

Ascot Racecourse Precinct Structure Plan

Lots 1, 3, 13, 50, 452 & 9002 Grandstand Road, Lot 7005 Matheson Road, Lots 51 & 100 Raconteur Drive, Ascot



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Record of Endorsement

This structure plan is prepared under the provisions of the City of Belmont Local Planning Scheme No. 15.

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

..... Date

Signed for and on behalf of the Western Australian Planning Commission:

an officer of the Commission duly authorised by the Commission pursuant to section 16 of the Planning and Development Act 2005 for that purpose, in the presence of:

..... Witness

..... Date

..... Date of Expiry



Table of Amendments

Amendment No.	Summary of the Amendment	Amendment Type	Date Approved by WAPC



Executive Summary

The Ascot Racecourse Precinct Structure Plan has been prepared to guide the future use and development of Perth Racing's landholdings in Ascot, including and surrounding the existing Ascot Racecourse. This Report has been prepared in accordance with the requirements of the *Planning and Development (Local Planning Schemes) Regulations 2015* and the Western Australian Planning Commission's ('WAPC') Guidance for Structure Plans.

The PSP area comprises nine (9) lots with a total area 61.3294ha, all of which are owned by Perth Racing, except for one (1) lot which is owned by the WAPC. The area is generally bound by the Swan River to the north, the Ascot Residential and Stables area and Matheson Road to the east and south-east, Resolution Drive to the south and south-west, and Grandstand Road to the west.

The Ascot Racecourse PSP is divided into three parts, being:

- **Part One: Implementation** – Part One outlines the implementation requirements to be applied when considering land use, development and subdivision proposals in the PSP area.
- **Part Two: Explanatory Section** – Part Two outlines all relevant information that has informed the preparation of the PSP, incorporating material from more detailed technical studies.
- **Technical Appendices** – A substantial number of technical studies have been completed to inform the PSP. These are provided in Part Three and include:
 - Local Water Management Strategy
 - Environmental Assessment Report
 - Engineering Servicing Report
 - Transport Impact Assessment
 - Retail Assessment (Net Benefit Test)
 - Transportation Noise Assessment
 - Landscape Master Plan

Precinct Structure Plan Summary

Item	Data	Section number referenced in Part 2 of report
Total area covered by the Precinct Structure Plan	61.3294ha	Section 1
Area of each land use proposed:		Section 5.6
Residential	0.94 hectares	
Commercial	1.36 hectares	
Mixed Use	4.96 hectares	
Place of Public Assembly: Racecourse	51.25 hectares	
Parks & Recreation	2.28 hectares	
Estimated number of dwellings	400 dwellings	
Estimated population	920 people	
Estimated commercial floor space	15,000m ²	
Number of school sites	N/A	-
Estimated area and percentage of public open space given over to Local Open Space:	N/A	-

Note: All information and areas are approximate only and are subject to survey and detailed design.





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Attachments

- 1. Certificates of Title**
- 2. Local Water Management Strategy**
- 3. Environmental Assessment Report**
- 4. Engineering Servicing Report**
- 5. Transport Impact Assessment**
- 6. Retail Assessment (Net Benefit Test)**
- 7. Transportation Noise Assessment**
- 8. Landscape Master Plan**



Technical Appendices

Appendix Number	Document Title	Nature of Document	Referral/Approval Agency	Approval status and Modifications
1	Certificates of Title	Supporting	-	-
2	Local Water Management Strategy	Requires Approval	City of Belmont, DWER	-
3	Environmental Assessment Report	Supporting	City of Belmont, DBCA	-
4	Engineering Servicing Report	Supporting	-	-
5	Transport Impact Assessment	Supporting	City of Belmont	-
6	Retail Assessment (Net Benefit Test)	Supporting	-	-
7	Transportation Noise Assessment	Supporting	-	-
8	Landscape Master Plan	Supporting	-	-



Part One

Implementation





1. Structure Plan Area & Operation

This Precinct Structure Plan ('Structure Plan') applies to Lots 1 (No. 88), 3 (No. 96), 13, 50, and 9002 (Nos. 71), and Lot 452 (No. 70) Grandstand Road, Lot 7005 (No. 71) Matheson Road, and Lots 51 (No. 2) and Lots 51 (No. 2) and 100 (No. 1) Raconteur Drive, Ascot. The Structure Plan area is defined as the land contained within the inner edge of the line denoting the Structure Plan area on the Structure Plan Map).

Refer **Plan 1 – Structure Plan Map**.

This Structure Plan has effect from the date stated on the cover and for a period of 10 years (or for any other period approved by the WAPC) commencing on the day on which approval of the Ascot Racecourse Precinct Structure Plan is granted.

The operation of the Structure Plan shall be in accordance with the City of Belmont Local Planning Scheme No. 15 ('LPS 15') and the *Planning and Development (Local Planning Schemes) Regulations 2015* ('the Regulations').

2. Purpose & Objectives

The purpose of this Precinct Structure Plan is to guide the future use and development of Perth Racing's landholdings in Ascot, including and surrounding Ascot Racecourse.

2.1. Precinct Objectives

The Structure Plan designates five (5) precinct areas subject to different objectives and planning requirements. The precincts are summarised below. Refer **Plan 2 – Structure Plan Precincts**.



Precinct A (Retirement Living)

- a) Facilitate the development of a vertical residential living village to accommodate retiring members of the horse racing industry.
- b) Provide for small scale food and beverage and commercial uses that are ancillary to, and integrated with, the residential housing village.
- c) Facilitate development that will serve as a landmark in the locality, capitalising on its position at the northern gateway to the City of Belmont, its high amenity values, proximity to the future Golden Gateway activity centre, and high frequency public transport accessibility.



Precinct B (Racecourse Administration & Entertainment)

- a) Support the continuation of the Racecourse spectator and entertainment area.
- b) Integrate Perth Racing's administration functions within the Ascot Racecourse site.
- c) Enhance public and spectator amenity through attractive built form, expansive open spaces, and landscaping.
- d) Respect existing heritage values of the site.



Precinct C (Racecourse & Stabling)

- a) Facilitate land use and development that supports, and is complementary to, the horse racing industry.
- b) Provide for the planned development of on-course horse stabling and ancillary functions to support the ongoing viability of Ascot Racecourse.
- c) Mitigate potential land use conflict through appropriate design and management practices.





Precinct D (Residential & Mixed Use)

- a) Provide for medium density residential development of a scale that is consistent and/or compatible with surrounding residential area.
- b) Support the development of small-scale non-residential uses fronting Grandstand Road, including but not limited to a 'Child Care Premises'.



Precinct E (Commercial)

- a) Facilitate the development of an activity centre at the intersection of Grandstand Road and Resolution Drive.
- b) Support retail, commercial, and other land uses that are consistent and complementary with the role and function of an activity centre.
- c) Support land use and development that is complementary to Racecourse operations.
- d) Satisfy existing and future demand for convenience retail and amenities in the local area.



3. Staging

The staging of development has not yet been defined, nonetheless it will be primarily influenced by Perth Racing’s requirements, funding availability, and market demand. The indicative staging for development within the Precinct Structure Plan area is outlined by **Table 1** below.

Indicative Timeframe	Precinct Area	Development
Short Term (0-5 years)	Precinct B	New Racecourse Administration Building & Hospitality Venue
	Precinct C	On-Course Stabling
	Precinct D	Residential Development
	Precinct E	Commercial Development
Medium Term (5-10 years)	Precinct E	Commercial Development
Long Term (10+ years)	Precinct A	Retirement Village
	Precinct E	Commercial Development

Table 1: Indicative Development Staging



4. Subdivision & Development Requirements

4.1. Zones & Land Use

4.1.1. Zones

Plan 1 – Structure Plan Map designates proposed zones in the Structure Plan area, as follows:

- Precinct A: 'Mixed Use' zone
- Precinct B: 'Place of Public Assembly: Racecourse' zone
- Precinct C: 'Place of Public Assembly: Racecourse' zone
- Precinct D: 'Residential' and 'Mixed Use' zones
- Precinct E: 'Commercial' and 'Mixed Use' zones

4.1.2. Land Use Permissibility

Land use permissibility within the Structure Plan area shall be in accordance with the City of Belmont Local Planning Scheme No. 15, with Additional Uses and Restricted Uses, as follows:

No.	Description of Land	Restricted Use	Conditions
1.	All land contained within Precinct A, Precinct D and Precinct E of the Structure Plan area subject of the 'Mixed Use' zone.	Uses permissible in the Mixed Use zone, but excluding the following uses: Amusement Facility Amusement Parlour Auction Mart Garden Centre Industry – Light Industry – Service Motor Vehicle Repair Warehouse	Nil.

Table 2: Restricted Uses

No.	Description of Land	Additional Use	Conditions
1.	All land contained within Precinct B of the Structure Plan area.	Office Hotel Reception Centre Restaurant Tavern	Nil.
2.	All land contained within Precinct C of the Structure Plan area.	Animal Establishment Stables Veterinary Centre	Nil.
3.	All land contained within Precinct E subject of the 'Commercial' zone.	Health Centre	Nil.

Table 3: Additional Uses

4.1.3. Road Reserves

Road reserves are to be maintained in their existing configuration and tenure in accordance with **Plan 1 – Structure Plan Map**.

4.1.4. Public Open Space

This Structure Plan does not propose any areas of public open space within the Structure Plan area.

4.1.5. Foreshore Reserves

Plan 1 – Structure Plan Map depicts the Parks and Recreation Metropolitan Region Scheme ('MRS') reserve and Swan Canning Development Control Area applicable to the Structure Plan area.

4.2. Density & Development

4.2.1. Density & R-Codes

Plan 1 – Structure Plan Map designates the R-Coding applicable to subdivision and development within the Structure Plan area, as follows:

- Precinct A: 'R-AC0'
- Precinct D: 'R60'
- Precinct E: 'R-AC3', 'R-AC4' & 'R10'

Subdivision and development within the Structure Plan area is to be in accordance with the residential density code prescribed by the Precinct Structure Plan, or where no residential density code is prescribed, the provisions of Local Planning Scheme No. 15.



4.2.2. Development Provisions

All development within the Structure Plan area shall be in accordance with the provisions of Local Planning Scheme No. 15, the Residential Design Codes, and any applicable Local Planning Policy, unless otherwise provided below.

Precinct Area	Requirement	Provision(s)
Precinct A (Retirement Living)	Building Height	(i) Maximum building height of 15 storeys (refer to Plan 3 – Building Height Plan). (ii) Maximum podium height of 3 storeys. (iii) Boundary walls shall not exceed a maximum height of 3 storeys.
	Setbacks	(iv) Minimum primary street setback of nil. (v) Development shall be setback a minimum 10m from the Swan River Development Control Area.
	Plot Ratio	(vi) Maximum plot ratio of 2.5.
Precinct B (Racecourse Administration & Entertainment)	Building Height	(i) Maximum building height of 6 storeys (refer to Plan 3 – Building Height Plan).
Precinct C (Racecourse & Stabling)	Building Height	(i) Maximum building height of 3 storeys (refer to Plan 3 – Building Height Plan).
	Setbacks	(ii) Development shall be setback minimum 10m from the Swan River Development Control area. (iii) Buildings setback minimum 7.5m to Matheson Road. (iv) Stables, associated buildings, yards, and training/walking rings setback minimum 10m from any dwelling on adjacent property.
	Landscaping	(v) Minimum 1 shade tree for every 4 open air parking bays.
Precinct D (Residential & Mixed Use)	Building Height	(i) Maximum building height of 3 storeys (refer to Plan 3 – Building Height Plan).
	Setbacks	(ii) Non-residential development setback minimum 2m from Grandstand Road. (iii) Non-residential development adjoining land used for residential purposes shall confirm with the setback requirements under Volume 1 of the Residential Design Codes.
	Landscaping	(iv) Minimum 1 shade tree for every 4 open air parking bays for non-residential development.
	Access	(v) Direct access to Grandstand Road is restricted to left-in/left-out movements only.

Precinct Area	Requirement	Provision(s)											
Precinct E (Commercial)	Building Height	(i) Maximum building heights as per Plan 3 – Building Height Plan .											
	Setbacks	(ii) Minimum primary and secondary street setback to Carbine Street – 3.75m (iv) Average primary and secondary street setback to Carbine Street – 7.5m (v) Minimum primary and secondary street setback to all other roads (including private roads) – nil setback (non-residential development only). (vi) Residential development setback from street and lot boundaries as per the Residential Design Codes. (vii) Non-residential development adjoining land used for residential purposes shall conform with setback requirements under Volume 1 of the Residential Design Codes.											
	Landscaping	(viii) Minimum 1 shade tree for every 4 open air parking bays. (ix) Minimum 3m wide landscaping to Grandstand Road frontage.											
	Access	(x) Direct lot access to Resolution Drive is restricted to left-in/ left-out movements only. (xi) The existing Grandstand Road and Raconteur Drive intersection is restricted to left-in, left-out and right-in movements only.											
	Parking	<table border="1"> <thead> <tr> <th>Land Use</th> <th>Minimum</th> <th>Maximum</th> </tr> </thead> <tbody> <tr> <td>Shop</td> <td>1 / 50m² FA</td> <td>1 / 20m² FA</td> </tr> <tr> <td>Office</td> <td>1 / 200m² FA</td> <td>1 / 50m² FA</td> </tr> <tr> <td>Bulky Goods Showroom</td> <td>1 / 100m² FA</td> <td>1 / 50m² FA</td> </tr> </tbody> </table>	Land Use	Minimum	Maximum	Shop	1 / 50m ² FA	1 / 20m ² FA	Office	1 / 200m ² FA	1 / 50m ² FA	Bulky Goods Showroom	1 / 100m ² FA
Land Use	Minimum	Maximum											
Shop	1 / 50m ² FA	1 / 20m ² FA											
Office	1 / 200m ² FA	1 / 50m ² FA											
Bulky Goods Showroom	1 / 100m ² FA	1 / 50m ² FA											

Table 4: Development Provisions



4.3. Other Requirements

4.3.1. Activity Centre

This Precinct Structure Plan includes a portion of the Golden Gateway Activity Centre (within Precinct E) and is supported by a Net Benefit Test to assess the economic demand and implications for potential retail and commercial development in this area. **Refer Appendix 6 – Retail Assessment (Net Benefit Test).**

Development within the Golden Gateway Activity Centre shall be in accordance with the provisions of this Precinct Structure Plan and the requirements of State Planning Policy 4.2 – Activity Centres ('SPP 4.2').

Development of Shop/Retail floorspace up to 3,400m² NLA is permitted within the Golden Gateway Activity Centre without requiring further assessment. Any development proposal involving net additional Shop/Retail floorspace above 3,400m² NLA within the Golden Gateway Activity Centre constitutes 'major development' and shall be supported by a further Net Benefit Test prepared in accordance with SPP 4.2.

4.3.2. Heritage

The Structure Plan area contains the 'Ascot Racecourse Complex' (Place Number 6123), the 'Ascot Residential & Stables Precinct' (Place Number 16779), and 'Lee Steere House' (Place Number 27274) which are identified under the City of Belmont's Local Heritage Survey, and in the case of the 'Ascot Racecourse Complex', also the Heritage List, as having local heritage significance.

A Heritage Impact Statement is to be prepared by an appropriately qualified and experienced Heritage Consultant and provided with the application for development approval pertaining to any development proposal to demolish, modify or otherwise significantly impact the heritage values of the abovementioned heritage places.

4.3.3. Land Assembly

The Structure Plan area includes areas of redundant road reservation that fragment developable land within Precinct E. To achieve a coordinated development outcome, land assembly will be required by way of a road closure and subsequent amalgamation, or lease arrangement, prior to the commencement of development on the affected land.

Satisfactory arrangements are to be made with servicing authorities to provide for the modification and/or protection of existing services within land, as required.

4.3.4. Transport Noise

This Structure Plan is supported by a Transportation Noise Assessment prepared in accordance with State Planning Policy 5.4 – Road and Rail Noise ('SPP 5.4'). **Refer Appendix 7 – Transportation Noise Assessment.**

Subdivision and development of land proposing noise-sensitive land uses within 200 metres of Great Eastern Highway shall accord with any recommendations outlined in the Assessment, and may require:

- The preparation of a Noise Management Plan.
- Implementing any 'Quiet House Design' package requirements.
- A notification being placed on the Certificate of Title(s) of the lots to advise prospective purchasers of potential for noise impacts from major transport corridors.

The management of transport noise will ultimately be considered as part of future applications to subdivide or develop land within the Structure Plan area, in accordance with the requirements of SPP 5.4. A condition of subdivision or development approval, where applicable, may be required at that time.

4.3.5. Water Management

This Precinct Structure Plan is supported by a Local Water Management Strategy ('LWMS') prepared in accordance with the WAPC's Better Urban Water Management Guidelines. **Refer Appendix 2 – Local Water Management Strategy.**

An Urban Water Management Plan or Stormwater Management Plan (as appropriate) addressing water (including groundwater) management measures in accordance with the adopted LWMS will be required as a condition of subdivision or development approval. The preparation of these plans shall be informed by geotechnical investigations, where appropriate.

4.3.6. Flood Management

Precincts A, D and E of the Structure Plan area are affected by the Swan River 1% Annual Exceedance Probability ('AEP') floodway and/or flood fringe. All lots within the Structure Plan area must achieve a minimum 500mm clearance above the 1% AEP flood level of the Swan River.

4.3.7. Acid Sulphate Soils

Subdivision and development of land within the Structure Plan area that is within a 'high to moderate' acid sulphate soil ('ASS') risk area will be required to undertake an ASS assessment and may require the preparation of an ASS management plan and dewatering management plan as a condition of approval.

4.3.8. Environmental Protection & Management

This Structure Plan is supported by an Environmental Assessment Report that outlines environmental factors to be considered in progressing subdivision and development within the Structure Plan area. **Refer Appendix 3 – Environmental Assessment Report.**

To minimise potential impacts to the retained vegetation and fauna during construction works, a Conservation and Environmental Management Plan will be required as a condition of development approval for any works affecting or within proximity to a Threatened Ecological Community ('TEC').

Where any future development works within the site will result in potential impacts to Black Cockatoos, a fauna management plan will be required as a condition of development approval to minimise impacts to fauna through clearing and construction works.

4.3.9. Infrastructure & Servicing

Infrastructure necessary to service the subdivision and development within the Structure Plan area will be upgraded, modified, or extended, where applicable, as part of future subdivision and development.



5. Additional Details

The details of additional information required to be submitted and the stage which it is to be submitted, are summarised below.

Additional Information	Approval Stage	Consultation Required
Transport Impact Statement/ Assessment	Development Application	City of Belmont
Heritage Impact Statement	Development Application	City of Belmont
Net Benefit Test	Development Application (if required)	City of Belmont
Waste Management Plan	Development Application	City of Belmont

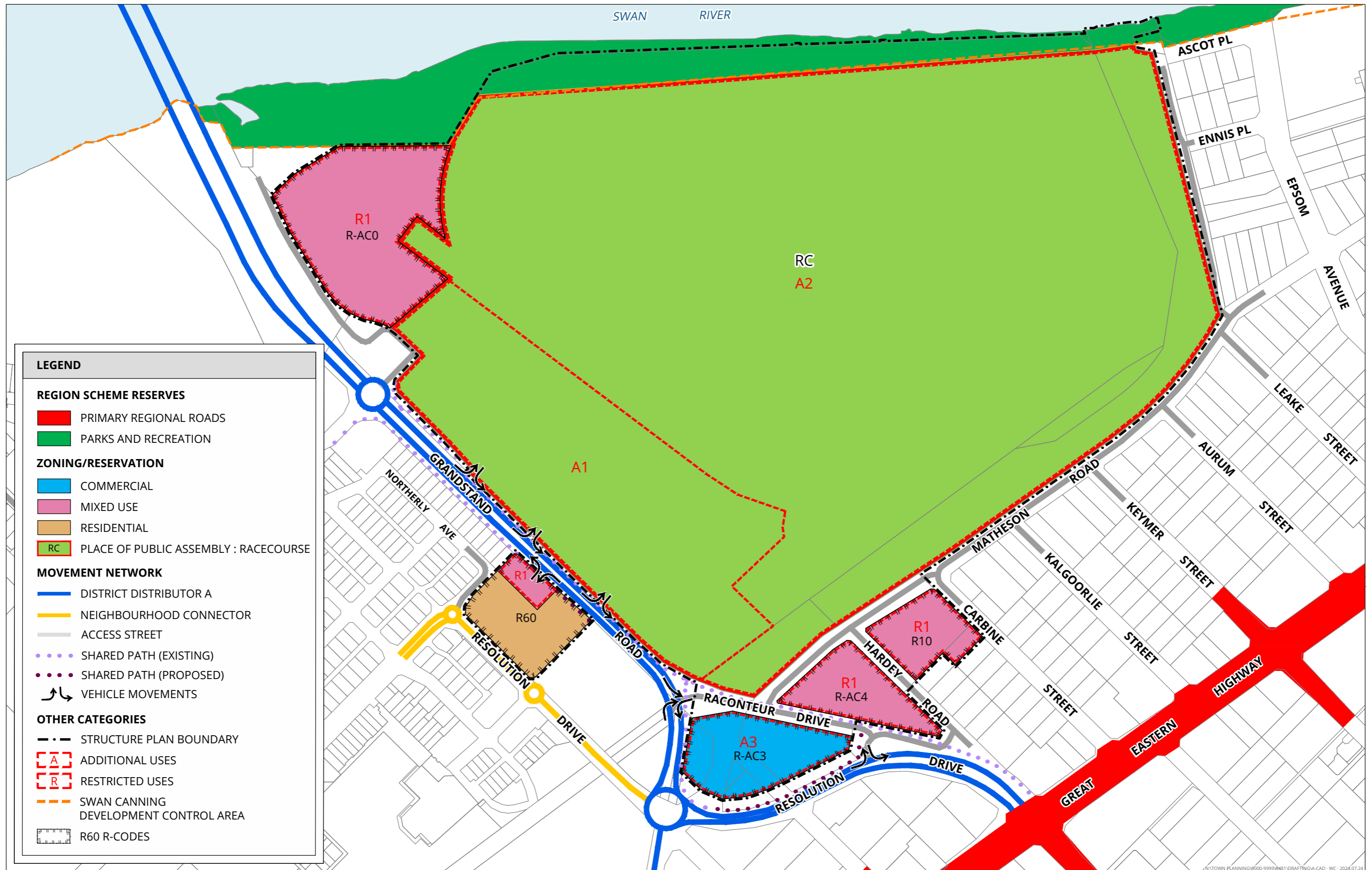
Table 5: Information to be Submitted with an Application

The following additional information, studies or plans are to be required as a condition of subdivision or development approval.

Condition of Approval	Responsible Agency
Landscaping Plan	City of Belmont
Fauna Management Plan	City of Belmont, DBCA
Conservation & Environmental Management Plan	City of Belmont, DBCA
Urban Water Management Plan / Stormwater Management Plan	City of Belmont, DBCA
Acid Sulphate Soil Management Plan	DWER

Table 6: Information Required as a Condition of Approval



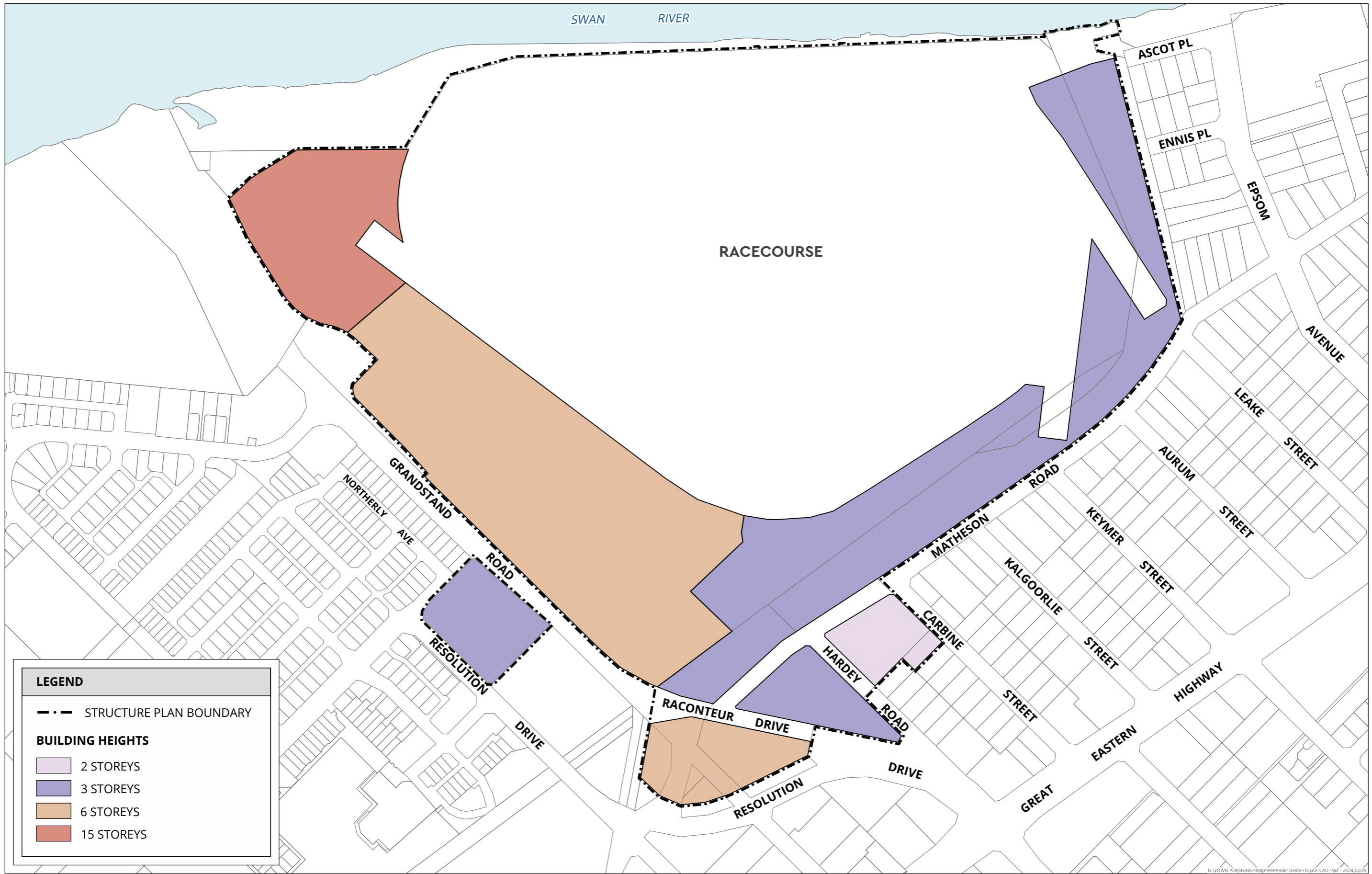


Plan 1 - Structure Plan Map





Plan 2 - Structure Plan Precincts



LEGEND

--- STRUCTURE PLAN BOUNDARY

BUILDING HEIGHTS

- 2 STOREYS
- 3 STOREYS
- 6 STOREYS
- 15 STOREYS

Plan 3 – Building Height Plan

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Part 2

Explanatory Section



1. Introduction & Purpose

The purpose of the Ascot Racecourse Precinct Structure Plan is to guide future use and development of the Precinct Structure Plan area. The Precinct Structure Plan has been prepared on behalf of Perth Racing and encompasses approximately 61.3ha of land bound by the Swan River, Ascot Waters Estate, Grandstand Road, Resolution Drive, Hardey Road, and Carbine Street, in Ascot.

Refer **Figure 1 – Site Plan**.

1.1. Purpose

The purpose of this Report is to provide the relevant planning background and explanatory information that has formed the basis for preparing the Ascot Racecourse Precinct Structure Plan. This Report includes:

- A site and context analysis outlining the physical, community, and planning and governance context relevant to the area and the Precinct Structure Plan.
- An opportunities and constraints analysis of the subject site and the identification of the key design objectives and considerations.
- An overview of stakeholder engagement that has occurred to inform the preparation of the Precinct Structure Plan.
- A detailed explanation of the design response to the site and context analysis, opportunities and constraints analysis, and stakeholder feedback.

The Precinct Structure Plan will guide future land use and development over the subject land and provide a framework for more detailed planning at development application and/or subdivision stage. The following sections provide further detail and explanation for the Structure Plan Part 1 provisions.



1.2. Objectives

The objectives of the Ascot Racecourse Precinct Structure Plan are to:

- Provide a framework to guide the use and development of Perth Racing's landholdings including and surrounding Ascot Racecourse.
- Identify Perth Racing's vision and feasible development aspirations for its landholdings, having regard to landownership restrictions and the need to support the ongoing viability of horse racing operations at Ascot Racecourse.
- Identify zoning, density, built form, and other requirements that will enable Perth Racing's vision to be realised, and inform subsequent stages of planning, having regard to the site context, opportunities, and constraints of the area.

1.3. Project Team

The following multidisciplinary project team have progressed the preparation of the Ascot Racecourse Precinct Structure Plan:

Discipline	Consultant
Town Planning & Urban Design	Rowe Group
Project Management	Davison Advisory Services
Environment, Water Management & Heritage	Emerge Associates
Engineering Servicing	Tabec
Geotechnical	Douglas Partners
Traffic	PJA
Landscape	SLR Consulting
Acoustic	Lloyd George Acoustics
Economic	Tactics4

Table 7: Project Team





1. Site Plan

2. Site Context & Analysis

2.1. Physical Context

2.1.1. Location

The subject land is in the municipality of the City of Belmont ('City'), in the Perth Metropolitan Region. The site is located approximately 7.7 kilometres east of the Perth Central Business District.

Refer **Figure 2 – Regional Location**.

The subject land is situated in the suburb of Ascot, and is bound by the Swan River to the north, the Ascot Residential and Stables area and Matheson Road to the east and south-east, Resolution Drive to the south and south-west, and Grandstand Road to the west.

Grandstand Road provides access to the regional road network including Tonkin Highway and Graham Farmer Freeway via Garrat Road and Guildford Road to the north, and Great Eastern Highway to the south via Resolution Drive and Stoneham Street. The southern portion of the subject land is bound by Resolution Drive and Matheson Road providing access to local residential streets to the south, west and east of the subject area.

Refer **Figure 3 – Local Location**.

2.1.2. Tenure, Ownership & Buildings

The Structure Plan area comprises several landholdings totalling 61.3294ha in area, legally described below.

Lot	Deposited Plan	Volume	Folio	Area	Landowner
1	55346	1724	276	2,452m ²	Western Australian Planning Commission
3	55346	1742	278	350m ²	The Chair of the Committee of the Western Australian Turf Club
13	26760	1883	670	7,312m ²	The Chair of the Committee of the Western Australian Turf Club
50	5729	1041	934	3,516m ²	The Chair of the Committee of the Western Australian Turf Club
51	15104	1883	668	6,939m ²	The Chair of the Committee of the Western Australian Turf Club
100	60341	2723	304	25,725m ²	The Chair of the Committee of the Western Australian Turf Club
452	60339	2723	355	11,441m ²	The Chair of the Committee of the Western Australian Turf Club
7705	209359	1789	567	43,318m ²	The Chair of the Committee of the Western Australian Turf Club
9002	60342	2723	303	512,241m ²	The Chair of the Committee of the Western Australian Turf Club

Table 8: Summary of Land



Refer **Appendix 1 – Certificates of Title**.

The Structure Plan area includes the Ascot Racecourse complex, including the Racecourse, entertainment/hospitality areas, and car parking, forming the 'core' of the site. To the south of the Racecourse is vacant land, which is currently used for overflow car parking on event days. Lee-Steere House, being Perth Racing's administration building, is located to the west of the Racecourse, adjacent to Ascot Waters Estate.

2.1.3. Surrounding Area & Land Uses

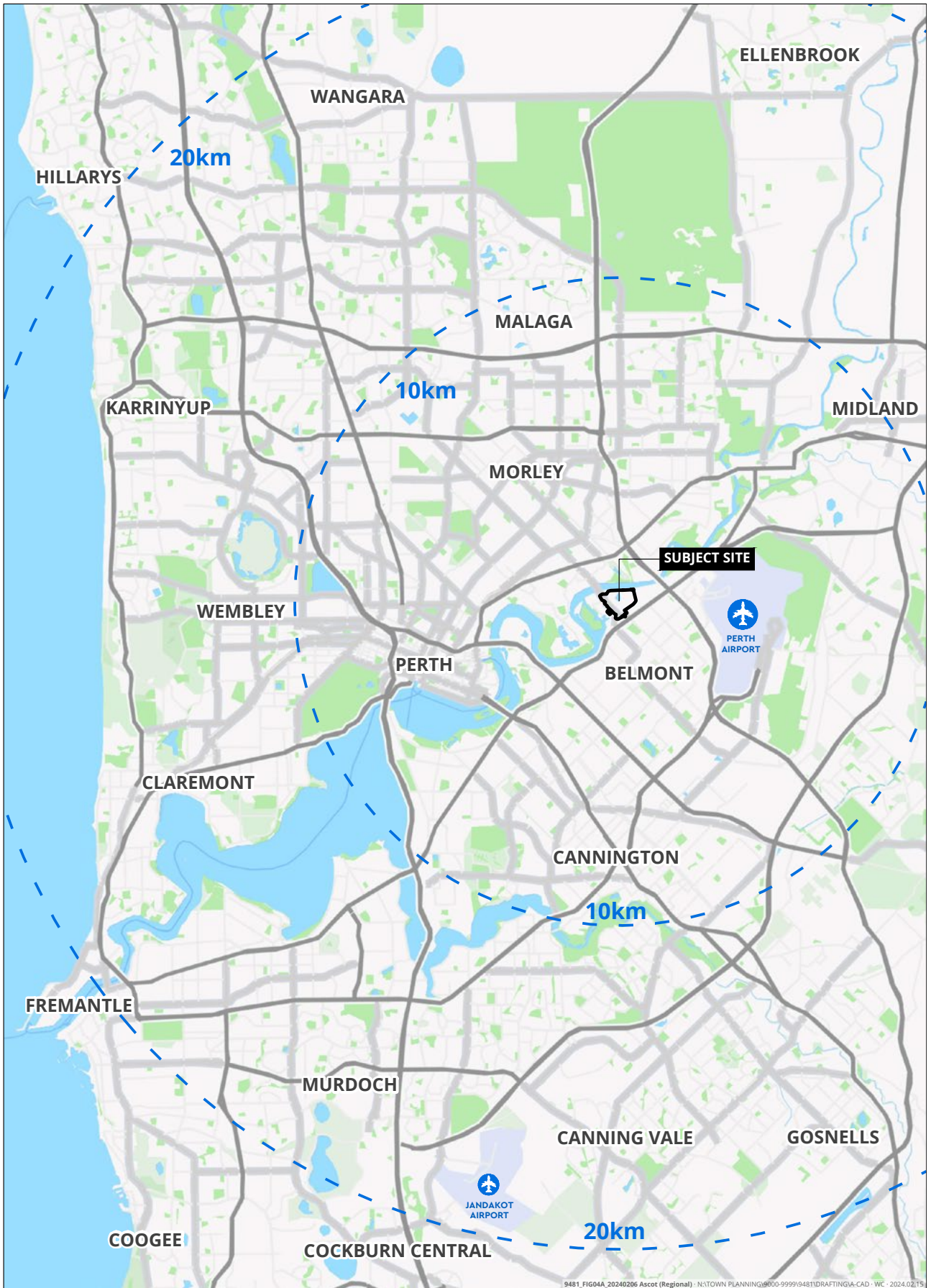
The Structure Plan area abuts the Swan River foreshore located to the north, the Ascot Residential and Stables area to the south and east, light industrial/commercial development to the south, and the Ascot Waters residential estate and Bristle Kilns (also known as the 'Ascot Kilns') to the west.

The Ascot Residential and Stables area to the south and east of the subject land is inherently linked to the horse racing industry and the operation of Ascot Racecourse. The existing zoning applicable to the area permits the keeping of horses within private stable complexes, enabling horse trainers to operate in the area and utilise the Racecourse for training purposes.

Land to the west and south-west of the Precinct Structure Plan area includes a historical landmark being the Bristle Kilns located on the border of the Ascot Waters residential estate.

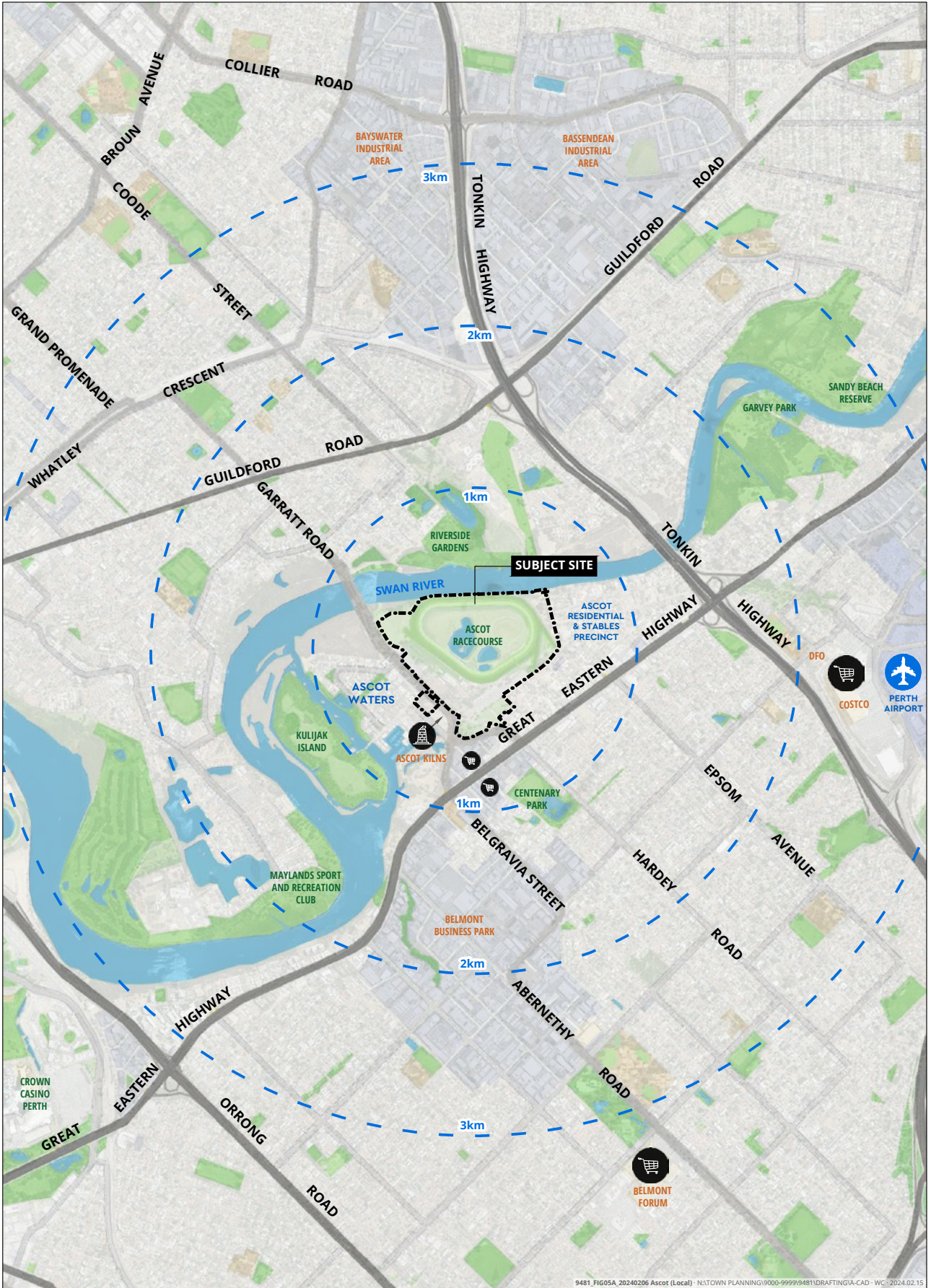
The light industrial/commercial development to the south comprises of a range of land uses including corporate offices, fast food outlets, and service stations.





2. Regional Location





3. Local Location

2.1.4. Environment

2.1.4.1. Landform & Soils

The subject site is generally flat, with a slight increase in elevation in its eastern extent. The northern portion of the site, adjacent to the Swan River, is the lowest point within the subject site at 0m Australian Height Datum (AHD). The remainder of the site is elevated at 2m AHD to the north-west and 7.5m AHD to the east.

The subject site falls within the Swan River Terrace system and contains Guildford formation of Alluvial and leached yellow sands. The soil types present at the subject site include:

- **Ms2** – Sandy Silt: Strong brown to mid grey, mottled, blocky, disseminated fine sand, hard when dry, variable clay content of alluvial origin.
- **Ms4** – Sandy Silt: light yellow brown, blocky, mottled with some fine to medium sand, soft when moist, variable clay content.
- **S8** – Sand: very light grey at surface, yellow at depth, fine to medium-grained, sub rounded quartz, moderately well sorted of eolian origin.

Geotechnical investigations were undertaken specifically for Precinct A (Douglas Partners, 2014), Precinct C (Douglas Partners, 2023) and Precinct D (Galt, 2024). Each investigation confirms the regional geological mapping generally consisting of shallow layers of sand overlying sandy clay of the Guildford formation, which is generally unsuitable for on-site stormwater disposal.

From a site classification perspective, Precinct A would be 'Class P', Precinct C is also 'Class P' but can be re-classified to 'Class S' with appropriate site preparation, and Precinct D is 'Class S'. It is assumed that Precinct B will have ground conditions similar to Precincts A and C, however further geotechnical investigations will be required to ensure adequate treatment of ground conditions before future development. For Precinct E, it is anticipated that ground conditions would be consistent with the natural material from the geotechnical investigations and geological mapping.

Refer **Appendix 4 – Engineering Servicing Report**.

2.1.4.2. Acid Sulphate Soils

The Department of Water and Environmental Regulation Acid Sulphate Soils ('ASS') risk mapping indicates that the majority of the site is considered to have a 'high to moderate' risk of ASS occurrence within 3 m of the natural surface. A portion of the site, including parts of Precinct B, Precinct C and the Racecourse are mapped as having a 'moderate to low' risk of ASS occurring within the 3m of the natural surface. Should ASS be encountered, an ASS Management Plan will be prepared and implemented at subdivision and/or development stage.

2.1.4.3. Site Contamination

A review of the Department of Water and Environmental Regulation's ('DWER') Contaminated Sites Database indicates that no areas within the subject site are registered as a 'contaminated site' under the *Contaminated Sites Act 2003*.

A basic summary of records of Lot 9002 on DP60342 was requested from DWER which indicated that Precincts A, B and C are classified as 'possibly contaminated – investigation required'. The possible contamination is associated with the site's historical use for horse-racing and runoff from animal storage on the site and agistment in the surrounding areas. Perth Racing are currently undertaking monitoring and investigation into the potential contamination of the site which will be reviewed by DWER.



2.1.4.4. Groundwater & Surface Water

The Perth Groundwater Map (DWER, 2023) indicates that the regional groundwater level sits at 0.5m AHD across the site. The groundwater clearance from south-east to north-west of the site therefore ranges from 6.5m to 0.5m. Local groundwater monitoring undertaken in August 2022 indicates that annual maximum groundwater levels were measured at 1.26m AHD and 1.70m AHD.

In terms of future development, it is anticipated that additional fill may be required to satisfy minimum groundwater clearance of 1.2m above maximum groundwater levels. This would be subject to further investigations on final development requirements and land uses.

Groundwater is abstracted from an artesian production bore assigned to the Leederville Aquifer to meet the irrigation demand of the Racecourse and surrounds. The bore is located adjacent to the Irrigation Lake at the south corner of the racetrack.

Water quality monitoring indicates that electrical conductivity (EC), total dissolved solids (TDS), and hydrogen (pH) values do not exceed guideline trigger values, however nitrogen (TN) and phosphorous (TP) concentrations continually exceed Australian and New Zealand Environment and Conservation Council (ANZEC) guideline trigger values.

2.1.4.5. Hydrology

The dominant hydrological feature of the site is the Swan River, which adjoins the northern boundary of the site and falls within the Swan Canning Development Control Area and Swan Canning River Park. Online floodplain mapping indicates flood levels in proximity to the Swan River at 2.8m AHD. All lots must have a minimum 500mm elevation above this Swan River flood level and a minimum of 300mm clearance above the 1% AEP top of water level of drainage basins.

There are three lakes located within the centre of the Racecourse (Irrigation Lake, Lined Lake and Wetland Lake). These lakes receive runoff from the grandstand buildings in Precinct B and stables/buildings in Precinct C.



2.1.4.6. Wetlands

The Geomorphic Wetlands of the Swan Coastal Plain dataset indicates the following wetlands within the site:

- Multiple Use Wetland (UFI 8424, UFI 8425, UFI 8426)
- Resource Enhancement Wetland (UF 8423).

The adjacent Swan River is classified as a Conservation Category Wetland (UFI 1316 – Estuary waterbody) and has significant ecological, cultural and heritage values. The associated riparian vegetation associated with the Swan River extends into the north-eastern portion of the site and would provide habitat for waterbirds and aquatic fauna species.

2.1.4.7. Biodiversity & Natural Area Assets

A flora and fauna survey of the subject site undertaken in March 2023 by Emerge Associates identified a total of 1.1ha of native vegetation, comprising of scattered flooded gum (*Eucalyptus rudis*) and marri (*Corymbia calophylla*) trees, and fringing vegetation (vegetation type ErJkSt). The survey found the majority of the subject site is heavily disturbed with limited intact native vegetation. Most of the vegetation was deemed to be in a 'degraded' and 'completely degraded' state.

A small portion of native vegetation in the north-eastern corner of on the site, comprising approximately 70m², was identified as being in 'Good – Very Good' condition. This area includes the 'subtropical and temperate coastal saltmarsh' ecological community which is listed as a Threatened Ecological Community ('TEC') ('vulnerable') under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) and as a Priority Ecological Community (Priority 3) under the *Biodiversity Conservation Act 2016*.

The survey found no threatened or priority flora species or suitable habitat for threatened or priority species. Whilst a desktop search indicated potential for two threatened and priority flora species, these were not considered likely to occur on the site due to lack of suitable habitat.

The northern portion of the site (along the Swan River) is identified as an environmentally sensitive area ('ESA') which are prescribed protection under the *Environmental Protection (Clearing of Native Vegetation) Regulations 2004*.



2.1.4.8. Fauna

A basic fauna and targeted black cockatoo survey undertaken by Emerge Associates found that fauna habitat values within the site are limited by historical disturbance and are primarily suited to widespread fauna species with non-specific habitat requirements. The survey found 24 fauna species were recorded within the site including two (2) conservation significant species.

The two conservation significant species recorded at the time of survey include one threatened species, being the Forest Red-Tailed Black Cockatoo (*Zanda banksia naso*) and one Priority 4 species (blue-billed duck (*Oxyura australis*).

A total of 1.27ha of Carnaby's Black Cockatoo foraging habitat was recorded on the site, of which 0.35ha comprised primary foraging habitat and 0.92ha of secondary foraging habitat. A total of 0.84ha of Forest Red-Tailed Black Cockatoo foraging habitat was recorded on the site, comprising 0.28ha of primary native habitat, 0.56ha of secondary foraging habitat.

A total of 32 Black Cockatoo habitat trees were recorded during the survey, of which 29 were located within the subject site. Of the trees located on the site, four (4) trees contained hollows potentially suitable for Black Cockatoo breeding.

2.1.5. Physical Infrastructure & Services

An Engineering Servicing Report has been prepared by TABEC in support of this Precinct Structure Plan. The purpose of the report is to provide servicing and infrastructure advice on the development area and associated future requirements. The findings of the report are summarised below.

Refer **Appendix 4 – Engineering Servicing Report**.

2.1.5.1. Sewer

Precinct A is located in proximity to an existing sewer at Waterway Crescent, however it is anticipated that the existing pipe network will not have sufficient cover below finished ground levels to extend from its current location to the subject site. Alternative options include:

1. Connecting to the existing wastewater pump station to the east located on Ascot Place, requiring the construction of a private pump station and the construction of 950m of DN100 pressure main and new gravity sewer through Ascot Racecourse that discharges into the pump station.
2. Extending the existing 225mm sewer up Grandstand Road from the Marina Drive/ Resolution Drive roundabout. This connection would trigger downstream upgrades due to capacity constraints, with the existing 225mm sewer on Great Eastern Highway requiring an upgrade to a 300mm sewer.

Precinct B is currently serviced by an existing sewer connection located at Raconteur Drive, however Water Corporation do not have any record of this connection and therefore wastewater flows from this Precinct have not been included in their planning assumptions. As such, if there is a substantial increase in wastewater flows to this connection, further discussions will be required with Water Corporation.

In the case of Precinct C, which will include the development of on-course stabling complexes along the outer edge of the Racecourse, multiple sewer connections will be required to service the site. The western portion of the Precinct (between Kalgoorlie Street and Raconteur Drive) is expected to be conveyed to the west to the existing internal sewer. The central area of the Precinct, along Matheson Road, is proposed to be serviced via an existing connection from Kalgoorlie Street. The eastern portion of the Precinct will require two new connections along the eastern boundary to the existing sewer network.

Precinct D can be serviced by the existing sewer network located near the intersection of Marina Drive and Resolution Drive, as confirmed by the Water Corporation.

In terms of Precinct E, there is an existing sewer network located along Resolution Drive which continues north-east from Raconteur Drive towards Carbine Street via Lot 100, which can service future development on Lots 51 and 100.

2.1.5.2. Water

Investigations indicate that the existing water reticulation network within the area can service the subject land depending on final water usage requirements, specifically:

- Precinct A can be serviced by an existing water main located in the western verge of the Waterway Crescent / Grandstand Road roundabout, which will need to be extended to the development site to provide water supply.
- Precinct B is currently serviced by an existing 100mm water main, however if additional water supply is required, this water main may require upgrading.
- Precinct C has access to an existing 100mm water main located along the southern verge of Matheson Road which can service the Precinct area. If, however greater supply is required above the capacity of the pipework, there may be a need to upgrade the size of the water main to Precinct C.
- Precinct D has access to an existing 150mm water main on the western verge of Resolution Drive and a 100mm water main on Grandstand Road which provide adequate opportunity for connection and water supply.
- Precinct E can be serviced by an existing DN100mm water main located within the existing redundant road reserves dissecting this Precinct area.

2.1.5.3. Power

Preliminary estimates on power demand indicate that the site has a total power requirement of 5.4MVA with the proposed new developments requiring an additional 4.2MVA. Western Power's Capacity Mapping indicates there is sufficient capacity within the network (30MVA) to accommodate the proposed development, as contemplated by this Precinct Structure Plan.

2.1.5.4. Stormwater Drainage

There are two significant drainage systems that convey stormwater from the subject area to the Swan River. The first is the Central Belmont Main Drain which is managed by Water Corporation, and the second is the local drainage network located near Matheson Road which conveys water from the surrounding road reserves into the lake system at the centre of the Racecourse.

The lake systems are interconnected, with flows discharging from the lakes to the Swan River via a 450mm and 375mm concrete pipe at peak water level, with its outlet being controlled to restrict tidal influence on the internal lake system.

In terms of precinct-specific stormwater drainage management:

- Precinct A does not currently have access to a stormwater connection, and as part of future development, drainage from this area would be treated and captured within the precinct area.



- Precinct B currently captures and infiltrates water at source, with overland flow being graded towards the existing track.
- Precinct C will be a combination of infiltration at source where levels and soil conditions allow, and discharge to the lake system.
- Precinct D will include stormwater storage and infiltration at the site, with the 1% AEP event discharging into the local drainage network on Resolution Drive.
- Precinct E is anticipated to be treated via bio-retention swale before overflowing to a proposed detention basin storage for the 1% AEP event, with overflow from the basin discharging into the Water Corporation's drainage system.

Refer **Appendix 2 – Local Water Management Strategy**.

2.1.6. People Movement

A detailed review of the existing movement network has been undertaken through the preparation of a Transport Impact Assessment ('TIA'), a summary of which is outlined below. Refer **Appendix 5 – Transport Impact Assessment**.

The Structure Plan area is bound by Grandstand Road to the west, Resolution Drive to the south, and Matheson Road to the south-east. All roads abutting the site are under the care and control of the City of Belmont, though the extent of Matheson Road and Raconteur Drive that sits within the site boundary is owned privately by Perth Racing with access controlled through gates.

Grandstand Road is classified as a 'Distributor A' road under the Main Roads WA Functional Road Hierarchy and forms as a dual carriageway carrying volumes of approximately 16,700 vehicles per day (2018). There are no on-road cycle lane facilities on Grandstand Road. A single continuous shared use path exists along the north-eastern side of Grandstand Road, with intermittent provision on the south-western side. A high-quality shared path extends from the Grandstand Road/Garratt Road bridge to Ascot Place, adjacent to the Swan River and along the northern boundary of the Racecourse.



Resolution Drive, to the south of the subject area, is classified as a 'Distributor A' road and forms as a single carriageway, extending between the four-lane Grandstand Road / Stoneham Street / Resolution Drive roundabout to the signalised intersection at Great Eastern Highway and Hardey Road. Based on 2021 traffic count data, Resolution Drive carries approximately 7,900 vehicles per day.

Raconteur Drive diverts east from Grandstand Road, in the form of a three-way priority-controlled intersection, with left-in and right-in movements from each side of Grandstand Road. Raconteur Drive forms as a one-way single-lane carriageway providing access (albeit gated) to Matheson Road and the existing car park for Ascot Racecourse. A pedestrian footpath exists along the northern side of Raconteur Drive connecting to Grandstand Road and Resolution Drive.

Matheson Road is classified as an 'Access Road' and forms as a single-lane carriageway servicing the Residential and Stables area. A shared path exists along the south-eastern side of Matheson Road, with a dedicated horse trail along the northern side.

Great Eastern Highway, to the south of the subject land, is classified as a 'Primary Distributor' under the Functional Road Hierarchy and carries significant volumes of traffic. Great Eastern Highway includes on-road cycle laneways with no physical separation and are combined with bus lanes.

There are existing bus stops located along Grandstand Road, immediately adjacent to one of the key pedestrian access points to the Racecourse, which are served by the 998/999 circle route which has good frequency and provides connectivity through central Perth and Bayswater Train Station. Frequent bus services are also available along Great Eastern Highway, including services towards Redcliffe Station, central Perth, and Perth Airport.



2.2. Community Context

2.2.1. Culture, Values & Identity

The Ascot locality is renowned for its connection to the horse racing industry, with the historical Ascot Racecourse and surrounding Residential and Stables area forming a significant role in the contemporary culture and identity of the area. Ascot Racecourse was established in 1853, importing the English notions of society and social pastimes within a colonial setting. Since that time, the Racecourse has been a site of social interaction, particularly over the summer months, which contributes to the sense of place of both the local area and the wider State.

The continuation of the Residential and Stables area, integrating horse stabling with housing, is reflective of the community's values for ongoing provision of horse racing at Ascot Racecourse, and its association with the individuals and families who are significant in the history of the local area. In recent years, however, it is understood that many emerging horse trainers are now locating on the outskirts of the Perth metropolitan area and travelling to Ascot for training and racing.

The Swan River forms a key feature that signifies the area, extending along the northern boundary of the Racecourse. The Swan River foreshore serves a significant amenity and environmental feature in the area, and a recreational asset for the wider community.

Situated opposite the Ascot Racecourse is a prominent landmark featuring eight (8) brick circular draught kilns and five (5) tall brick chimneys, known as the Bristle Kilns (or Ascot Kilns). Becoming known beyond the local community due to heritage significance and prominent location adjacent to Ascot Racecourse and at the gateway to the City of Belmont.



2.2.2. History & Heritage

2.2.2.1. Aboriginal Heritage

A search of the Aboriginal Cultural Heritage Inquiry System identified two (2) Aboriginal heritage places located within and adjacent to the subject land, as follows:

- Site ID 3753 – Registered site, Name: Perth, Type: Historical, Mythological, Hunting Place, Named Place, Natural Feature.
- Site ID 3536 – Registered site, Name: Swan River, Type: Creation / Dreaming Narrative.

Site 3753 partially intersects with the western edge of the site and the boundary is a broader area, with the exact area not being defined. Site 3756 is located immediately adjacent to the site.

2.2.2.2. European Heritage

A search of the 'Inherit' database of the Western Australian Heritage Council ('WAHC') and the City of Belmont Local Heritage Survey and Heritage List identifies five (5) European heritage listings within and adjacent to the Precinct Structure Plan area.

Inherit Id	Name	Address	Local Heritage Survey Management Category
6123	Ascot Racecourse Complex	71 Grandstand Road, Ascot	1
868	Bristle Kilns (Ascot Kilns)	80 Grandstand Road, Ascot	1
16779	Ascot Residential and Stables Area	Area bound by Great Eastern Highway, Hardy Road, Swan River and Tonkin Highway, Ascot	2
27274	Lee-Steere House	70 Grandstand Road, Ascot	4
16863	Rail Line - site	Matheson Road, Ascot	4
18987	Swan and Canning Rivers	Swan River	N/A

Table 9: Heritage Places



2.2.2.2.1.State Register of Heritage Places

The Bristle Kilns – Heritage Place No. 868, located immediately outside of the Precinct Structure Plan area, is included in the State Register of Heritage Places, in recognition of its cultural heritage significance. The Bristle Kilns is an industrial site comprising eight (8) brick circular downdraught kilns and five (5) tall brick chimneys and is the largest cluster of circular downdraught kilns and associated stacks in Australia, which are an increasingly rare industrial structure nationally.

The place represents the development of the clay industry in the Belmont area and has had a significant impact on the development of the City of Belmont from 1905 to 1982. The Bristle Kilns now form part of the Ascot skyline with both aesthetic and social value due to its landmark qualities.

The proposed Precinct Structure Plan will not cause harm or impact the significance of the Bristle Kilns heritage place. Any future development application proposed in proximity to the heritage site may be subject to further heritage assessments.

2.2.2.2.2. State Register Assessment Program Places

There are two (2) places within the Precinct Structure Plan area included on the Western Australian Heritage Council's Assessment Program for consideration for inclusion on the State Register of Heritage Places, being the Ascot Racecourse Complex – Place No. 6123 and the Swan and Canning Rivers – Place No. 18987.

The Ascot Racecourse Complex comprises a complex of buildings surrounding the horse racing track, established in 1850. The place demonstrates the popularity of horseracing in Western Australia, and the allocation of public funds by Government in order to provide facilities for the sport and maintain revenue generated by gambling. The Ascot Racecourse Complex represents the economic prosperity and population increase generated by the Gold Boom of the 1890s, which resulted in dramatically increased building activity. The place remains a rare example of a largely intact group of buildings including parts of a horse racing complex, that still relates to the original form and function of the surrounding area.

The Swan and Canning Rivers (or Swan Canning Riverpark) cover 72.1 square kilometres of river reserve and adjoining public lands. The Swan Canning Riverpark supports a diverse array of plant and animal life, some endemic to the region. The Swan and Canning Rivers stretch and snake their way for 280 kilometres from Wickiepin to the Indian Ocean in Fremantle, representing an important slice of Western Australian history, as well as holding significant cultural values for Perth, serving as an important feature of the city's landscape.



2.2.2.3. Local Heritage Survey and Heritage List

The City of Belmont's Local Heritage Survey and Heritage List (June 2023) identifies and records places that are, or may become of, cultural heritage significance to the local community within the Local Heritage Survey. Those places considered to contain cultural heritage significance requiring protection and conservation are included on the Heritage List.

The Ascot Racecourse Complex, the Ascot Residential and Stables Area, and Bristle Kilns are all included on the City's Heritage List, with the former being the only site contained within the subject area. Lee-Steere House and the Rail Line are contained within the subject area, however, are not included on the Heritage List based on their Management Category.

The Ascot Residential & Stables Precinct is located immediately adjacent to the subject area and provides evidence in the built environment of a long association with the horse racing industry and Ascot Racecourse. The area presents a rare surviving example of a suburban area that has retained a significant number of actively used stables integrated into the urban subdivisions. The precinct has social value to the community for the ongoing provision of horse racing at the Ascot Racecourse and for its association with the individuals and families who are significant in the history of the local area and / or the racing profession.

The Local Heritage Survey also identifies two (2) places that contribute to Belmont's history and community as a Management Category 4 (little significance) place. These places include the Rail Line - Site and the Lee-Steere House, which are both situated within the Precinct Structure Plan area.

The former Rail Line site is located on a portion of Matheson Road, Ascot. The site has historic value for its association with the rail link which connected Belmont to the Perth to Guildford railway line. This brought racegoers to Ascot and provided essential deliveries to local businesses. The former Rail line demonstrates how significant the racing industry was to the development of the Belmont district. It should be noted that the site does not contain any original infrastructure and its former use is acknowledged via a plaque located onsite.

Lee-Steere House has historic and social value for the members of the horse racing industry for its provision of services since the 1980s. It is noted that the building is not of any distinct architectural merit but is connected to the racing industry and built in the style of similar clubhouses from that era. The intended use of the building continues to perform the functions for which it was built, being an administration centre, however it is proposed to be decommissioned with administrative functions of Perth Racing being consolidated into the Racecourse site.



2.2.3. People

Ascot Racecourse operates as both a racetrack and training facility, with more than 500 horses training at the Racecourse during a typical week.

Ascot Racecourse, through both racing and non-racing events attracts a range of community members, irrespective of socio-economic status, age or gender, and supports the development and preservation of social and community benefits throughout the Perth Region through club activities and partnerships with community organisations. Amongst the community, horse racing is a profession, sport, hobby and leisure activity.

Perth Racing is the only thoroughbred racing club established within the Perth Region, with racing occurring between Ascot Racecourse (summer months) and Belmont Racecourse (winter months). There are 7,366 people who participate in the thoroughbred horse racing industry within the Perth Region, including 4,928 people who participate in producing racing animals, 1,498 racing club and industry staff, and 541 stable employees (IER, May 2023).

In terms of the wider area, the population of Ascot has steadily grown over the past five (5) years reflecting an increasing trend of an aging population. The key demographic statistics that comprise the Ascot community are summarised in the table below.

Statistic	Ascot (2016)	Ascot (2021)	Western Australia (2021)
Population	2,572 people	3,095 people	-
Median Age	42 years	46 years	38 years
Population over 65 years	15.6%	22%	14.2%
Median Weekly Household Income	\$1,687	\$2,166	\$1,480
Family Composition			
▪ Couple family without children	50%	52.2%	38.8%
▪ Couple family with children	35.8%	34.5%	43.7%
▪ One parent family	12.3%	9.1%	15.9%

Table 10: Ascot Demographic Profile (ABS Census Data 2016 and 2021)

2.2.4. Economy

Within the Perth Region, the thoroughbred horse racing is responsible for generating \$467.9 million in value-added contribution to Gross State Product and sustaining a total of 3,633 full-time equivalent jobs in the region (IER, May 2023). In terms of contribution to the Belmont area, Perth Racing provides an economic contribution of almost \$250 million annually, over 1,500 jobs and almost 2,000 participants and volunteers, and household income of over \$116 million (IER data, May 2022).

A significant number of racing participants have skills that are not easily transferable to other employment sectors, in particular trainers, jockeys, drivers and breeders, and therefore are heavily reliant on the success of the racing industry.

The Ascot locality is characterised by typical labour force participation and an above average proportion of workers who are employed on a full-time basis (ABS Census Data, 2021). The key employment industries for the portion of Ascot defined by Ascot Racecourse and the Residential and Stables area are 'Accommodation & Food Services', 'Arts & Recreational Services' and 'Tourism'. These industries generate a total of 426 jobs in area, representing 64% of all jobs within the area, and a combined economic output of over \$82 million (REMPPLAN, 2024).



2.3. Governance Context

2.3.1. Planning Strategies

2.3.1.1. Perth and Peel @ 3.5 Million and Central Sub-Regional Planning Framework

The Perth and Peel @ 3.5 Million suite of documents provides a framework for the development of the Perth and Peel regions as the population reaches an estimated 3.5 million people by 2050. The suite of documents includes four planning frameworks for the Central, North-West, North-East and South Metropolitan sub-regions. These documents provide the detailed commentary and analysis accompanying the overall 'Spatial Plan for Perth and Peel @ 3.5 million'.

The subject site lies within the Central Sub-Regional Planning Framework. Under the Framework, Ascot Racecourse is identified as forming part of a 'Green Network' that extends along the Swan River. Great Eastern Highway is identified as an 'Urban Corridor' where focus should be given to investigating increased residential densities, with potential for mixed land uses where appropriate. Both Great Eastern Highway, and Grandstand Road and Resolution Drive immediately abutting Perth Racing's landholdings are identified as a 'high-frequency public transit' route.

2.3.1.2. City of Belmont Local Planning Scheme No. 15 – Report of Review

In accordance with the requirements of the *Planning and Development (Local Planning Schemes) Regulations 2015*, the City undertook a review of LPS 15, preparing a 'Report of Review' analysing the operation of the existing local planning framework. The Report of Review acknowledged the Council had adopted a number of supporting documents and sub-planning strategies to LPS 15, however it was concluded that these documents were considered outdated (adoptions dating from 2008 to 2011).

The Report of Review states that due to the extent of the review required and the age of the strategy, a new local planning strategy and associated sub-strategies should be prepared. The recommendations of the Report of Review were supported by the WAPC on 9 February 2021.

2.3.1.3. City of Belmont Activity Centres Planning Strategy

The City's Activity Centre Planning Strategy ('ACPS') is a holistic guide for the future planning of activity centres within the City of Belmont, based on the current strategic planning framework, future economic trends and analysis of best practice activity centre planning, as outlined by State Planning Policy 4.2 – Activity Centres ('SPP 4.2').

Of relevance to the Precinct Structure Plan area, the ACPS identifies a future 'Local Centre' within the Ascot Waters residential estate (500m² NLA) and the Golden Gateway Precinct (1,200m² NLA). It is intended that the 'Local Centre' would capture a 200m walkable radius which would include a portion of the Precinct area. Further to this, it is noted that a Retail Needs Assessment commissioned by the DPLH in 2016, predicts that the nearby Ascot Kilns site could accommodate a total of 515m² of retail floor area.

During the ACPS consultation period, a submission was prepared on behalf of Perth Racing seeking to designate the future Golden Gateway Local Centre on Perth Racing's landholdings, immediately adjacent to Resolution Drive. Additionally, and as part of this Precinct Structure Plan, a Net Benefit Test has been prepared to justify the appropriateness of the proposed Local Centre in this location to address future planning of its landholdings. This is discussed further in Section 5.6 of this Report.

Refer **Appendix 6 – Retail Assessment (Net Benefit Test)**.

2.3.1.4. City of Belmont draft Great Eastern Highway Urban Corridor Strategy

The City's draft Great Eastern Highway Urban Corridor Strategy ('Corridor Strategy') has been prepared to guide land use planning along Great Eastern Highway, which is identified as an 'Urban Corridor' under the Central Sub-Regional Planning Framework. The Corridor Strategy establishes a 'vision' for the corridor, addressing matters relating to land use, built form, the public realm, and access arrangements.

Of relevance to the Precinct Structure Plan area, the Corridor Strategy identifies land fronting Great Eastern Highway, within the Golden Gateway Precinct as an 'Activity Node'. This Activity Node will provide convenience for residents to the north within the Golden Gateway Precinct, being a portion of the Precinct Structure Plan area.

Following the consideration of submissions, at the Council meeting held on 26 September 2023, the Corridor Strategy was endorsed for further modifications and readvertising for a period of 28 days. One of the modifications include updating the Corridor Strategy to be consistent with the principles of SPP 4.2 and the activity centres identified in the ACPS. At the time of writing this Structure Plan, the Corridor Strategy had not yet been adopted.

2.3.2. Zoning & Reservations

2.3.2.1. Metropolitan Region Scheme

The Precinct Structure Plan area is primarily zoned 'Private Recreation' under the Metropolitan Region Scheme ('MRS'), with the balance of the land zoned 'Urban'. Land abutting the Swan River within the Precinct Structure Plan area is reserved 'Parks and Recreation' and is situated within the 'Swan and Canning River Development Control' area. The surrounding land is zoned 'Urban', notwithstanding 'Bush Forever Site No. 313' situated to the north-west of the subject land and Garratt Road.

The Structure Plan identifies the rezoning of Precinct A to 'Mixed Use' under LPS 15, which is currently subject to a 'Private Recreation' zone under the MRS. To provide consistency with the MRS, it may be necessary to progress an MRS Amendment to facilitate the 'Mixed Use' zoning of the site under LPS 15.

Refer **Figure 4 – Metropolitan Region Scheme Zoning.**

2.3.2.2. City of Belmont Local Planning Scheme No. 15

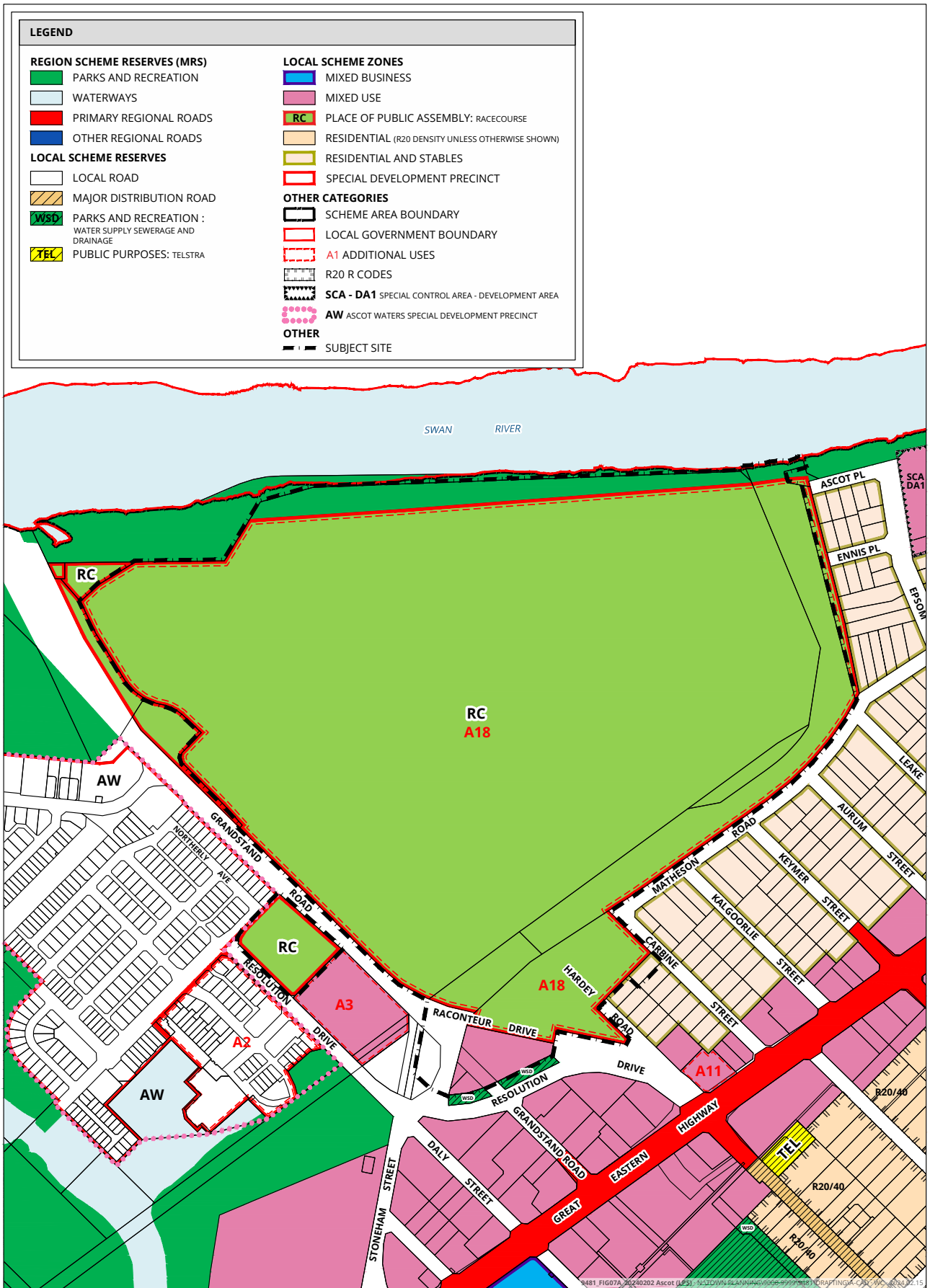
The Precinct Structure Plan area is predominantly zoned 'Place of Public Assembly – Racecourse' and identified as 'Additional Use 18' ('A18') under the City of Belmont's LPS 15. The southern portion of the subject land, abutting Resolution Drive, is zoned 'Mixed Use' under LPS 15.

Under the provisions of LPS 15, A18 enables the subject land to be considered for the additional uses of 'Horse Sales' and 'Stables' which are not otherwise permissible under the 'Place of Public Assembly' zone. This Precinct Structure Plan proposes to modify the scope of Additional Uses applicable to the Place of Public Assembly zone, but retain the general intent and nature of the uses provided.

The proposed zoning under Plan 1 – Local Structure Plan would be inconsistent with the existing zonings applicable to Precincts A, D, and E. A Scheme Amendment will be required to ensure consistency between the Structure Plan and LPS 15.

Refer **Figure 5 – City of Belmont Local Planning Scheme No. 15 Zoning.**





5. LPS 15 Zoning Plan



2.3.3. Draft Golden Gateway Local Structure Plan

The City's draft Golden Gateway Structure Plan was prepared to coordinate future subdivision, zoning and development of land generally bound by Great Eastern Highway to the south, the Swan River to the west, the Ascot Waters precinct to the north, and the Ascot Racecourse/Residential and Stables precinct to the east.

The Golden Gateway Structure Plan proposes 'Mixed Use' and 'Residential' zones that enables development ranging from 2 to 20 storeys, including approximately 5.1 ha of Perth Racing landholdings, and proposes to establish a 'Local Centre' along Daly Street.

On 23 June 2020, the Golden Gateway Structure Plan was presented to Council following the conclusion of public consultation. During the advertising period, 127 submissions were received, raising issues relating to traffic, built form, public open space, land use, car parking and the future of the Ascot Kilns and Belmont Trust sites.

In response to the above and of relevance to the Precinct Structure Plan area, Council resolved to:

- Revisit the proposed changes to the movement network, including the realignment of Resolution Drive along Raconteur Drive.
- Reduce the building heights to facilitate an appropriate interface to the existing Ascot Waters Estate and Residential and Stables area.

Council also noted their desire to see the Ascot Kiln site developed into a park to allow for the wider community to access and interact with the heritage structures.

At the time of writing this report, we understand that the City is seeking to proceed with the option of retaining the existing road network as is, namely maintaining the existing alignment of Resolution Drive. It is also understood that the City are open to reviewing the position of the future Local Centre within the Precinct, with a view that it could be predominantly located on Perth Racing's landholdings.

Refer **Figure 6 - Draft Golden Gateway Local Structure Plan.**





6. Draft Golden Gateway Local Structure Plan



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2.3.4. State Planning Policies & Guidelines

2.3.4.1. State Planning Policy 2.10 – Swan-Canning River System

State Planning Policy 2.10 – Swan-Canning River System ('SPP 2.10') is an overarching framework that sets out guiding principles for decision making in relation to planning proposals over the Swan and Canning River and its foreshore.

SPP 2.10 contains four (4) guiding principles of social benefit, environmental values, cultural and natural heritage and design and development, and nine (9) precinct areas. The Precinct Structure Plan area is identified within the 'Lower Swan' precinct which is a broad area around the Burswood, Maylands, and Garvey Park peninsulas. The precinct area is subject to certain objectives concerning landscape values which aims to:

- Establish protection measures for riparian vegetation on foreshores;
- Promote an aesthetic environment for new riverside development appropriate to its surroundings, and establish a sense of place by the river;
- Recognise the importance of the river for transport, commerce, tourism and leisure as well as its conservation value;
- Enhance the appearance and function of existing recreation, tourism and commercial nodes and of proposed nodes identified in an adopted Swan-Canning precinct plan;
- Protect places of cultural significance, in particular places on the Register of Heritage Places and the Department of Indigenous Affairs register of significant places; and
- Ensure that subdivisions incorporate adequate foreshore reserves and building setbacks.

The Precinct Structure Plan promotes development outcomes that respect the values of the Swan River. No clearing is proposed within the Swan River foreshore area and the Precinct Structure Plan stipulates minimum setback distances from the foreshore in accordance with DBCA policy.

2.3.4.2. State Planning Policy 3.0 – Urban Growth & Settlement

State Planning Policy 3.0 – Urban Growth and Settlement ('SPP 3.0') is a broad sector policy that sets out the principles and considerations to facilitate sustainable patterns of urban growth and settlement in Western Australia. The objectives of SPP 3.0, are as follows:

- To promote a sustainable and well-planned pattern of settlement across the State, with sufficient and suitable land to provide for a wide variety of housing, employment, recreation facilities and open space.
- To build on existing communities with established local and regional economies, concentrate investment in the improvement of services and infrastructure and enhance the quality of life in those communities.
- To manage the growth and development of urban areas in response to the social and economic needs of the community and in recognition of relevant climatic, environmental, heritage and community values and constraints.



- To promote the development of a sustainable and liveable neighbourhood form which reduces energy, water and travel demand whilst ensuring safe and convenient access to employment and services by all modes, provides choice and affordability of housing and creates an identifiable sense of place for each community.
- To coordinate new development with the efficient, economic, and timely provision of infrastructure and services.

The Precinct Structure Plan is consistent with (and promotes) a number of key principles contained within SPP 3.0 including the following:

- Sufficient and suitable serviced land in the right locations for housing, employment, commercial, recreational and other purposes, coordinated with the efficient and economic provision of transport, essential infrastructure and human services.
- Variety and choice in the size, type and affordability of housing to support a range of household sizes, ages and incomes and which is responsive to housing demand and preferences.
- Making the most efficient use of land in existing urban areas through the use of vacant and under-utilised land and buildings, and higher densities where these can be achieved without detriment to neighbourhood character and heritage values; the cost-effective use of urban land and buildings, schools and community services, infrastructure systems and established neighbourhoods; and promoting and encouraging urban development that is consistent with the efficient use of energy.
- Supporting higher residential densities in the most accessible locations, such as, in and around town and neighbourhood centres, high frequency public transport nodes and interchanges, major tertiary institutions and hospitals, and adjacent to high amenity areas such as foreshores and parks.



- Giving priority to infill development in established urban areas, particularly through urban regeneration and intensification of development of under-utilised urban land, whilst respecting neighbourhood character.
- Locating higher residential densities in locations accessible to transport and services, such as in and around the CBD, regional and district centres, activity corridors and higher education campuses, and in selected areas of high amenity on the coast and river foreshores.

In this regard, the proposed Precinct Structure Plan is consistent with the objectives and principles for future urban growth. The proposal promotes a well-planned pattern of development within the existing urban area of the Ascot Racecourse and surrounding land.

Furthermore, the provisions of the Precinct Structure Plan will ensure that development and subdivision over the subject land responds well to the existing context through the promotion and coordination of sustainable development, consistent with the objectives of SPP 3.0.

2.3.4.3. State Planning Policy 4.2 – Activity Centres

SPP 4.2 provides a hierarchy and network of activity centres that meets the needs of the community, and provides economic and environmental benefits, enables the distribution of goods and services, and facilitates retail, commercial and mixed used developments.

SPP 4.2 applies to the Precinct Structure Plan as Precinct E is intended to facilitate the development of an activity centre at the intersection of Grandstand Road and Resolution Drive, forming part of the wider Golden Gateway activity centre. The size and scale of the proposed Golden Gateway activity centre would be akin to a 'Local Centre' or a 'Neighbourhood Centre' under SPP 4.2.



SPP 4.2 outlines the role and characteristics of a 'Local Centre' and 'Neighbourhood Centre' as follows:

Local centres provide for the convenience and incidental needs of local communities. These centres provide an important role in providing walkable access to services and facilities for local communities.

Neighbourhood centres are important focal points that provide for daily to weekly household shopping needs, community facilities and a small range of other convenience services. They are also a focus for medium density housing. These centres play an important role in providing walkable access to services and facilities for local communities.

In this regard, the proposed Golden Gateway activity centre, partially located within the Precinct E of the Structure Plan area, will provide for the required convenience, services and community facilities to sufficiently cater for the proposed housing density and future community.

Refer **Appendix 6 – Retail Assessment (Net Benefit Test)**.

2.3.4.4. State Planning Policy 5.4 – Road and Rail Noise

State Planning Policy 5.4 – Road and Rail Noise ('SPP 5.4') applies where a noise sensitive land use is proposed within proximity to major transport and freight corridors. Under SPP 5.4, the proposed 'Mixed Use' zone of the Precinct Structure Plan is partially located within the noise buffer zone of Great Eastern Highway, being a strategic freight and major traffic route.

In this regard, a Transportation Noise Assessment has been prepared by Lloyd George Acoustics in support of the proposed Precinct Structure Plan. The Transportation Noise Assessment concluded that:

- Due to the screening effect of existing buildings, any ground floor noise sensitive uses would be compliant with the outdoor noise target; and
- Noise sensitive uses above ground floor and within 200 metres of Great Eastern Highway would be subject to Package A, including a notification on title. Alternatives to the Deemed to Comply Package A can be accepted if supported by a report from a suitably qualified acoustical consultant (member firm of the Association of Australasian Acoustical Consultants (AAAC)) once the specific plans are available.

Implementation of the abovementioned requirements will be applied as a condition of subdivision or development approval (as applicable).

Refer **Appendix 7 – Transportation Noise Assessment**.

2.3.4.5. State Planning Policy 7.2 – Precinct Design

State Planning Policy 7.2 – Precinct Design ('SPP 7.2') and associate Precinct Design Guidelines provides guidance on the design, planning, assessment and implementation of precinct structure plans, local development plans, subdivision and development in areas identified as precincts.

SPP 7.2 contains six (6) precinct design elements which set out specific considerations for decisionmakers when considering the above proposals. These include, urban ecology, urban structure, public realm, movement, land use and built form.

Each of the design principles has been considered and informs the design objectives for the Precinct Structure Plan, as set out in the Design Response section of this Report.

3. Opportunities & Constraints Analysis

3.1. Analysis

The preparation of this Precinct Structure Plan has been informed by a detailed site analysis and technical reporting. An analysis of the strengths, weaknesses, opportunities and threats is provided below.



- Established racecourse operation serving as the premier racing destination in Western Australia.
- Established horse racing community within Ascot.
- Single landownership.
- Location at the northern gateway to the City of Belmont.
- Position adjacent to a future activity centre with significant redevelopment potential.
- High levels of accessibility and passing trade from the adjacent road network (Grandstand Road and Resolution Drive) and proximity to Great Eastern Highway.
- Proximity to existing commercial development within Golden Gateway, along Great Eastern Highway, and further afield in the Belmont Business Park.
- Existing heritage values.
- Position adjacent to the Swan River, offering high-amenity values.
- Existing services.



- Separation between Perth Racing's administration and racecourse operations.
- Land tenure arrangement limits development opportunities.
- Due to restricted ability to sell Perth Racing's landholdings, there is a need to develop income generating uses.
- Fragmentation of southern landholdings towards Resolution Drive with redundant road reservations and existing utility and service infrastructure.
- The Ascot Residential and Stables area is cost-prohibitive for emerging generations of horse trainers and jockeys.
- Access constraints surrounding the existing Grandstand Road / Resolution Drive / Stoneham Street roundabout.





- Large landholding with significant areas of vacant, underutilised land that can be developed.
- Development of income-generating uses to support on-going racing operations.
- Consolidation of racecourse administration and operations.
- Development of on-course horse stabling and improved horse training and welfare infrastructure that is complimentary to the racecourse adjacent the Residential and Stables area.
- Consolidation of southern landholdings in liaison with DPLH, WAPC and service agencies.
- Creation of landmark entry at the northern gateway to the City of Belmont.
- Delivery of amenities and open spaces that attract visitors outside of racecourse events.
- Consolidation of the residential neighbourhood on the western side of Grandstand Road.
- Demand for convenience retail uses within the Golden Gateway precinct.



- Commercial competition in the creation of an activity centre.
- Land tenure restrictions.

Table 11: SWOT Analysis

Refer **Figure 7 – Opportunities & Constraints Plan.**

3.2. Design Objectives

The design objectives of this Precinct Structure Plan are as follows:

- Respect the history and importance of Ascot Racecourse and the wider horse racing industry through the protection and enhancement of racecourse operations.
- Provide appropriate land use and built form transition and interface with the Residential and Stables area.
- Facilitate land uses that support the development of the Golden Gateway activity centre and provide income-streams to support racing operations.
- Support land use and development adjacent to Ascot Waters Estate that is consistent and compatible with the residential nature and built form scale of this area.
- Utilise high amenity land adjacent to the Swan River and Racecourse for landmark development, reflective of its position at the northern gateway to the City of Belmont.
- Enhance the public interface, amenity, and accessibility of Ascot Racecourse.

The above objectives have been considered through the development of a Master Plan and the Structure Plan. It ultimately provides a site responsive design that integrates the aspirations of Perth Racing with the characteristics of the local area.



3.3. Concept Development

A Master Plan was prepared as a reflection of the findings of the site analysis and design objectives. The purpose of the Master Plan exercise was to examine the physical attributes of the Structure Plan area and its surrounding context, to ultimately underpin the design and development of the subject land.

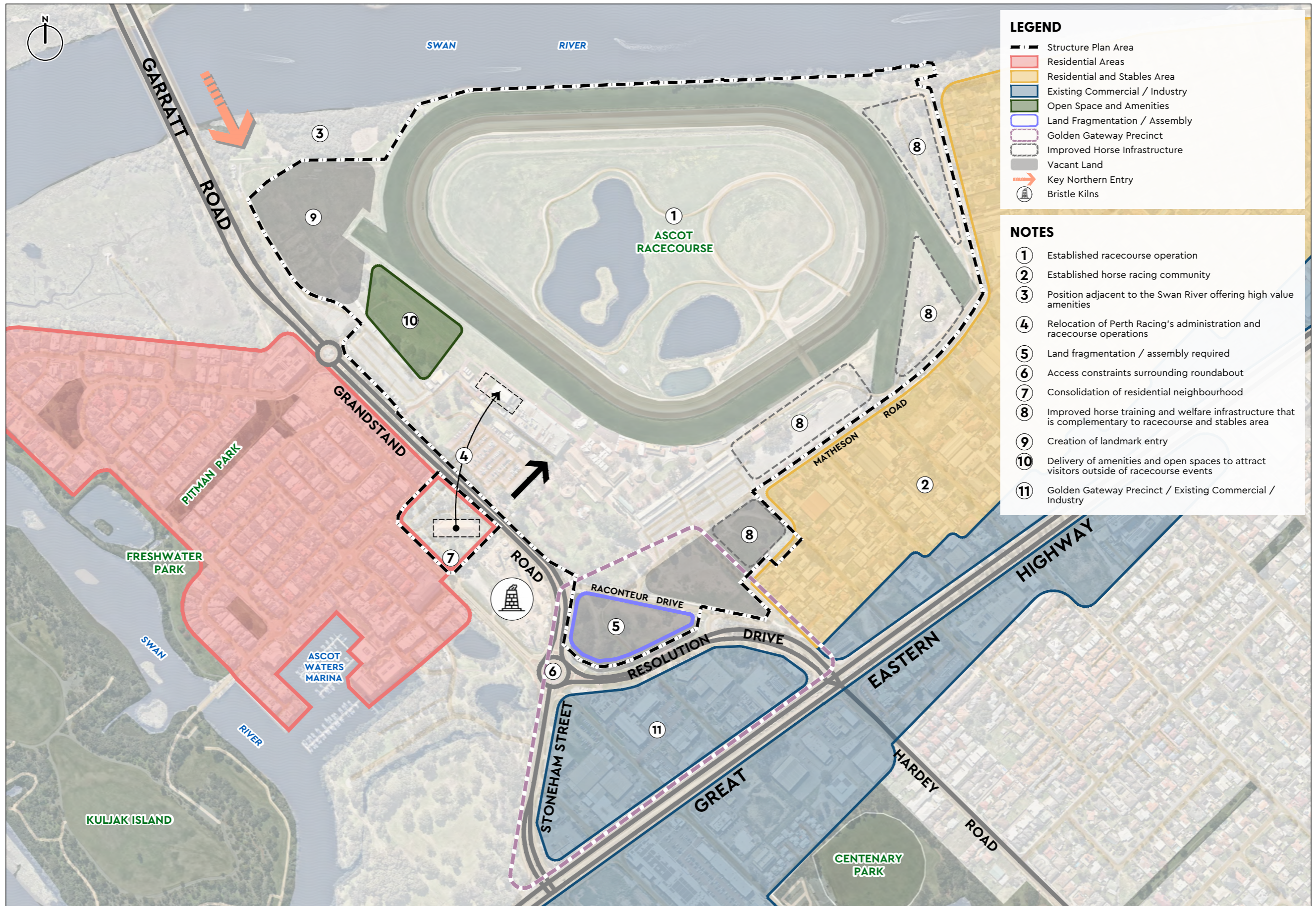
The design process began by mapping the existing physical characteristics of the subject land and surrounding area, such as:

- The location of the existing Racecourse and supporting infrastructure.
- Land tenure arrangement and degree of land consolidation/fragmentation.
- The identification of vacant, underutilised land.
- The prevailing land use and development pattern in the surrounding area, notably the Residential and Stables area to the south and east, Ascot Waters Estate to the west, commercial development to the south, and the Swan River to the north.
- The wider public open space and movement network, including traffic routes, key access points, the pedestrian and cycling network, and recreational nodes.
- Existing character elements of the site and surrounding area, noting historical features within Ascot Racecourse and adjacent Ascot Kilns.
- Land and environmental considerations, considering topography, soil, environmental attributes and associated requirements.
- Availability of existing servicing infrastructure.

The design was then developed into an overall Master Plan for the land, considering the key design objectives for the site. The key features of the Master Plan include:

- The development of on-course horse stabling, horse training and horse welfare infrastructure (equine welfare centre) along the site's southern and eastern boundaries, adjacent to the Racecourse and Residential and Stables area.
- Utilising Perth Racing's southern landholdings to develop a range of commercial uses that support the development of the Golden Gateway activity centre.
- The development of a retirement village at the north-western gateway of the site overlooking the Swan River and Racecourse.
- The development of a new Perth Racing administrative building, hospitality venue, and parkland area at the Racecourse, adjacent to existing facilities.
- The redevelopment of the existing administrative building adjacent to Ascot Waters Estate for residential uses.

Refer **Figure 8 – Master Plan**.



7. Opportunities & Constraints Plan





LEGEND

1	Retirement Living Apartments
2	Parkland with Playground
3	Car Parking
4	Residential
5	Child Care Premises
6	Relocated Leger Lawn Facility
7	New Admin Building / Hospitality Venue
8	Existing Grandstand
9	On-Course Stables
10	Equine Welfare Centre & Jockey Services
11	Commercial Development
12	Retail Development
13	Commercial Development
14	Existing Racecourse

8. Master Plan

4. Stakeholder & Community Engagement

4.1. Pre-Lodgement Engagement

4.1.1. City of Belmont

The Project Team have had ongoing discussions with the City of Belmont in relation to planning work being undertaken in the area, specifically the Golden Gateway Structure Plan, Perth Racing's development aspirations, and the progression of its own Structure Plan for its landholdings.

In terms of initial engagement, in October 2019, Perth Racing prepared a submission on the draft Golden Gateway Structure Plan, which encompassed Perth Racing's southern and eastern landholdings. Perth Racing were generally supportive of the Structure Plan intent and zoning proposed, however raised concerns in relation to the proposed movement network. At that time, Perth Racing had not developed a vision for its landholdings.

Since 2021, Perth Racing have been developing a long-term vision for their landholdings, including both land within and outside of the Golden Gateway Precinct. It became apparent through this work that the development aspirations outlined in the Golden Gateway Structure Plan, being predominantly focussed on mixed commercial/residential development, did not align with the development outcomes that could be realistically delivered by Perth Racing or appropriately planned by the City of Belmont.

On this basis, Perth Racing, in consultation with the City of Belmont, made the decision to proceed with preparing a separate Structure Plan for the entirety of its landholdings. It is understood that the City of Belmont are supportive of this approach and would look to excise Perth Racing's landholdings from the draft Golden Gateway Structure Plan.

In terms of this Structure Plan, initial feedback was received from the City in relation to the proposed zoning and development provisions. Key feedback provided by the City included:



- The need to adequately justify the proposed elements of the Structure Plan such as building height, plot ratio, and retail floorspace provision.
- Managing the interface and access arrangements of commercial development to Resolution Drive and the Belmont Main Drain.
- The inclusion of provisions to manage the heritage values of the site.
- The inclusion of provisions to address landscape interfaces, particularly along Grandstand Road and Matheson Road.

The above key feedback has been considered and addressed in the preparation of this Structure Plan.

4.1.2. Department of Planning, Lands & Heritage

The Project Team met with officers at the Department of Planning, Lands & Heritage ('DPLH') on two occasions in April 2024 to discuss the preparation and progression of a Structure Plan for Perth Racing's landholdings in Ascot.

The purpose of the initial meeting was to brief DPLH on Perth Racing's development aspirations and initial concept and seek support for the preparation of a Structure Plan to facilitate zoning changes to enable those aspirations to be realised. The DPLH provided high-level feedback only, focussing on the need for a Structure Plan to be prepared rather than commenting on specific elements of the draft concept.

The second meeting with DPLH included officers from the City of Belmont. Discussion focussed on the relationship between the draft Golden Gateway Structure Plan and the proposed Ascot Racecourse Precinct Structure Plan, and the manner in which they can holistically plan over the area. Particular consideration was given to Precinct E, the portion of Perth Racing's landholdings which falls within, and will interface with, the draft Golden Gateway Structure Plan area. The consensus with the City of Belmont was that these matters can be appropriately managed through collaboration with Perth Racing's Project Team. The DPLH concluded that they would permit concurrent structure plans being prepared.



4.1.3. Department of Biodiversity, Conservation & Attractions

The Project Team met with officers from the Department of Biodiversity, Conservation & Attractions ('DBCA') in March 2024 to receive preliminary feedback on the concept plan. The key themes raised by DBCA included the following:

- The importance of wastewater management, ensuring no increase in nutrient loading to groundwater given the site's proximity to the Swan River.
- The need for development and infrastructure to be setback a minimum of 10m from the Swan River foreshore.
- The need to consider the aesthetics of proposed development from the foreshore river, including colour schemes and fencing.
- Support for any landscape screening and/or revegetation with native plantings, including trees that provide shade and habitat.
- Support for stormwater recycling on-site for irrigation purposes, depending on flood management requirements and water quality management.

The DBCA encouraged further preliminary engagement ahead of the lodgement of applications for development approval for works adjacent to the Swan River foreshore.

4.1.4. Community Engagement

Extensive community engagement was undertaken by the City of Belmont in the preparation and review of the draft Golden Gateway Structure Plan, which included consideration of Perth Racing's landholdings. The key concerns raised through the engagement process related to:

- The proposed building heights and their appropriateness for the area.
- The appropriateness of certain land uses within the 'Mixed Use' zone.
- The adequacy of public open space provision.
- Potential built form outcomes.
- The design of the movement network.
- Traffic increases and the capacity of the existing road network.
- Car parking requirements.

The feedback was subject to deliberation by the City and Council, with an Officer Report prepared for Council's consideration at their 23 June 2020 Ordinary Council Meeting. In considering the draft Structure Plan, Council resolved to require a series of modifications to the plan. Of relevance to the Ascot Racecourse Precinct Structure Plan, key modifications included:

- Applying a 'Residential' and 'Mixed Use' zoning over Lot 452 Grandstand Road (Precinct D) and applying densities of 'R40' and 'R100' with maximum building height limits of 3 to 5 storeys.
- Maintaining the 'Mixed Use' zoning to land immediately fronting Resolution Drive (Lot 3 Grandstand Road and Lot 51 Raconteur Drive within Precinct E) and applying a density of 'R-AC3' with a maximum building height of 6 storeys.



- Applying a 'Residential and Stables' zoning and a density of 'R10' to the portion of Lot 100 Raconteur Drive (Precinct E), bound by Hardey Road, Matheson Road and Carbine Street, to align with the zoning of the adjacent area.
- Applying a 'Residential' zoning and densities of 'R50' and 'R100' to the portion of Lot 100 Raconteur Drive (Precinct E), bound by Hardey Road and Raconteur Drive to serve as a transition between the 'Mixed Use' and 'Residential and Stables' zones.

The abovementioned modifications have been considered in the preparation of the Ascot Racecourse Precinct Structure Plan, whilst also having regard to Perth Racing's vision for their landholdings which has significantly evolved since Council's consideration of the Golden Gateway Structure Plan.

4.2. Post-Lodgement Engagement

In accordance with the requirements of the *Planning and Development (Local Planning Schemes) Regulations 2015 – Schedule 2 – Deemed Provisions ('Regulations')*, the Precinct Structure Plan is required to be publicly advertised and referred to any public authority or utility service provider, as relevant.

Public advertising would typically occur by way of letters being sent to owners and occupiers who, in the opinion of the City, are likely to be affected by the proposed Precinct Structure Plan. In addition, advertising of the Structure Plan must occur by way of a notice being published on the City's website. Advertising may also occur by way of newspaper advertising, a sign being placed on the site, and documents being made available at the City's office.

In terms of service agencies and utility providers, the Precinct Structure Plan should, at the very least, be referred to the following agencies/utility providers:

- Main Roads WA
- Water Corporation
- ATCO
- Western Power
- Heritage Council of WA
- Department of Biodiversity, Conservation and Attractions
- Department of Water & Environmental Regulation

Following public advertising, the City is required in accordance with the Regulations, to consider all submissions received and provide a recommendation to the WAPC on the progression of the Precinct Structure Plan.

Further engagement may also be required to satisfy obligations under the *Aboriginal Heritage Act 1972*, the *Environmental Protection Act 1986*, and the *Environment Protection and Biodiversity Conservation Act 1999*.

5. Design Response

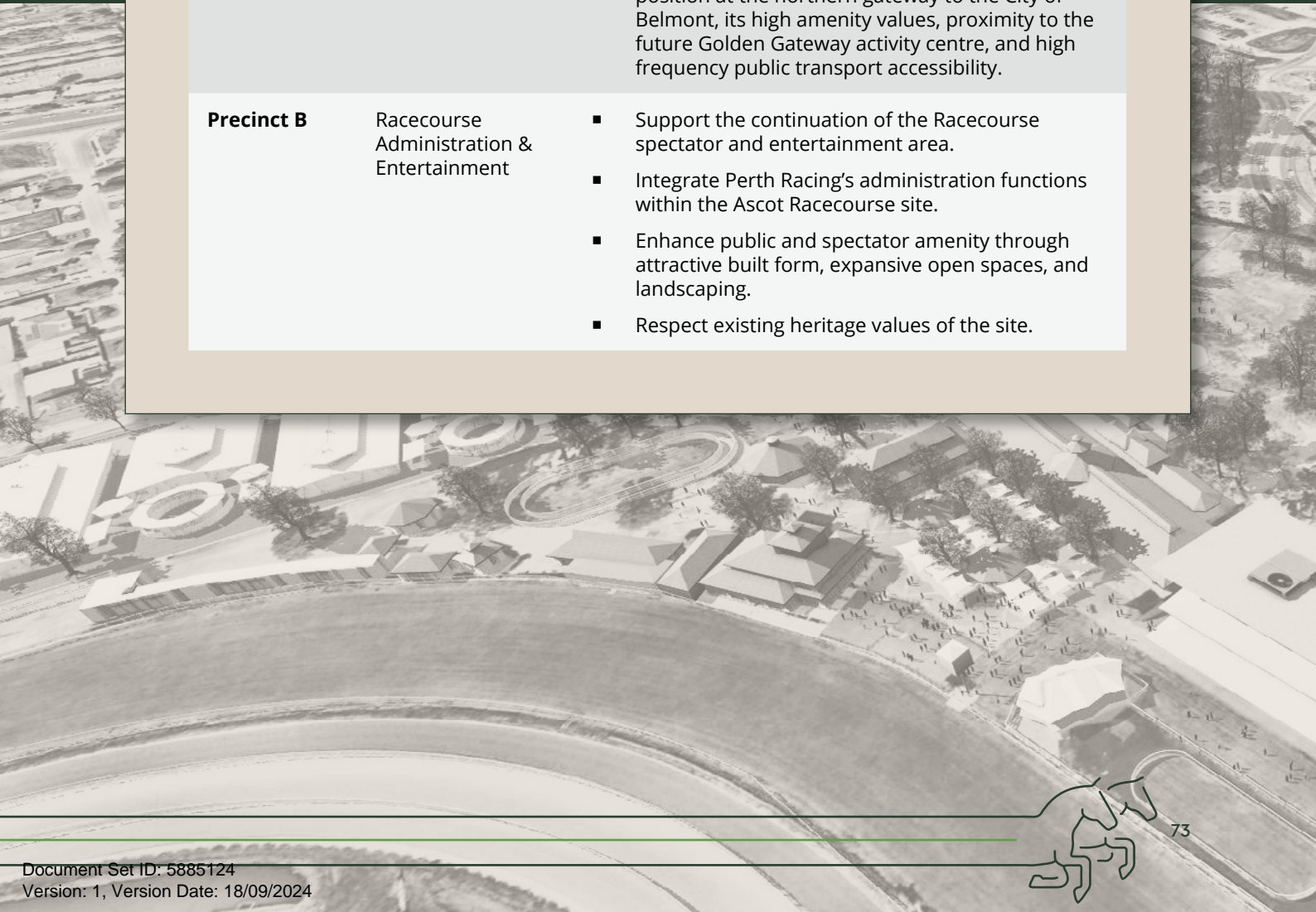
5.1. Vision & Objectives

The Vision of this Precinct Structure Plan is as follows:

To support ongoing horse racing activities at Ascot Racecourse through improved facilities and community infrastructure, and business development opportunities, planned in a manner that is financially sustainable and responsive to site context and community needs.

Having regard to the above Vision and the Opportunities & Constraints Analysis, the Precinct Structure Plan designates five (5) precinct areas subject to a distinctive vision and associated objectives, as outlined below.

Precinct Area	Vision	Objectives
Precinct A	Retirement Living	<ul style="list-style-type: none">Facilitate the development of a vertical residential living village to accommodate retiring members of the horse racing industry.Provide for small scale food and beverage and commercial uses that are ancillary to, and integrated with, the residential housing village.Facilitate development that will serve as a landmark in the locality, capitalising on its position at the northern gateway to the City of Belmont, its high amenity values, proximity to the future Golden Gateway activity centre, and high frequency public transport accessibility.
Precinct B	Racecourse Administration & Entertainment	<ul style="list-style-type: none">Support the continuation of the Racecourse spectator and entertainment area.Integrate Perth Racing's administration functions within the Ascot Racecourse site.Enhance public and spectator amenity through attractive built form, expansive open spaces, and landscaping.Respect existing heritage values of the site.



Precinct Area	Vision	Objectives
Precinct C	Racecourse & Stabling	<ul style="list-style-type: none"> Facilitate land use and development that supports, and is complementary to, the horse racing industry. Provide for the planned development of on-course horse stabling and ancillary functions to support the ongoing viability of Ascot Racecourse. Mitigate potential land use conflict through appropriate design and management practices.
Precinct D	Residential & Mixed Use	<ul style="list-style-type: none"> Provide for medium density residential development of a scale that is consistent and/or compatible with surrounding residential area. Support the development of small-scale non-residential uses fronting Grandstand Road, including but not limited to a 'Child Care Premises'.
Precinct E	Commercial	<ul style="list-style-type: none"> Facilitate the development of an activity centre at the intersection of Grandstand Road and Resolution Drive. Support retail, commercial, and other land uses that are consistent and complimentary with the role and function of an activity centre. Support land use and development that is complementary to Racecourse operations. Satisfy existing and future demand for convenience retailing and amenities in the local area.

Table 12: Precinct Vision & Objectives

Refer **Figure 9 – Structure Plan Precincts**.

In order to realise the abovementioned vision and objectives, this Precinct Structure Plan provides a framework to guide the use and development of Perth Racing's landholdings in Ascot to support the ongoing viability of horse racing operations at Ascot Racecourse. More specifically, this Precinct Structure Plan seeks to:

- Identify development objectives on a precinct basis, responding to site characteristics, development opportunities, and design responses.
- Provide an indication of likely development outcomes and staging.
- Establish appropriate zoning, land use permissibility, density allocation, and built form requirements that are reflective of precinct objectives and responsive to site context.
- Identify planning requirements applicable to the future subdivision and development of land within the Structure Plan area, having regard to State Planning Policy and other legislative requirements.

Having regard to SPP 7.2, the specific design responses provided by this Structure Plan are discussed below.



9. Structure Plan Precincts



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5.2. Urban Ecology

Design Element 1 of the SPP 7.2 Precinct Design Guidelines requires consideration of 'Urban Ecology', specifically in developing a holistic understanding of the built and natural environment of the site and its wider context. The SPP 7.2 Design Element Objectives and Design Responses are summarised below, with key considerations outlined in further detail thereafter.

No.	Design Element Objective	Design Element Response
O1.1	To protect, enhance and respond to the ecological systems of the precinct.	<ul style="list-style-type: none"> ▪ The Precinct Structure Plan responds to the ground conditions, understanding the likely fill requirements to address soil and groundwater conditions and flood level clearance. ▪ The Precinct Structure Plan identifies principles and development outcomes that respond to, and seek to enhance existing green networks, through development layout, landscaping provision and interface.
O1.2	To enhance the sense of place by recognising and responding to Aboriginal, cultural and built heritage.	<ul style="list-style-type: none"> ▪ The development outcomes proposed by the Structure Plan do not impact any areas of Aboriginal cultural heritage significance. ▪ The development outcomes proposed by the Precinct Structure Plan, being predominantly related to horse racing, is entirely consistent with the heritage of the site and wider area. ▪ The Precinct Structure Plan limits built scale adjacent to the Bristle Kilns to respect its heritage and landmark values.
O1.3	To reduce the environmental and climate change impacts of the precinct development.	<ul style="list-style-type: none"> ▪ The Precinct Structure Plan adopts sustainable water conservation, stormwater management, and groundwater management principles, as outlined in the LWMS. ▪ The future development of the site will reduce overall travel demand.

Table 13: Urban Ecology Design Element Assessment

Refer **Figure 10 – Urban Ecology**.

5.2.1. Topography & Ground Conditions

The subject site is generally flat, with a slight grade with its highest elevation (7.5m AHD) at the eastern corner of the site, adjacent to Matheson Road, and the lowest elevation (2m AHD) at the north-western area of the site adjacent to the Swan River foreshore reserve. Ground conditions are generally unsuitable for on-site stormwater disposal and due to the flood and regional groundwater levels across the site, some level of fill will likely be required.

Notably, Precinct A will need to accommodate an addition 1-2m of fill to achieve clearance from flood levels. Given Precinct A's interface to an existing road reserve on its western boundary and foreshore reserve on its northern boundary, consideration will need to be given to battering and landscaping to ensure an appropriate interface, noting opportunities to provide connectivity to the foreshore reserve. This will be addressed at the development stage.

A majority of the site is considered to have a 'high to moderate' risk of ASS occurrence within 3m of the natural surface. A detailed ASS investigation and management plan will be required for any intrusive works in areas mapped as having a 'high to moderate' ASS risk.

Refer to **Appendix 4 – Engineering Servicing Report**.

5.2.2. Climate

The site experiences a dry Mediterranean climate of hot dry summers and cool wet winters and is in an area of moderate to high rainfall. Addressing climate change is imperative to future planning, specifically encouraging the adoption of more sustainable practices.

Ascot Racecourse currently holds a groundwater licence with a significant allocation to meet the irrigation requirements of the site and surrounding areas. The Precinct Structure Plan seeks to adopt water conservation measures to limit demand on existing groundwater for irrigation purposes, as outlined in the LWMS. Other water conservation measures are also proposed to generally limit water consumption across the site.

Ascot Racecourse is positioned close to the Perth Central Business District and connected via frequent public transport services, supporting alternative modes of transport to the site. The development of an activity centre accommodating convenience uses will reduce travel demand across the local area.

The development of on-course stables at Ascot Racecourse will enable horses to be kept on premises and thereby reduce travel demand for trainers and jockeys, many of whom are travelling from outer areas of the Perth region.



5.2.3. Water Management

A LWMS has been prepared in support of this Precinct Structure Plan, functioning as a broad drainage strategy for the subject site addressing the management of water associated with future development. The LWMS has been prepared in accordance with the WAPC's Better Urban Water Management document, addressing the principles, objectives, and key criteria.

The principle behind stormwater management at the site is to mimic pre-development hydrological conditions and utilise existing infrastructure where sensible to do so. In the case of groundwater management, the strategy is to maintain existing groundwater hydrology.

The water management criteria of the LWMS are outlined below.

Water Management Criteria

Water Conservation	
WC1	For residential dwellings, consumption target of 60 kL/person/year
WC2	Ensure the efficient use of all water resources.
WC3	Non-potable irrigation water to be sourced from existing groundwater licences held over the area.
Stormwater Management	
SW1	Retain and treat the first 15mm of rainfall as close to source as possible and within site.
SW2	Detain up to 1% AEP rainfall event on-site.
SW3	Post-development critical 1% AEP peak flows leaving the site to mimic pre-development peak flows.
SW4	Finished floor levels must have a minimum of 300mm clearance above the 1% AEP TWL in the FSA.
SW5	All lots must have a minimum of 500mm clearance above the 1% AEP flood level of the Swan River.
SW6	Nutrient concentrations within surface water discharging from the site to the Swan River are to meet regional water quality targets.
SW7	Reduce nutrient loads by applying appropriate non-structural measures.
SW8	Design infiltration areas to avoid creating mosquito habitat.
Groundwater Management	
GW1	Surface based infiltration structures should have 300mm clearance above MGL.
GW2	Habitable floor levels should have a clearance to MGL of at least 1.2m.

Table 14: LWMS Water Management Criteria

The LWMS details implementation measures to apply the abovementioned water management criteria to particular elements of the site. Part One of the Precinct Structure Plan identifies the requirement for an Urban Water Management Plan or Stormwater Management Plan to be prepared as a condition of approval to addressing the water management measures outlined by the LWMS.

Refer **Appendix 2 – Local Water Management Strategy**.



5.2.4. Environmental Values

The subject site is predominantly cleared with limited intact native vegetation present or environmental values. Notwithstanding, an assessment undertaken by Emerge Associates identified a small area of 'subtropical and temperate coastal saltmarsh' native vegetation in the north-eastern corner of the site, adjacent to the Swan River, which is listed as a TEC. In addition, the Swan River and adjacent foreshore is identified as a 'Environmentally Sensitive Area' and comprises the Swan River Development Control Area ('DCA'), with the river itself identified as a Conservation Category Wetland ('CCW').

Preliminary consultation with DBCA indicated that any future development will require a minimum 10m setback from the Swan River DCA boundary, which has been reflected as a requirement in Part One of this Structure Plan. Notwithstanding, the Master Plan concept for the site does not propose any development in proximity to the DCA and CCW boundaries or the TEC in the north-eastern corner of the site. Any clearing of native vegetation on the site will require a Clearing Permit pursuant to Part V of the EP Act.

Emerge Associates also found that the site contains 1.27ha of Black Cockatoo foraging habitat and 29 habitat trees, of which four (4) trees contained hollows potentially suitable for Black Cockatoo breeding. These areas are primarily located within the eastern and southern portions of Precinct C, with a small area also located in the north-eastern corner of Precinct E. These areas generally conflict with plans for the on-course stabling and the equine welfare centre, however there may be opportunities to retain some limited areas. This will be considered further through detailed design, however in any event, a referral under the EPBC Act may be warranted prior to works being undertaken.

Part One of the Structure Plan includes requirements for the preparation of a Conservation and Environmental Management Plan and Fauna Management Plan to minimise potential impacts of development works on the abovementioned environmental values.



5.2.5. Green Network

The established nature of Ascot Racecourse limits opportunities to create new 'green networks' within the site. Notwithstanding, it is pertinent that consideration be given to the existing green network surrounding the site and opportunities for the Structure Plan area to relate to and enhance that green network.

The existing green network surrounding the site is heavily influenced by the Swan River, generally following the foreshore, including along the northern boundary of Ascot Racecourse. Noting the amenity value of this green network, future development within Precinct A will seek to maximise interaction and linkages to this space.

There is a disconnect in the foreshore green network on the western side of the Garratt Road Bridge, requiring pedestrians and cyclists to travel along Grandstand Road to connect to the green network extending westwards from Waterway Crescent, or travel further towards Resolution Drive to connect to the green network south of Ascot Waters Estate. In terms of the latter, to support this linkage, treatments along Ascot Racecourse's existing interface to Grandstand Road are relevant and have been addressed in the supporting Landscape Master Plan.

To the south and east of Ascot Racecourse, there is an existing horse path/trail network that provides safe access between nearby stables and the racecourse. Whilst this does not form a 'green network', it nonetheless influences the layout of the site, noting its connectivity to the proposed on-course stables development along the south and eastern side of the Racecourse.



5.2.6. Heritage

In terms of Aboriginal heritage, the DPLH's Aboriginal Cultural Heritage Inquiry System identified two Aboriginal heritage places located within and adjacent to the subject land. One of the sites (Site 3756 – Swan River) is located outside, but immediately adjacent to the subject land, with the other site (Site 3753: Perth) intersects the western edge of the site (Precinct B), with the boundary being a broader area not accurately defined.

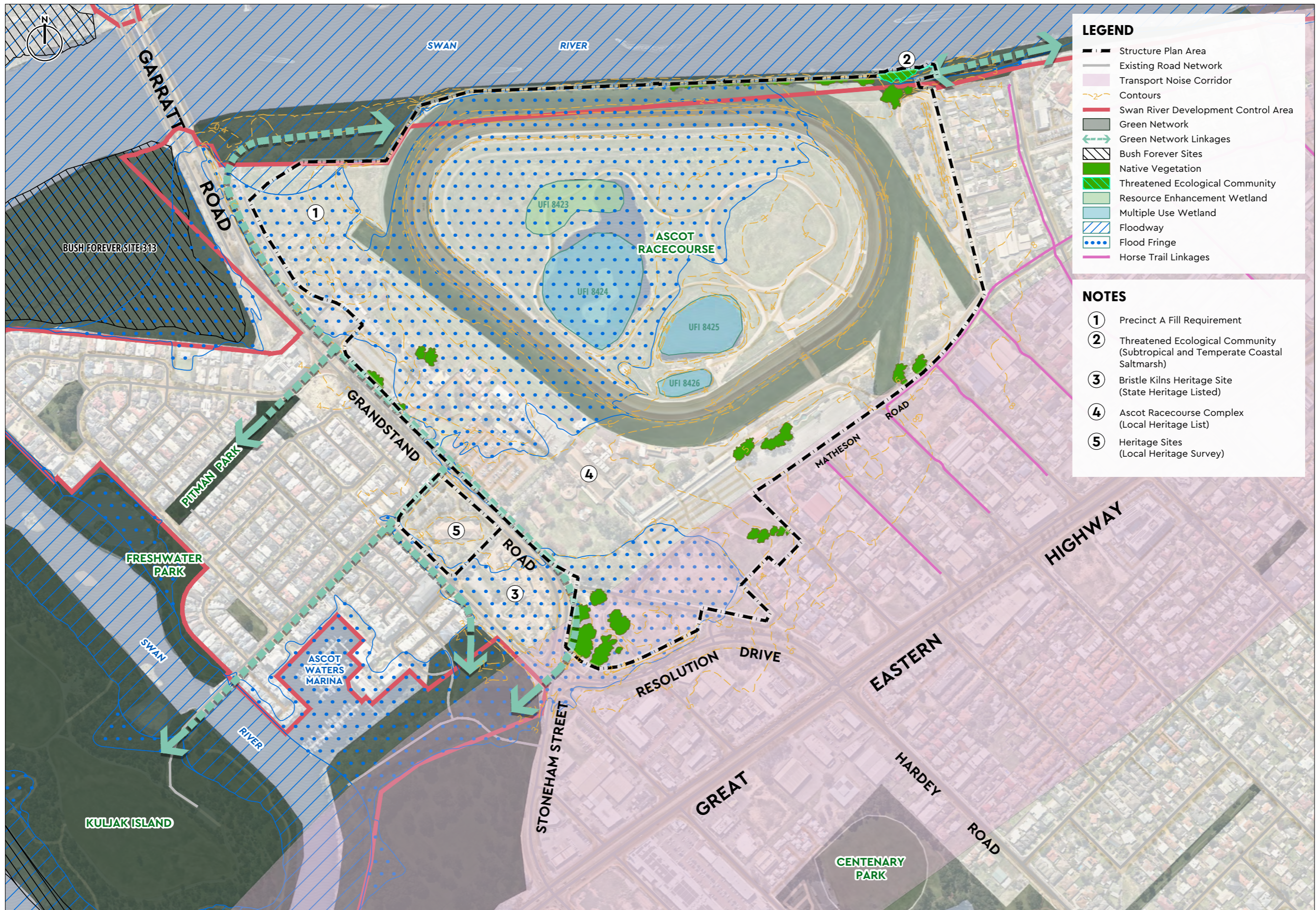
The Master Plan does not propose any development within the boundaries of the identified Aboriginal heritage places. Notwithstanding, should development occur within Precinct B that intersects the boundary of Site 3753, a DPLH file search should be undertaken to accurately determine the extent of the site, prior to any works commencing.

In terms of European heritage, the 'Ascot Racecourse Complex' and 'Lee-Steere House' are heritage places located within the Structure Plan area, both of which are identified under the City of Belmont's Local Heritage Survey with a Management Category of '1' and '4', respectively. Outside of the site, Bristle Kilns (Ascot Kilns), located adjacent to Precinct C, is listed on the State Register of Heritage Places, and the 'Ascot Residential and Stables Area' is included in the City's Local Heritage Survey.

Any future development in relation to the heritage sites within the Structure Plan area may require the preparation of a Heritage Impact Statement, which is addressed in Part One of this Structure Plan. Aside from Lee-Steere House, which is expected to be demolished to accommodate residential development as per the vision for Precinct D, the development outcomes proposed by the Structure Plan, being predominantly related to horse racing, is entirely consistent with the heritage of the area. Prior to the demolition of Lee-Steere House, the site should be photographically recorded, as per the recommendations of the City's Local Heritage Survey.

Noting sensitivities surrounding the Ascot Kilns, consideration has been given to minimising the scale and bulk of future development immediately adjacent to the site. More specifically, Part One of this Structure Plan limits the built scale of development within the immediately vicinity of the Ascot Kilns to 3-storeys, affecting Precinct D. These limitations are considered appropriate in ensuring that the Ascot Kilns remains a landmark heritage feature in the area.





LEGEND

- Structure Plan Area
- Existing Road Network
- Transport Noise Corridor
- Contours
- Swan River Development Control Area
- Green Network
- Green Network Linkages
- Bush Forever Sites
- Native Vegetation
- Threatened Ecological Community
- Resource Enhancement Wetland
- Multiple Use Wetland
- Floodway
- Flood Fringe
- Horse Trail Linkages

NOTES

- ① Precinct A Fill Requirement
- ② Threatened Ecological Community (Subtropical and Temperate Coastal Saltmarsh)
- ③ Bristle Kilns Heritage Site (State Heritage Listed)
- ④ Ascot Racecourse Complex (Local Heritage List)
- ⑤ Heritage Sites (Local Heritage Survey)

10. Urban Ecology



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5.3. Urban Structure

Design Element 2 of the SPP 7.2 Precinct Design Guidelines requires consideration of ‘Urban Structure’ with the intent that it should be robust, flexible and legible, and designed to support the intended function and built form of the precinct. The SPP 7.2 Design Element Objectives and Design Responses are summarised below, with key considerations outlined in further detail thereafter.

No.	Design Element Objective	Design Element Response
O2.1	To ensure the pattern of blocks, streets, buildings and open space responds and contributes to a distinct, legible precinct character.	<ul style="list-style-type: none"> Utilising the existing urban structure, the Structure Plan facilitates development outcomes that will better define Ascot Racecourse and improve upon visual connectivity of the site.
O2.2	To promote an urban structure that supports accessibility and connectivity within and outside the precinct.	<ul style="list-style-type: none"> The Structure Plan is not proposing outcomes that would undermine existing accessibility and connectivity within the area. The Structure Plan provides for the extension of the existing shared path network, improving wider accessibility (discussed further under the Movement section).
O2.3	To ensure the urban structure supports the built form, public realm and activity intended for the precinct.	<ul style="list-style-type: none"> The Structure Plan facilitates the creation of development cells that are appropriately sized to accommodate the intended form of development, whilst also providing flexibility to adapt to change.
O2.4	To ensure an adaptable urban structure that can respond to and facilitate change within a precinct.	

Table 15: Urban Structure Design Element Assessment

Ascot Racecourse forms an established urban structure that is influenced by the land requirements of Ascot Racecourse, existing supporting infrastructure, and the Swan River. Beyond Ascot Racecourse, the structuring of the surrounding landholdings is influenced by the prevailing road network and existing land use patterns. The Precinct Structure Plan has been formulated having regard to this context and the identification of ‘Precinct Areas’.

Refer **Figure 11 – Urban Structure**.

5.3.1. Northern Gateway

Precinct A comprises vacant land of approximately 2.8ha in area, with full movement access being available from Grandstand Road. The site has been identified as a ‘landmark’ location, reflective of its prominence at the northern gateway to the City of Belmont and opportunities to maximise on the amenity and connectivity of the Swan River and views of the Racecourse. Precinct A is located within the walkable catchment to the future Golden Gateway activity centre, and given its position adjacent to Grandstand Road, is afforded access to high-frequency public transport services.



The identification of high-density residential development in this location represents an attractive proposition for the development of infill housing. Compared to landholdings along Great Eastern Highway, the site is afforded high levels of amenity making it attractive for development. Furthermore, this location is separated from existing residential development to the south-west of the site, giving rise to standalone considerations of built form scale.

5.3.2. Racecourse Operations & Stabling

Precincts B and C encompass existing Racecourse operations, with the former accommodating existing Racecourse entertainment areas (grandstand and pavilions) and the latter accommodating Racecourse stabling and training areas. From a structuring perspective, it is logical to retain and consolidate Precinct B as the Racecourse administration and entertainment area, shifting the existing Perth Racing headquarters to this area. The establishment of on-course stabling along the southern and eastern edge of the Racecourse maximises land use efficiency due to its proximity to the Racecourse and access to Matheson Road and is compatible with the adjacent Residential and Stables area.

5.3.3. Residential Precinct

Precinct D, comprising the existing Perth Racing headquarters, is located on the western side of Grandstand Road and sits amongst Ascot Waters Estate, with adjacent low to medium scale built form. The site also abuts Ascot Kilns, a prominent site with significant heritage values. The redevelopment of Precinct D for residential purposes would represent a logical 'rounding-off' of residential development on the western side of Grandstand Road. Noting the site's position on Grandstand Road, there are opportunities for low-intensity community or commercial uses to be provided fronting Grandstand Road, such as a Child Care Premises.

5.3.4. Commercial Precinct

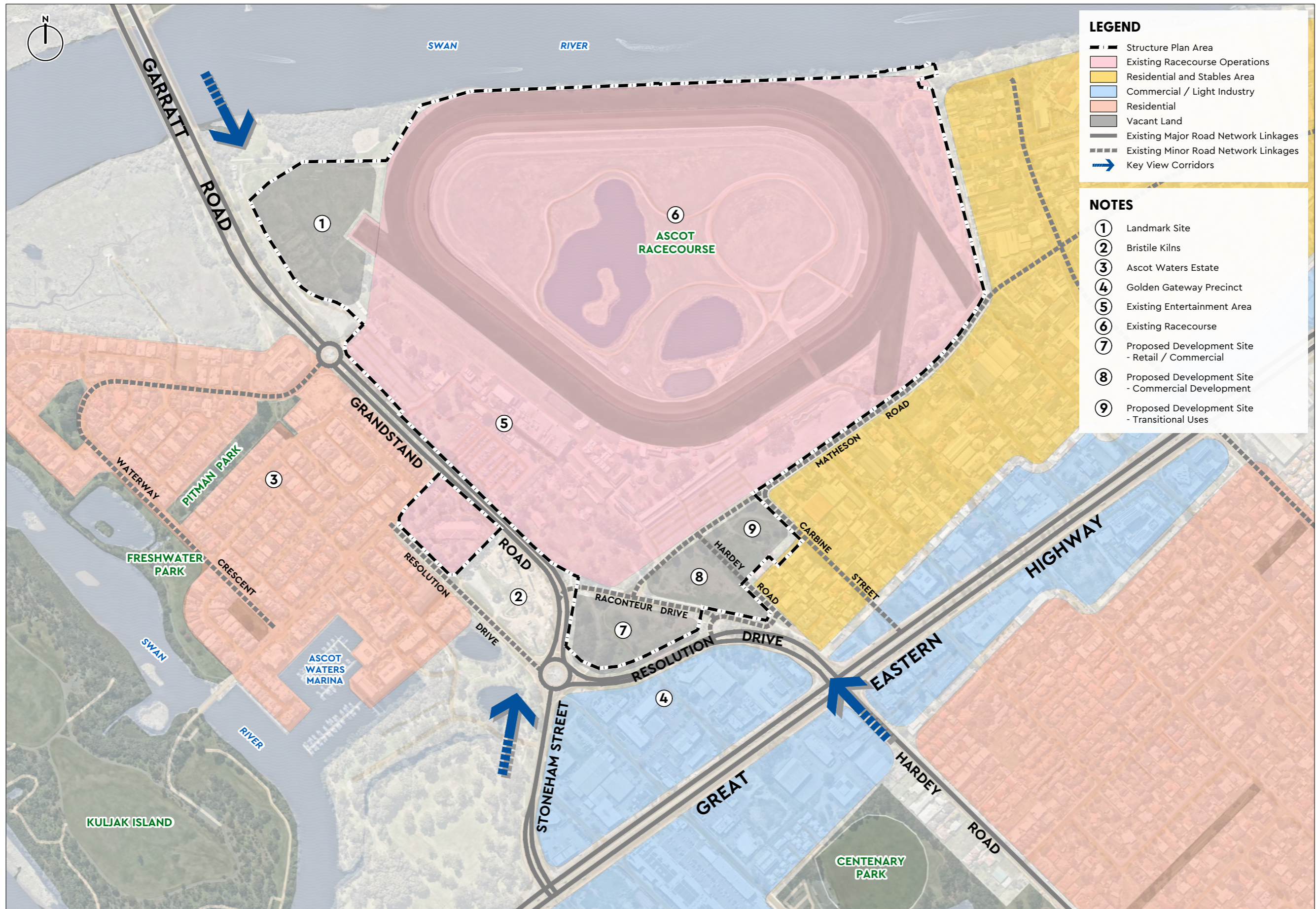
Precinct E forms part of the wider Golden Gateway activity centre, which encompasses a triangular area of land between Great Eastern Highway, Resolution Drive and Stoneham Street. Planning for this wider area will facilitate a mixed-use environment with commercial and residential uses. The existing street network in this precinct is established and defining, with Stoneham Street, Resolution Drive, Great Eastern Highway, and Grandstand Road forming the key access routes that accommodate high volumes of traffic, passing trade, and public transport access.

The existing land use pattern surrounding Precinct E makes it suitable for commercial development, with retail (convenience and bulky goods showrooms) fronting Resolution Drive, maximising on passing trade, view corridors from Great Eastern Highway, and supporting integration with the Golden Gateway activity centre.

Future development sites, ranging from approximately 8,000m² to 14,000m² in area have been identified within Precinct E, which are sized and configured appropriately to accommodate commercial development. The former Raconteur Drive reservation can provide access to these future development sites. Complementary and/or transitional uses can be supported in the eastern portion of Precinct E, abutting Ascot Racecourse and the Residential and Stables area.

Land assembly will be required to create a future development within Precinct E, specifically Lot 3 (No. 96) Grandstand Road, Lot 51 (No. 2) Raconteur Drive, and Lot 1 (No. 88) Grandstand Road, Ascot. This area includes redundant road reservations which fragment these lots. To achieve a coordinated development outcome, land assembly will be required through a road closure and subsequent amalgamation, or a lease arrangement. Given the presence of existing service alignments within this Precinct, satisfactory arrangements are to be made with servicing authorities to provide for the modification and/or protection of existing services.

Refer **Figure 12 – Precinct E Land Assembly Plan**.



11. Urban Structure





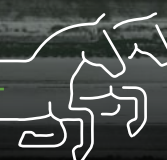
12. Land Assembly Plan

5.4. Public Realm

Design Element 3 of the SPP 7.2 Precinct Design Guidelines requires consideration of 'Public Realm' with a view to providing a range of well-connected, functional and enriching places, appropriate to the function, scale and character of the precinct. The SPP 7.2 Design Element Objectives and Design Responses are summarised below, with key considerations outlined in further detail thereafter.

No.	Design Element Objective	Design Element Response
O3.1	<ul style="list-style-type: none"> To ensure the public realm is designed to promote community health and wellbeing. 	<ul style="list-style-type: none"> The Parkland area will provide an exciting local recreational destination that will contribute to the community's health and wellbeing. The proposed Parkland area will support the usage of the site beyond racing events both informally (passive recreation) and formally (private and community events). The proposed Parkland area is positioned to maximise solar access during winter months and will be appropriately landscaped to provide shade for summer months.
O3.2	<ul style="list-style-type: none"> To enable local character and identity to be expressed in public realm design to enhance sense of place. 	<ul style="list-style-type: none"> Landscaping will reinforce the visual and landscape linkages between the racecourse and Swan River. Materials and finishes, plant species and artwork will make reference to the historical and cultural values of the site. Consideration will be given to the character and identity of the site through design preparation and statutory review processes.
O3.3	<ul style="list-style-type: none"> To ensure that key environmental attributes are protected and enhanced within the public realm. 	<ul style="list-style-type: none"> Landscaping adjacent to the Swan River will utilise species consistent with riparian vegetation to enhance environmental attributes. The Structure Plan makes provision for shade tree planting to be provided in car parking areas. The LWMS identifies water sensitive urban design measures to be implemented through the future development of the Structure Plan area.
O3.4	<ul style="list-style-type: none"> To ensure the public realm is designed to be inclusive, safe and accessible for different users and people of all ages and abilities. 	<ul style="list-style-type: none"> The Structure Plan considers the legibility of the site and identifies the need for clear signage and a wayfinding system.
O3.5	<ul style="list-style-type: none"> To ensure public realm design is integrated with the built form, movement network and landscape of the precinct. 	<ul style="list-style-type: none"> Identified interfaces to the public realm give consideration to future built form requirements, the existing landscape, and the context of the movement network.

Table 16: Public Realm Design Element Assessment



This Precinct Structure Plan is supported by a Landscape Master Plan prepared by SLR Consulting which identifies a landscape vision, objectives, and design responses for the future development of the subject area.

Refer **Figure 13 – Public Realm and Appendix 8 – Landscape Master Plan**.

5.4.1. Character & Identity

The character and identity of the subject site area is heavily influenced by its existing and historical use as a racecourse. Whilst there is a mix of built form styles and materials, there are consistent elements such as the use of red bricks, terra cotta tiled gable roofs, open/permeable fencing and feature trees. The Ascot Racecourse design itself has a ‘village’ feel around the entry gates and entertainment areas, with ‘equine’ character elements such as post and rail fencing, grass areas, and formal planting (both native and exotic) throughout the site.

The future development of the subject area should consider the character and identity of the site, as outlined in the Landscape Master Plan, and having regard to the principles of State Planning Policy 7.0 – Design of the Built Environment through design preparation and statutory review processes. Any proposal that may impact the heritage values of the site will require the preparation of a Heritage Impact Statement.



5.4.2. Parkland Area

The Ascot Racecourse Master Plan identifies an opportunity to develop a parkland area of approximately 1.4ha immediately adjacent to the Racecourse and existing public car parking area, within Precinct B. The area will provide a public interface to the Racecourse from Grandstand Road and serve as a green link between future development in Precinct A and the existing Racecourse facilities in Precinct B.

The parkland area is intended to be publicly accessible, attracting visitors to the site outside of racing events, and will be developed to include landscaping, a playground, and picnic facilities. The position of the area adjacent to existing car parking makes it suitable for public access, and along with its position adjacent to existing racecourse facilities, allow for future use as part of racecourse events. The site has an uninterrupted northern aspect, allowing for maximum solar access during winter, and with appropriate landscape planting, shade can be provided for summer.

5.4.3. Internal Treatments

The Landscape Master Plan identifies a number of treatments and design responses to enhance the internal public realm, including:

- Creating a pedestrian link between Precincts A and B, including an entry point (vehicles and pedestrians) from Precinct B into Precinct A. The landscape in this area is to remain open to allow views to the Racecourse and Swan River foreshore.
- Within the existing Racecourse entertainment area (Precinct B), ensure the pedestrian access system is shaded, safe and legible, with a clear signage and wayfinding system throughout the site that complements the branding and character of the racecourse.
- Provide shade tree planting in open areas and car parking areas.

Consideration will be given to the above treatments through the future design processes.



5.4.4. Public Realm Interface

5.4.4.1. Commercial Precinct

The proposed commercial precinct (Precinct E) is currently vacant land with scattered trees, particularly along existing drainage corridors and roads/driveways. The area is predominantly fenced/gated and is utilised for overflow parking for events at Ascot Racecourse. The area generally has a low level of visual amenity with limited visible connection to the Racecourse.

As part of the development of this land, there is an opportunity to improve the public realm interface of Precinct E, particularly to Grandstand Road and Resolution Drive, and enhance the connection and relationship to the Racecourse and wider Golden Gateway Precinct. These opportunities include:

- The creation of edges to proposed development that focuses towards key entry points and vistas to the Racecourse.
- Enhance the interface of the Water Corporation's open drain along the Resolution Drive frontage with appropriate landscaping and high-quality fencing.
- Incorporate street tree planting with theming reflective of the character of the site.
- Building frontages addressing the street to improve personal safety through increased surveillance and activity, with sleeved car parking areas.

The above opportunities have been highlighted in the Landscape Master Plan and will be implemented through the future development process of those sites.

5.4.4.2. Matheson Road

The south-eastern portion of Precinct C, fronting Matheson Road, is currently characterised by open hardstand areas associated with jockey and horse float parking, fencing, street trees, and views of the Racecourse. Land on the opposite side of Matheson Road forms part of the Residential and Stables area and presents to the public realm as a low-density residential area, however noting that these properties contain stables typically to the rear of lots.

The south-eastern portion of Precinct C is intended to be developed for on-course stabling, resulting in the future removal of a significant portion of the open hardstand area. The on-course stabling complex is intended to accommodate a stables development with associated amenities and infrastructure, including horse walks, parade rings, sand rolls and horse walkers. Structures visible to the Matheson Road interface include stables buildings, all of which will be consistent with the character of the area.

The Landscape Master Plan identifies opportunities to screen the remaining hardstand area (jockey and horse float parking) and reinforce pedestrian entry and arrival points along Matheson Road. Car parking areas fronting Matheson Road can be softened by on-site tree planting/landscaping. The avenue of street trees along Matheson Road can be further enhanced to harmonise the stables development with the surrounding area and better define the edge and enhance the character of the Racecourse.

The treatment of the Matheson Road frontage will be addressed through the development application process for the on-course stables development.

5.4.4.3. Racecourse Entry / Grandstand Road

The key entry to Ascot Racecourse is provided from Grandstand Road via several vehicle and pedestrian access points. Whilst the interface to Grandstand Road is very 'green' with landscaping both within the road reserve and site itself, the existing landscaping does not maximise opportunities to allow or screen views at appropriate points. Parking areas are currently very visible and prominent from Grandstand Road, whereas landscaping, along with fencing and signage, block views into key public areas of the racecourse from Grandstand Road.

The Landscape Master Plan identifies the following key opportunities to improve the streetscape interface of the Racecourse entry from Grandstand Road:

- Create views from the entry points along Grandstand Road to the racecourse and open space areas.
- Limit views to car parks and 'back-of-house' areas through screening landscaping and high-quality fencing.
- Upgrade entry points to improve legibility and access to key areas in the racecourse using pavement changes, landscaping and signage.
- Upgrade the presentation to Grandstand Road with high quality fencing.

Whilst the abovementioned upgrades do not form part of any specific development plans, consideration will be given to these improvements where coinciding with proposed development and/or upgrades, including the new Perth Racing administration building, the proposed parkland area, and development within Precinct A.



5.4.4.4. Swan River Foreshore

The Swan River foreshore extends along the northern boundary of the site, with Precinct A interfacing the foreshore to the west and Precinct C to the east, with the racecourse extending between the two precinct areas. The foreshore is predominantly narrow, flat, low-lying, and accommodates an existing shared path and riparian vegetation.

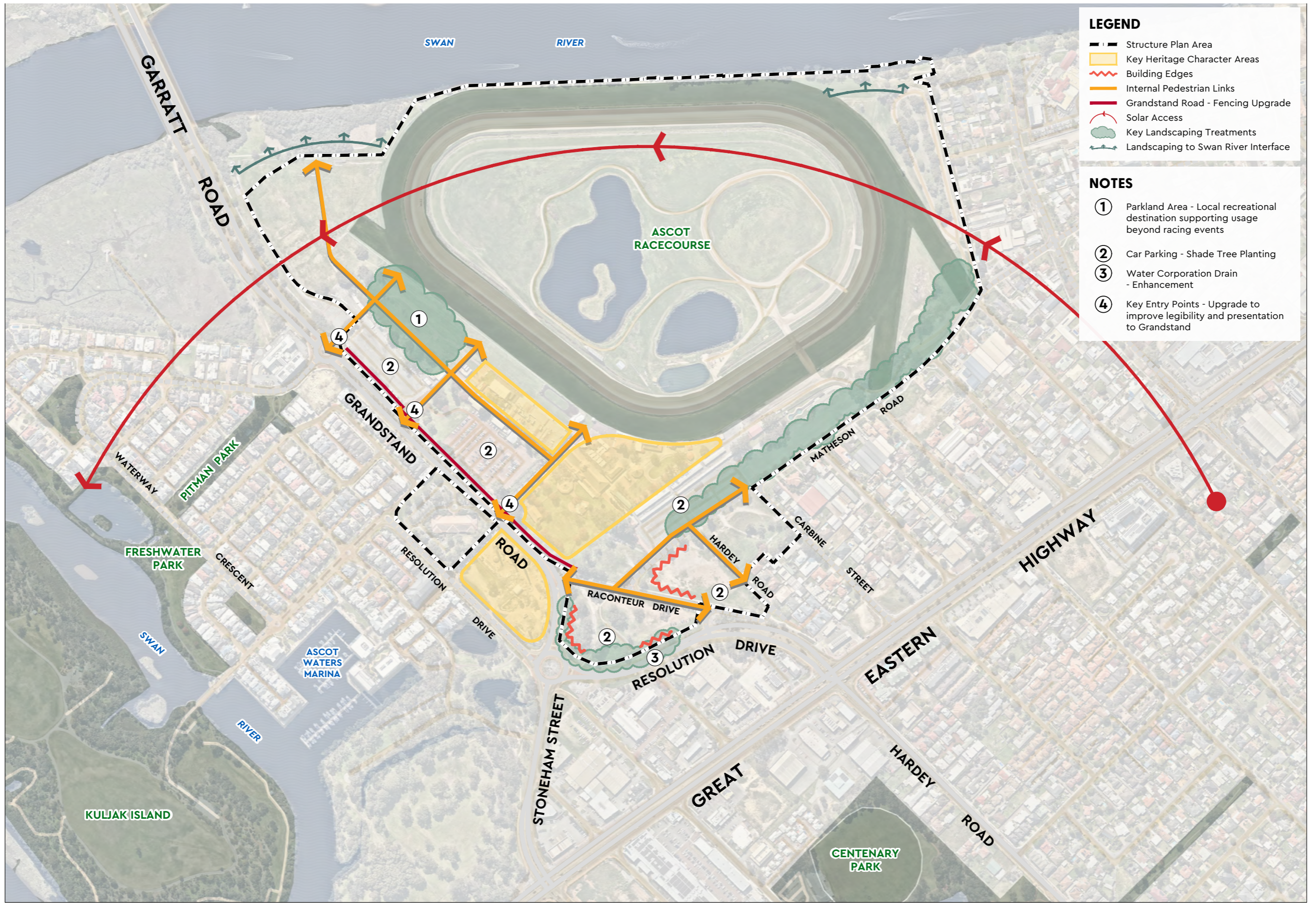
Precinct A currently represents a flat open space with views of the racetrack. There are currently limited views to the Swan River from ground level, however there would be potential for views from higher points in future development. There are opportunities for future development to provide physical path links to the foreshore reserve, connecting to the existing path network within the reserve thereby providing significant amenity benefit to future residents.

In order to accommodate future development in Precinct A, there will be a requirement to fill the site by 1-2m to achieve clearance from flood levels. At the development stage, detailed consideration will be given to the management of fill and battering to ensure an appropriate interface in this area. Landscaping within Precinct A is to borrow from riparian vegetation along the Swan River (species and character).

To the north-eastern part of the site, within Precinct C, the existing interface consists of open style fencing adjacent to a horse training arena. Future development plans within this location include a stable complex, with stables, washdown areas, sand roll areas, horse walkers and holding stalls. Open areas, including sand roll areas and horse walkers, will interface with the northern boundary of Precinct C, with the stables (building) setback from the foreshore thereafter.

At the development stage, consideration will need to be given to the interface of stables development to the north-eastern boundary, having regard to the aesthetics as viewed from the foreshore including colour schemes, fencing barriers, and landscape treatments.





LEGEND

- Structure Plan Area
- Key Heritage Character Areas
- Building Edges
- Internal Pedestrian Links
- Grandstand Road - Fencing Upgrade
- ↪ Solar Access
- Key Landscaping Treatments
- ↪ Landscaping to Swan River Interface

NOTES

- ① Parkland Area - Local recreational destination supporting usage beyond racing events
- ② Car Parking - Shade Tree Planting
- ③ Water Corporation Drain - Enhancement
- ④ Key Entry Points - Upgrade to improve legibility and presentation to Grandstand

13. Public Realm



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5.5. Movement

Design Element 4 of the SPP 7.2 Precinct Design Guidelines requires consideration of 'Movement', noting that the movement network should respond to the identified movement and place function of the precinct and provide for a range of transport modes. The SPP 7.2 Design Element Objectives and Design Responses are summarised below, with key considerations outlined in further detail thereafter.

No.	Design Element Objective	Design Element Response
O4.1	To ensure the movement network supports the function and ongoing development of the precinct.	<ul style="list-style-type: none"> The Precinct Structure Plan facilitates the function and ongoing development of the precinct, including leasing of un-used road reserve land.
O4.2	To ensure a resilient movement network that prioritises affordable, efficient, sustainable and healthy modes of transport.	<ul style="list-style-type: none"> The Precinct Structure Plan promotes sustainable and healthy modes of transport, reducing reliance on the private motor vehicle.
O4.3	To enable a range of transport choices that meet the needs of residents, workers and visitors.	<ul style="list-style-type: none"> Through the preparation of a Travel Demand Plan, implementation of the Precinct Structure Plan will see use of private motor vehicles discouraged and encourage use of public transport and ride share options. The Precinct Structure Plan encourages upgrades to the infrastructure at bus stops along Grandstand Road. The Precinct Structure Plan accommodates improved pedestrian connectivity through the precinct, including provision of additional shared paths.
O4.4	To ensure the quantity, location, management and design of parking supports the vision of the precinct.	<ul style="list-style-type: none"> The improvements proposed to the parking areas within the precinct promote the vision for the precinct as a tourist destination and sporting venue.

Table 17: Movement Design Element Assessment

This section provides a movement strategy for the Structure Plan area, highlighting the planned connectivity between the various land uses/precincts within the Structure Plan area and consideration towards the existing movement network. A detailed analysis of Traffic is provided within the Traffic Impact Assessment ('TIA') that accompanies this Precinct Structure Plan.

Refer **Figure 14 – Movement Network and Appendix 5 – Transport Impact Assessment.**



5.5.1. Proposed Vehicle Access & Intersection Upgrades

Vehicle access to the Ascot Racecourse complex is achieved from several locations along Grandstand Road, Resolution Drive, and Matheson Road. Intersection arrangements to Grandstand Road will remain the same for the Ascot Racecourse complex.

There is an opportunity for a left-in/left-out access from Precinct D (opposite the racecourse) to Grandstand Road to serve a future commercial/community use. This will need to ensure the access is integrated safely with the operations of the crossover on the opposite side of the road to the racecourse. Detailed assessment of the anticipated traffic impacts associated with a commercial development on this site will occur in later planning stages. Precinct D also accommodates future residential uses, however access to residential lots in this location will be provided from Resolution Drive.

In terms of Precinct E, this Precinct Structure Plan proposes modifications to the existing access arrangement at Grandstand Road/Raconteur Drive to facilitate left-in, left-out and right-in movements only. Access from the existing Resolution Drive/Raconteur Drive intersection is proposed to be restricted to left-in/left-out movements only.

Access to Precinct A will be provided via the existing Waterway Crescent/Grandstand Road roundabout.

5.5.2. Proposed Pedestrian Network

The Precinct Structure Plan proposes the continuation of pedestrian access within the precinct, including along Grandstand Road, adjacent to Precinct D. The ability exists (for others) to extend this past the Bristle Kilns should this be required.

The shared path is proposed to be extended along Resolution Drive, adjacent to Precinct E, connecting to the existing shared path network along Grandstand Road and Raconteur Drive.



5.5.3. Parking Improvements

Precinct B accommodates the Ascot Racecourse, the use of which relies on parking currently located within Precincts B, C and E. The proposed redevelopment of Precinct C (for on course stabling purposes) and Precinct E (for a commercial development) will remove some on-site parking. In this regard, parking arrangements are proposed to be improved as follows:

- The jockey and horse float parking will be relocated towards the southern extent of Precinct C.
- The southern Precinct B patron parking area would be upgraded to accommodate an improved layout, accommodating approximately 110 to 125 cars.
- On a typical busy race day, investigations suggest there is an oversupply of parking within the northern end of Precinct B, suggesting approximately 40 parking bays are underutilised.
- A Travel Demand Plan will therefore be implemented for typical race days to actively discourage patrons from using private motor vehicles and instead encouraging the use of readily available public transport options and private ride share services, recognising the non-typical nature of parking at the racecourse, being reflective of a tourist destination/ sporting venue.
- For non-typical large event days, such as the Perth Cup, implementation of the adopted traffic management plan for the Racecourse will continue.



Parking for future commercial development within Precinct E is to be provided having regard to the DPLH's Interim Guidance for Non-Residential Car Parking Requirements, through the application of minimum and maximum parking standards. This is reflective of a move towards reducing the traditional over-supply of under-utilised parking, better meeting the parking demands for different centres and responding to the preferred approach for precinct planning.

Car parking for residential development within Precinct D will be provided in accordance with the Residential Design Codes.

5.5.4. Public Transport

There are existing bus stops along Grandstand Road, immediately adjacent to one of the key pedestrian access points to the Racecourse, which is served by the 998/999 circle route, providing connectivity to the central Perth and Bayswater Train Stations. Frequent bus services are also available along Great Eastern Highway, providing access to Redcliffe Station, central Perth and Perth Airport.

Development of the site will utilise the existing public transport network, with opportunities to upgrade the infrastructure at the stops along Grandstand Road.





14. Movement Network



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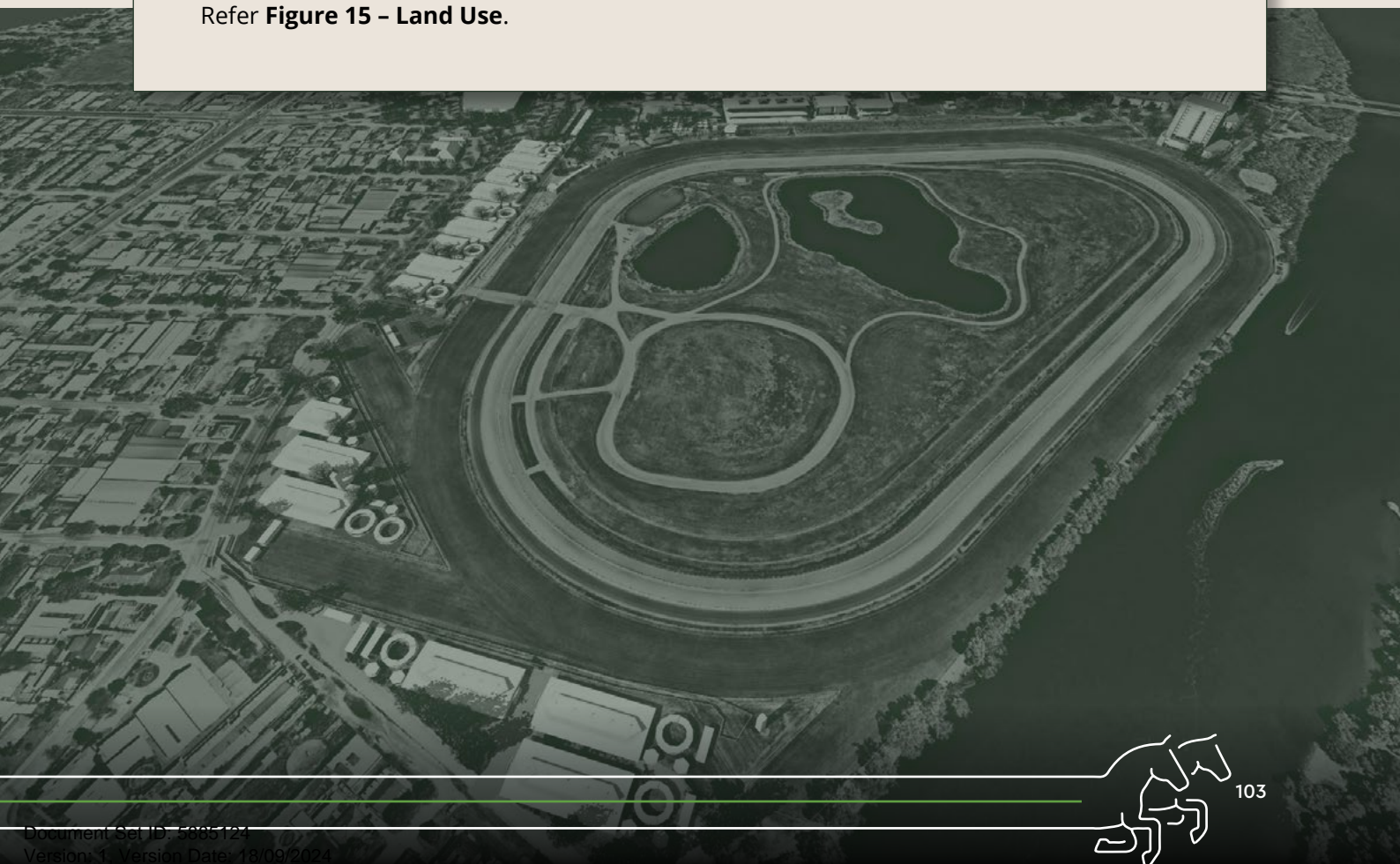
5.6. Land Use

Design Element 5 of the SPP 7.2 Precinct Design Guidelines requires consideration of 'Land Use', noting that land use planning should reflect the role of the precinct in its wider context and respond to community needs, current and intended future activities and functions, alongside broader trends. The SPP 7.2 Design Element Objectives and Design Responses are summarised below, with key considerations outlined in further detail thereafter.

No.	Design Element Objective	Design Element Response
O5.1	To ensure current and planned land uses respond to the needs and expectations of the community.	<ul style="list-style-type: none"> The Precinct Structure Plan provides for the development of retail convenience uses which respond to an identified need within the Ascot locality. The Precinct Structure Plan facilitates a residential interface to Ascot Waters Estate.
O5.2	To ensure the planned land use types contribute positively to the precinct character and amenity.	<ul style="list-style-type: none"> The Precinct Structure Plan maintains and facilitates equine-focussed land uses adjacent to the established Ascot Racecourse and Residential and Stables area. Higher trip-generating land uses are focussed on the existing distributor road and public transport network.
O5.3	To achieve a mix of land uses and activity that supports the precinct vision.	<ul style="list-style-type: none"> Through the application of appropriate zoning and land use controls, the Precinct Structure Plan provides for a mix of land uses that respond to the characteristics of the locality and site-specific opportunities identified by the Master Plan.

Table 18: Land Use Design Element Assessment

Refer **Figure 15 – Land Use**.



5.6.1. Land Use & Zoning

The subject area is currently zoned 'Place of Public Assembly' under the City of Belmont's LPS 15, except for Lot 3 (No. 96) Grandstand Road and Lot 51 (No. 2) Raconteur Drive, Ascot, in the southern part of the site (Precinct E), which are currently zoned 'Mixed Use'. The Racecourse component of the site is subject to 'Additional Uses' under LPS 15 which permit the land uses 'Horse Sales' and 'Stables', which are not otherwise permissible in the 'Place of Public Assembly' zone.

5.6.1.1. Precinct A

In accordance with the Master Plan, Precinct A is intended to be developed for a residential housing village to accommodate retiring members of the horse racing industry, with small-scale food and beverage and commercial uses that are ancillary to, and integrated with, the residential housing village. Overall, it is estimated that this development could yield up to 360 apartments and a maximum 300m² café.

This development outcome is responsive to the land tenure restrictions of the site, specifically the inability for the site to be subdivided/on-sold and the limitation on use to horse-racing related activities. This Structure Plan applies a 'Mixed Use' zoning to Precinct A to support the abovementioned development outcomes, with 'Restricted Uses' that limit the scope of land uses that can be applied to the site to ensure an appropriate interface with the Swan River.

5.6.1.2. Precincts B & C

Precinct B, which contains the entertainment areas associated with Ascot Racecourse, is intended to be developed to include a new administration building for Perth Racing (approximately 700m²), along with a hospitality venue (approximately 1,000m²). Precinct C, comprising the existing Racecourse, is intended to be developed with approximately 400 on-course stables across three (3) stabling complexes.

The objective of the 'Place of Public Assembly' zone, along with the land uses that are currently permissible on the site under LPS 15, are considered appropriate for the existing Racecourse operations, which are proposed to be retained (Precincts B and C). This includes retaining the existing Additional Uses applicable to Precinct C which will support the proposed on-course stables development. To provide flexibility for future administration and hospitality uses within Precinct B, the Structure Plan provides for several Additional Uses including 'Office', 'Hotel', 'Reception Centre', 'Restaurant', and 'Tavern'.



5.6.1.3. Precinct D

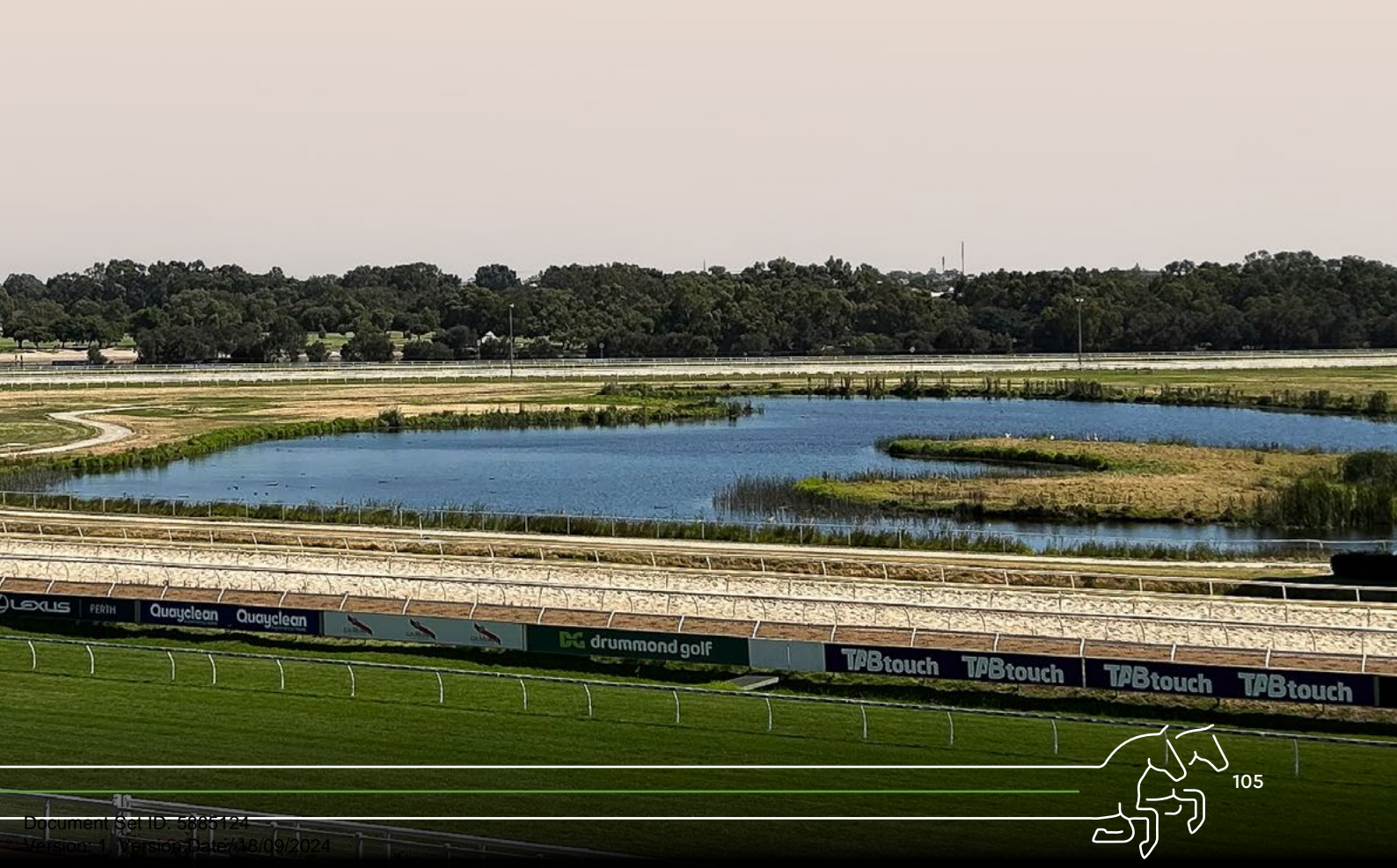
Following the relocation of Perth Racing's administration building, Precinct D is intended to be redeveloped for residential purposes, with a small-scale commercial/community use (such as a Child Care Premises) fronting Grandstand Road. It is estimated that this development could yield approximately 41 residential lots and a potential 2,000m² commercial lot. This outcome would be consistent with the residential character of the adjacent Ascot Waters Estate, whilst noting that some opportunity exists for low intensity and compatible non-residential uses that would benefit from frontage to a distributor road.

This Precinct Structure Plan applies a 'Residential' zoning to a majority of Precinct D, with a 'Mixed Use' zone applied to a portion fronting Grandstand Road. Given the extent of permitted uses afforded by the 'Mixed Use' zone, this Precinct Structure Plan applies 'Restricted Uses' to limit the intensity/scale of development on the site to ensure compatibility with surrounding development.

5.6.1.4. Precinct E

Precinct E has been identified for future commercial development, reflective of its position within the Golden Gateway activity centre. The Structure Plan provides for Precinct E to be zoned 'Commercial' and 'Mixed Use' to facilitate a range of commercial uses. Land immediately adjacent to Resolution Drive and Grandstand Road, proposed to be zoned 'Commercial', would be suitable for active land uses such as a supermarket and speciality retail uses, and could form as the 'core' of the activity centre, positioned centrally within the activity centre and having suitable access and exposure to passing trade.

To provide an appropriate transition to the adjacent 'Residential and Stables' precinct, Perth Racing are also exploring opportunities to develop transitional commercial and/or equine focussed development, such as bulky goods showroom, offices, a gym, and/or vet consulting rooms, to the north-east of Raconteur Drive. The application of the 'Mixed Use' zoning by the Precinct Structure Plan will support the development of these land uses. Like Precincts A and D, 'Restricted Uses' are proposed to be applied to the 'Mixed Use' zone to ensure compatibility with surrounding development.



5.6.2. Golden Gateway Activity Centre

5.6.2.1. Activity Centre Considerations

The City of Belmont's Activity Centres Planning Strategy ('ACPS') identifies a future activity centre ('Golden Gateway activity centre') within the Golden Gateway Precinct in Ascot, in the area bound by Great Eastern Highway, the Swan River, Resolution Drive (north), Grandstand Road (north), the south-eastern boundary of Ascot Racecourse, Carbine Street and Hardey Road. This area encompasses the southern portion of Perth Racing's landholdings identified as Precinct E in this Structure Plan.

Refer **Figure 16 – Golden Gateway Activity Centre**.

There are unique considerations in the planning of the Golden Gateway activity centre including, but not limited to, the extent of land fragmentation, the type and nature of existing land uses/development, and access constraints. The centre's proximity to Great Eastern Highway makes it attractive for uses reliant upon passing trade, such as bulky goods showrooms. Similarly, its proximity to the Perth Central Business District and Belmont Business Park, coupled with high levels of accessibility afforded by the road network and public transport services, makes it attractive for service industries and offices to locate.

There is currently no residential development within the centre, with the residential catchment being limited to that of the surrounding area. The draft Golden Gateway Structure Plan identified a desire for intensive residential development to be undertaken within the Golden Gateway activity centre, which would support the development of the activity centre. In the case of Perth Racing's land, there is an inability to subdivide and sell-off landholdings in Precinct E, meaning that any proposition of residential development cannot be realised in Precinct E.



As outlined, Perth Racing’s vision for Precinct E is to develop active commercial/retail land uses adjacent to Resolution Drive and Grandstand Road and transitioning to less intensive retail (i.e. bulky goods showrooms), commercial, and/or equine focussed development to the north-east of Raconteur Drive, adjacent to the Residential and Stables area. These land uses would be consistent with the intent of an activity centre in this location, whilst also responding to the existing ‘equine-focus’ of the area.

Given the size, positioning, and current vacant status of Perth Racing’s landholdings, there is a real opportunity for development in this location to serve as a catalyst for future development within the Golden Gateway activity centre. It is anticipated that other land within the activity centre will transition to mixed-use development outcomes over time as amenity and land values improve, opportunities will exist to better utilise land.

The size and configuration of Perth Racing’s landholdings in Precinct E are such that development outcomes could not reasonably or practically exceed that of a local or neighbourhood centre, nor similarly be developed in such a way that would be conducive to the creation of a standalone bulky good showroom precinct. Any development in this locality would be reflective of local community needs, having regard to locational characteristics and market demands.

5.6.2.2. Retail Needs Assessment

The ACPS has been informed by a Retail Needs Assessment (‘RNA’) undertaken in accordance with the requirements of SPP 4.2. The findings of the RNA, as outlined by the ACPS, anticipates a 7,000m² retail floorspace increase within the Precinct by 2036, and an increase in retail floorspace to approximately 7,000m² by 2036, providing for the establishment of a neighbourhood centre with 2,700m² to 3,000m² of retail floorspace. This demand is reflective of the limited-service provision within the Ascot locality.

The abovementioned findings of the RNA reflect the spatial distribution of activity centres across the region, noting that the Ascot locality has limited convenience shopping facilities available to service the local population. The ‘gap’ in service provision in the area is proposed to be addressed by this Structure Plan, along with the Golden Gateway Structure Plan, which will facilitate commercial and retail development within the Golden Gateway activity centre



5.6.2.3. Net Benefit Test

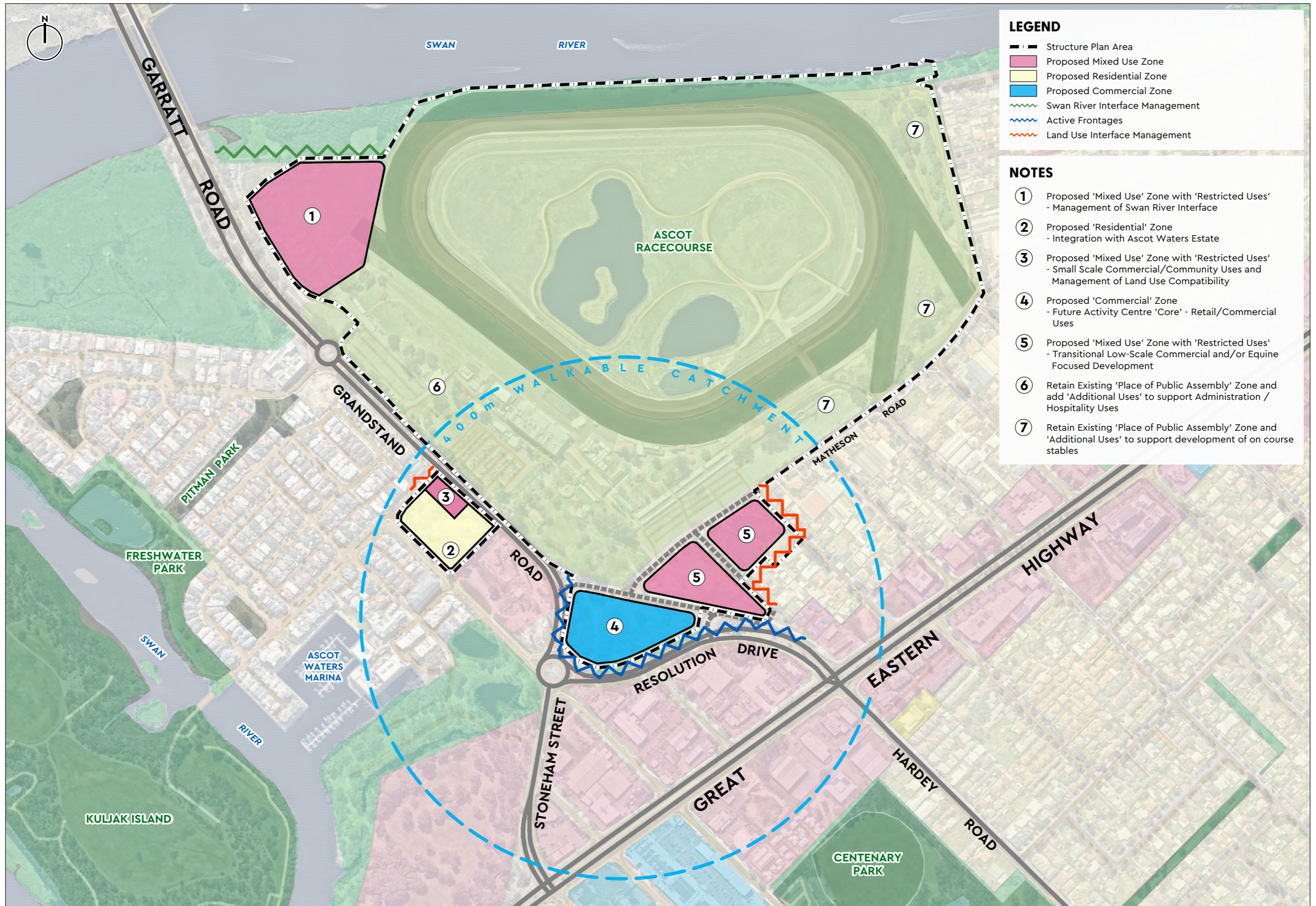
In accordance with SPP 4.2, a Net Benefit Test has been prepared by Taktics4 in support of this Structure Plan to assess the economic demand and implications for potential retail development in this area. Through this assessment, particular attention was given to the 'Shop/Retail' (PLUC: 5-SHP) and 'Other Retail' (PLUC: 6-RET) planning land use categories.

Under SPP 4.2, the 'Shop/Retail' (PLUC: 5-SHP) planning land use category captures the land uses 'Shop', 'Liquor Store – Large', 'Fast Food Outlet/Lunch Bar', and 'Restaurant/Café'. The 'Other Retail' (PLUC: 6-RET) planning land use category applies to the land uses 'Bulky Goods Showroom' and 'Motor Vehicle, Boat, or Caravan Sales', noting the latter of which is not permitted under the 'Mixed Use' zone.

The Net Benefit Test assesses the potential for 3,400m² net lettable area ('NLA') of 'Shop/Retail' floorspace and 9,600m² NLA of 'Other Retail', representing a 'worst-case' maximum retail floorspace scenario for Precinct E. The findings of the Net Benefit Test indicate the following:

- The proposed development of 'Shop/Retail' and 'Other Retail' within the activity centre will have low/insignificant impacts on the existing and future activity centre network, with any impacts likely offset by potential sales growth generated by additional population and spending over the next 15 years.
- The creation of an activity centre in the area will reduce the number of vehicle kilometres required to be travelled by residents in the immediate trade area, and overall will save up to 700,000 vehicle trips per annum outside of the trade area.
- The development could create up to 205 full-time equivalent jobs.
- The 'Shop/Retail' floorspace will be sustainable from 2026 and satisfy an existing resident trade area, filling an existing demand in the market.
- Any development of 'Other Retail' will complement existing offerings in the vicinity.

Refer **Appendix 6 – Retail Assessment (Net Benefit Test)**.



15. Land Use





16. Golden Gateway Activity Centre

5.7. Built Form

Design Element 6 of the SPP 7.2 Precinct Design Guidelines requires consideration of 'Built Form', outlining that built form should support a precinct environment that is place and functionally appropriate in character, intensity, bulk and scale. The SPP 7.2 Design Element Objectives and Design Responses are summarised below, with key considerations outlined in further detail thereafter.

No.	Design Element Objective	Design Element Response
O6.1	To ensure that the built form is responsive to the purpose, context and intended character of the precinct.	<ul style="list-style-type: none"> ▪ Built form outcomes provided by this Structure Plan align with the future context and character of the Golden Gateway Precinct. ▪ The Precinct Structure Plan provides for built form outcomes which are consistent with the character of Ascot Waters Estate and the Residential and Stables area.
O6.2	To ensure building placement, scale and massing is appropriate for the intended precinct and streetscape character.	<ul style="list-style-type: none"> ▪ In recognising the strategic positioning of Perth Racing's north-western corner, the Precinct Structure Plan seeks to facilitate a landmark development. ▪ The intended placement of buildings is responsive to site context and configuration.
O6.3	To ensure that built form design reduces energy demand across the precinct by facilitating climate-responsive design.	<ul style="list-style-type: none"> ▪ Street block configuration and built form scale support solar access to buildings and the public realm and do not undermine natural ventilation on adjoining properties and the public realm. ▪ The Precinct Structure Plan makes provision for increased tree canopy to reduce heat-island effect.
O6.4	To ensure that built form is responsive to the streetscape and contributes to a safe and comfortable public realm.	<ul style="list-style-type: none"> ▪ The Precinct Structure Plan facilitates a development outcome that is conducive to active and passive interaction with the public realm.

Table 19: Built Form Element Assessment

Refer **Figure 17 – Built Form**.

The existing and future built form context surrounding the subject area varies, noting the established nature of Ascot Waters Estate and the Residential and Stables area to the west and east, respectively, and the proposed transition of the Golden Gateway precinct to the south of Ascot Racecourse. The site context to the north and north-east of the site comprises natural areas including the Swan River and foreshore areas.



5.7.1. Commercial Precinct

Under the draft Golden Gateway LSP, the Golden Gateway precinct is intended to be transformed into a mixed-use precinct with maximum building heights of 9 storeys with an 'R-AC1' coding along Great Eastern Highway and 6 storeys with an 'R-AC3' coding across the remainder of the precinct, inclusive of Perth Racing's properties fronting Grandstand Road within Precinct E.

As per Perth Racing's vision, the portion of Precinct E fronting Resolution Drive is intended to be developed for commercial and retail purposes, with no intention to undertake residential development or any form of intensive built form development. Notwithstanding, in acknowledging that this land will have the potential to be developed for residential purposes and to provide consistency with the Golden Gateway Structure Plan, this Structure Plan applies an 'R-AC3' coding and a maximum 6 storey building height.

Development fronting Resolution Drive is intended to accommodate more 'active' land uses and should be designed accordingly in line with contemporary planning practice. There are some limitations to the positioning of buildings on this site due to the presence of existing services, however, as shown in the Master Plan, there are opportunities to position buildings such that they address and interface with the street and sleeve parking areas from key viewpoints.

Given the presence of the Belmont Main Drain along the site's frontage to Resolution Drive, consideration should be given to its presentation through the detailed design process. This includes the potential for landscaping within and/or surrounding the drain, and the upgrade of fencing.

To reduce the dominance of car parking and heat-island effect, Part One of the Precinct Structure Plan applies a requirement for shade trees within car parking areas.

To provide a transition to the Residential and Stables area, built form is intended to 'step down', with an 'R-AC4' coding applied to the portion of Precinct E comprising the southern part of Lot 100 Raconteur Drive and a maximum 3-storey building height. This site is 'triangular' in shape, meaning that the positioning of buildings will likely occur on the wider north-western portion of the site, with parking placed towards the south-eastern portion, adjacent to Raconteur Drive and Hardey Road.

In terms of boundary setbacks, the control of non-residential development will be provided through LPS 15. Part One of the Precinct Structure Plan does however identify a nil street setback requirement for non-residential development, which is intended to facilitate an active street outcome. The setback of any residential development will be controlled through the Residential Design Codes.

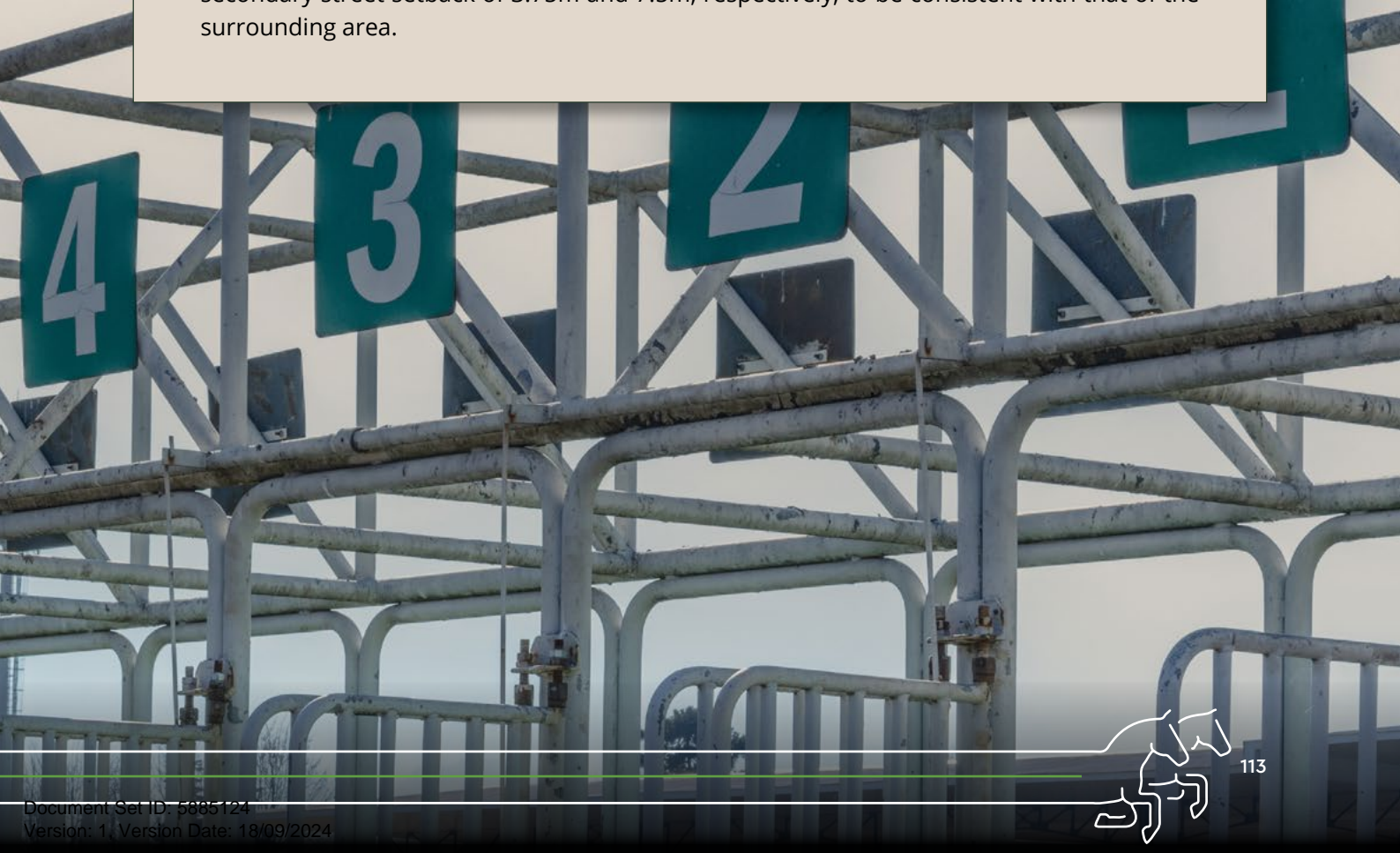
5.7.2. Residential & Stables Interface

The Ascot Residential and Stables area to the south and east of the Structure Plan area is unique from a land use and built form perspective. The area is characterised by large rectangular lots ranging from approximately 800m² to 2,000m² in area and typically containing a single house at the front (facing the street) with stables provided to the rear within the backyard area of each respective lot. Development within this area is typically single storey in scale, but intensive site coverage, with stables development often occupying significant portions of the lot with nil or limited setbacks provided to side boundaries.

Under the City's LPS 15, the Residential and Stables area is not subject to a density code, however the Scheme Text states that the provisions of the 'R10' code apply with regard to 'open space' and 'minimum setbacks from boundaries' (for residential development only). In accordance with Volume 1 of the R-Codes, the primary street setback under the 'R10' coding is a minimum of 3.75m and an average of 7.5m. There are no building height limits that apply to the Residential and Stables zone.

Under this Structure Plan, both Precincts C and E interface with the Residential and Stables area. In the case of Precinct C, which is subject to the proposed on-course stables development, Part One of this Precinct Structure Plan includes development provisions pertaining to the setback of development from Matheson Road to the south (7.5m setback) and the setback of stables and yard areas to private properties to the east (10m setback). The minimum setbacks identified align with the primary street setback requirement under the R-Codes and the City's Local Laws pertaining to stable and yard setbacks from dwellings.

In terms of the Precinct E interface, as outlined in Perth Racing's vision, development immediately adjacent to the Residential and Stables area is intended to be equine focused, potentially in the form of an equine welfare centre and jockey support centre. Such a development would likely be of a low-scale and predominantly single-storey in nature. Part One of the Precinct Structure Plan provides for a maximum 2-storey building height in this location, a maximum residential density of 'R10', and a minimum and average primary and secondary street setback of 3.75m and 7.5m, respectively, to be consistent with that of the surrounding area.



5.7.3. Ascot Waters & Bristle Kilns Interface

Built form within Ascot Waters Estate is residential and mixed use in nature, ranging from two to four-storeys in height and at a scale equivalent to the 'R30', 'R40' and 'R100' density codes. In Council's deliberations on the draft Golden Gateway LSP, consideration was given to this context in relation to Lot 452 Grandstand Road (Precinct D) where it was determined appropriate to apply densities of 'R40' and 'R100' with maximum building height limits of 3 to 5 storeys.

This Structure Plan applies an 'R60' coding with a maximum building height of 3 storeys to Lot 452 Grandstand Road (Precinct D). Whilst this approach does not strictly align with Council's previous decision, it represents a balanced approach to built form on the site and avoids a situation where requirements differ across a lot, proving more flexibility from a development perspective. Furthermore, it is considered that a maximum building height provided by this Precinct Structure Plan would not impose upon or undermine the heritage values of the adjacent Bristle Kilns.

In terms of Precinct B, there is limited built form interrelationship with Ascot Waters Estate given the substantial building setbacks within Ascot Racecourse and the positioning and treatment of Grandstand Road is serving as a logical separation between these areas.

5.7.4. Swan River Interface

Perth Racing's vision for Precinct A, which interfaces to Swan River, is to develop a residential housing village with small-scale integrated commercial uses. It is envisioned that future development could comprise three (3) tower buildings developed up to a maximum of 15 storeys, and oriented such that they provide outlook to the Swan River and Racecourse. This vision is reflective of the site's notable prominence, being strategically positioned on the Swan River and at the northern gateway to the City of Belmont.

Precinct A is situated on the southern side of the Swan River and is devoid of surrounding development, meaning that any implications associated with intensive built form scale, such as overshadowing and privacy, will be negligible. Whilst there will be a need to undertake earthworks on the site to lift ground levels, there are opportunities through the detailed design process to consider appropriate setbacks, battering and/or retaining to the Swan River interface.

In terms of density, an 'R-AC0' coding has been applied to Precinct A to enable this Precinct Structure Plan to identify specific built form primary controls pertaining to building height, plot ratio, and setbacks. Specifically, Part One of the Precinct Structure Plan identifies a maximum building height of 15-storeys with a maximum 3-storey podium height, and a maximum plot ratio of 2.5 which is reflective of the vision for the site. In accordance with DBCA requirements, the Precinct Structure Plan identifies a minimum 10m setback requirement from the Swan River foreshore. Given Precinct A's existing substantive setback to Grandstand Road, the Precinct Structure Plan allows for a nil setback to the primary street.

Noting the limitations posed by groundwater hydrology and flood levels in Precinct A, basement structures in this location will likely be impractical, meaning that car parking areas will likely be a combination of at-grade and above-ground parking integrated into the building. The design process for these buildings will need to ensure that car parking areas are designed in such a way that they do not dominate or detract from the overall design of the site and its interface to the Swan River.

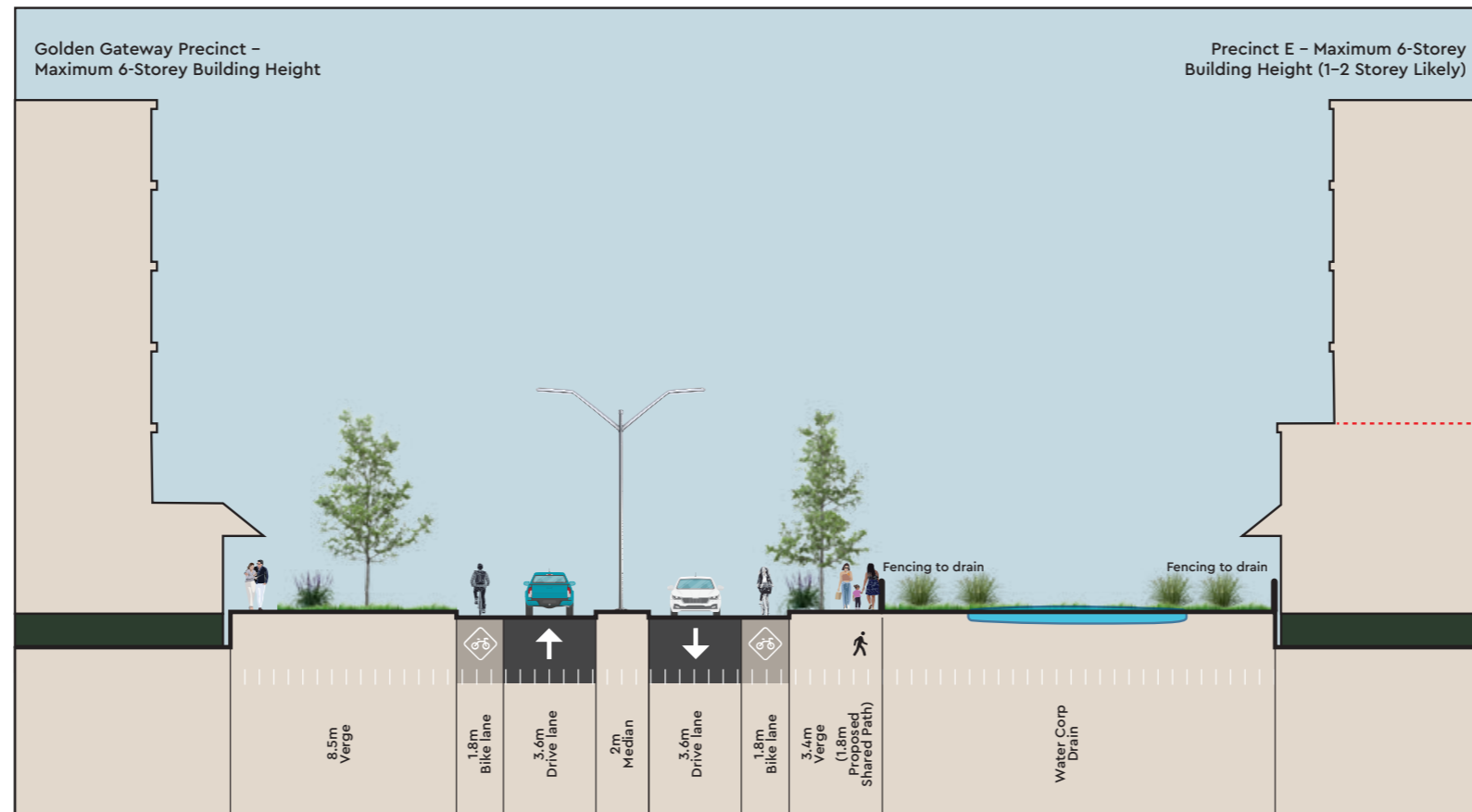
All other development controls applicable to Precinct A will be provided by LPS 15 and Volume 2 of the R-Codes.



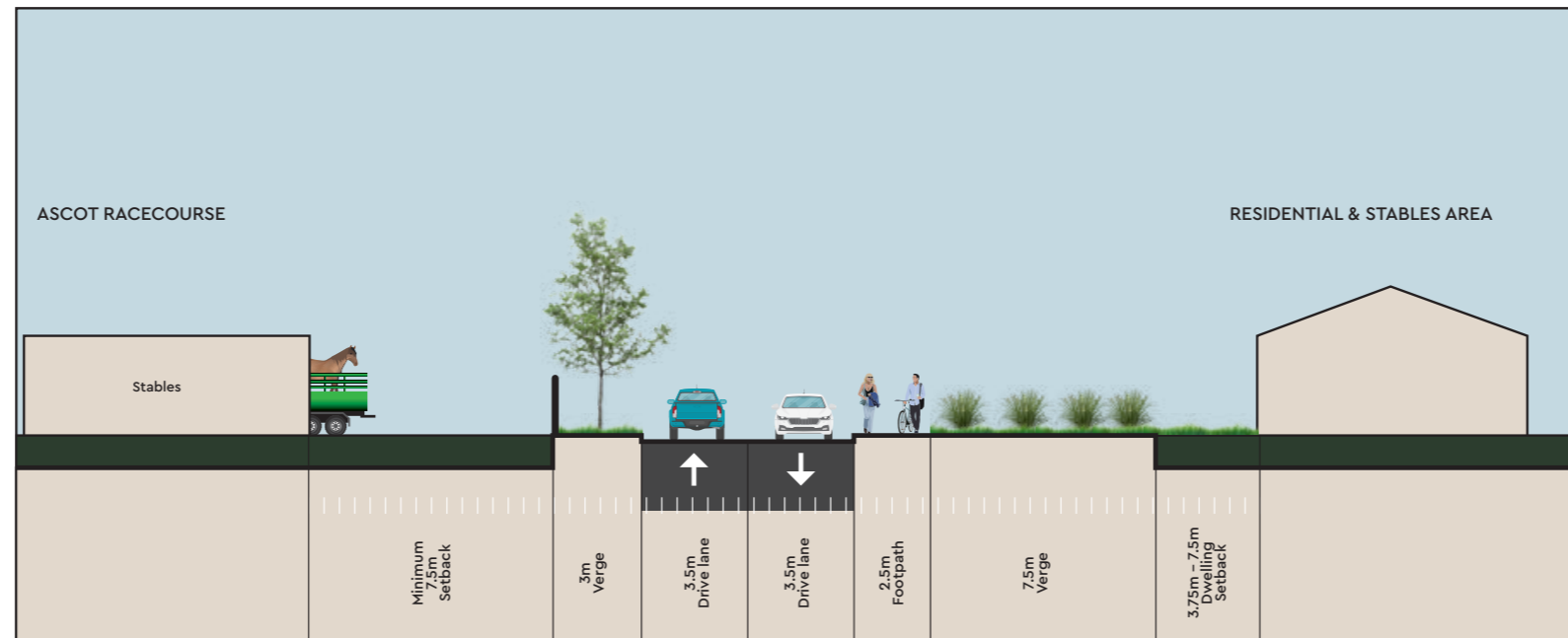
17. Built Form



Cross Section A – Resolution Drive



Cross Section B – Matheson Road



18. Indicative Cross Sections



Appendix 1

Certificates of Title



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Appendix 2

Local Water Management Strategy



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Appendix 3

Environmental Assessment Report



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Appendix 4

Engineering Servicing Report



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Appendix 5

Transport Impact Assessment

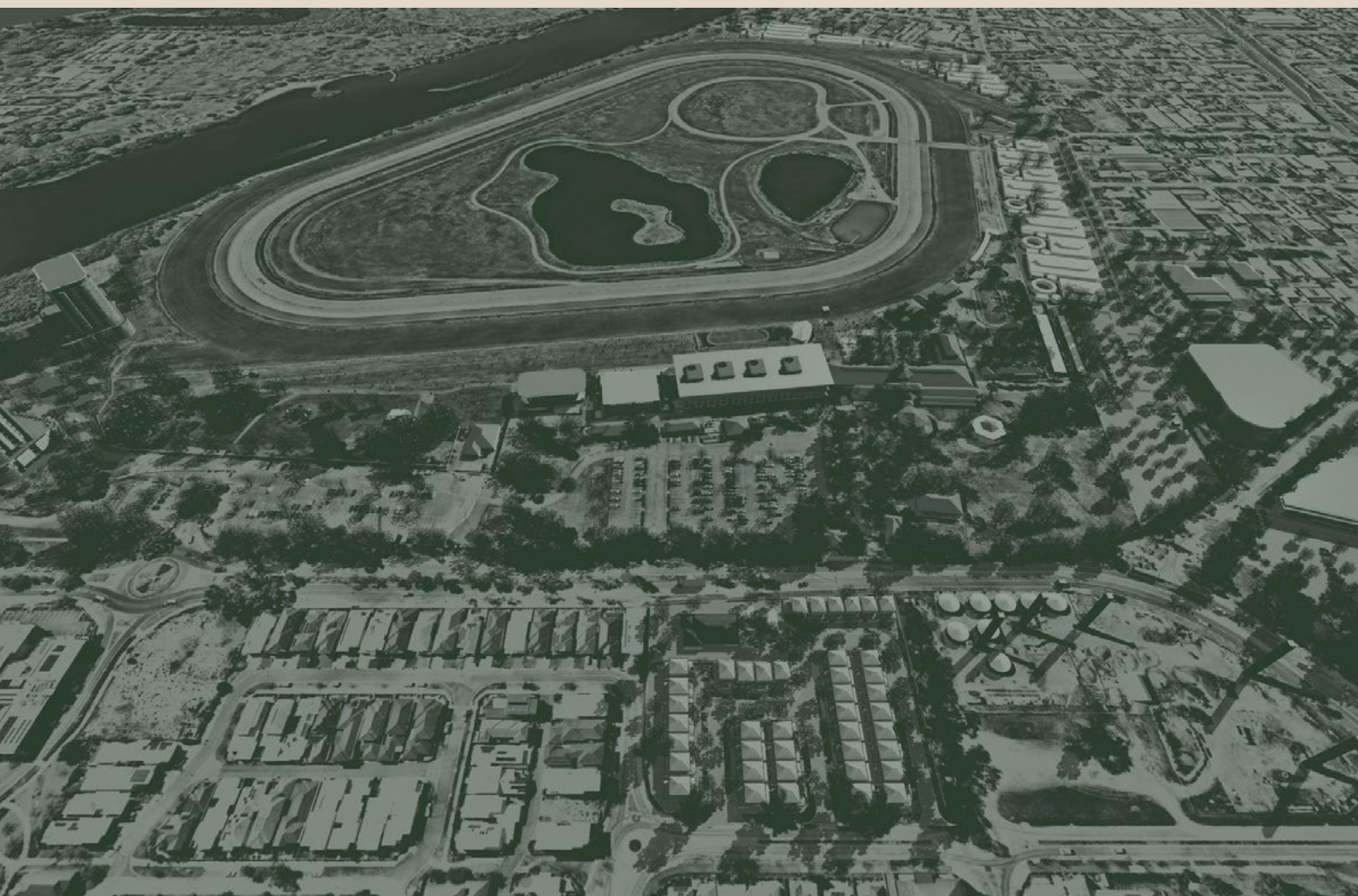


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Appendix 6

Retail Assessment (Net Benefit Test)



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Appendix 7

Transportation Noise Assessment



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Appendix 8

Landscape Master Plan

