate management to conserve energy and water.
- ii. Materials shall be employed and detailed in ways that are innovative and non-conventional.
- iii. The option of accommodating photovoltaic cells for power generation upon podium roofs is encouraged to be investigated.

4.1.13 DESIGN ELEMENT 13

SWAN RIVER FORESHORE

4.1.13.1 DESIGN OBJECTIVE

- + Creation of a stable and manageable river's edge to support the continuation of racing activities within Precinct C.
- + Encourage safe public access to the River foreshore reserve.
- + Provide continuous access between Precincts A and D, aligned with the eastern edge of Precinct C.
- + Provide for a continuous access connection between Precincts D and A, aligned on the eastern edge of Precinct.

4.1.13.2 DEVELOPMENT CRITERIA

- i. For precinct continuity and boardwalk integration (Figure 31 and 32) the proposed boardwalk and setback from the foreshore reserve shall be in accordance with Section A (Figure 32 Typical Section of Vertical Edge Protection) as depicted in Appendix E Marine Engineering Concept Design Report of the Foreshore Management Plan - Precinct D (Appendix C of this document).

4.1.13.3 DESIGN GUIDANCE

- i. Maximise connections to the River and provide views to the River to promote passive surveillance; and
- ii. Delineate the racetrack from the stabilised foreshore edge.

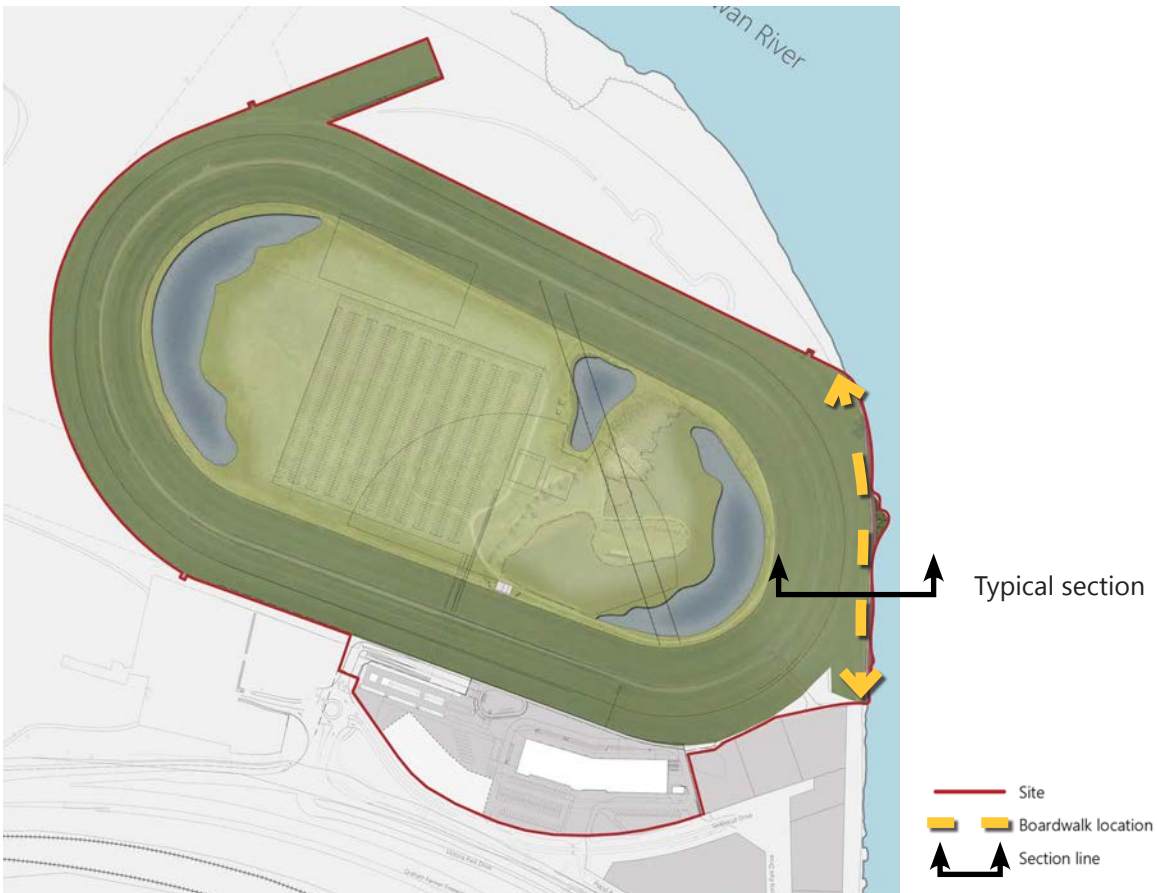


Figure 31: Boardwalk Location

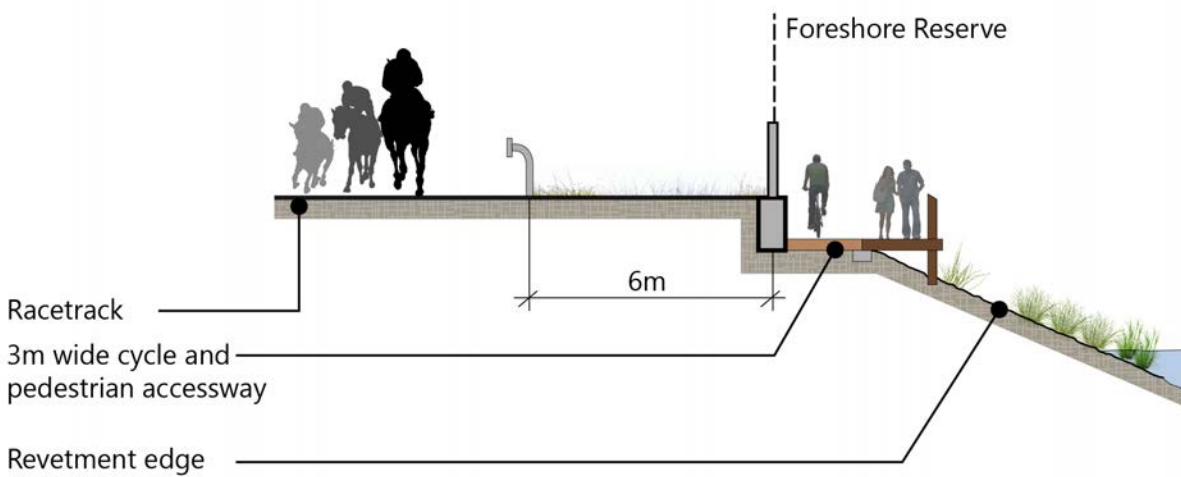


Figure 32: Proposed Boardwalk Section (Belmont Park Racecourse Redevelopment, Structure Plan April 2013)

PART FIVE
IMPLEMENTATION &
STAGING 05

PRECINCT C – LOCAL DEVELOPMENT PLAN

05 PART FIVE: IMPLEMENTATION AND STAGING

5.1 IMPLEMENTATION

This section outlines the required tasks and associated triggers, indicative timeframes (where applicable) and responsible approval authorities to appropriately progress the required approval and development processes. A staging plan is included to illustrate key stages of the redevelopment process.

Implementation and staging is based on the requirements of the Belmont Park Racecourse Redevelopment Structure Plan (2013), Perth Racing, the Town of Victoria Park as well as the standard land development process.

Information and supporting documents are to be provided to the Town of Victoria Park at logical points in the development process to provide approval authorities with sufficient evidence for approval of development. Works packages may be deferred as agreed with the Town of Victoria Park and other relevant approval authorities, and may be subject to development bonds or legal agreements between the parties.

Figure 33 illustrates the extent of works envisaged for the overall redevelopment of the grandstand and surrounds.



Figure 33: Existing and Proposed Development Plan - Across Precinct

- Site
- - - Site boundary
- - - Existing structures to be demolished
- - - Indicative building footprint

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5.1.1 IMPLEMENTATION AND RESPONSIBILITY

ITEM	DESCRIPTION / TIMING	RESPONSIBILITY / APPROVAL BY
Statutory Requirements		
Development Application for any development including change of use	To be prepared in accordance with the requirements of this LDP and submitted to the Town of Victoria Park. The Development Application will be determined by the Town of Victoria Park or the Metropolitan Central LDP.	Perth Racing / Town of Victoria Park/LDP
Signage Strategy	To be prepared alongside or following the development application, outlining the extent and nature of signage proposed.	Perth Racing / Town of Victoria Park
Building Permit	Required as a condition of development approval.	Perth Racing / Town of Victoria Park
Open Space		
Maintenance Plan for open space and foreshore reserve	May be required to be provided as a condition of building permit.	Perth Racing / Town of Victoria Park
Carry out maintenance in accordance with the maintenance plan/strategy	Post construction.	Perth Racing
Parking		
Parking Management Plan (PMP)	An overall PMP for Precinct C has been provided as an appendix to this LDP. The PMP and this LDP refer to the provision of car parking for racing activities within Precinct C. As part of any future development applications within Precinct C, PMP's for the respective developments are to be provided as a condition of development approval and approved prior to the issue of a building permit. Each PMP shall include a commitment that parking would service Belmont Park Racecourse and outline management measures to be employed to ensure that parking is not to be used by surrounding development.	Perth Racing / Town of Victoria Park
Event Parking Management Plans	Large events will be subject to an Event PMP as per the race events approval process.	Perth Racing and GRD / Town of Victoria Park
Parking bay provision	The parking requirements for the racing component include a maximum of 140 car bays and 31 float and trailer bays and 1200 infield car parking bays. Any variation to this will be demonstrated via the Parking Management Plan.	Perth Racing and GRD / Town of Victoria Park
Temporary Parking	Temporary car parking will be provided within Precinct B until such time that the development of Precinct B commences, after which time parking will be via the race course infield parking area.	Perth Racing / Town of Victoria Park
Longer term parking provision	The existing at-grade parking areas near the main entrance intersection will be replaced by a 1200 bay at grade parking area in the middle of the race course, accessed via a new road to be constructed under the race track itself for race day event parking. The trigger for this implementation item will be the construction of development within Precinct B (which will require the removal of the above temporary car parking).	Perth Racing / Town of Victoria Park
Traffic impact assessment	A traffic impact assessment is required to be submitted as part of the grandstand development application.	Perth Racing / Town of Victoria Park

ITEM	DESCRIPTION / TIMING	RESPONSIBILITY / APPROVAL BY
Technical Studies		
Stormwater Management Strategy	Stormwater Management Strategy is provided as an appendix to the Precinct C LDP. An Urban Water Management Plan is not considered to be required as this is typically provided as a condition of subdivision approval.	Town of Victoria Park
Servicing and Infrastructure		
Roads	Roadworks outside Precinct C are being delivered by the Precinct D developer and plans and detailed designs for those Works will be provided as part of the Precinct D development application process. This will not delay commencement of works within Precinct C.	Perth Racing / Town of Victoria Park, Main Roads and Department of Transport
Pedestrian and Cycling	Contributions to relevant items as detailed in the Belmont Park Racecourse Redevelopment Structure Plan (2013) may be required.	Perth Racing / Town of Victoria Park, Main Roads and Department of Transport
Water and Sewer	Connections will be made to services provided by Golden River Developments WA (GRDWA) under Precinct D Works. Services are to connect to existing services in short term.	Perth Racing / Town of Victoria Park and Water Corporation
Power, Gas and Communications	Connections will be made to services provided by GRDWA under Precinct D Works. Services are to connect to existing services in short term.	Perth Racing / Town of Victoria Park and Servicing Agencies
Foreshore Reserve		
Foreshore Management Plan	It is expected that the extent of foreshore within Precinct C (along the east side of the track) will be managed in accordance with the Precinct D Foreshore Management Plan. This is to be provided and approved prior to the approval of the LDP for Precinct D.	GRDWA / Swan River Trust and Town of Victoria Park
Other		
Night racing - lighting	There is possibility of future night racing in Precinct C, which requires construction of light towers in close proximity to the boundaries of Precinct C. A separate development application will be required for any proposed light tower and shall demonstrate how light spill onto adjoining residences is minimised.	Perth Racing / Town of Victoria Park
Community Facility	GRDWA commits to commence construction, and complete in a continuous construction contract thereafter, the future sports facility additions to the existing Belmont Park grandstand building at the latest when 50% of the planned residential component of the project is sold. The horse facilities car park is to be completed no later than the first day of the second Belmont Park Winter Racing Season to commence after commencement of the construction of the Horse Facilities car park.	GRDWA / Town of Victoria Park

5.2 STAGING

As part of the redevelopment of Precinct C, and construction of the new grandstand building shown in Figure 34, the following staged development will occur:

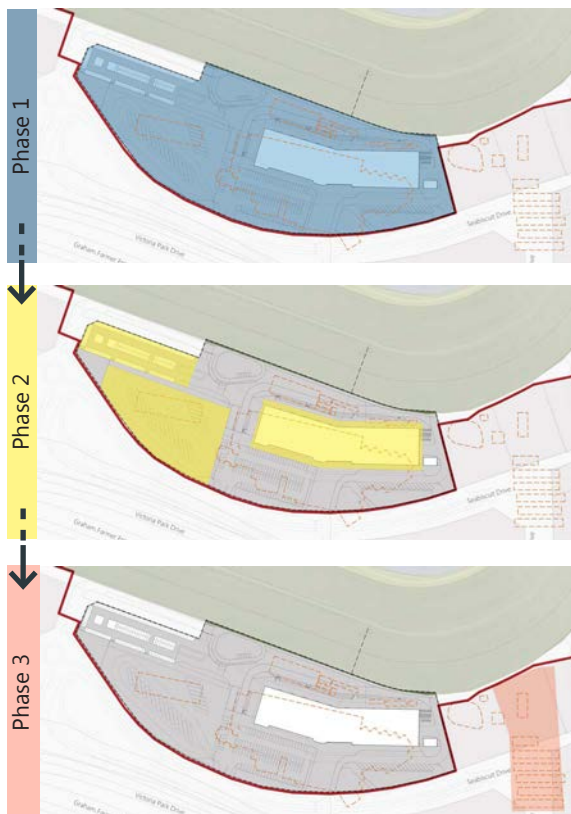
5.2.1 STAGE 1 – GRANDSTAND DEVELOPMENT

PHASE	DESCRIPTION AND TRIGGERS
1	Demolition of existing grandstand and associated infrastructure. Inclusion of temporary racing facilities for continuation of racing during the course of construction of the new grandstand as well as interim parking provisions.
2	Construction of new stables, float parking, infield maintenance shed and grandstand.
3	Demolition of existing stables once new stables are complete.

5.2.2 STAGE 2 – COMMUNITY FACILITY AND INFIELD PARKING

PHASE	DESCRIPTION AND TRIGGERS
1	Community facility (to commence construction when 2000 apartment lots have been constructed and settled within any Precinct).
2	1200 bays at grade parking area in middle of race course accessed by new road under the race track. To occur prior to the construction of development within Precinct B.

STAGE 1 - GRANDSTAND DEVELOPMENT



STAGE 2 – COMMUNITY FACILITY AND INFIELD PARKING

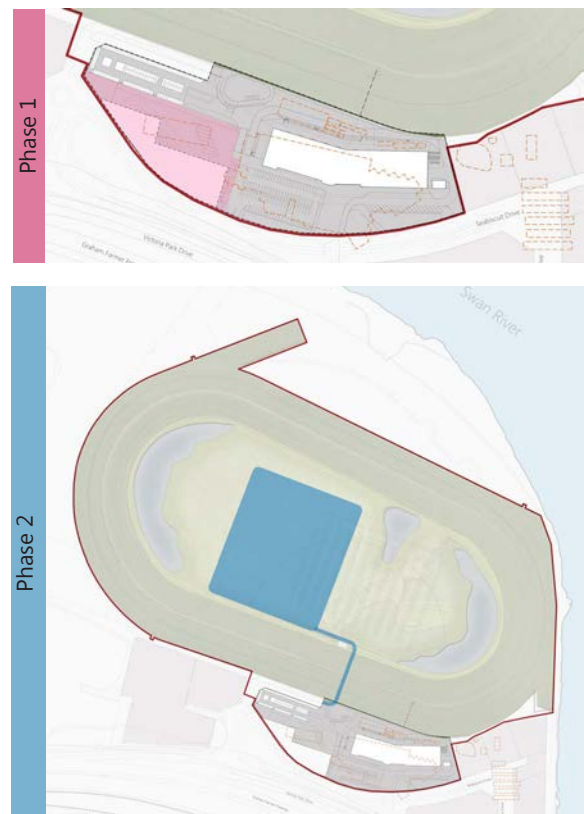


Figure 34: Staging

APPENDICES 06

APPENDICES

APPENDIX A

STORMWATER MANAGEMENT PLAN

APPENDIX B

PARKING MANAGEMENT PLAN

APPENDIX C

FORESHORE MANAGEMENT PLAN

APPENDIX D

CPTED REPORT

Hames
SHARLEY

ARCHITECTURE
INTERIORS
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PLANNING
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