

BURSWOOD LAKES STRUCTURE PLAN

Amendment No. 2



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3	9202_21jul01R_cr v4	Claire Richards	Rod Dixon	20/04/2022

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Record of Endorsement

This Structure Plan Amendment is prepared under the provisions of the Town of Victoria Park Town Planning Scheme No. 1.

IT IS CERTIFIED THAT THIS STRUCTURE PLAN AMENDMENT 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
N/A	Structure Plan Variation. Increased the maximum allowable dwelling density to 176 dwellings and included 170m ² of 'Office' use on Lot 10 Bow River Crescent	N/A	March 2014
No. 1	Modified land use permissibility, increased permitted dwelling yield, building height and plot ratio development standards on Lots 9 and 25 Victoria Park Drive, Burswood	Standard	September 2017



■ Executive Summary

This report has been prepared by Rowe Group on behalf of Mirvac in support of a formal request to amend the Burswood Lakes Structure Plan adopted in 2003 and amended in 2017 (herein referred as ‘the Structure Plan’). Once adopted, the proposed Amendment will be referenced as “Amendment No. 2 to the Burswood Lakes Structure Plan”.

The proposed Amendment has been prepared following a comprehensive review of the Structure Plan by Mirvac in collaboration with the Town of Victoria Park. The need for a review of the Structure Plan was identified on the basis of significant changes that have occurred in relation to the surrounding built environment and the overarching strategic and statutory planning framework since the Structure Plan was adopted in 2003. The most notable changes to the surrounding built form include construction of Perth (Optus) Stadium, Matagarup Bridge across the Swan River and expansion of the Crown Entertainment Complex, in addition to the planned high-density Belmont Park Racecourse and Burswood Station East and West redevelopments, which have (and will continue to) significantly change the landscape of the Burswood Peninsula.

This report represents the accumulation of work undertaken by Mirvac and the Town of Victoria Park in responding to these changes and addresses the following specific matters:

- Land use;
- Dwelling density and yield;
- Building height;
- Plot ratio;
- Building envelopes;
- Infrastructure servicing and road capabilities;
- Car parking; and
- Public open space.

The need for review of the Burswood Lakes Structure Plan is also recognised as a key action in the Town of Victoria Park’s draft Local Planning Strategy and Corporate Business Plan. In June 2020, the Town prepared a review report of the Burswood Lakes Structure Plan (internal paper) setting out the matters that needed to be considered as part of the Structure Plan review. This review report forms the basis of the work undertaken by Mirvac and has been used to inform the preparation of (this) proposed Amendment No. 2 to the Burswood Lakes Structure Plan.

Development of the Structure Plan Area has been substantially progressed, with only a few undeveloped sites remaining. Whilst the Structure Plan review undertaken by Mirvac and the Town has examined the Structure Plan Area in its entirety, the amendments proposed in this document are primarily focused on Mirvac’s undeveloped sites located at Lots 1 and 21 Bow River Crescent.

The Structure Plan Amendment is consistent with the overall strategic intent for the area and fits within the existing planning framework that includes the Burswood Peninsula District Structure Plan (2015), the Town of Victoria Park Local Planning Scheme No. 1 (‘LPS1’), Precinct Plan and associated local planning policies.

The Amendment request has been prepared in the accordance with the requirements under Schedule 2, Part 4 of the *Planning and Development (Local Planning Schemes) Regulations 2015* (‘Regulations’) and is presented in the manner required under the Western Australian Planning Commission’s (‘WAPC’) Structure Planning Framework.

The Structure Plan Amendment has been designed to be read in conjunction with the original Structure Plan (2003) and Amendment No. 1 (2017) and, accordingly, these documents are appended to this report. Where applicable, plans and figures within the appended documents have been marked ‘superseded’ to avoid confusion. A list of updated figures is also provided within Part One of this report for ease of reference (Refer **Table 1**).

Unless modified by the Structure Plan Amendment No. 2 (this document), the provisions contained within the Burswood Lakes Structure Plan (2003) and Amendment No. 1 (2017) continue to apply.

The Structure Plan is recognised as requiring review to ensure its alignment with the current town planning framework, the significantly changed pattern of development on the Burswood Peninsula and to update matters within the Structure Plan Area itself. As a document that is now 18 years ago, many of the original assumptions are now outdated. This Structure Plan Amendment will ensure the Burswood Peninsula continues to develop in a manner that both recognises and respects the original vision whilst reflecting the evolving context.

■ Structure Plan Amendment Summary

Item	Data	Section Number Referenced in Part Two of Report	
Total land area covered by the Structure Plan Amendment	Lot 1: 0.42 hectares Lot 21: 0.51 hectares Total: 0.93 hectares	2	Structure Plan Amendment Land Description
Area of each land use proposed: - Residential (Lot 1 & 21) - Retail	0.93 hectares N/A	2 lots N/A	4.5 Permitted Uses
Estimated number of dwellings	Lot 1 – 220 dwellings Lot 21 – 125 dwellings	4.6	Dwelling Numbers
Total estimated lot yield	As per Structure Plan	4.6	Dwelling Numbers
Estimated population	380 people	4.6	Dwelling Numbers
Number of high schools	N/A	N/A	
Number of primary schools	N/A	N/A	
Estimated commercial floorspace	N/A	N/A	
Estimated area and percentage of public open space given over to: - Public Open Space	As per Structure Plan	4.8	Public Open Space

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

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■ Technical Appendices

Appendix Number	Document Title	Nature of Document	Referral/ Approval Agency	Approval Status and Modifications
1.	Burswood Lakes Structure Plan (2003)	Structure Plan	N/A	Adopted
2.	Burswood Lakes Structure Plan Amendment No. 1 (2017)	Structure Plan Amendment	N/A	Adopted
3.	Traffic Impact Assessment, Revised Burswood Lakes Structure Plan (2021)	Technical Report	N/A	N/A

Part One Implementation



1 Structure Plan Amendment Area

This Structure Plan Amendment applies to the Burswood Lakes Structure Plan Area and includes specific provisions in relation to Lots 1 and 21 Bow River Crescent, Burswood. The Amendment Area is defined as the land contained within the inner edge of the line denoting the Structure Plan boundary on the Structure Plan Map (Refer **Amended Figure 19 – Structure Plan**).

2 Operation and Objectives

2.1 Operation

In accordance with Schedule 2, Part 4, Clause 22 of the Regulations, this Structure Plan Amendment shall come into effect on the date it is approved by the WAPC.

Pursuant to Clause 28 (1), of the Regulations the approval of the Burswood Lakes Structure Plan has effect for a period of 10 years commencing on the day on which the WAPC approves the Structure Plan, or another period as determined by the WAPC. Pursuant to Clause 28 (4), the Burswood Lakes Structure Plan is taken to have been approved on 19 October 2015.

By endorsement of (this) Amendment No. 2 to the Burswood Lakes Structure Plan, the WAPC grants approval to the Structure Plan under Clause 28 (1) (b) for a period of 10 years commencing on the day on which approval to Amendment No. 2 is granted.

2.2 Objectives

The objectives of the Structure Plan are as follows:

- A Unique Place – create a place which responds to its unique location and context, delivering an attractive addition to inner city Perth.
- Links to the Town of Victoria Park – create a place which integrates with the wider Burswood Peninsula and community of Victoria Park by forging, where possible, social, commercial and physical connections.
- Built Form and Response to Setting – provide flexibility and robustness in built form design which create a place that fits within the urban fabric and setting, and responds to the site’s strategic location.
- Connectivity and Transport Oriented Design – respond to the site’s proximity to public transport by providing opportunities for a well-connected place.
- Importance of Public Place - the Public Realm – create an accessible and useable public realm which delivers exceptional public spaces through hard and soft landscaping, street furniture (such as seating and lighting), public art, and active and passive recreation options.
- Ecologically Sustainable Development – create a development that conserves resources takes advantage of natural amenities and ecologically sustainable development initiatives to deliver a residential community that will contribute to the social and cultural life of the Town of Victoria Park. Make the best use of a valuable urban land resource, while recognising geotechnical constraints, to provide opportunities for ESD demonstration.

3 Staging

The Burswood Lakes Structure Plan has been operational for a number of years and is approaching completion. In this regard, all necessary major infrastructure and roads are already in existence. Additional servicing and capacity needs will be addressed at the development application stage.

4 Development Requirements – Structure Plan Amendment

The following development standards apply to the Structure Plan Area.

Unless specified below, the development standards, principles and design guidelines contained within ‘Part B – Structure Plan’ of the 2003 Structure Plan report (Refer **Appendix 1**), shall continue to apply. For ease of reference, the headings used below are consistent with those contained within the 2003 Structure Plan report and the corresponding section number, where applicable, is annotated in brackets.

Updated Figures are provided at the end of Part One. For ease of reference, Figure numbers remain consistent with those contained within the 2003 Structure Plan report.

4.1 Built Form – Building Height And Plot Ratio (S. 3.3)

Maximum building heights and plot ratio are to be generally consistent with the following:

- Amended Figure 19 – Structure Plan
- Amended Figures 24 to 29 – Building Control Envelopes

Minimum and Average ‘Site Area Per Dwelling’ requirements do not apply.

4.2 Built Form – Setbacks (S. 3.3)

Minimum building setbacks, building separation and view corridors are to be generally consistent with the following:

- Amended Figure 22 - Proposed Routes for Cyclists and Pedestrians, and Indicative Bus Route
- Amended Figures 24 to 29 – Building Control Envelopes

4.3 Permitted Uses (S. 4.3)

Land use permissibility within the Structure Plan Area is to comply with the ‘Use Area’ Table for the Special Use Zone as contained within the Town of Victoria Park Local Planning Scheme No. 1 (‘LPS1’) Burswood Precinct Plan P2.

4.4 Dwelling Numbers (S. 4.4)

Maximum dwelling numbers for each lot shall generally be in accordance with the following:

- Amended Figure 19 - Structure Plan

No overall maximum dwelling number applies to the Structure Plan Area.

4.5 Lot Patterns And Sizes (S. 4.5)

The pattern and size of lots should generally be in accordance with the following:

- Amended Figure 19 – Structure Plan, and
- Amended Figure 23 – Indicative Subdivision Plan

4.6 Public Open Space And Landscape (S. 4.8)

Public Open Space should generally be provided in accordance with the following:

- Amended Figure 19 – Structure Plan
- Amended Figure 31 – Indicative Public Realm

4.7 Site Specific Development Criteria

The following site specific development criteria shall apply to Lots 1 and 21:

(a) Lot 1

- (i) Development on Lot 1 is to:
 - i. Provide visual connectivity north and east of the lot to the wider Burswood Peninsula and Perth Stadium having regard to the identified 'Proposed Masterplan View Corridor' locations in Amended Figure 22; and
 - ii. Incorporate suitable articulation of the building façade facing Bow River Crescent and Victoria Park Drive including, where possible, land use activation at the street level and podium levels.
- (ii) Car parking is to be provided in accordance with Table 3.9 – Parking Ratios of the WAPC's State Planning Policy No. 7.3: Residential Design Codes – Volume 2 (Apartments) for Location A except as follows:
 - i. No maximum parking provision applies
 - ii. No minimum visitor parking applies
 - iii. The provision of a dedicated loading/service bay shall be considered at the Development Application stage

(b) Lot 21

- (i) Development on Lot 21 is to provide visual connectivity beyond the lot to the wider Burswood Peninsula and Perth Stadium having regard to the identified 'Proposed Masterplan View Corridor' location in Amended Figure 22.

- (ii) Car parking is to be provided in accordance with Table 3.9 – Parking Ratios of the WAPC's State Planning Policy No. 7.3: Residential Design Codes – Volume 2 (Apartments) for Location A except as follows:

- i. No maximum parking provision applies
- ii. No minimum visitor parking applies
- iii. The provision of a dedicated loading/service bay shall be considered at the Development Application stage

4.8 Residential Design Codes

Unless varied by this Structure Plan, residential development within the Structure Plan Area is to be in accordance with the provisions and requirements contained in the WAPC's State Planning Policy No. 7.3: Residential Design Codes – Volume 1 and Volume 2 (Apartments) and the Town of Victoria Park LPS1 Burswood Precinct Plan P2 Sheet B.

5 Local Development Plans

The following Local Development Plan applies to the Structure Plan Area:

- Local Development Plan No. 1 (2018)

No further Local Development Plans will be required as the level of detail contained within this Structure Plan Amendment, read in conjunction with the Structure Plan itself and the Burswood Peninsula District Structure Plan, provide sufficient detail to guide the assessment of the development concepts while not prejudicing future development.

6 Local Planning Policies

Where there are inconsistencies between this Structure Plan (including Amendments) and Council's Local Planning Policies, then the criteria of this Structure Plan (including Amendments) prevails to the extent of the inconsistency.

Local Planning Policies not listed above do not apply to the Structure Plan Area.

7 Public Open Space

Public open space is to be developed and maintained for at least two summers in accordance with the requirements of WAPC operational policy Liveable Neighbourhoods Element 5.

8 Public Art

A public art contribution will be imposed in respect of any future Development Applications on Lots 1 and 21 to a maximum total contribution of \$500,000 for each lot. Any existing obligations for the provision of a public art contribution under current Development Approvals within the Structure Plan Area are to remain.

9 Ecologically Sustainable Development

Future developments on Lots 1 and 21 are to address the requirements at Section 4.15 of the RDC Volume 2 relating to Energy Efficiency at the Development Application stage. The developments shall also consider Part Two Section 4.15 of this amendment when considering potential ESD commitments. These provisions of the RDC Volume 2 supersede the provisions at Section 4.11 of the 2003 Structure Plan report.

10 Amended Structure Plan Figures

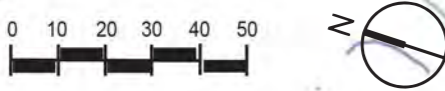
Figures 19, 22 - 25, 27, 29 and 31 of the 2003 Burswood Lakes Structure Plan (Refer **Appendix 1**) are amended in accordance with **Table 1** below:

Figure Number	Figure Title
19	Structure Plan
22	Proposed Routes for Cyclists and Pedestrians, and Indicative Bus Route
23	Indicative Subdivision Plan
24	Building Control Envelopes
25	Building Control Envelopes
27	Building Control Envelopes
29	Building Control Envelopes
31	Indicative Public Realm

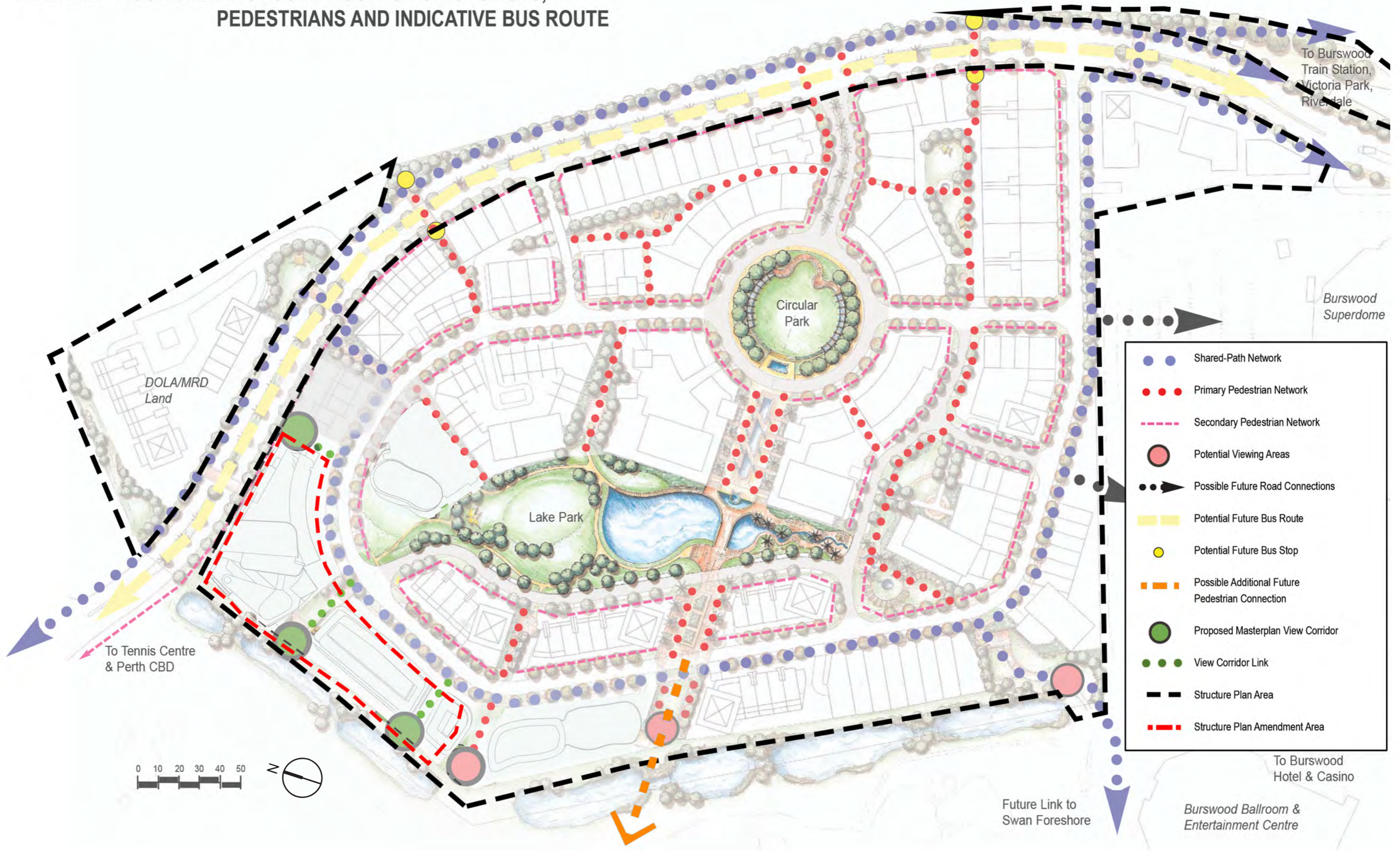
Table 1: Amended Structure Plan Figures

All remaining figures contained within the 2003 Structure Plan continue to apply. To avoid confusion, where a figure has been updated by this Amendment, the original figure in Attachment 1 (Burswood Lakes Structure Plan 2003) contains a 'Superseded' watermark.

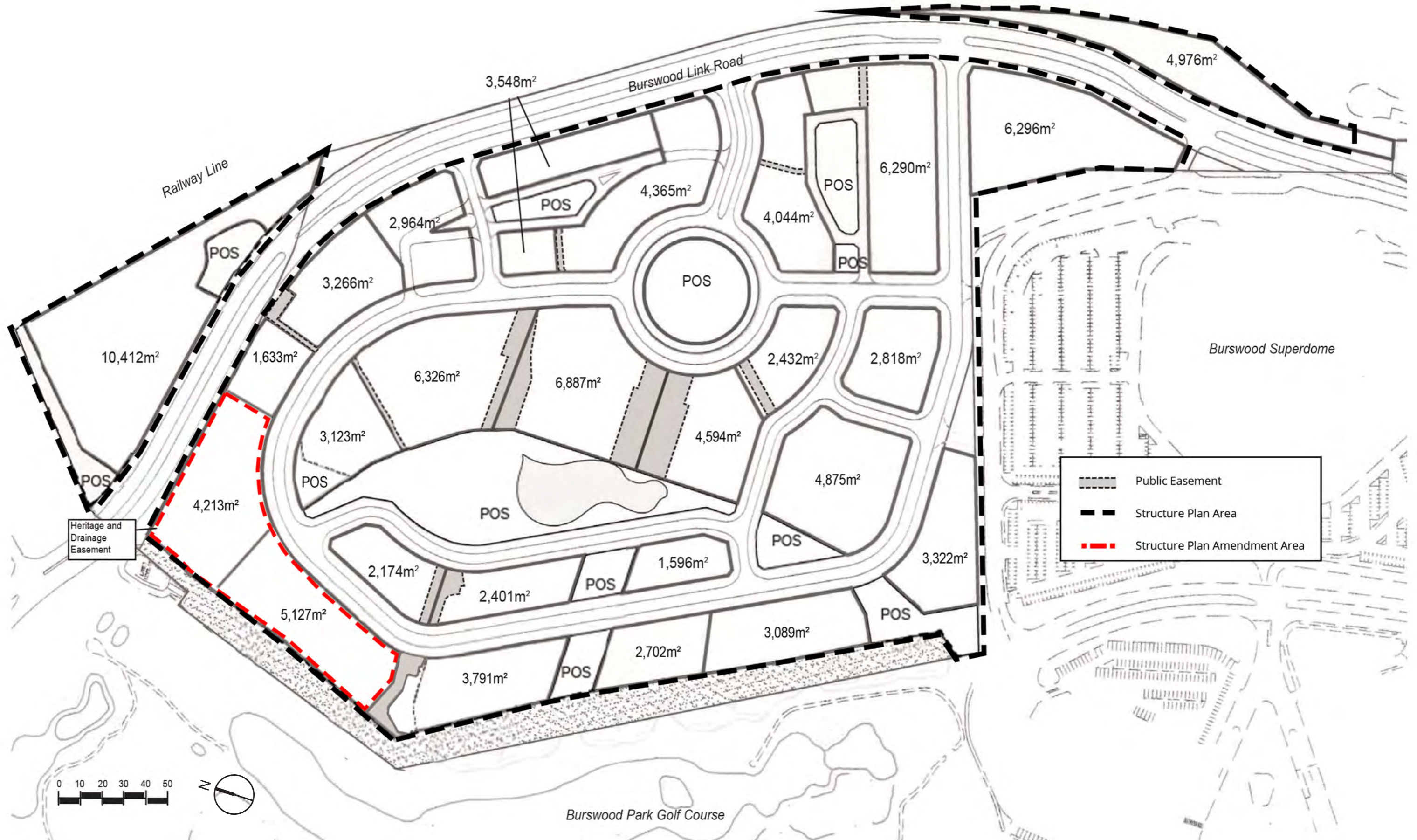
AMENDED FIGURE 19: STRUCTURE PLAN



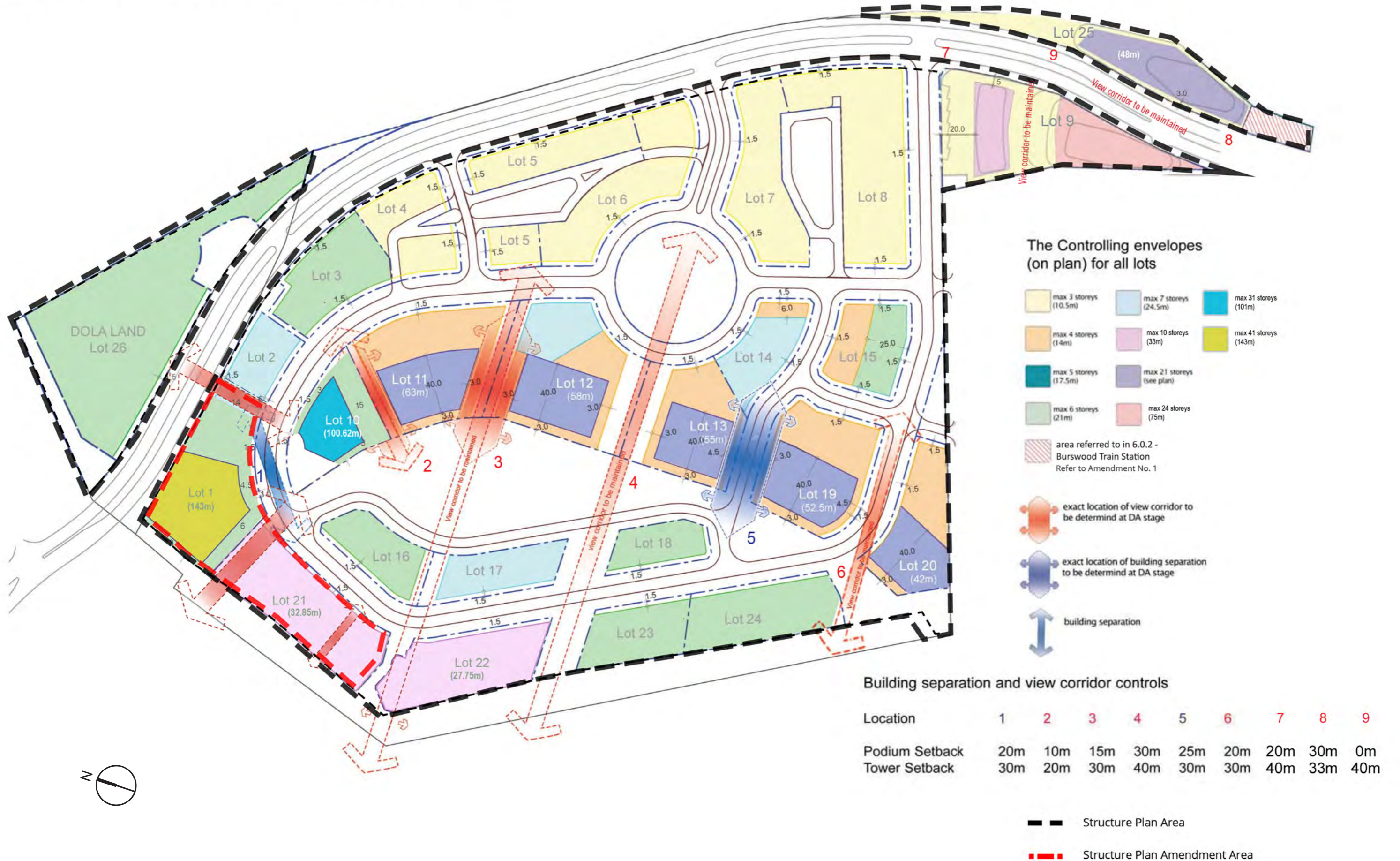
AMENDED FIGURE 22: PROPOSED ROUTES FOR CYCLISTS,
PEDESTRIANS AND INDICATIVE BUS ROUTE



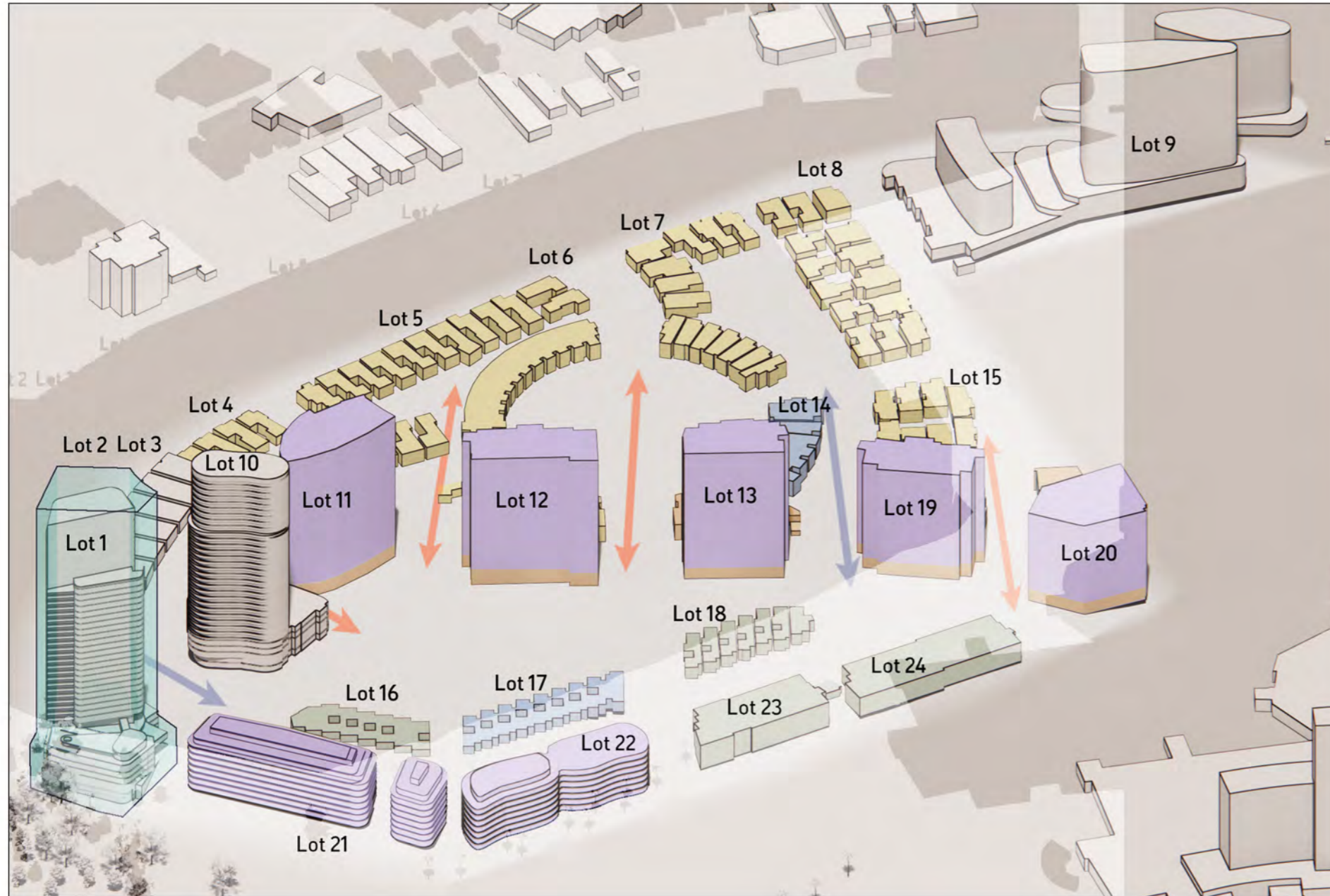
AMENDED FIGURE 23: INDICATIVE SUBDIVISION PLAN



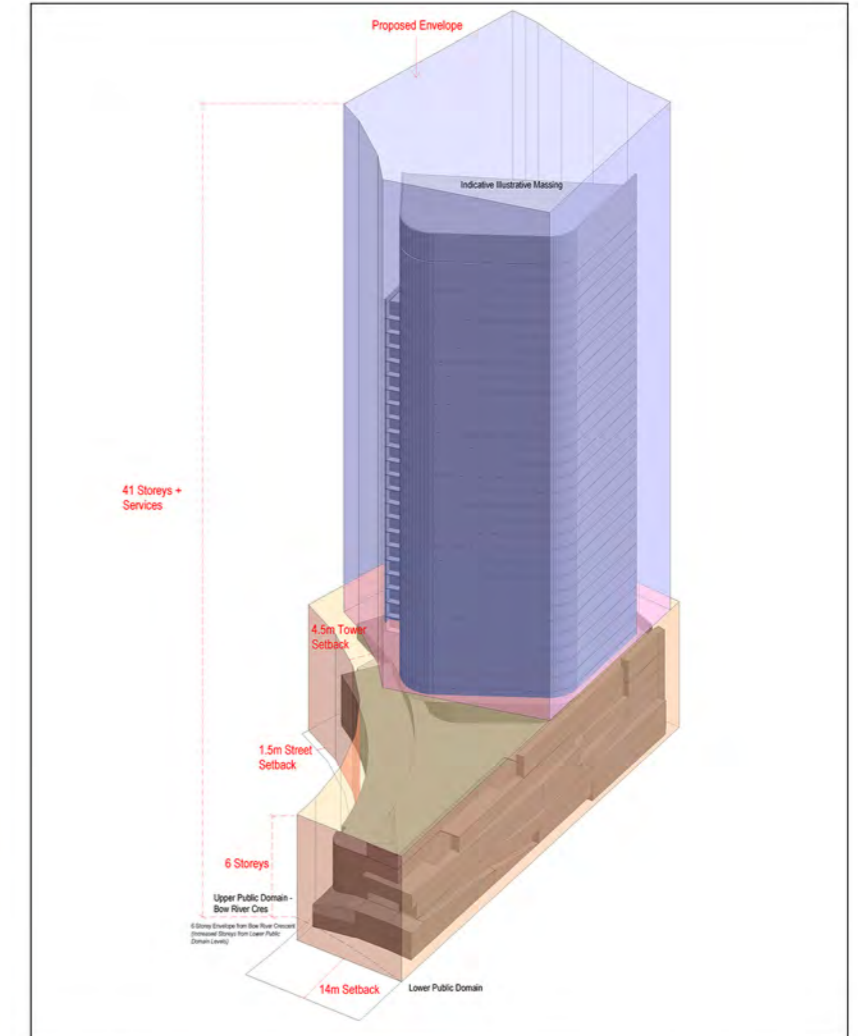
AMENDED FIGURE 24: BUILDING CONTROL ENVELOPES



AMENDED FIGURE 25: BUILDING CONTROL ENVELOPES

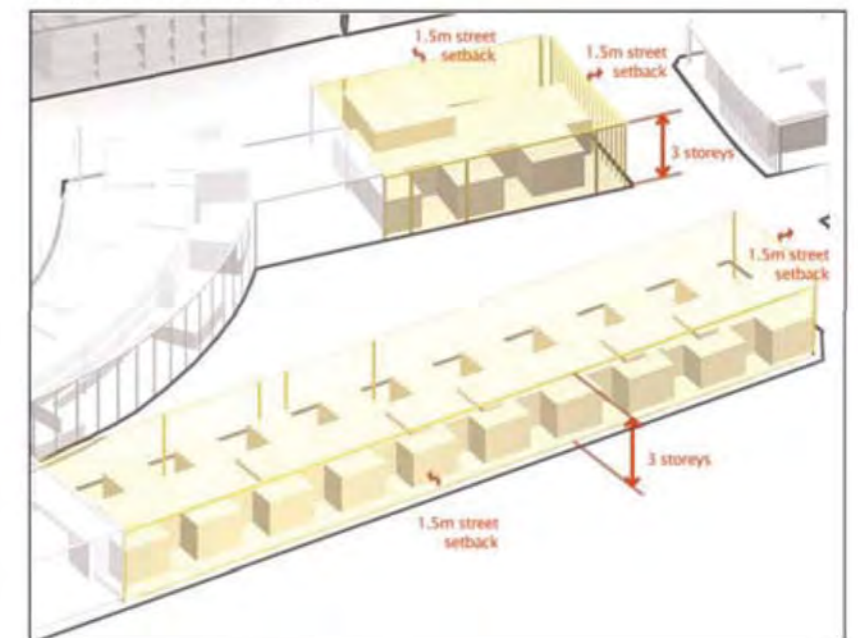


Hames Sharley, 2022



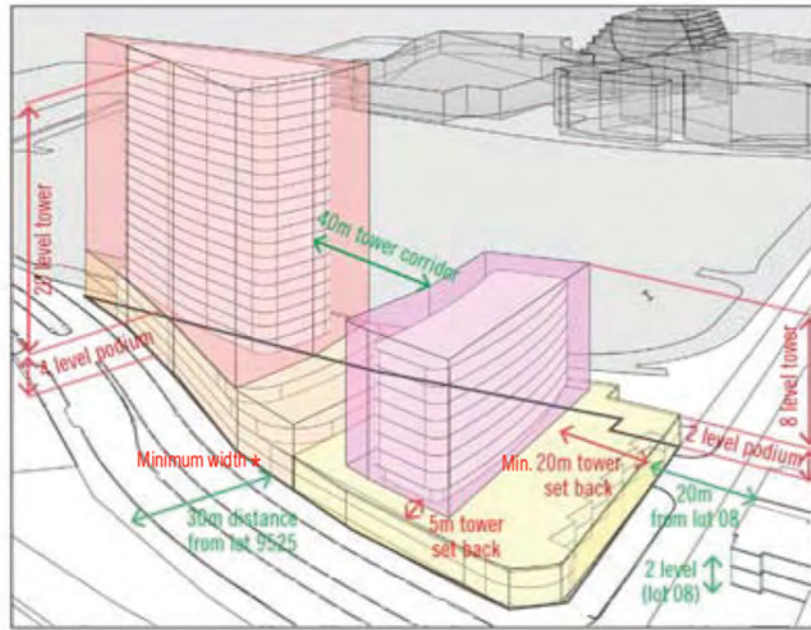
LOT 1
(Proposed Amendment No.2)

Hames Sharley, 2022

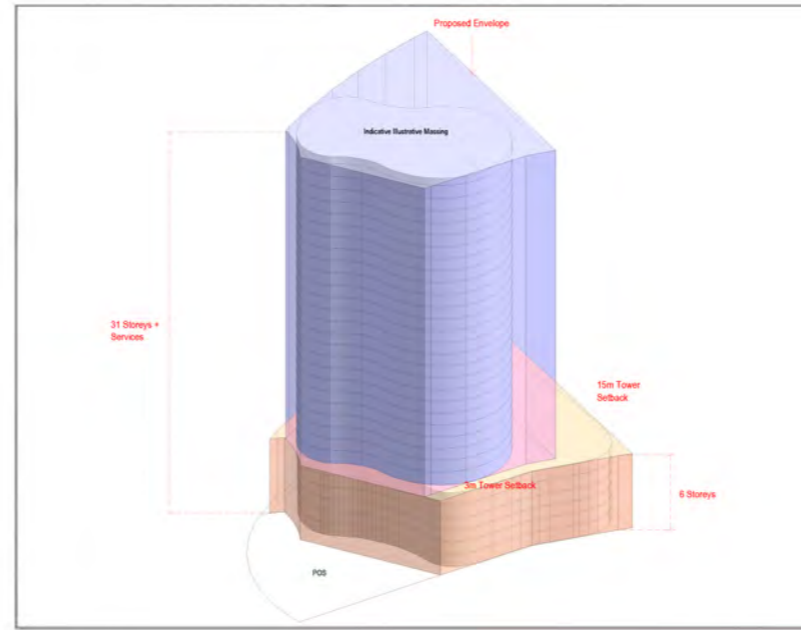


LOT 5
(Original 2003 Structure Plan)

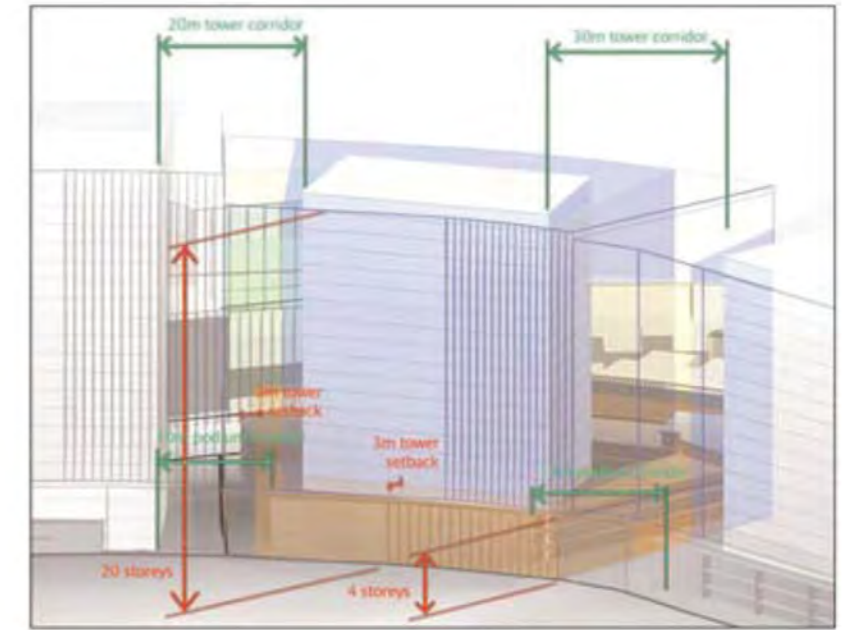
AMENDED FIGURE 27: BUILDING CONTROL ENVELOPES



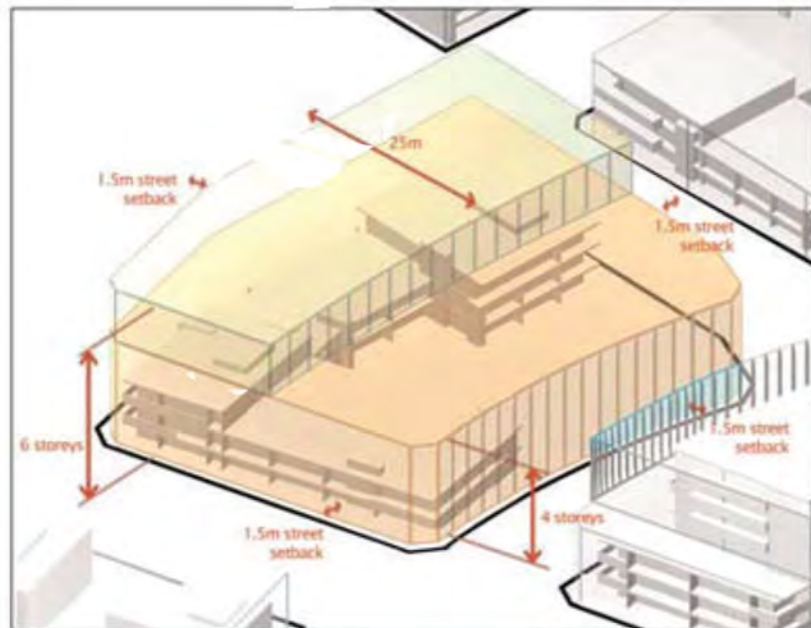
LOT 9 * Pedestrian access to be minimum width of 8m
(Amendment No.1, 2017)



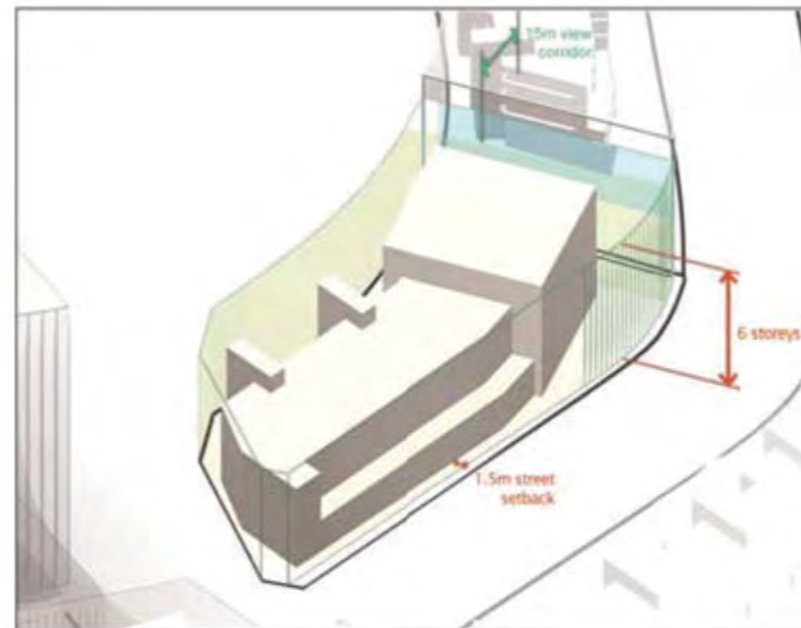
LOT 10 Hames Sharley, 2022
(Proposed Amendment No.2)



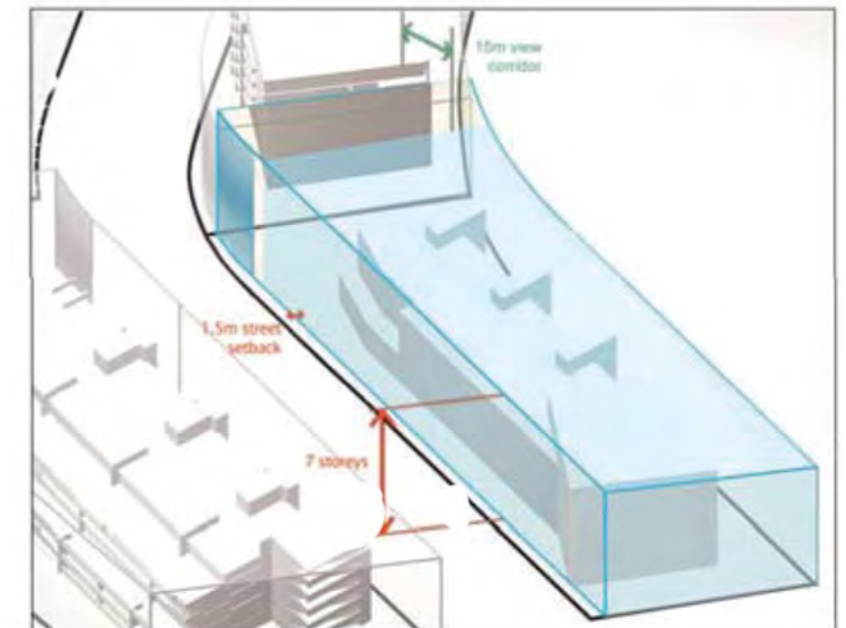
LOT 11
(Original 2003 Structure Plan)



LOT 15
(Original 2003 Structure Plan)

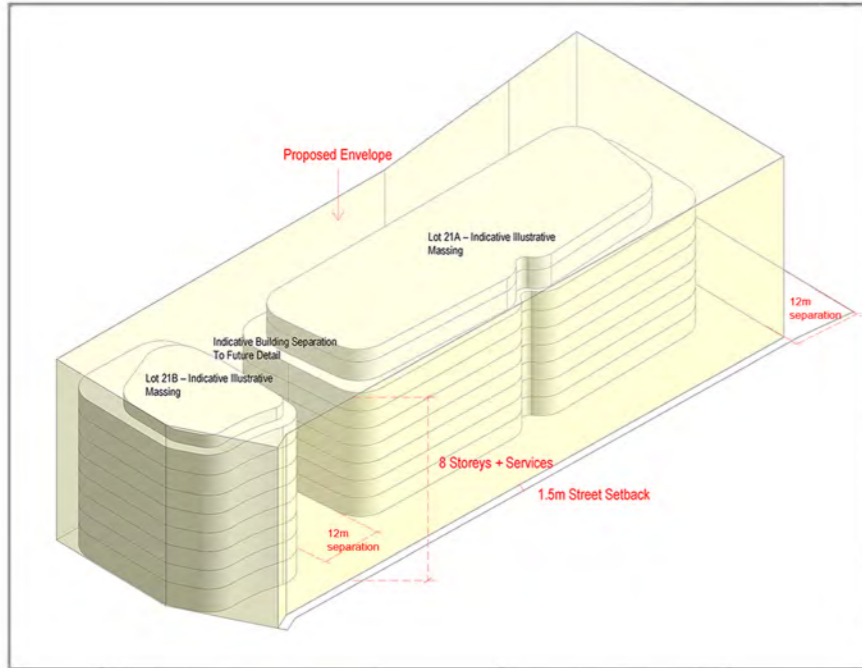


LOT 16
(Original 2003 Structure Plan)



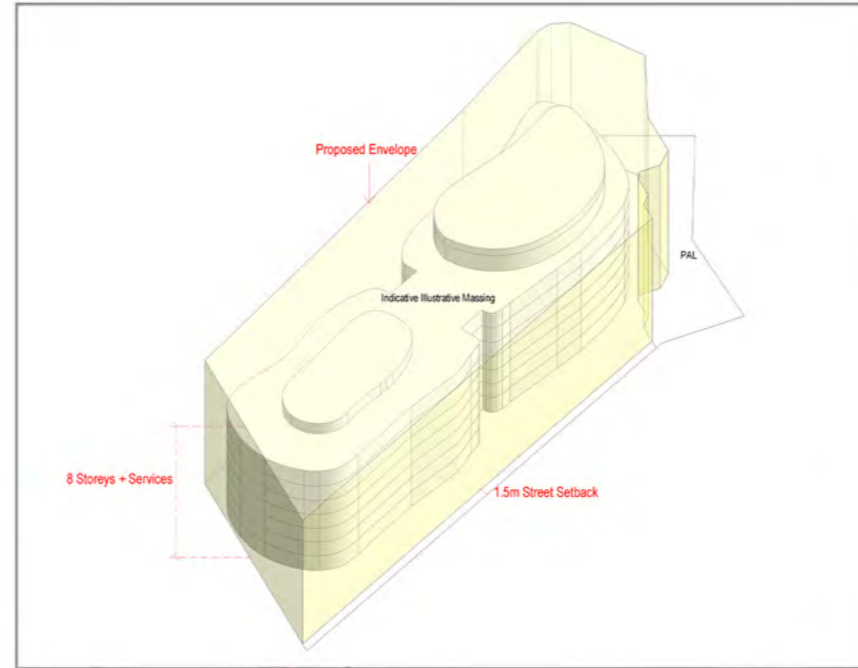
LOT 17
(Original 2003 Structure Plan)

AMENDED FIGURE 29: BUILDING CONTROL ENVELOPES



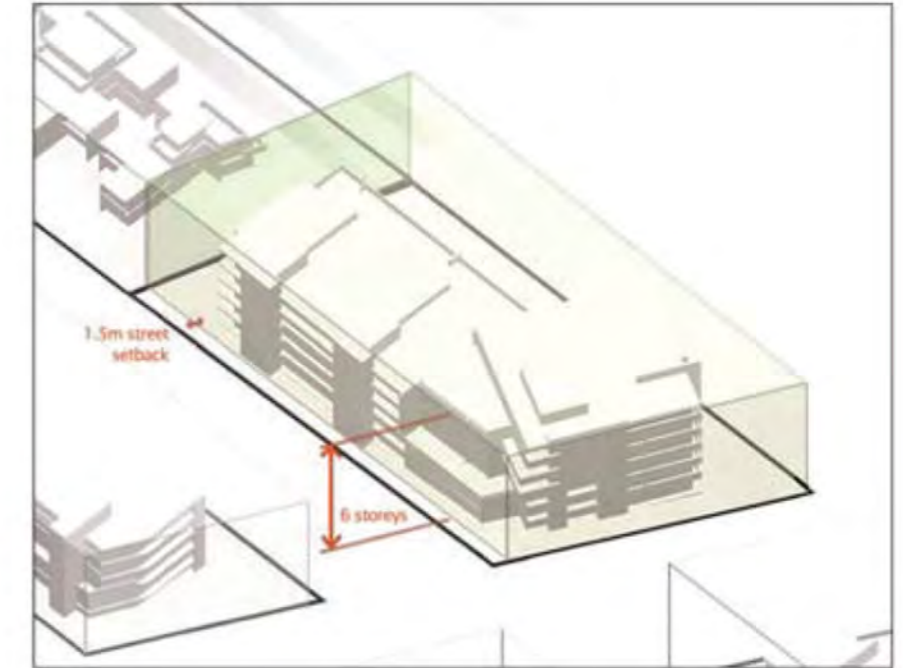
LOT 21
(Proposed Amendment No.2)

Hames Sharley, 2022

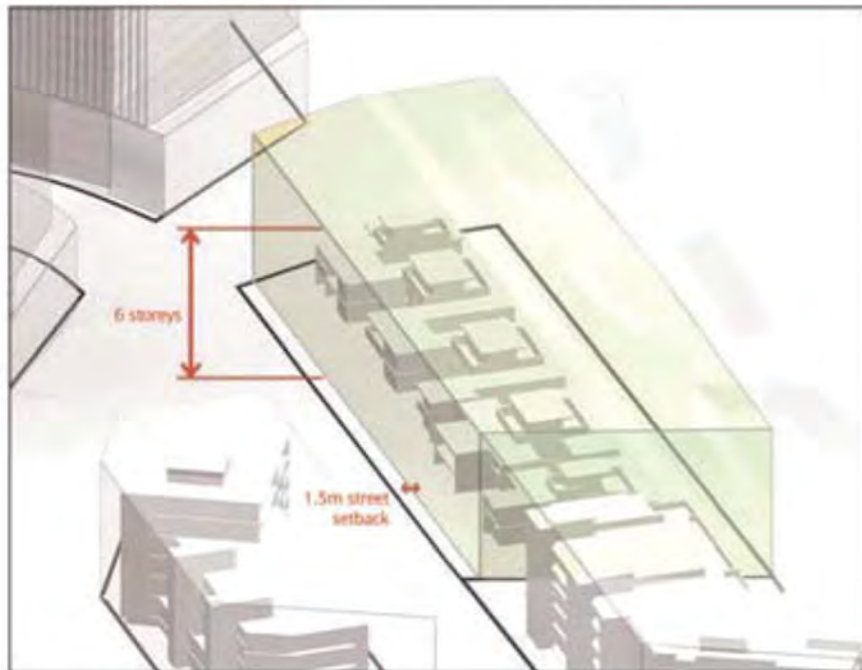


LOT 22
(Proposed Amendment No.2)

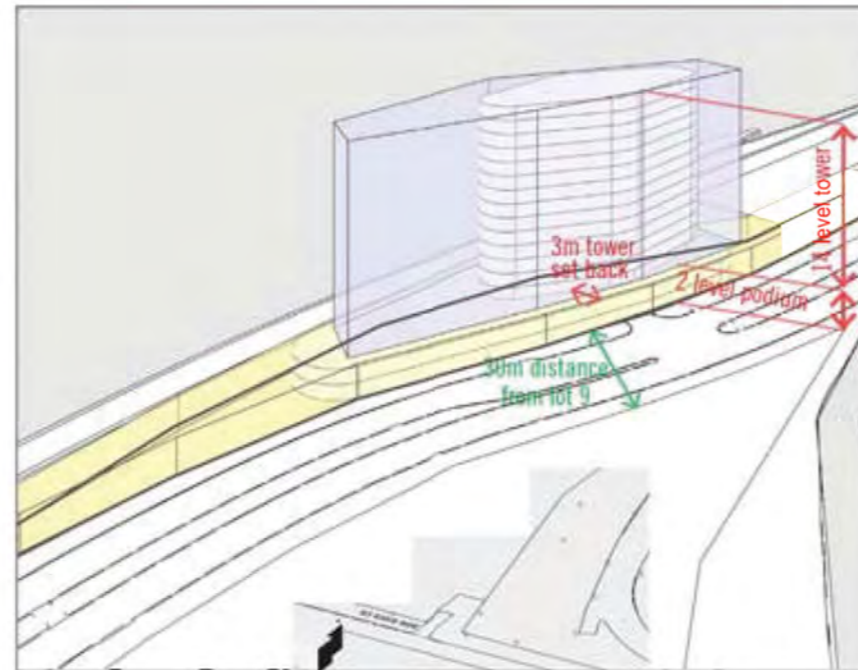
Hames Sharley, 2022



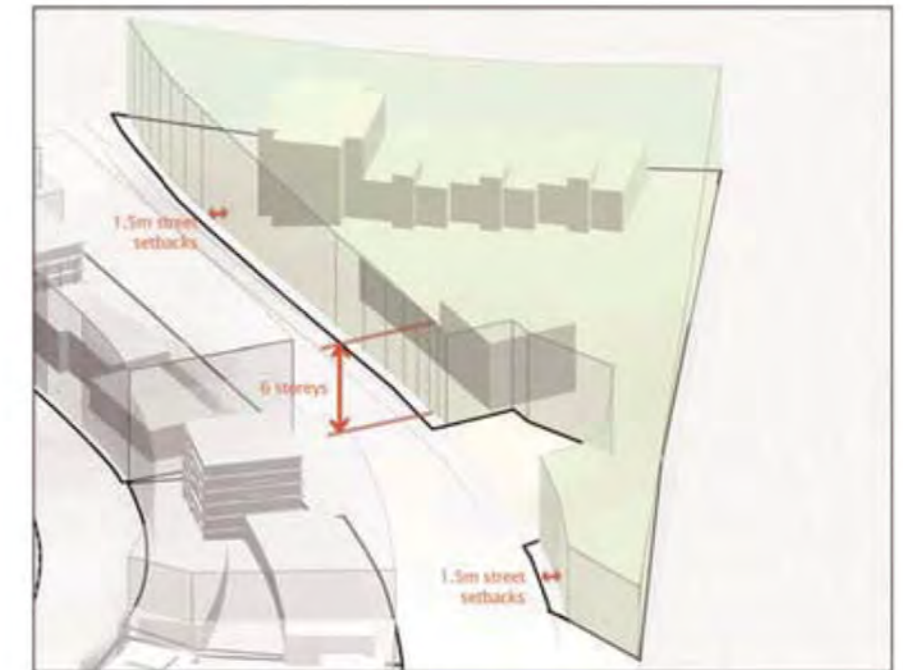
LOT 23
(Original 2003 Structure Plan)



LOT 24
(Original 2003 Structure Plan)

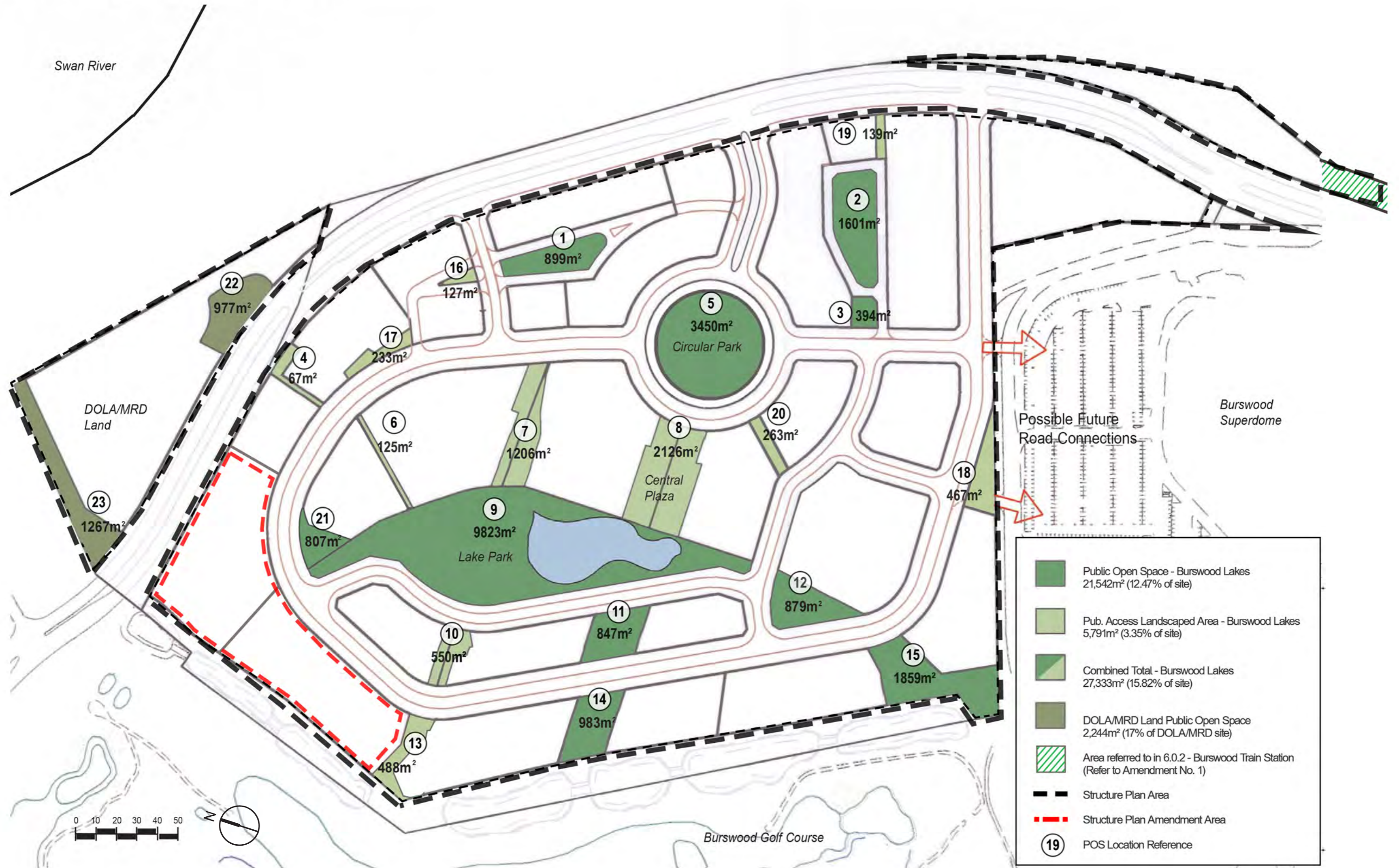


LOT 25
(Amendment No.1, 2017)



DOLA / MRD LAND (LOT 26)
(Original 2003 Structure Plan)

AMENDED FIGURE 31: PUBLIC REALM



	Public Open Space - Burswood Lakes 21,542m ² (12.47% of site)
	Pub. Access Landscaped Area - Burswood Lakes 5,791m ² (3.35% of site)
	Combined Total - Burswood Lakes 27,333m ² (15.82% of site)
	DOLA/MRD Land Public Open Space 2,244m ² (17% of DOLA/MRD site)
	Area referred to in 6.0.2 - Burswood Train Station (Refer to Amendment No. 1)
	Structure Plan Area
	Structure Plan Amendment Area
	POS Location Reference

Part Two Explanatory Section



1 Introduction and Purpose

The purpose of Part Two of this report is to provide the planning background and explanatory information used to prepare the Structure Plan Amendment and to inform the controls detailed in Part One. It addresses relevant development standards and demonstrates that the proposed amendments are suitable and appropriate having regard to the site's current planning framework.

The Structure Plan Area has been progressively developed, with the built form and road network generally consistent with the adopted Structure Plan. Development of the Structure Plan Area is largely complete with only a few undeveloped sites remaining.

It is widely acknowledged that the Burswood Precinct has undergone significant change since adoption of the Structure Plan in 2003. Recent developments including Perth (Optus) Stadium, Matagarup Bridge across the Swan River and expansion of the Crown Entertainment Complex, in addition to the planned high-density Belmont Park Racecourse and Burswood Station East and West redevelopments, have significantly changed the landscape of the Burswood Peninsula. The strategic and statutory planning framework has also evolved and these changes have highlighted the need for a review prior to the final development sites progressing.

The Structure Plan Amendment has been designed to be read in conjunction with the original Structure Plan (2003) and Amendment No. 1 (2017) and, accordingly, these documents are appended. Where applicable, plans and figures within the appended documents have been marked 'superseded' to avoid confusion. A list of updated figures is also provided within Part One of this report.

Unless modified by Structure Plan Amendment No. 2 (this document), the provisions contained within the Burswood Lakes Structure Plan (2003) and Amendment No. 1 (2017) continue to apply.

The Structure Plan review work commenced in May 2020 and has been supported by the Town's *Review of Burswood Lakes Structure Plan* (June 2020) internal paper. As a major stakeholder in the planning and development of the Burswood Peninsula, Mirvac has committed to resourcing the Structure Plan Amendment and has engaged a project team of consultants to undertake this work. The consultant team comprises the following:

Discipline	Consultant Name
Town Planning	Rowe Group
Architecture and Urban Design	Mirvac Design and Hames Sharley
Traffic	Flyt
Geotechnical	Golder Associates

Table 2: Structure Plan Review Consultant Team

In preparing this report, consultation has been undertaken with senior planning staff at the Town of Victoria Park and the DPLH. The Structure Plan Amendment has also been presented to the Town of Victoria Park's Design Review Panel for discussion on three occasions. Feedback received from the Design Review Panel has assisted in informing this Amendment.

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2	Local Location
3	MRS Zoning
4	LPS Zoning
5	Burswood Peninsula DSP
6	Burswood Peninsula Aerial circa 2013
7	Conceptual Illustration of the Burswood Peninsula Vision
8	Site Plan
9	Illustration of Belmont Racecourse Redevelopment
10	Burswood Lakes Concept Plan
11	Central Metropolitan Perth Sub-Regional Planning Framework
12	Burswood Peninsula Skyline 2021
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2 Structure Plan Amendment Land Description

This section of the report defines and describes the Structure Plan Area.

2.1 Legal Description and Ownership

The Structure Plan Amendment applies to the Burwood Lakes Structure Plan Area in its entirety, with particular focus on Mirvac's two remaining undeveloped lots, described on **Amended Figure 19 – Structure Plan** as Lots 1 and 21 Bow River Crescent. The Structure Plan Area is defined in Part One of this report.

Lots 1 and 21 form part of a larger land parcel (Lot 9001) which is legally described as follows:

"Lot 9001 on Plan 416588 and held within Certificate of Title Volume 2973 Folio 916".

Lot 9001 is located in the north-western corner of the Structure Plan Area. It measures approximately 1.370 hectares in area and maintains frontage to Bow River Crescent in the east and Victoria Park Drive in the north. The land the subject of the Amendment (Lots 1 and 21) has a combined total area of approximately 0.93 hectares.

2.2 Regional Context

The Structure Plan Area is located within the municipality of the Town of Victoria Park, within the suburb of Burswood. It is situated approximately 2.5 kilometres east of the Perth Central Area within an area known as the Burswood Peninsula. It is accessible via the Graham Farmer Freeway in the east or Great Eastern Highway in the south. Refer **Figure 1 – Regional Location**.



Aerial view of Structure Plan Area looking towards Perth CBD.

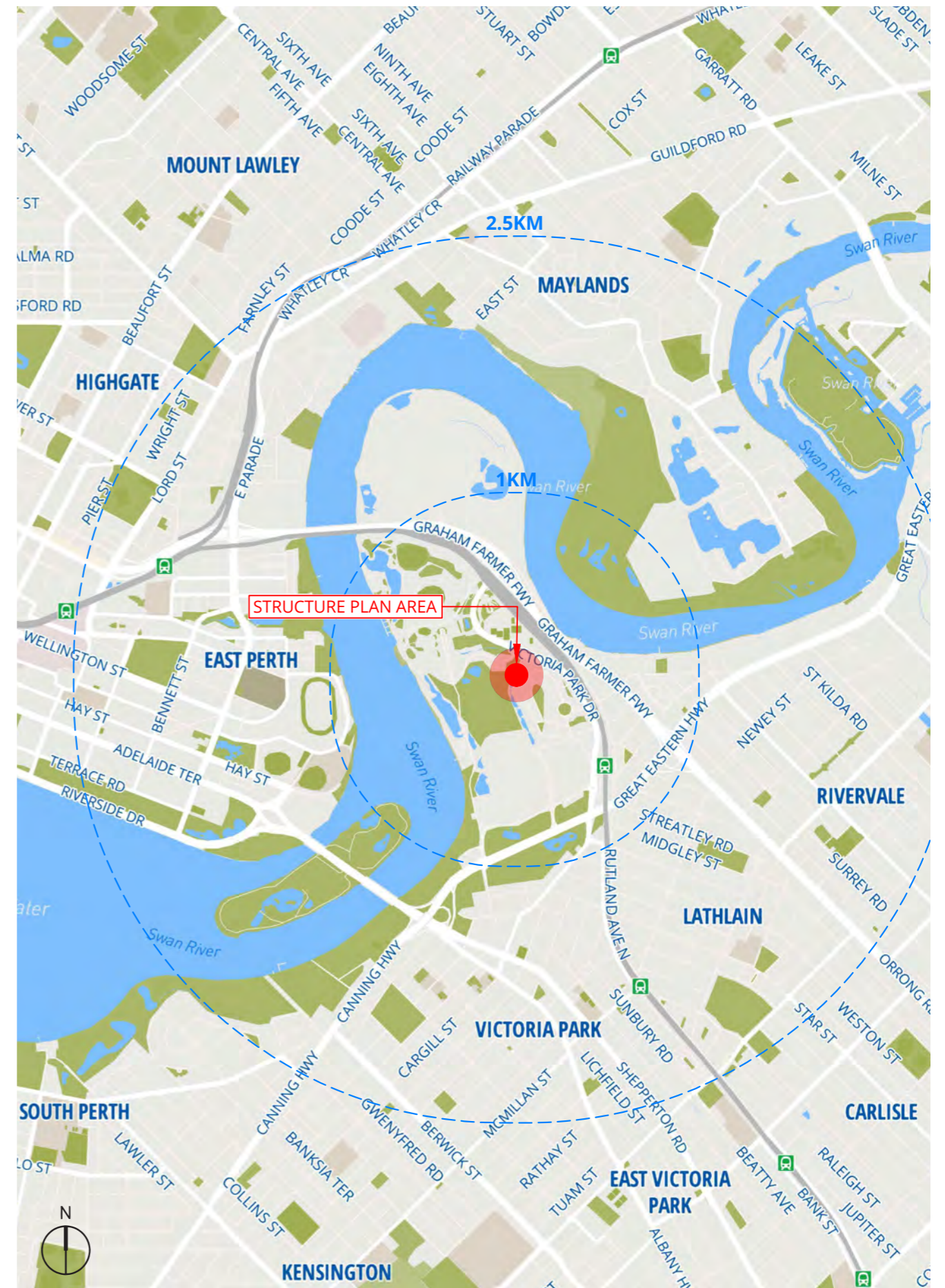


Figure 1 - Regional Location

2.3 Local Context

The Structure Plan Area is well located with access to the Perth Central Area, the Burswood Train Station, the Swan River, Graham Farmer Freeway and Great Eastern Highway.

It enjoys access to the expanded Crown Complex, Perth (Optus) Stadium, State Tennis Centre, Burswood Station and Matagarup Bridge which provides pedestrian connectivity between the Burswood Peninsula and East Perth. These facilities are all located within 400m of the Structure Plan Area.

Since adoption of the Burswood Lakes Structure Plan in 2003, the Structure Plan Area has undergone considerable change in terms of its surrounding built environment. The most notable additions to the area include the construction of Crown Towers, Matagarup Bridge across the Swan River, Perth (Optus) Stadium and associated Train Station. Additionally, planning has progressed for the redevelopment of the Belmont Park Racecourse as well as the Burswood Station East and West areas, which will introduce significant higher density to the area.

As a result of these changes, the Structure Plan Area sits within a very different local context to when the Structure Plan was adopted. Refer **Figure 2 - Local Location**.



Matagarup Bridge to the west of the Structure Plan Area



Figure 2 - Local Location

3 Planning Framework

This section of the report provides an overview of the statutory and strategic planning framework relevant to the Structure Plan Area. It also identifies the various changes that have occurred to this framework since adoption of the Structure Plan in 2003 which is important in illustrating the significantly altered environment within which the Structure Plan now sits.

3.1 Zoning and Reservations

3.1.1 Metropolitan Region Scheme

The Structure Plan Area is zoned 'Urban' under the provisions of the Metropolitan Region Scheme ('MRS').

The 'Urban' Zone is described as:

"Areas in which a range of activities are undertaken, including residential, commercial recreational and light industry".

The Structure Plan Amendment maintains a focus of providing residential land uses and, in this regard, remains consistent with its 'Urban' zoning. Refer **Figure 3 - MRS Zoning**.

3.1.2 Town of Victoria Park Local Planning Scheme No. 1

The Structure Plan Area is zoned 'Special Use', forming part of the Burswood Lakes Environmental and Geotechnical Special Control Area ('ENV1'), and is within Precinct Plan P2 - Burswood Precinct, pursuant to the *Town of Victoria Park Local Planning Scheme No.1* ('LPS1').

The purpose of the Burswood Lakes Environmental and Geotechnical Special Control Area is as follows:

1. To identify areas that have had environmental hazards and have now been remediated;
2. To ensure that development that involves excavation in these areas takes into account the state of remediation.
3. Highlight the need for development applications to include a geotechnical assessment appropriate for the proposed development."

In addition to its 'Special Use' zoning, the Structure Plan Area is located within Precinct Plan P2 - Burswood Precinct ('Precinct Plan'), pursuant to LPS1. The Precinct Plan outlines the Town's intentions for the future development of the Precinct and contains provisions relating to land use permissibility and development standards such as setbacks, plot ratio, dwelling density, building height and car parking. It requires that development within the Special Use Zone be generally consistent with the approved Structure Plan.

The Precinct Plan contemplates the following objectives to be met by development proposals within the Precinct:

- The Precinct should be redeveloped primarily for residential uses with integrated mixed-use development west of the railway.
- Development should acknowledge the prominence of the Burswood Peninsula. Buildings and landscaping should be of a high visual standard to complement a key entry route to the City.

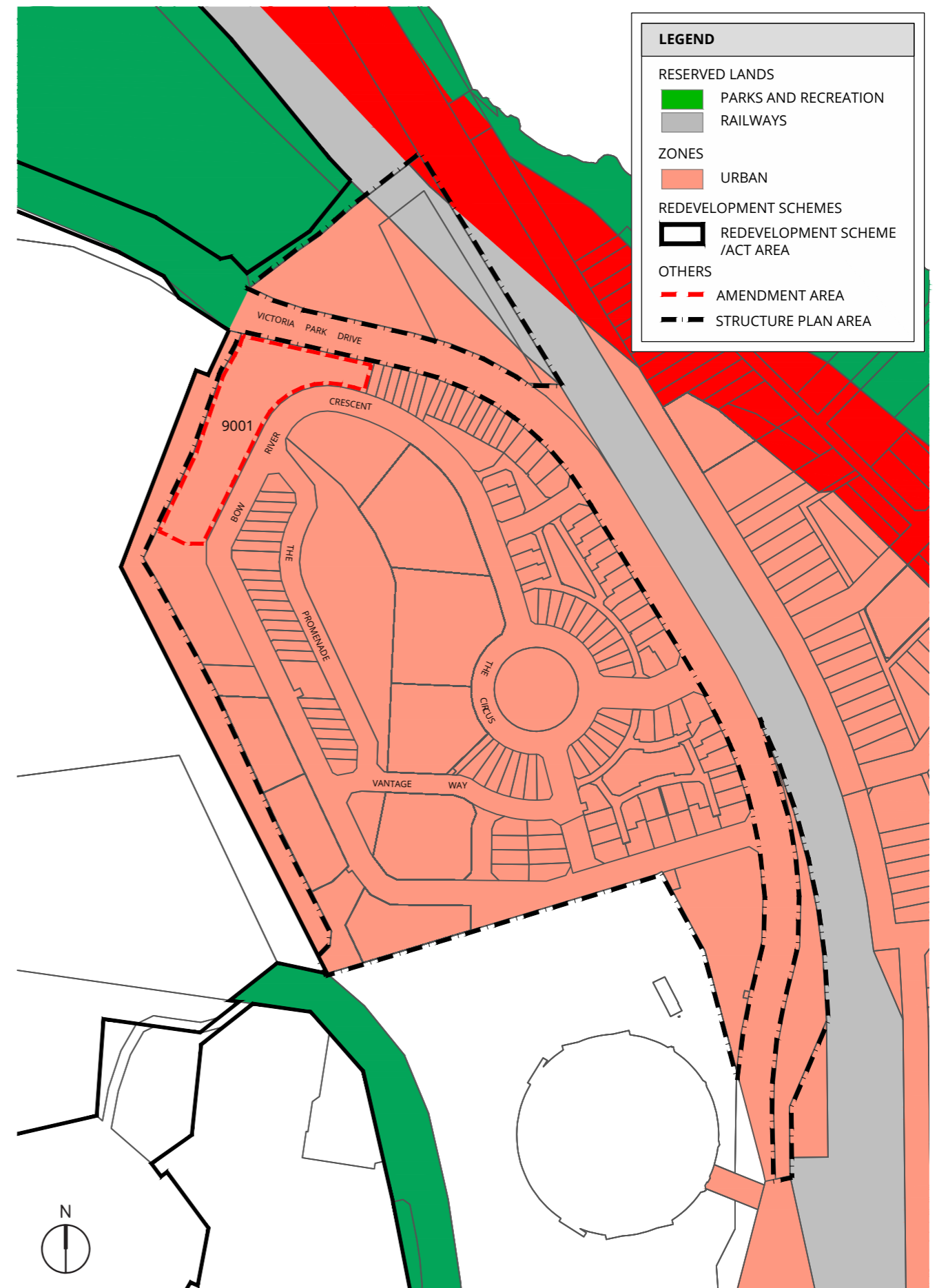


Figure 3 - MRS Zoning

- Development adjacent to the Crown Resort Complex should have regard for the proximity of this area to the complex, the importance of the Precinct as a backdrop to the river setting and views of the Peninsula from various vantage points.
- New development will contribute to the development of a well-integrated pedestrian network through site layout and building design.
- Public places such as parks, reserves and streets will be used, maintained and enhanced so that they contribute to a pleasant environment in the Precinct.

The Structure Plan Amendment does not propose any modifications that would alter the overall Statement of Intent for this area under the Precinct Plan. Notwithstanding, to ensure that the development standards and requirements contained within the Precinct Plan remain consistent with the amended Structure Plan, modifications to LPS1 will be undertaken by Town of Victoria Park, as part of the preparation of its Local Planning Scheme No. 2. Refer **Figure 4 – LPS Zoning**.

3.2 Structure Plans

3.2.1 Burswood Peninsula District Structure Plan

The *Burswood Peninsula District Structure Plan* ('DSP') was prepared by the (then) Department of Planning and adopted by the WAPC in March 2015. It covers a broad area that includes the Structure Plan Area, the land north of Great Eastern Highway, extending north to the Swan River, the Belmont Racecourse, and areas east of the railway line and Graham Farmer Freeway.

The DSP provides a strategic framework to guide the development of key projects in the short term, and support the planning, assessment, coordination and implementation of longer-term development over the Peninsula. It is not a statutory document, but rather is intended to be used by State and Local government to inform planning and development decisions. In this regard the DSP does not supersede the provisions of LPS1, Precinct Plan P2 – Burswood Precinct or the Burswood Lakes Structure Plan but rather, is to be read in conjunction with these documents.

The vision outlined in the DSP aims to facilitate the development of sustainable and attractive housing, recreation, entertainment, tourism and employment opportunities that take advantage of the area's proximity to transport infrastructure and public transport services. It recognises that the Burswood Peninsula has an important role to play in accommodating the population growth projections outlined in Directions 2031 and the Perth and Peel @ 3.5 million framework and seeks to achieve the dwelling targets established under these documents.

The Structure Plan Area is identified under the DSP as the "*Peninsula Urban Neighbourhood*" and is shown as "*Residential – High Density*".

The DSP notes that the Burswood Peninsula has the potential to accommodate up to 12,000 dwellings and a population of approximately 20,000 residents. This additional capacity is considered achievable due to the proximity of the area to higher order road and rail infrastructure, accessibility to the Perth city centre, the Swan River and substantial public parklands, and the ability to achieve higher residential densities without impacting on existing lower density neighbourhoods. Refer **Figure 5 – Burswood Peninsula DSP**.

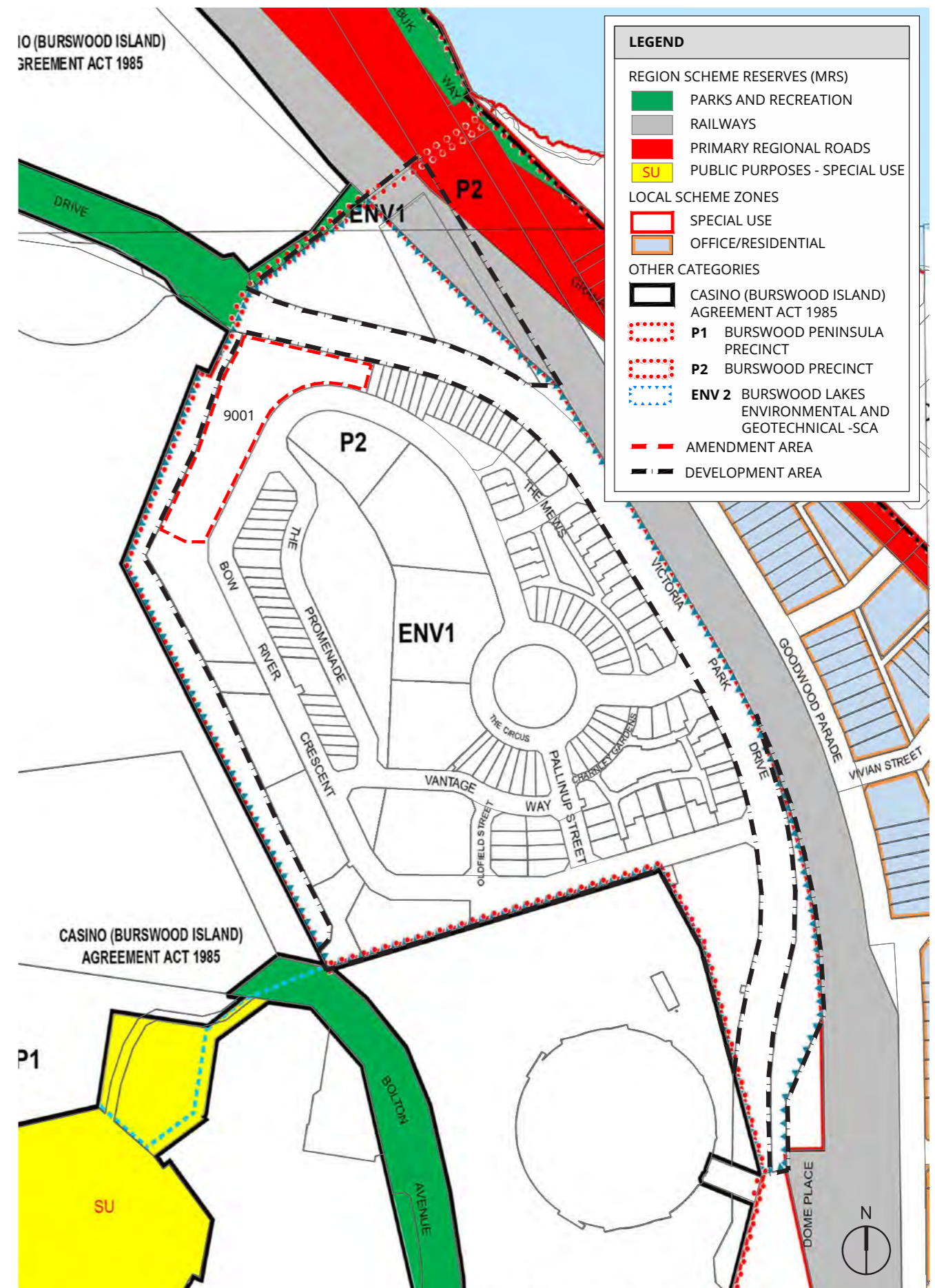


Figure 4 - LPS Zoning



Figure 5 - Burswood Peninsula DPS (Source: WAPC, 2015)

The DSP contains an aerial photograph of the Burswood Peninsula circa 2013. It shows the extent of development in and around the Burswood Peninsula which was generally limited to The Peninsula Estate, Crown Perth and the Burswood Dome, which was demolished in 2013. It also shows the location of major planned redevelopments at Belmont Racecourse, Optus Stadium and Crown Perth. Refer **Figure 6 - Burswood Peninsula Aerial Photograph, circa 2013.**

The DSP also contains a conceptual illustration of the vision for the Burswood Peninsula showing the ultimate built form potential. The illustration shows the location, form and height of buildings in the area, both completed and/or planned, and includes development at Belmont Park, The Peninsula (the Amendment Area), Optus Stadium, Burswood Station West, Burswood Station East, Crown Entertainment Complex, and The Springs. Refer **Figure 7 - Conceptual illustration of the Burswood Peninsula Vision.**

Figures 6 and 7 demonstrate the significant changes to the planning framework that have occurred since the Structure Plan was adopted in 2003 and how the Structure Plan Area now sits within a very different built form context.

3.2.2 Burswood Lakes Structure Plan

3.2.2.1 Overview

The *Burswood Lakes Structure Plan* ('Structure Plan') was adopted by the Town of Victoria Park on 17 December 2002 and approved by the WAPC on 22 April 2003. It was prepared to fulfil the requirements of LPS1 which required development within the Special Use Zone to be generally consistent with a Structure Plan approved by the WAPC.

The purpose of the Structure Plan is to provide a framework to guide the future subdivision and development of land forming part of the Burswood Peninsula known as 'Burswood Lakes'. Its primary objective was to facilitate the area's transformation from an industrial area to a new urban neighbourhood of some 1,250 new dwellings, accommodating a population of some 3,000 people.

The Structure Plan establishes a design rationale for future development and contains guidelines and development standards relating to matters such as land use, dwelling density, lot pattern, and built form such as building height, plot ratio and setbacks. The Burswood Lakes Structure Plan is depicted on Figure 19 of the Structure Plan Report. It identifies the overall pattern of development which includes 26 'superlots', as well as roads, Public Open Space ('POS') and drainage areas. It also outlines the primary development standards that apply to each of the superlots, being lot size, dwelling yield, building height, plot ratio, and the preferred location of mixed uses.

Following adoption of the Structure Plan, amendments were undertaken to the Burswood Precinct Plan (P2) under LPS1 (Amendments No. 28 and 29) to implement the outcomes contemplated by the Structure Plan. These amendments incorporated development standards from the Structure Plan into LPS1, altered some of the requirements within Table 1 of the Residential Design Codes of WA ('RDC'), and introduced density controls through maximum dwelling numbers.



Figure 6 - Burswood Peninsula Aerial, circa 2013 (Source: WAPC, 2015)

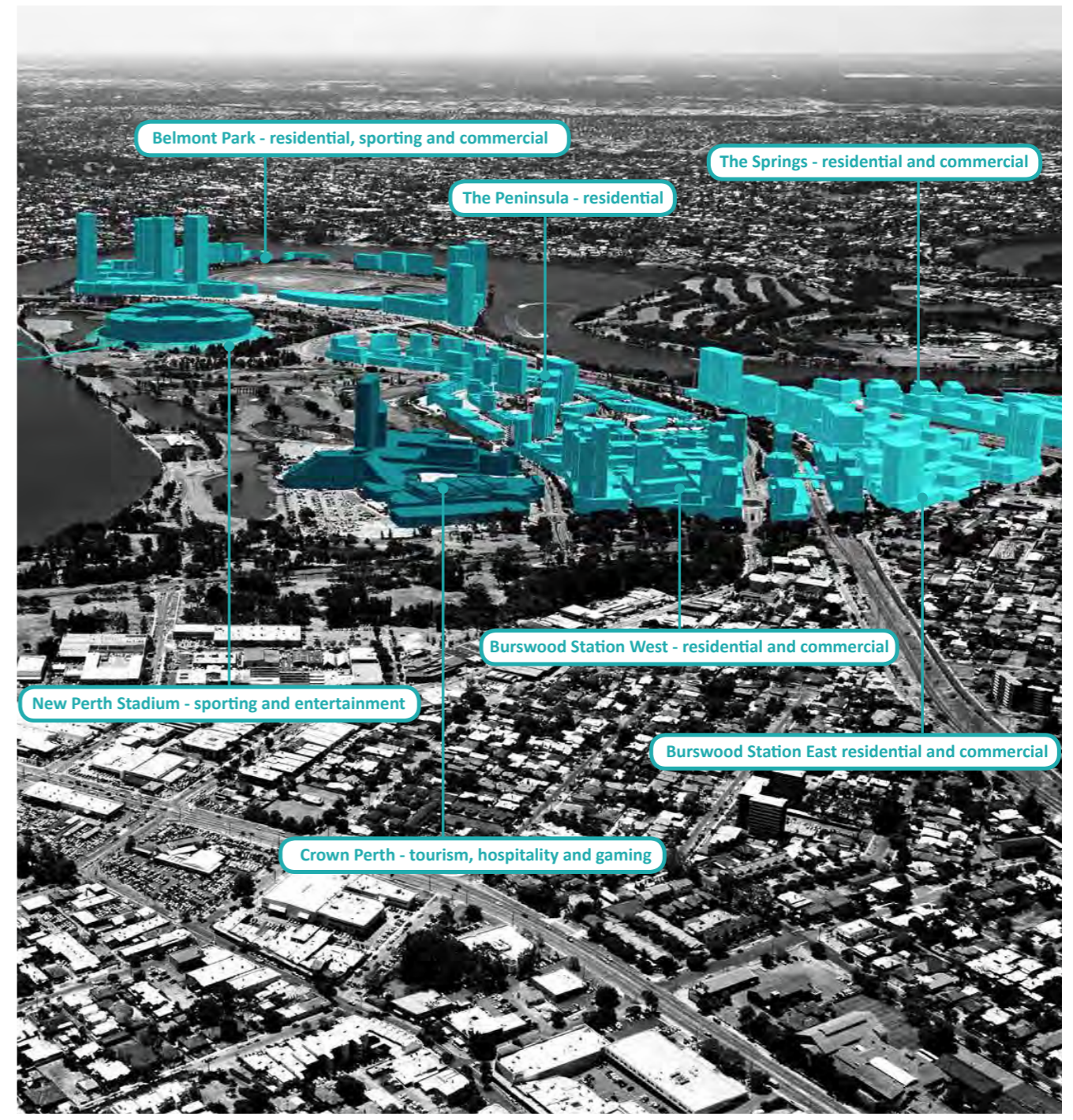


Figure 7 - Conceptual Illustration of the Burswood Peninsula Vision (Source: WAPC, 2015)

3.2.2.2 Structure Plan Amendments

Amendment No. 1 to the Structure Plan was adopted by the Town in November 2016 and the WAPC in September 2017. The Amendment related to Lots 9 and 25 (also known as Lot 9525) Victoria Park Drive, Burswood. It modified land use permissibility and increased permitted dwelling yield, building height and plot ratio requirements for these lots.

Following Structure Plan Amendment No.1 an amendment to the Burswood Precinct Plan (P2) under LPS1 was gazetted on 25 January 2019 (Scheme Amendment No. 79) to reflect the development standards modified by the Structure Plan Amendment.

A variation to the Structure Plan was approved by the Town of Victoria Park in March 2014 following the granting of Development Approval by the Metro Central Joint Development Assessment Panel in relation to Lot 10 Bow River Crescent. The variation increased the maximum allowable dwelling density to 176 and included 170m² of 'Office' use.

3.2.2.3 Development Approvals

The Structure Plan Area has been progressively developed, with the built form and road network generally being consistent with the adopted Structure Plan. Development of the Structure Plan Area is largely complete with only a few vacant sites remaining. A plan showing the location of developed sites; sites wherein Development Approval has been granted but construction not commenced; and sites that are vacant and yet to obtain Development Approval are shown in **Figure 8 – Site Plan**. Figure 8 also illustrates the three key development areas within the Structure Plan, as described below:

- **Area A:** Lot 26 – held by the State of WA and leased to the Public Transport Authority ('PTA'). Area A is east of Victoria Park Drive and used as a bus set down and parking area;
- **Area B:** All lots comprising 'The Peninsula' estate by Mirvac and including Lots 1 and 21 that are the focus of this Amendment; and
- **Area C:** Lots 9 and 25, being the EG Funds sites at the eastern end of the Structure Plan Area and the land subject to Amendment No. 1.

As Figure 8 shows, only a few sites remain vacant and without Development Approval, being Lots 1 and 21 (located within the parent lot known as Lot 9001 Bow River Crescent and that are subject to this Structure Plan Amendment), Lot 26 (legally described as Lot 202 and Reserve 53241 Victoria Park Drive and herein referred to as 'Lot 26'), Lots 9 and 25 that were subject to Structure Plan Amendment No.1.

3.2.2.4 Dwelling Yield Review

As part of the Structure Plan review process, Mirvac has undertaken an analysis of completed construction works to date. This includes consideration of existing and projected dwelling yields, parking supply and POS provision. The analysis includes a comparison of the maximum dwelling yields permitted for each superlot under the Structure Plan against the number of dwellings constructed and approved. The analysis is represented in **Table 5** overleaf.

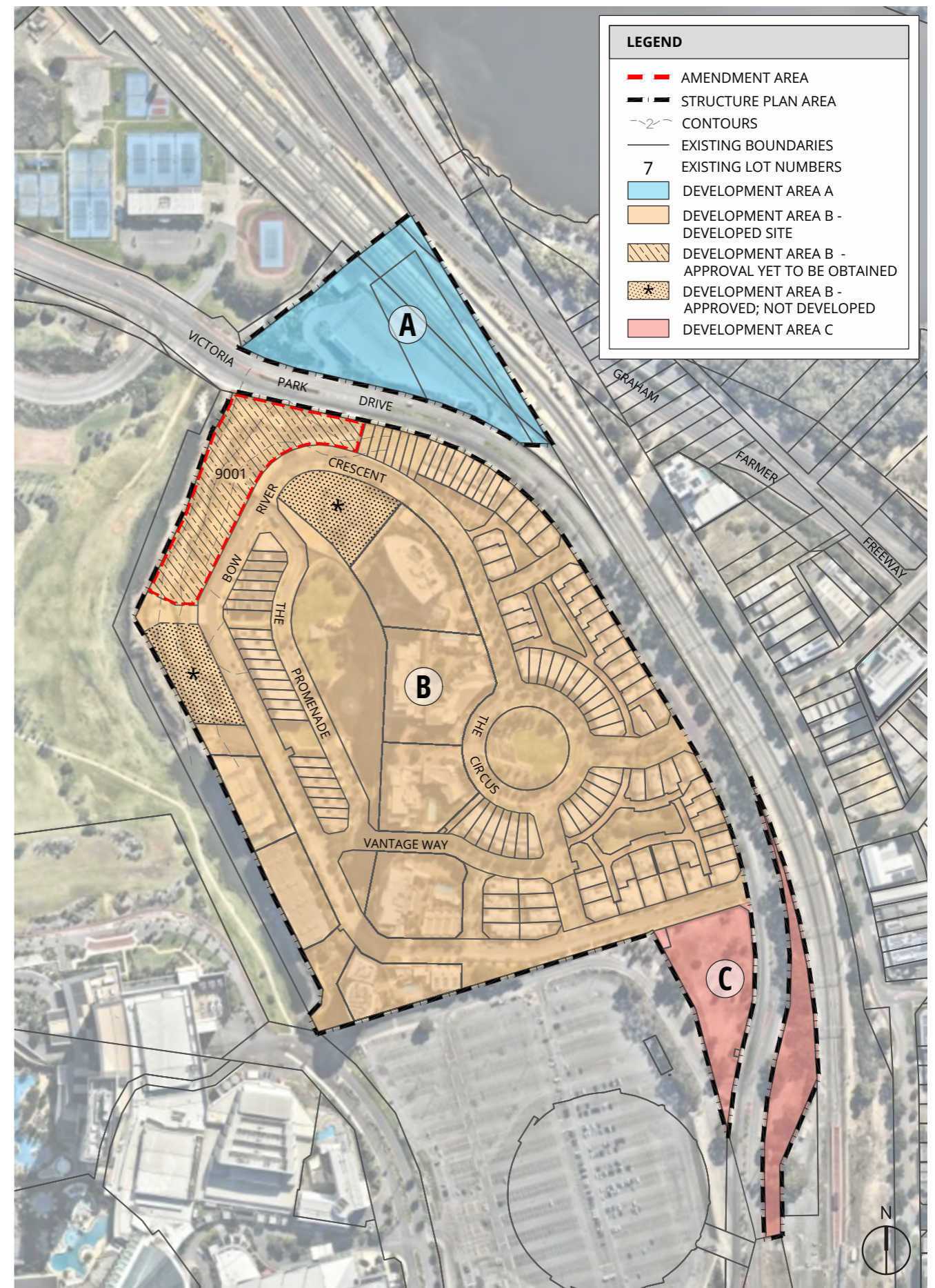


Figure 8 - Site Plan

Area of Structure Plan (Refer Figure 8)	Lot No.	Dwelling Yield per Structure Plan (2003) *	Dwelling Yield per Structure Plan Amd. No1 (2017)***	Dwelling Yield based on development status of individual sites ****			Variation to Structure Plan
				Constructed	Approved	Vacant	
A (State of WA)	26	50		-	-	50	-
Sub-total Area A (State of WA)		50	-	-	-	50	-
B (Mirvac)	1	74		-	-	74**	-
	2	30		7	-	-	-23
	3	31		10	-	-	-21
	4	13		7	-	-	-6
	5	16		13	-	-	-3
	6	14		14	-	-	0
	7	13		11	-	-	-2
	8	23		17	-	-	-6
	10	106		-	187	-	81
	11	140		133	-	-	-7
	12	119		116	-	-	-3
	13	85		87	-	-	2
	14	45		7	-	-	-38
	15	28		8	-	-	-20
	16	32		7	-	-	-25
	17	42		9	-	-	-33
	18	32		7	-	-	-25
	19	80		89	-	-	9
	20	61		64	-	-	3
	21	47		-	-	47**	-
	22	42		-	88	-	46
	23	31		26	-	-	-5
	24	31		30	-	-	-1
Sub-total Area B (Mirvac)		1135		662	275	121	-77
C (EG Funds)	9	60	353 ***	-	-	353	293
	25	5	208 ***	-	-	208	203
Sub-total Area C (EG Funds)		65	561***	-	-	561	+496
		1,250	1,746***				

Table 5: Breakdown of Dwelling Yield

* Comprising 1,250 total dwelling yield per 2003 Structure Plan.

** Subject to change under this Amendment.

*** Varied by Amendment No. 1 (2017). Note the appropriate adjustment of total dwelling yield from 1,250 to 1,746 was not formally documented despite the site yield increases being approved in Amendment No.1.

**** Development Status – refers to status of development: Constructed - final constructed number of dwellings; Approved - not built (number of dwellings in Development Approval granted); and Vacant (Development Approval yet to be granted - dwelling numbers per 2003 Structure Plan).

The analysis of dwelling yields in **Table 5** shows that:

■ **Overall:**

- Development has occurred on 19 of the 26 lots within the Structure Plan Area; and
- A total of 662 dwellings have been constructed, with an additional 275 granted Development Approval (Lots 10 and 22), totalling 937.

■ **Area A, comprising Lot 26 and leased to the PTA:**

- Is still forecast to provide 50 dwellings; but
- Is expected to remain as a bus parking and transfer area for the foreseeable future.

■ **Area B, comprising 'The Peninsula' by Mirvac:**

- Was originally forecast to provide 1,135 dwellings;
- Is currently forecast to provide 1,058 dwellings, being 77 dwellings less; and
- Is currently forecast to provide 121 dwellings on Lots 1 and 21 the subject of this Amendment.

■ **Area C, comprising the EG Funds sites 9 and 25:**

- Was originally forecast to provide 65 dwellings;
- Has increased this dwelling yield via Amendment No.1 by 496 dwellings to a total of 561 dwellings; and
- The appropriate adjustment of total dwelling yield from 1,250 to 1,746 was not formally documented despite the site yield increases being approved for Lots 9 and 25 in Amendment No.1.

■ **Summary:**

- The total combined number of constructed (662), approved (275) and estimated (732) dwellings is 1,669;
- This exceeds the 2003 Structure Plan dwelling yield of 1,250, which should have been updated by an additional 496 dwellings to a new total of 1,746 at the time of Amendment No.1 to properly account for the amendment changes; and
- The above estimates are subject to further amendment for sites 1 and 21 via this Amendment.

Amendment No. 1 (2017) to the Structure Plan varied the allowable dwelling yield on Lots 9 and 25 by 496 however the overall allowable dwelling yield (1,250) was not adjusted up accordingly. Without this anomaly being corrected, the Structure Plan creates uncertainty and reflects a 'first in best dressed' scenario with regard to dwelling yield. Put simply, those lots that develop first could seek to take advantage of an overall dwelling limit to the detriment of later developments and the broader precinct.

This Structure Plan Amendment proposes to remove the maximum overall dwelling yield provision under the Structure Plan and, in its place, apply estimated dwelling yields for each identified lot. This ensures that the Town of Victoria Park, DPLH, key stakeholders and the wider community have clarity that the shown dwelling yield estimates are those that will be used as a guide for the determination of Development Approvals. Rationale and justification in support of this proposed modification is discussed in Section 4.6 of this report.

3.2.3 Belmont Park Racecourse Redevelopment Structure Plan

The *Belmont Park Racecourse Redevelopment Structure Plan* ('Belmont Park Structure Plan') was approved by the WAPC in 2013. It proposes a diverse mix of land uses ranging from retail and commercial to entertainment, cultural, tourism and civic land uses and includes high density residential development. The intent of the land use mix is to facilitate vibrant, diverse, interactive and safe neighbourhoods.

The Belmont Park Redevelopment will transform the northern area of the Peninsula and provide a range of facilities and activities that complement the existing sporting and entertainment uses. The development is expected to include:

- approximately 4,500 dwellings across four precincts;
- a population of 8,000 people;
- up to 31,000sqm of retail floor space;
- up to 60,000sqm of office floor space; and
- approximately 5,500 jobs.

Permitted building heights under the Belmont Park Structure Plan range from low rise (3 storeys or less), mid-rise (4 to 13 storeys), and high-rise (38 to 53 storeys).

Development Approval for the first stage of works at Belmont Park, comprising Towers 1 and 2, was granted in October 2019. The approved development consists of 457 dwellings across two towers measuring 32 and 27 storeys, respectively, along with 943sqm of commercial and retail floorspace and a total of 731 parking bays. Refer **Figure 9 - Illustration of Belmont Racecourse Redevelopment**.

3.2.4 Burswood Station East and West Redevelopment Precincts

The Burswood Station East and West Precincts are identified as future redevelopment areas under the DSP, concentrating growth around the upgraded Burswood Railway Station.

The Burswood Station East Precinct is located to the east and south-east of the Structure Plan Area. It currently comprises an older and under-utilised service industrial area immediately east of Burswood Station and is intended to be redeveloped into a new residential and mixed use neighbourhood. The Burswood Station West Precinct is located to the immediate south of the Structure Plan Area. It comprises the land formerly occupied by the Burswood Dome and surrounding carpark and is envisaged as a mixed residential, commercial and entertainment precinct.

The Burswood Station East Precinct is intended to accommodate the majority of the residential development whereas Burswood West is intended to accommodate the majority of retail and commercial floorspace given its exposure to high-traffic areas, proximity to the Crown Complex and Optus Station, and location further away from The Springs residential development.

The Burswood Peninsula District Structure Plan (2015) estimated that the redevelopment of the two Precincts was expected to accommodate:

- approximately 4,500 dwellings;
- a population of approximately 7,700 people;
- up to 160,000sqm of office/commercial floorspace; and
- up to 30,000sqm of retail floorspace



Figure 9 - Illustration of Belmont Racecourse Redevelopment (source: Racecourse Structure Plan, 2013)

Since this time, the planning framework for Burswood Station East has progressed with the Town estimating that the East Precinct will generate in the order of between 3,000 – 3,500 dwelling and up to 5,000sqm of retail floorspace.

The Town has initiated an Amendment to LPS1 (Scheme Amendment No. 82) which will include new development objectives and basic development standards for the Burswood Station East Precinct. The Town has also progressed a draft Local Planning Policy (draft LPP 40) which will provide additional development guidance. Scheme Amendment No. 82 and draft LPP 40 are expected to be finalised this year.

3.2.5 Burswood Lakes Master Plan

The land to the west of the Structure Plan Area, comprising the former Burswood golf course, is owned and managed by the Burswood Park Board. In 2020, the Board released a Concept Plan as a 'blueprint' for future development of Burswood Park (see **Figure 10**).

The Burswood Park Concept Plan is a high-level strategic document which divides the Park into three distinct landscape precincts based on their location and intended future use and is intended to be used to guide future detailed design. The land immediately west of the Structure Plan Area is identified as the 'Forest Precinct' which is described as "an urban forest for the city with a quieter landscape and strong connections to nature through native plantings and water". The Burswood Park Concept Plan has not been considered formally by the Town of Victoria Park, or the Town's Design Review Panel.

At present, physical connection between Burswood Park and the Structure Plan Area is hindered by site level differences and the location of the canal. The canal is in separate ownership and lies outside the Structure Plan Area and the Burswood Park land. To accommodate a potential future connection, the Structure Plan Amendment retains a possible future pedestrian connection in the vicinity of Lots 22 and 23. This connection is shown in Amended Figure 22 – Proposed Routes for Cyclists, Pedestrians and Indicative Bus Route. The Amended Figure also incorporates two additional view corridors in the vicinity of Lots 1 and 21 which are intended to accommodate views across the Burswood Park towards Matagarup Bridge.



View from Bulton Ave looking north towards the Structure Plan Area.



Figure 10 - Burswood Lakes Concept Plan (Source: Burswood Park Board, 2020)

3.3 Statutory Planning Changes

3.3.1 Planning and Development (Local Planning Schemes) Regulations 2015

The Regulations, gazetted in 2015, introduced 'deemed provisions' that are automatically incorporated into local planning schemes. This includes provisions relating to the preparation, modification and adoption of Structure Plans.

The introduction of the Regulations has changed the weight and status afforded to Structure Plans such that they no longer form part of a local planning scheme and are no longer given statutory significance. Decision-makers are required to have due regard to, but are not bound by, a structure plan when determining an application for development or subdivision approval.

3.3.2 Amendment No. 75 to the Town of Victoria Park LPS1

Scheme Amendment No. 75 to the LPS1 was gazetted on 23 June 2017. It removed or amended provisions, references and schedules in LPS1 that were superseded or amended by the introduced of deemed provisions (Schedule 2) of the Regulations.

In relation to the Structure Plan Area, this meant that the 'deemed provisions' under the Regulations relating to Structure Plans were inserted into LPS1 such that the following requirements now apply:

"Development within the Special Use zone is to be generally consistent with the approved Burswood Lakes Structure Plan. In relation to applications for development or subdivision approval within the Special Use Zone, the decision-maker is to have due regard to the approved structure plan when determining the application.

The approved structure plan may be amended in accordance with deemed clause 29, and inclusive of public consultation".

3.3.3 Amendment No. 79 to the Town of Victoria Park LPS1

Scheme Amendment No. 79 to LPS1 was gazetted on 25 January 2019. It amended a number of the provisions under the Burswood Precinct Plan (P2) to reflect the development standards modified by the approval of Structure Plan Amendment No. 1 relating to Lots 9 and 25 Victoria Park Drive, Burswood.

3.4 Regional Planning Strategies

3.4.1 Directions 2031 and Beyond

Released in 2010, *Directions 2031 and Beyond* ('Directions 2031') is a high-level strategic plan for the Perth and Peel regions that establishes a vision for future growth that is based on creating a world-class city that is green, vibrant, more compact and accessible and with a unique sense of place. It estimates that in less than 20 years, Perth's population will grow from 1.7 million to 2.2 million, with an additional 328,000 homes and 353,000 jobs required to support the 500,000 new residents.

Directions 2031 seeks to respond to these population growth predictions by setting the following greenfield and infill housing targets:

- 50% increase in the current average residential density 10 dwellings per gross urban zoned hectare and 15 dwellings per gross urban zoned hectare of land in new development areas; and
- 50% improvement on current infill residential development trends of 30 - 35 per cent and 47% or 154,000 of the required 328,000 dwellings as infill development.

Directions 2031 identifies Burswood as a 'Metropolitan Attractor', which is defined as a place or destination that services both a local and regional catchment, is highly valued by residents and visitors, and serves to stimulate the local economy through investment and employment. The area's identification as a Metropolitan Attractor is based on its proximity to significant tourist, recreational and entertainment facilities that include the Perth (Optus) Stadium and Crown Perth along with future high density transit orientated neighbourhoods at Belmont Park and Burswood Station.

3.4.2 Central Metropolitan Perth Sub-Regional Strategy

The *Central Metropolitan Perth Sub-Regional Strategy* ('Sub-Regional Strategy') was released by the WAPC as a key implementation initiative of Directions 2031. The Sub-Regional Strategy identifies the following key elements in relation to the Burswood Peninsula:



- Belmont Park and Burswood railway stations are identified as the location for future major transit-oriented developments ('TOD');
- Belmont Park and the Burswood Station East and West precincts are identified as major growth areas;
- The Springs, The Peninsula and the area to the south of Belmont station are identified as minor growth areas;
- Burswood TOD is identified as a District Centre. District Centres generally serve the main weekly household shopping, service and community needs of the district. They are predominantly retail focused, but many also include a limited mix of other uses; and
- The Crown Perth complex is identified as a significant metropolitan attractor. Metropolitan attractors are places that generate economic and tourism activities.

The Sub-Regional Strategy was effectively superseded by the Central Metropolitan Sub-Regional Framework which was released by the State Government in 2018 as part of the Perth and Peel @3.5 million suite of documents. The Sub-Regional Framework responds to revised population projections and identifying additional growth opportunities in the Burswood Peninsula. The Sub-Regional Framework is discussed in further detail in Section 3.4.4 of this report.

3.4.3 Perth and Peel @ 3.5 Million

The *Perth and Peel @ 3.5 Million* suite of documents were released by the WAPC in March 2018. They outline how the dwelling targets identified under Directions 2031 and the State Planning Strategy 2050 will be achieved to accommodate a projected population of 3.5 million people by 2050.

The suite of documents associated with Perth and Peel @ 3.5 million includes four Sub-Regional Planning Frameworks for the Central, North-West, North-East and South Metropolitan Peel sub-regions. The four Sub-Regional Planning Frameworks detail where future homes and employment should be located, and where important environmental assets should be avoided and protected.

The Perth and Peel @ 3.5 Million Spatial Plan identifies the Structure Plan Area as an 'Activity Centre', forming part of the 'Burswood (Peninsula) District Centre in the Activity Centres Hierarchy.

3.4.4 Central Metropolitan Perth Sub-Regional Planning Framework

The Structure Plan Area is located within an 'Activity Centre' under the WAPC's *Central Metropolitan Sub-Regional Planning Framework* ('Framework'), consistent with its designation under Perth and Peel @ 3.5 million. The Framework was released by the WAPC in March 2018 as part of the Perth and Peel @ 3.5 million suite of documents and follows the earlier release of the Central Metropolitan Sub-Regional Strategy. It represents a whole of State Government approach to managing the future urban form within the sub-region and identifies sufficient land to meet the increased demand for residential dwellings.

Activity Centres are defined under the Framework as hubs that attract people for a variety of activities, such as shopping, working, studying and living. These centres mainly consist of a concentration of commercial uses combined with a varying proportion of other land uses such as residential, schools and open space.

The Framework seeks to optimise the use of land in close proximity to existing transport infrastructure and key centres of activity and community amenity. It estimates that approximately 215,000 dwellings (56% of the total amount of new infill dwellings) are expected to be delivered in the Central Sub-Region. Of these 215,000 new dwellings, 19,320 are expected to be provided in the Town of Victoria Park.

The Framework identifies Belmont Park and the Burswood Railway Stations as locations for future major transit-orientated developments, with Belmont Park and the Burswood Station East and West precinct identified as major growth areas. The Framework also identifies the Crown Casino Complex as a significant metropolitan attractor, being a place that generates economic and tourism activities. Refer **Figure 11 – Central Metropolitan Perth Sub-Regional Planning Framework**.

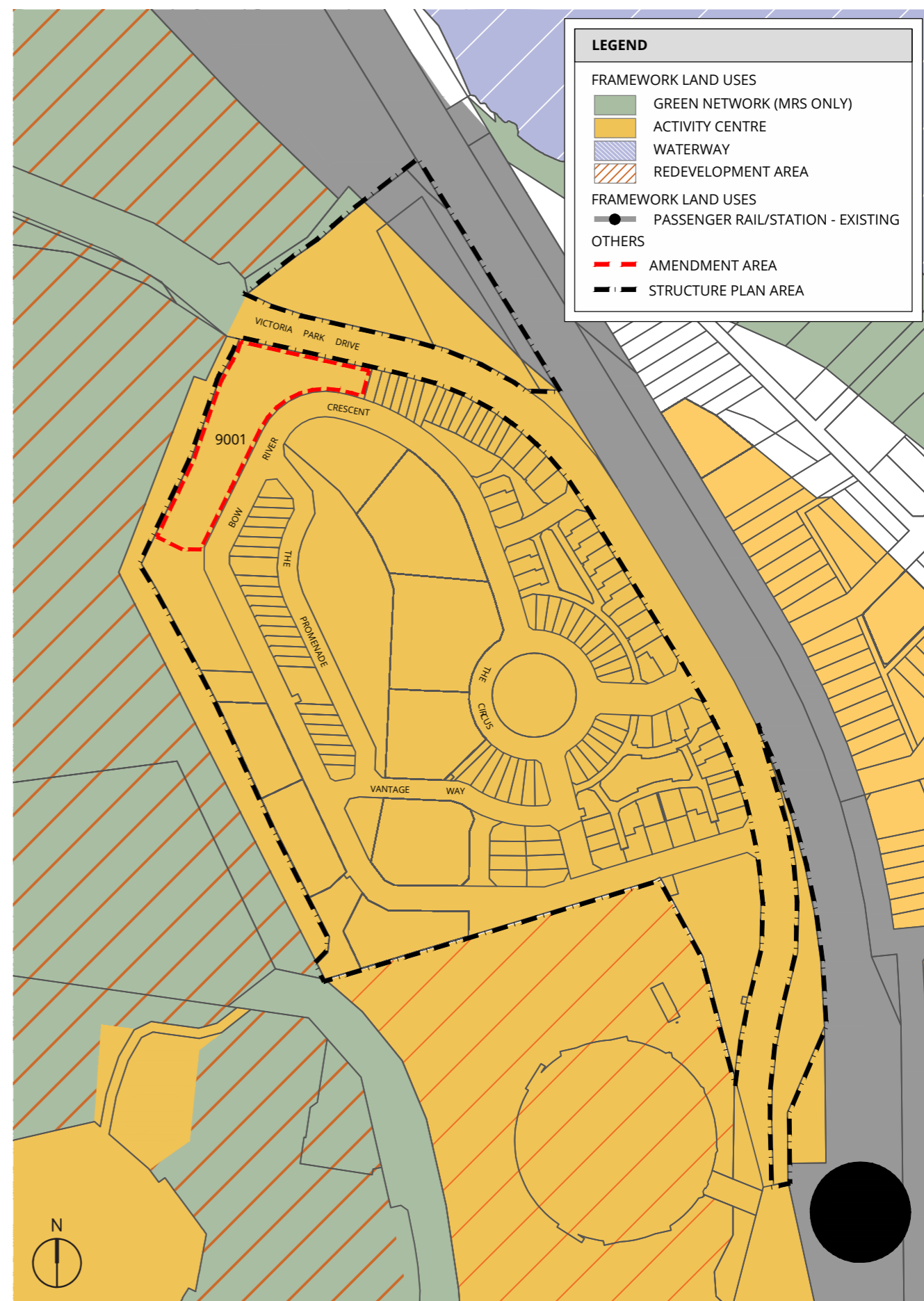


Figure 11 - Central Metropolitan Perth Sub-Regional Planning Framework

3.5 Local Planning Strategies

3.5.1 Town of Victoria Park Draft Local Planning Strategy

The Town has prepared a draft Local Planning Strategy ('draft Strategy') which will set the strategic direction for urban planning and development for the next 10 to 15 years and inform the preparation of a new Town Planning Scheme. The draft Strategy has undergone a period of advertising and submissions have been reviewed by the Town.

A report on the draft Strategy was considered by Council at its meeting on 15 March 2022 where Council resolved to note the submissions received, support the draft Strategy with modifications, forward a copy to the Western Australian Planning Commission and proceed with the preparation of a new Local Planning Scheme No. 2.

The final draft Strategy identifies the Burswood Peninsula as an Activity Centre, consistent with the Central Sub-Regional Planning Framework and the land use guidance provided by the DSP. It defines the Burswood Peninsula as a neighbourhood that "provides a diversity of places for living, working and entertainment" and "will provide the majority of the Town's future population growth, and demonstrate excellence in built form and urban design".

The objectives for the Burswood Peninsula are as follows:

- To develop a regional destination with a mix of world-class visitor activities, experiences and accommodation.
- To develop socially inclusive and environmentally sustainable higher density, mixed use urban neighbourhoods that reflect the unique context of the Peninsula.
- To coordinate the planning and delivery of social, economic and environmental infrastructure across sub-precincts and planning jurisdictions.

The final draft Strategy provides for population growth within the Town from 18,000 dwellings (2020) to 35,000 dwellings by 2050. This represents an increase of around 17,000 new dwellings, designed to meet the State government's infill dwelling target under the Central Sub-Regional Planning Framework. The draft Strategy seeks to direct population growth in activity centres and around train stations, consistent with the principles outlined in Directions 2031 and the Perth and Peel @ 3.5 million suite of documents. As the Burswood Peninsula is classified as an 'Activity Centre' under the Sub-Regional Planning Framework, it is therefore an area wherein infill development should be promoted.

The draft Strategy recommends a number of 'Actions' for the Burswood Peninsula. One of the Actions is to:

- Work with landowners to review and update the Burswood Lakes Structure Plan (2003) and the Belmont Park Racecourse Redevelopment Structure Plan (2013) prior to expiry (Action BP.3).

This Scheme Amendment report encompasses a review of the 2003 Burswood Lakes Structure Plan and in doing so, fulfils a key Action of the final draft Strategy.

3.6 State Planning Policies

3.6.1 Liveable Neighbourhoods

Liveable Neighbourhoods is an operational policy of the WAPC, designed to guide the design and assessment of residential structure plans and subdivisions. The underlying objective of Liveable Neighbourhoods is to create safe, sustainable and attractive neighbourhoods with a strong site responsive identity that reduces dependency on private vehicles and are more energy and land efficient. As such, Liveable Neighbourhoods seeks to promote an urban structure based on walkable, mixed-use neighbourhoods with interconnected street patterns. It functions by drawing together key policy aspects into a single 'integrated planning and assessment policy' to provide for a performance-based approach to planning assessment.

Liveable Neighbourhoods identifies a series of objectives and requirements for structure plans that, when met, demonstrate compliance with the overall outcomes sought. These objectives and requirements relate to matters such as road layout, relationship of housing to open space and schools, school location/distribution, POS layout and location, and housing densities.

Liveable Neighbourhoods (update 2, 2009) as well as the current 2015 draft, recognise the importance of collaboration between developer and local authority in the delivery and establishment of open space. Prior to Liveable Neighbourhoods, developers were expected to provide 10% POS, with the potential expenditure of 2% as cash-in-lieu funds for open space development. Liveable Neighbourhoods established a clearer position that open space be developed by a subdivider and maintained for two summers. Open space maintenance is discussed further in Section 4.9.

One of the key objectives of Liveable Neighbourhoods is the achievement of more sustainable urban outcomes through higher residential densities in suitable urban areas. Increased density will usually be associated with activity centres and areas well served by public transport such as the Burswood Peninsula. In this regard, the Structure Plan is located within an area recognised through the principles of Liveable Neighbourhoods as an area wherein higher residential densities can be accommodated.

3.6.2 State Planning Policy No. 3 – Urban Growth And Settlement

State Planning Policy 3 – Urban Growth and Settlement ('SPP 3') was adopted by the WAPC in 2006. It sets out the principles and considerations which apply to planning for urban growth and settlement in WA. SPP 3 recognises that the orderly planning of urban growth and settlement should be facilitated by structure plans which take into account the strategic and physical context of the locality; provide for the development of safe, convenient and attractive neighbourhoods which meet the diverse needs of the community; and facilitate logical and timely provision of infrastructure and services.

Proposals for future urban growth under SPP 3 will be determined having regard to matters such as:

- The State Planning Strategy, relevant statements of planning policy and regional and subregional strategies in the State Planning Framework;
- Population projections provided by the DPLH;
- Land release plans published by the WAPC; and
- Local planning strategies prepared by local government and endorsed by the WAPC.

Since the Structure Plan was adopted in 2003, significant changes to the strategic planning framework have occurred including release of Directions 2031, Perth and Peel @ 3.5 million and the Central Perth Sub-Regional Planning Framework. The updated framework places additional emphasis on urban consolidation, particularly in and around the Central Area such as the Burswood Peninsula.

3.6.3 State Planning Policy No. 3.6 – Infrastructure Contributions

Revised *State Planning Policy No. 3.6 – Infrastructure Contributions* ('SPP 3.6') was adopted by the WAPC in 2021. It sets out the principles and requirements that apply to the establishment and collection of infrastructure contributions in new and established areas. Infrastructure items may include POS, foreshore reserves, wetlands, schools, roads, utilities, recreation facilities, and other community services and facilities.

The ongoing maintenance of POS within the Burswood Lakes Structure Plan Area is identified as a matter that needs to be addressed to ensure suitable arrangements are in place to facilitate the formal handover of responsibilities to the Town.

The standard contribution requirement for POS under SPP 3.6 involves the development of POS consistent with the requirements of Liveable Neighbourhoods or other built environment policy of the WAPC, including full earthworks, basic reticulation, grassing of key areas, pathways that form part of the overall pedestrian and/or cycle network, trees, drainage, lighting, basic seating, and maintenance for two summers, and post water monitoring and establishment period of infrastructure such as living streams where required by WAPC policy.

Additional facilities for POS may be provided at the discretion of the landowner/developer and may include provision of basic playground equipment, water fountains/ features, litter bins. Upgrading of existing POS areas where comprehensive planning has been undertaken and public realm upgrade requirements are set out in a Structure Plan, or similar planning instrument.

Mirvac have been maintaining the POS at Burswood Peninsula for over 17 years. In accordance with the provisions of SPP 3.6, it is standard industry practice for a developer to manage and maintain roads and infrastructure for a two-year period following construction completion before handing over responsibility to the local government. Mirvac and the Town are party to a Deed entered into in 2005 and this Deed refers to construction and maintenance obligations over an area referred to as the "POS". In 2017, the parties commenced discussions in relation to the handover of maintenance responsibilities. A position was agreed between Mirvac and Town staff proposing that the Town take over the remaining POS maintenance from 1 October 2021. This was not agreed by Council and is the subject of ongoing discussions.

The Structure Plan Amendment changes look to reflect the provisions of SPP 3.6, acknowledging that ongoing discussion with the Town is required to formally update the existing maintenance agreement.

3.6.4 State Planning Policy No. 4.2 – Activity Centres for Perth and Peel

State Planning Policy 4.2 – Activity Centres for Perth and Peel ('SPP 4.2') was adopted by the WAPC in 2010. It sets out the broad planning requirements for the planning and development of new activity centres and the redevelopment and renewal of existing centres in Perth and Peel. SPP 4.2 seeks to guide the distribution, function, broad land use and urban design criteria for activity centres and coordinate their land use and infrastructure planning. It also seeks to guide the integration of activity centres with public transport; ensuring that they contain a range of activities to promote community benefits through infrastructure efficiency and economic benefits of business clusters; and lower transport energy use and associated carbon emissions.

The Burswood Peninsula is identified as a 'District' level activity centre in the Activity Centres Hierarchy under the Perth and Peel @ 3.5 million Spatial Plan, Central Metropolitan Perth Sub-Regional Planning Framework and the Town of Victoria Park draft Local Planning Strategy. District Centres are defined under SPP 4.2 as having a greater focus on servicing the daily and weekly needs of residents. Their relatively smaller scale catchment enables them to have a greater local community focus and provide services, facilities and job opportunities that reflect the particular needs of their catchments.

3.6.5 State Planning Policy No. 5.4 – Road and Rail Noise

The Graham Farmer Freeway (Primary Regional Road) and Metropolitan passenger railway are located in proximity to the Structure Plan Area and accordingly, the provisions of *State Planning Policy 5.4 – Road and Rail Noise* ('SPP 5.4') are a relevant consideration. Revised SPP 5.4 was adopted by the WAPC in 2019. Its general objectives are to ensure people are protected from unreasonable levels of transport noise, and to ensure new development is compatible with existing transport corridors and freight operations. It provides standards for sensitive development, in particular residential development, within set trigger distances of major road or rail corridors.

The Structure Plan Area is partially located within the trigger distances associated with the Freeway and railway line, which are located to the east. Implementation of SPP 5.4 provisions are typically applied at the development approval stage. The Structure Plan Amendment does not propose any changes to the permissibility of land uses within the Structure Plan or Precinct Plan and does not prejudice the implementation of SPP 5.4 provisions at the subdivision or development stage.

3.6.6 State Planning Policy No. 7.0 – Design of the Built Environment






State Planning Policy 7.0 – Design of the Built Environment ('SPP 7.0') was adopted by the WAPC in 2019. It addresses design quality and built form outcomes and seeks to deliver the broad economic, environmental, social and cultural benefits that derive from good design outcomes and supports consistent and robust design review and assessment processes. It seeks to achieve this by setting out the objectives, measures, principles and processes which apply to the design and assessment of built environment proposals.

General design guidelines for development in the Structure Plan Area are set out in the Town of Victoria Park's Local Planning Policy No. 9 – Design Guidelines for Burswood Lakes ('LPP 9'). The Structure Plan was developed on the basis of sound and rationale design approach that responded to the area's context at the time. This context has since evolved and is significantly different to the context within which the Burswood Lake Structure Plan was developed in the early 2000's.

Whilst the general design approach remains relevant, there are aspects of the built form that warrant review having regard to the area's current context, most notably the scale of existing and proposed development within the broader precinct.

The proposed Amendment has been informed by a robust design review process, having been presented to the Town of Victoria Park's Design Review Panel on several occasions. Feedback received from the Panel, combined with input provided by the Town's Planning Department and the DPLH throughout the Structure Plan review process, ensures that the proposed Amendment provides a comprehensive and considered proposal that seeks to maintain the delivery of high quality built form within the Precinct.

	<p>Context and Character</p> <p>The Structure Plan Amendment proposes a considered response to pre-existing development in 'The Peninsula', positively reinforcing the intended character of the area, whilst still creating an opportunity for new buildings with a sense of individuality that can be identified in its greater context. The proposed buildings will be sensitive to the existing context and will be designed in a manner that is considerate of neighbouring lots whilst responding to the local context of Burswood including Swan River, Optus Stadium, Matagarup Bridge and the Crown Entertainment Complex.</p>
	<p>Landscape Quality</p> <p>The Structure Plan Amendment continues to provide the opportunity to deliver key landscaping elements both for the residents and the wider community. The opportunity for integrated landscaping around the Amendment Area will soften the built form, accommodating low- and high-level planting, integrating it within its context. Extensive high-quality landscaping will continue to highlight open space within the public realm, prioritising community interaction, whilst referencing existing ecologies.</p>
	<p>Built Form and Scale</p> <p>The Structure Plan Amendment is informed by design to embrace the surrounds and landmark views that will provide a new profile for the Burswood Peninsula Masterplan. The Amendment ensures that the new buildings are appropriately scaled, with articulated and dynamic façades that create the feeling of interaction and site response two neighbouring sites, streets and maintaining key view corridors.</p>
	<p>Functionality and Build Quality</p> <p>The Structure Plan Amendment provides the opportunity for remaining development to achieve well resolved apartment layouts as well as functional communal spaces, provide optimised views to the wider context but also create usable private outdoor space, encouraging outdoor living further connecting the occupant to the Burswood context.</p>

	<p>Sustainability</p> <p>The orientation and design of remaining development will continue to respond to site configuration and context to maximise natural ventilation and natural light, focusing on the overall amenity, reinforced through landscaping, providing an unmatched lifestyle offering.</p>
	<p>Amenity</p> <p>The Structure Plan Amendment provides the opportunity for various key areas of amenity both across the Structure Plan Area and on individual sites.</p>
	<p>Legibility</p> <p>Through a carefully considered design the Amendment Area will remain well defined, site responsive to the immediate context and highly legible within the precinct.</p>
	<p>Safety</p> <p>In order to maximise opportunities for passive surveillance, communal spaces remain clearly identifiable through the strategic use of landscape and the overall integration of view corridors.</p>
	<p>Community</p> <p>The retention and integration of POS and PAL opportunities, potentially integrating to the wider surrounds will continue to encourage the development of community by providing spaces for gathering and contribute to the overall masterplan of Burswood and the wider peninsula.</p>
	<p>Aesthetics</p> <p>Drawing from the existing design language of the Burswood Precinct, this Amendment seeks to contribute to the design excellence of this community by providing a new response to the original design arch vision. The Building Control Envelope response for Lots 1 and 21 recognise this from the local context of the new Burswood.</p>

3.6.7 State Planning Policy No. 7.3 – Residential Design Codes Volume 2 - Apartments

State Planning Policy 7.3 - Residential Design Codes, Volume 2 'Apartments' ('RDC Volume 2') was released in 2019. It replaced, in part, the provisions of the former RDC such that there are now two volumes of the RDC. Volume 1 applies to all single houses, all grouped dwellings, and multiple dwellings in areas with a coding of less than R40. Volume 2 applies to residential dwellings (apartments) in areas coded R40 and above, within mixed use development and activity centres.

The RDC Volume 2 focuses on improving design outcomes for apartments. It is a performance based policy that is applied in the assessment of development applications and contains a series of design elements, each dealing with a different aspect of building siting and design.

The residential development standards contained within the Structure Plan were based on the provisions of the 2002 RDC, being the operative version of the RDC at that time. The 2002 RDC contained a (then) new R-Coding of 'R-IC', with the initials 'IC' representing the term 'Inner City'. The Structure Plan and Precinct Plan P2 under LPS1 subsequently required that land within the Structure Plan Area be developed in accordance with the 'R-IC' coding of the RDC unless specifically varied in the Precinct Plan.

In 2019, Volume 2 of the RDC was introduced to specifically address residential developments involving apartments in areas coded R40 and above, and the residential component of mixed-use developments. All other forms of residential development are addressed under Volume 1 of the RDC.

The R-coding 'R-IC' is no longer referenced in either Volume 1 or 2 of the RDC and, by default, is replaced with the 'R-AC3' coding.

Table 2.1 in Volume 2 of the RDC sets out the primary controls that apply to development under each Site R-Coding. Some of these controls have been amended or replaced by specific provisions in the Precinct Plan under LPS1, reflecting the area's unique site characteristics and the need for site-specific development

standards. However, the controls amended in the Precinct Plan were prepared on the basis of the operative RDC at the time. These controls have changed as a result of the introduction of the RDC Volume 2 and accordingly, as part of the Structure Plan review process, the development standards set out in the Precinct Plan and Volume 2 of the RDC have been re-examined. A number of modifications are required to bring the Precinct Plan and Structure Plan controls into line with Volume 2 of the RDC. These are explained in Section 4.0 of this report.

3.6.8 Development Control Policy 1.6 – Planning to Support Transit Use and Development

Development Control Policy 1.6 – Planning to Support Transit Use and Development ('DC 1.6') was adopted by the WAPC in 2006. It seeks to maximise the benefits to the community of an effective and well-used public transit system by promoting planning and development outcomes that will support and sustain public transport use. DC 1.6 recognises, that within existing developed areas such as the Burswood Peninsula there are clear opportunities to intensify existing activities and to promote new uses that will make better use of transit facilities and services.

Higher residential densities and mixed use developments in the walkable catchments of transit facilities have the potential to reduce car dependence; to increase accessibility for those without access to private cars; to reduce congestion on the road network and the demand for new road space; to reduce fuel consumption and air pollution; and to provide quality diverse and affordable forms of housing and development. These benefits combine to produce an attractive and viable alternative to car-based suburban and urban fringe development.

The Structure Plan Area is well serviced by public transport with the Armadale Line of the metropolitan rail system running through the Burswood Peninsula, providing good access to the wider public transport network. The Structure Plan Area is located approximately 300m north of the Burswood Train Station with the majority of dwellings within the Structure Plan Area being located within a 800m 'walkable catchment' of this station. The Structure Plan Area is also located approximately 550m south-east of the Stadium Train Station, which currently operates as an 'event' station providing services during major sporting events at Optus Stadium.

The Structure Plan Area is also located in proximity to high frequency bus services which operate to the south along Great Eastern Highway.

The DSP notes that the Burswood Station may be upgraded as part of the integrated redevelopment of the Stations East and West precincts. It also notes that the Stadium Station may be upgraded from an event station to a full service station to accommodate increased demand for rail services

The Structure Plan Area's proximity to public transport provides strong transport links to the Perth CBD and regional centres and offers an opportunity for reduced car usage as promoted by DC 1.6.



3.7 Local Planning Policies

3.7.1 Local Planning Policy 9 – Design Guidelines for Burswood Lakes

Local Planning Policy 9 – Design Guidelines for Burswood Lakes ('LPP 9') was adopted by the Town of Victoria Park in May 2003. It sets out the planning and design framework for all development within the 'Special Use' Zone in Precinct Plan P2, which primarily comprises the Burwood Lakes Structure Plan Area. LPP 9 was drafted after the adoption of the Structure Plan and therefore is not specifically referenced in the Structure Plan report.

The Design Guidelines under LPP 9 seek high quality designs that respond sensitively to their context and respect current and/or future desired character of the area. A performance approach is taken in the Design Guidelines where the emphasis is upon requiring the design to "perform" by satisfying desired outcomes rather than by meeting a fixed set of standards. The Design Guidelines provide a generic set of design criteria to be applied to all sites within the Structure Plan Area and are to be read in conjunction with other relevant documents including LPS1, the Precinct Plans, the Structure Plan and the RDC Volume 2.

The RDC Volume 2 includes a number of design elements that are also contained within the Design Guidelines in LPP 9. Accordingly, there is a degree of crossover between the provisions of each. To avoid confusion, Section 6 in Part One of this Structure Plan Amendment report includes the following statement:

"Where there are inconsistencies between this Structure Plan (including Amendments) and Council's Local Planning Policies, then the criteria of this Structure Plan (including Amendments) prevails to the extent of the inconsistency".

3.7.2 Local Planning Policy 20 – Design Guidelines for Development with Buildings Above 3 Storeys

Local Planning Policy 20 – Design Guidelines for Development with Buildings Above 3 Storeys ('LPP 20') was adopted by the Town in October 2004. It sets the planning and design framework for any development incorporating buildings above 3 storeys or 11.5m in height (whichever is the lesser) and applies to all forms of development including residential, commercial and mixed use. The aim of LPP 20 is to facilitate appropriate high quality designs that respond to their context and respect the current and/or future desired character of an area.

As with the provisions of LPP 9, LPP 20 is a performance-based policy that is based on satisfying the intent of the Design Guidelines rather than meeting fixed prescriptive standards. It addresses matters such as site planning, streetscape, building appearance and neighbourhood character, private open space and resource efficiency.

The Design Guidelines contained in LPP 20 are similar in many respects to those contained in LPP 9 and the RDC Volume 2. Accordingly, there is a degree of crossover between the provisions of each. In order to avoid the duplication of design guidelines and streamline the assessment process, Section 6 in Part One of this Structure Plan Amendment report includes the following statement:

"Where there are inconsistencies between this Structure Plan (including Amendments) and Council's Local Planning Policies, then the criteria of this Structure Plan (including Amendments) prevails to the extent of the inconsistency".

3.7.3 Local Planning Policy 23 – Parking Policy

Local Planning Policy 23 – Parking and Access Policy ('LPP 23') was adopted by the Town in September 1998 and most recently revised in January 2011. It sets out the Town's parking requirements and outlines its approach to the provision of parking facilities for non-residential and residential uses. The aim of LPP 23 is to facilitate the development of adequate parking facilities and safe, convenient and efficient vehicle and bicycle access for pedestrians, cyclists and motorists.

LPP 23 provides specific rates for parking provision based on land use. For residential land uses, parking is to satisfy the requirements of the RDC. The Precinct Plan (P2) under LPS1 provides for variations to the parking provisions of the RDC within the Structure Plan Area.

3.7.4 Local Planning Policy 29 – Public Art Private Developer Contributions

Local Planning Policy 29 – Public Art Private Developer Contributions ('LPP 29') sets out the Town's requirements for the provision of public art as a condition of Development Approval. It was adopted in May 2008 and most recently reviewed in March 2020. It requires that for developments within certain Precincts with a construction value in excess of \$5 million, a contribution to public art is required to the value of 1% of the total construction value. LPP 29 is not a statutory document and can be varied in situations where the requirement is not fair or reasonable.

Provision 1.2 (a) of LPP 29 excludes the requirement for a public art contribution to be made for development within an area the subject of an approved Structure Plan which contains alternative requirements for the provision of public art. The Burswood Lakes Structure Plan was adopted in 2003, some five years before the original LPP 29 was prepared, and accordingly it doesn't contain any provisions which specifically reference and seek to vary the requirements of LPP 29. It does, however, contain alternative requirements to public art in conjunction with the delivery of significant public realm.

The Structure Plan Area is a master-planned precinct which Mirvac has been exclusively responsible for planning and delivering over the past 18 years. During this time, Mirvac has delivered exceptional public realm amenity outcomes through the provision of high-quality design, POS provision and treatments, and public art well beyond normal development standards and well prior to LPP 29 being drafted.

Given the high-quality amenity already provided and maintained within the Structure Plan Area, the requirement to provide public art as a condition of Development Approval is capped for Lots 1 and 21. Public art is discussed in further detail at Section 4.11 of this report.

4 Local Structure Plan Amendment

This section of the report identifies the modifications proposed in this Structure Plan Amendment request and provides rationale and justification in support.

4.1 Building Height

Maximum building heights under the current Structure Plan are applied on a lot-specific basis and are addressed in Part 3 - Section 3.3 and illustrated in **Figure 19 – Structure Plan** and **Figures 24 – 29 Building Control Envelopes** of the 2003 Structure Plan.

Notwithstanding the standards set out in the Structure Plan, variations to building height have been approved and/or constructed. These are listed in **Table 6** below:

Lot No.	Building Height Standard under Structure Plan*		Approved Building Height		Variation	
	Height (storeys)	Height (metres)	Height (storeys)	Height (metres)	Height (storeys)	Height (metres)
9*	6-24	21-75	24	75	18	54
10	21	66	31	100.62	10	34.6
22	7	24.5	8	27.75	1	3.25
25*	5-16	17.5-51	16	51	11	33.5

* Varied by Amendment No. 1 (2017)

Table 6: Approved Building Height Variation Examples

The proposed Amendment seeks to modify the building height standards for Mirvac's two remaining undeveloped lots (Lots 1 and 21). The modifications proposed are shown in **Table 7** below:

Lot No.	Building Height Standard under Structure Plan		Building Height Proposed in this Amendment		Variation	
	Height (storeys)	Height (metres)	Height (storeys)	Height (metres)	Height (storeys)	Height (metres)
1	12	42	41	143	29	101
21	6	21	8	32.85	2	11.85

Table 7: Proposed Building Heights for Lots 1 and 21

Figures 19 and 24 - 30 of the Structure Plan have been updated to reflect the variations previously approved (**Table 6**) and to modify the building height standards for the Lots 1 and 21 (**Table 7**).

The proposal to increase building height and plot ratio standards for Lots 1 and 21 is based on a sound and considered architectural and land use planning rationale. In reviewing the Structure Plan, the overall form and function of the Structure Plan Area within its current and future context was considered.

The Peninsula Development commenced in 2003 and is now nearing completion of the last few stages. This inner urban site in the Town of Victoria Park is an attractively planned new neighbourhood and one that has undergone a change in character with the construction of the new stadium, Matagarup Bridge across the Swan River, expansion of the Crown Entertainment Complex, blueprint for the Burswood Park Masterplan as well as planned increase to residential densities and evolving urban form of surrounding areas.

The Peninsula is a highly visible landmark development particularly from Graham Farmer Freeway and the new stadium with the evolution of the tower arc providing a key principle feature of the precinct. Lower scale residential development creates a foreground for the spine of towers and provides interface to the proposed Burswood Park Masterplan.

The design response for the remaining stages is a response to the changing nature of Burswood Peninsula and evolution of the character of the precinct.

The northern precinct of the Structure Plan Area is defined by Lot 2 on Victoria Park Drive, Lots 21 and 22 Bow River Crescent facing the proposed Urban Forest (refer to Section 3.2.5 and Figure 10), and importantly the landmark towers, being Tower 6 (Lot 10) and Tower 7 (Lot 1) on the northern corner at the junction of the proposed Urban Forest and Victoria Park Drive.

Since the original Structure Plan was published in 2003, the built form and landscape context has evolved significantly. Between the western boundary of the Structure Plan Area and the Swan River was the (larger) Golf Course and open spaces associated with the Casino. The Casino was the most significant local structure at the time and was an important height reference. The closest residential buildings of a scale similar to those proposed in 2003 were on Terrace Road in the Perth CBD or on the South Perth foreshore. The 2003 urban context is described in the photomontage study pages of the 2003 Structure Plan document.

Today, the precinct still provides commanding views to the west towards the Perth CBD but with a substantially altered skyline capturing now iconic landmarks including the Matagarup Bridge and Optus Stadium, and with Crown Towers bookending the south-western corner of the Structure Plan Area. Refer **Figure 12 – Burswood Peninsula Skyline 2021**.

The Burswood Park has also evolved with an adopted Burswood Park Masterplan providing the “blueprint” for future development of Burswood Park. This high-level plan proposes a range different community land-uses for Burswood Park, including the Urban Forest Parkland, which importantly provides not only a guide to detailed design for the adjacent landholding, but provides context, consideration, and response for the proposed Structure Plan Amendment.

There are now a number of buildings of similar or greater scale either completed, underway or proposed in the immediate neighbourhood. This includes the planned high-density redevelopment of the Belmont Park Racecourse (maximum height of 53 storeys) and Burswood Station East and West precincts (up to 28 storeys). This new urban context is explored in the Burswood Peninsula DSP (2013) and illustrated in **Figures 6 and 7** of this report.

Additionally, there are several significant landmark building developments completed or approved including The Crest on Goodwood Parade (21 storeys) and the recently approved mixed-use development at 43 - 47 Burswood Road (22 storeys).

The original 2003 Structure Plan sets out the rationale for building heights which was based on a ‘height arc’ principle with a graduated increase in the height of towers towards the north of the site and then a stepping down. This approach was both design-led and influenced by Perth Airport height limitations applicable at the time which are no longer a restriction.

In terms of the wider site context, the ‘height arc’ principle has lost its relevance given the changes to the built environment, and the strategic planning that has occurred in the surrounding area. In this context there is now a broader acceptance of taller buildings in and around the Burswood Peninsula.



Drone photograph over the Swan River looking south west across the Burswood Peninsula.



Drone photograph looking west across the Burswood Peninsula towards the Perth CBD.

Figure 12: Burswood Peninsula Skyline 2021

It is appropriate to now consider the height profile of the chain of buildings that include the completed towers within the Structure Plan Area, Crown Towers to the south and Optus Stadium to the north-west. In this context, rather than providing a smaller transitional building as in the 2003 Structure Plan, Lot 1 takes on a role as an important gateway and landmark, distinguishing the corner of Victoria Park Drive and the Golf Course in addition to providing an architectural bookend to balance the height of Crown Towers.

As a result, the 2003 height arc, in the 2022 context, inverts with high points at Victoria Park Drive and the Crown Towers. The 2003 bell curve is however still relevant for the lower buildings along the western edge providing a transition to the two and three storey scale of the housing on Victoria Park Drive on Lots 2 through to 8 and a transition to the completed three and four storey buildings on Lots 24 and 23 to the south. Refer **Figure 13 – Amended Figure 2 - Site Section and Elevation**.

The proposed increase in building height on Lots 1 and 21 is acceptable in this new site context. The increase in building heights will sit comfortably within the wider Burswood site context when viewed both from a distance and having regard to the likely future form and height of other buildings in the immediate area.

Updated photomontages are provided at **Figure 14 – Amended Figure 5: Photomontage of Burswood Lakes**, and **Figure 15 – Amended Figure 8: Photomontage of Burswood Lakes**.

The impact of increased building height on overshadowing in and around the Structure Plan Area has been considered through a revised shadow analysis. As part of this analysis, indicative building massing plans were prepared for Lots 1 and 21 based on the height, plot ratio and setback modification proposed in this Amendment. Massing plans reflecting the approved building form on Lots 9, 10, 22 and 25 were also included. These plans were then inserted into the model used to generate the shadow analysis contained in the 2003 Structure Plan Report. The results of the analysis are illustrated in **Figure 16 – Amended Figure 9: Proposed Summary Shadow Analysis** and **Figure 17 – Amended Figure 10: Proposed Winter Shadow Analysis**.

Shadow studies have been undertaken to measure the impact that a taller building on Lot 1 would have on the Lake Park, internal streets, and open spaces. Consideration has been given to the impact on the skyline that a taller building might have, seen from the houses and open spaces to the south. Finally, consideration has been given to the impact a taller building will have on views from other towers, both existing and proposed, and how the proportions of these buildings and the spaces between them will appear on the skyline from a distance.

All these considerations have informed the development of the envelope for a tower form on Lot 1. The envelope is slender along a north-south axis casting a long, moving shadow that has no impact of consequence on the amenity of the streets and open spaces to the south. The profile of the envelope also ensures that the Lot 1 tower will appear as an elegant building against the sky seen from the Lake Park or Bow River Crescent.

4.2 Plot Ratio

As is the case with building heights, plot ratio standards under the current Structure Plan are applied on a lot-specific basis and are addressed in Part 3 - Section 3.3 and illustrated in **Figure 19 – Structure Plan** and **Figure 30 – Plot Ratio Calculations** of the 2003 Structure Plan Report.

Several variations to plot ratio have previously been approved. These are listed in **Table 8** below:

Lot No.	Plot Ratio Standard under Structure Plan*	Approved Plot Ratio	Variation
9*	1.36:1 4.00:1		2.64: 1
10	5.34: 1	6.55:1**	1.21:1
22	1.87: 1	3.24: 1	1.37:1
25*	0.91:1 2.30:1		1.39: 1

* Varied by Amendment No. 1 (2017)

**Based on original lot area including land proposed to be set aside for POS as shown in Amended Figure 31. If POS is excluded the revised plot ratio is in the order of 8.50:1.

Table 8: Approved Plot Ratio Variation Examples

The proposed amendment seeks to modify the plot ratio standards for Lots 1 and 21. The modifications proposed are shown in **Table 9** below:

Lot No.	Plot Ratio Standard under Structure Plan	Proposed Plot Ratio	Variation
1	2.44: 1	8.75: 1	6.31: 1
21	1.81: 1	3.30: 1	1.49: 1

Table 9: Proposed Plot Ratios for Lots 1 and 21

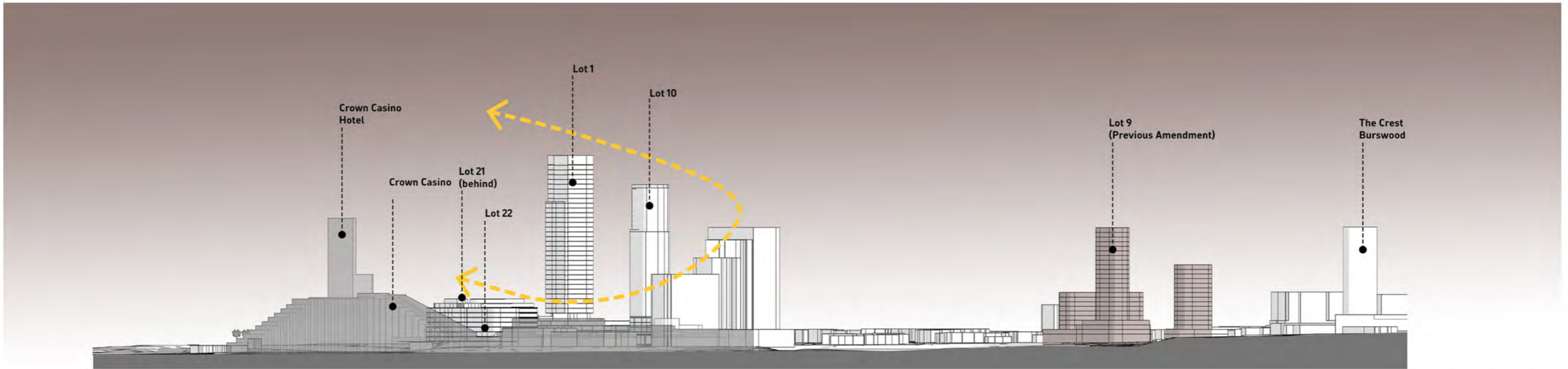
The inclusion of a plot ratio development standard within the Structure Plan was originally questioned during preparation of the Structure Plan with Section 3.3 noting that:

“As a tool for influencing built form, plot ratio is imprecise. Within a particular plot ratio (in the absence of other controls), owners can build a tall thin building or a short squat building. Limiting the total floor area does not necessarily ensure view sharing opportunities, provide human-scale at the street, limit overshadowing of adjacent properties or public spaces, mitigate wind areas, or ensure appropriate form. Therefore, in addition to plot ratio, this Structure Plan contains building control envelopes...”

Table 8 above, demonstrates the type of variations to plot ratio standards that have been supported to date under the Structure Plan. As plot ratio is a planning control under LPS1, clause 29 of LPS1 is taken into consideration when determining the acceptability of any plot ratio variation proposed.

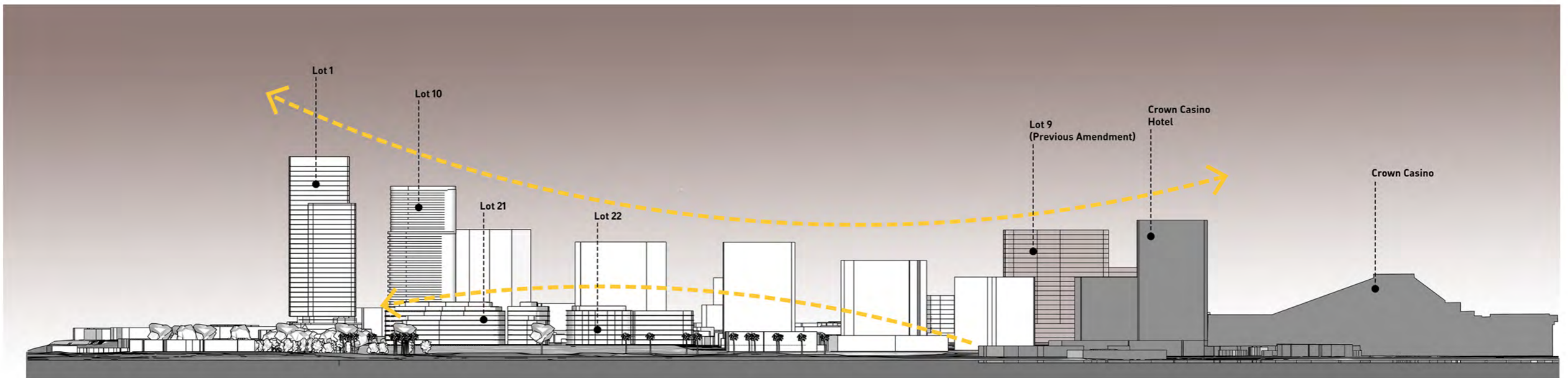
Volume 2 of the RDC prescribe a maximum plot ratio of 2.0 in areas coded ‘R-AC3’, however this standard may be varied by a Local Government through the preparation of local planning policies or local development plan, or alternatively assessed under the corresponding Element Objectives.

AMENDED FIGURE 2: SITE SECTION AND ELEVATION



East-West Section A-A

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North-South Section through Lake Park B-B

Hames Sharley 2022

Figure 13 - Amended Figure 2: Site Section and Elevation

AMENDED FIGURE 5: UPDATED PHOTO MONTAGE



Montage view of the proposed skyline from the western bank of the Swan River

Hames Sharley 2022

Figure 14 - Amended Figure 5: Photomontage of Burswood Lakes

AMENDED FIGURE 8: UPDATED PHOTO MONTAGE



Montage view of the proposed skyline from Camfield Drive, looking south-east across the Structure Plan Area.

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Figure 15 – Amended Figure 8: Photomontage of Burswood Lakes

AMENDED FIGURE 9: PROPOSED SUMMER SHADOW ANALYSIS

SUMMER SOLSTICE - DECEMBER 21ST

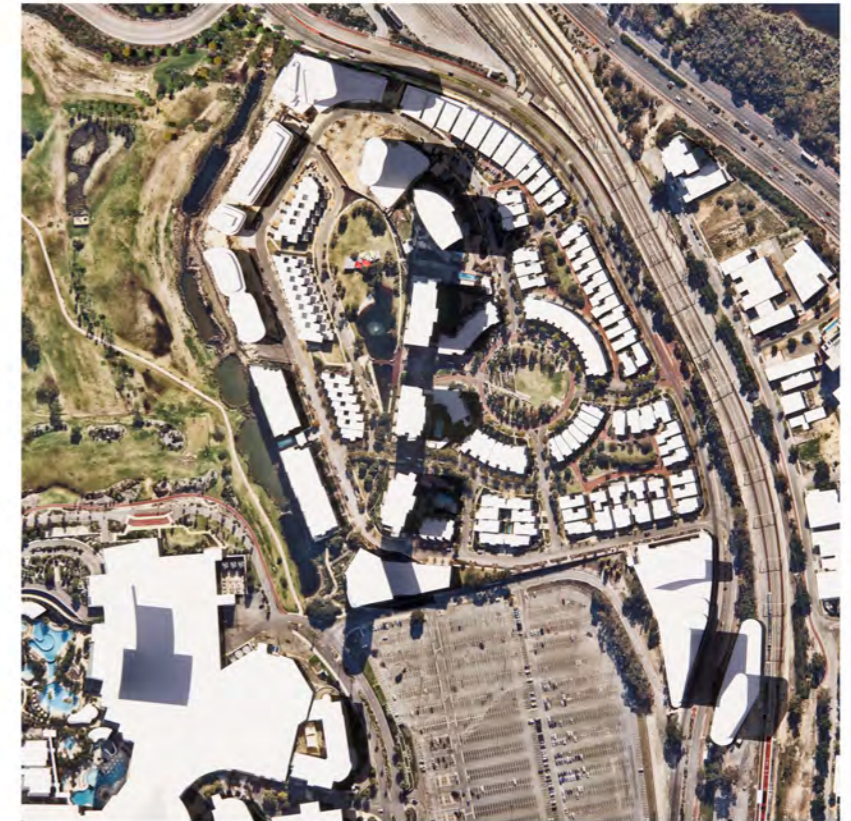
Shadow Analysis by Hames Sharley, 2022



09:00 AM



12:00 PM



3:00 PM

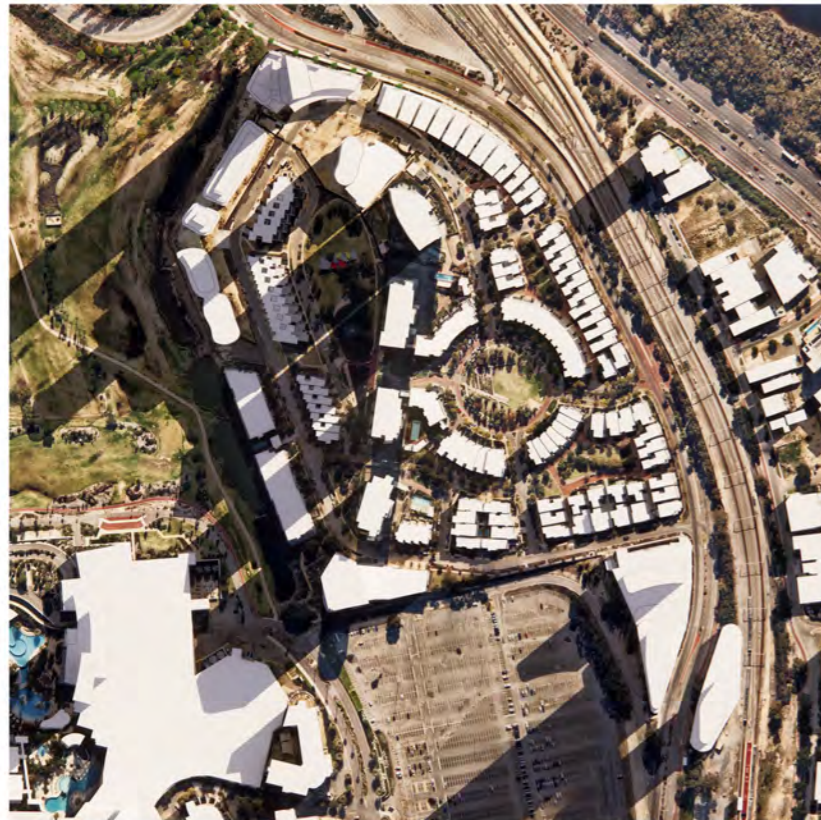
Figure 16 - Amended Figure 9: Proposed Summer Shadow Analysis



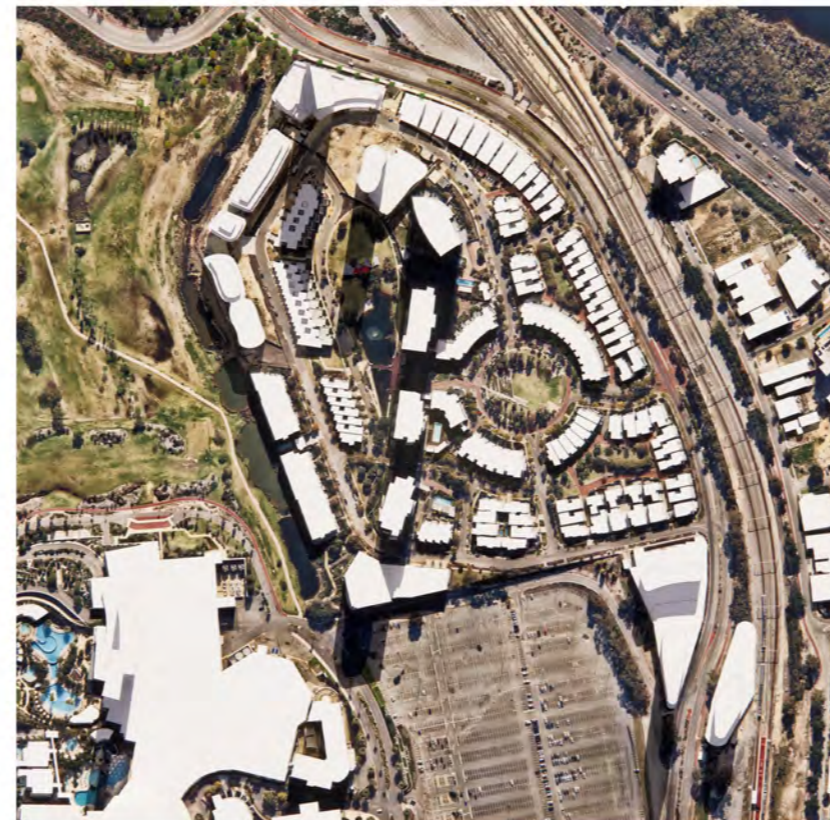
AMENDED FIGURE 10: PROPOSED WINTER SHADOW ANALYSIS

WINTER SOLSTICE - JUNE 21ST

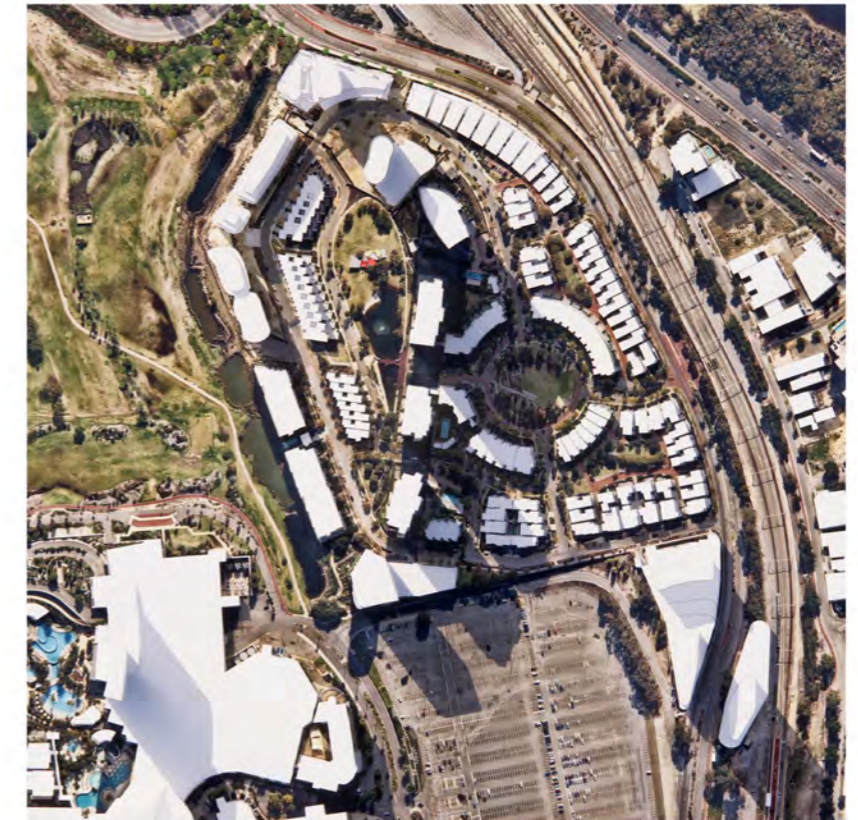
Shadow Analysis by Hames Sharley, 2022



09:00 AM



12:00 PM



3:00 PM

Figure 17 - Amended Figure 10: Proposed Winter Shadow Analysis



It is important to note that the Structure Plan contains detailed Building Control Envelopes for each of the 26 lots within the Structure Plan Area (Refer to Figures 24 – 29). These Building Control Envelopes reflect the desired bulk of built form through consideration of specific building elements such as height, site coverage, width and setbacks. In this context, a prescribed plot ratio is less relevant as a form of building control within the Structure Plan Area given the existence of lot-specific Building Control Envelopes, and this is reflected in the number of plot ratio variations approved.

This Amendment proposes that the plot ratio for Lot 1 be amended to 8.75: 1 and for Lot 21 to 3.30: 1. These plot ratios are more formally influenced by the amended Building Control Envelopes for these lots. Refer **Amended Figures 24 – 29 – Updated Building Control Envelopes** in Part One of this document. The updated Building Control Envelopes are discussed in further detail under section 4.4 Setbacks.

4.3 Site Areas Per Dwelling

Figure 30 of the current Structure Plan provides for Minimum and Average ‘Site Area Per Dwelling’ requirements for each superlot.

This planning control existed in the version of the RDC that was operative when the Structure Plan was adopted in 2003. In 2010, amendments to the RDC removed the requirement of minimum site areas for multiple dwellings in medium to high density coding in place of other development controls such as plot ratio, building height and setbacks. Accordingly, minimum and average ‘Site Area Per Dwelling’ requirements no longer apply to the Structure Plan Area.

4.4 Setbacks

Development standards relating to building setbacks are set out in Part B – Section 3.3 of the current Structure Plan and illustrated in a series of three-dimensional massing plans referred to as Building Control Envelopes and contained in Figure 24 to 29.

As part of the Structure Plan review process, the location and form of future development on Lots 1 and 21 has been examined. Variations to the Building Control Envelopes for Lots 1 and 21 are proposed to reflect the desired design outcome for each site. **Tables 10 and 11** below set out the current and proposed setback controls relating to Lots 1 and 21 Bow River Crescent. Figures 24 - 29 have also been amended to reflect the setback modifications proposed. Refer **Amended Figures 24 - 29 - Updated Building Control Envelopes** in Part One of this document.

Setback	Current Requirement				Proposed Structure Plan Amendment Modification	
	Structure Plan			Precinct Plan (RDC)	Ground to Level 6	Level 7 above
	Ground to Level 4	Level 5 to Level 7	Level 8 above			
Northern	1.5m	1.5m	10.5m -21m	Nil	Nil	Nil
Eastern	Nil	3m	3m	Nil	14m	45m
South-East	1.5m	-	3m	2m	1.5m	4.5m
Southern	20m	63m	23m	Nil	Nil	6m
Western	Nil	3.0m	3m	Nil	Nil	3m

Table 10: Existing and Proposed Minimum Building Setbacks - Lot 1 Bow River Crescent

	Current Requirement		Proposed Amendment
	Structure Plan	Precinct Plan (RDC)	
Northern	Nil	Nil	12m
Eastern	1.5m	2m	1.5m
South-East	Nil	Nil	Nil
Southern	Nil	Nil	Nil
Western	Nil	Nil	Nil

Table 11: Existing and Proposed Minimum Building Setbacks - Lot 21 Bow River Crescent

The building on Lot 1 has been identified as a taller, landmark building with the site constraints of the warning barrier limiting the ability for basement parking. With the interface of the podium to the proposed Urban Forest (refer to Section 3.2.5 and Figure 10), height transition to Victoria Park Drive and the single housing on Lots 2 and 3 to the east, consideration to the articulation and treatment of the edges for this site will need to be considered.

The taller component of the building envelope for Lot 1 has been placed against the northern boundary to maximise the gap between the Lot 1 tower and the adjacent tower on Lot 10 when seen from the west or the east and as intended in the 2003 Structure Plan. This also enables views to the CBD, the Matagarup Bridge, and to Optus Stadium from the proposed Lot 10 tower. The envelope is set back from the western edge to allow the height of the podium to define the scale of the northern corner on Victoria Park Drive and step up to the height of the building on Lot 21 in line with the 2021 lower bell curve.

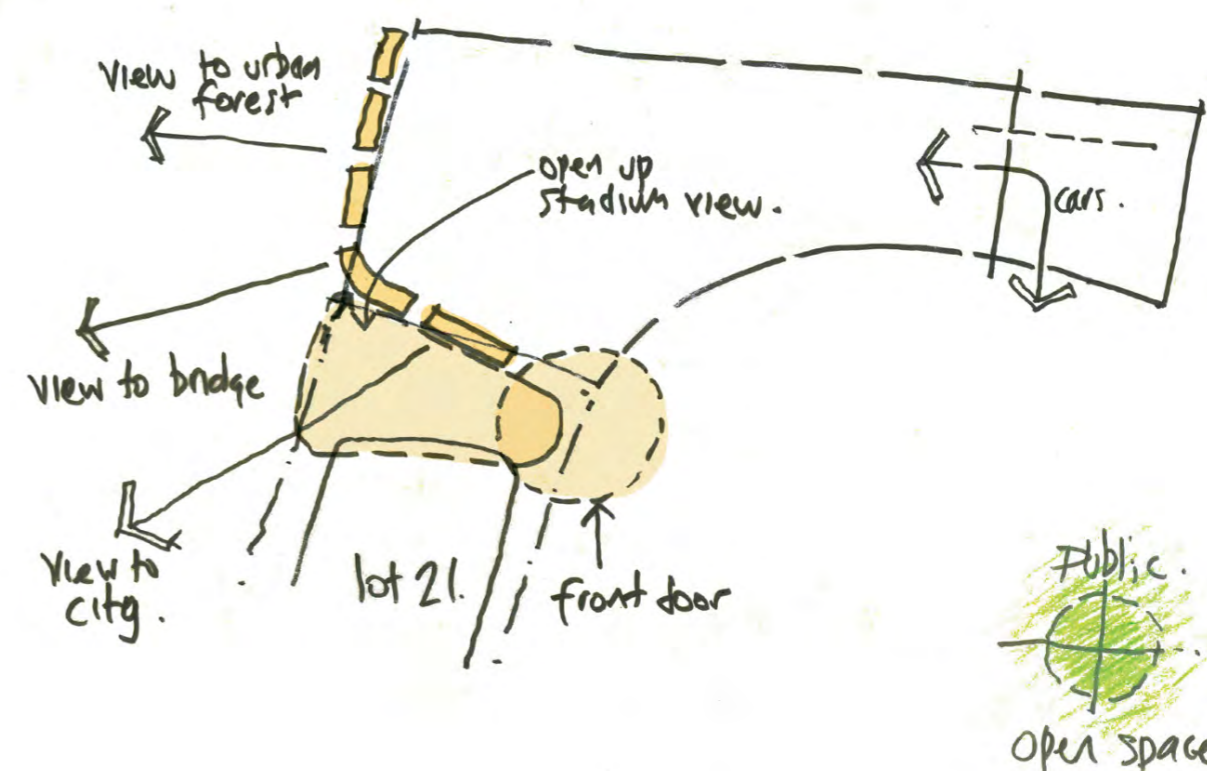


Image: Hames Sharley, 2021

On Bow River Crescent, Lot 1 faces the houses at the north end of the Lake Park and adjacent to the single residential dwellings on Lot 2. In this context, appropriate height, articulation and activation of the building form is intended, with some additional level change at street level to provide privacy for residents. The facade would be appropriately set back from the street to provide a clear residential street interface. Opportunities exist for the design to consider the terrace houses around the Circular Park or the apartment edge facing the Circular Park on Lots 12 and 13.

To the west, Lot 1 faces the future Urban Forest and benefits from views to Optus stadium, Matagarup Bridge, Swan River and the Perth CBD. The western and future plaza edges will be designed with best practices in mind and to ensure fundamental environmental design is captured to promote vibrant and safe environments. The scale of these facades will be defined by the height of the Lot 1 podium, responding to oriented views, and importantly overlooking the Urban Forest and future plaza.

The Victoria Park Drive podium edge will require design consideration to respond appropriately to the height transition. Victoria Park Drive is wide, hot and inhospitable and is edged to the north by a Perth Transit Authority ('PTA') bus laydown facility. Despite the difficulties at street level, above podium height there will be opportunities for views across the top of Victoria Park Drive and the PTA laydown facility to the bend in the river, to Ascot and to Maylands in the distance.

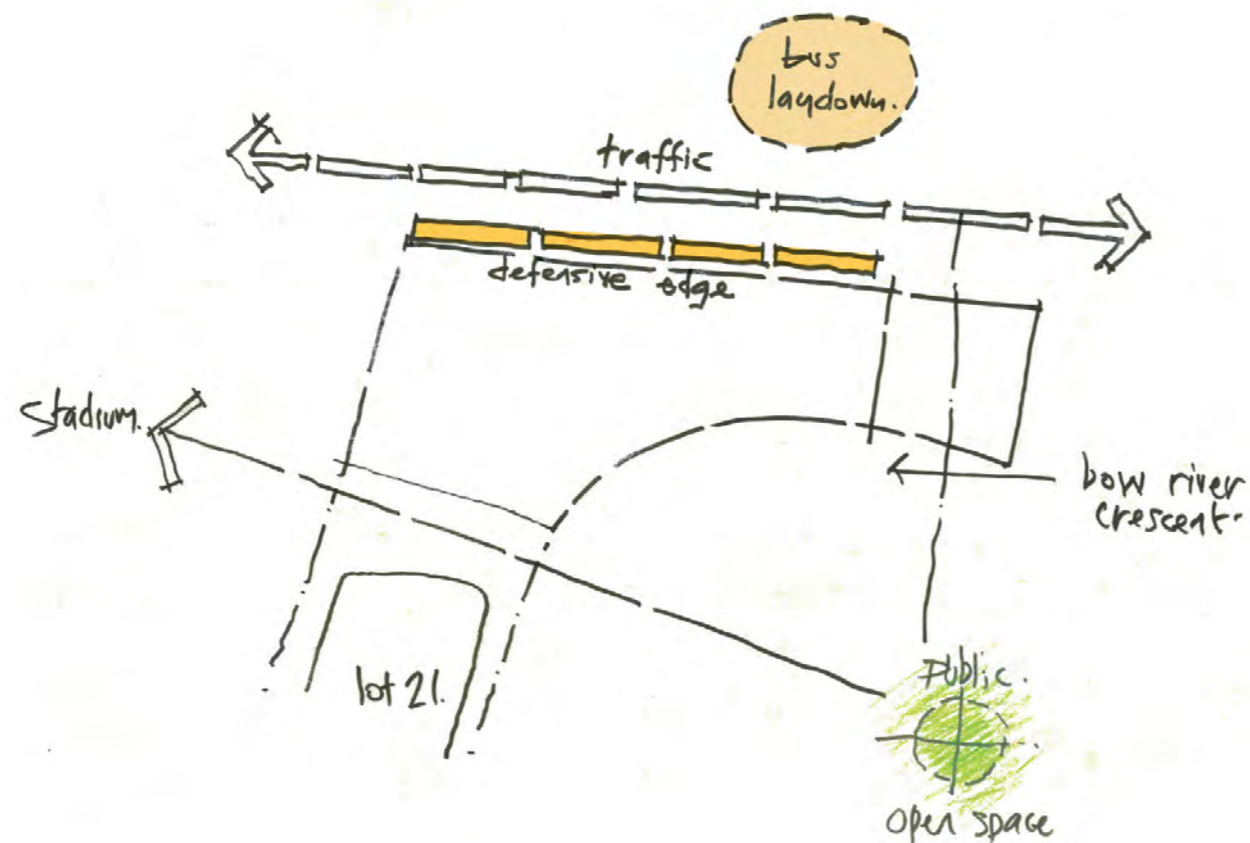


Image: Hames Sharley, 2021

There may be opportunities to create open spaces usable by residents or the public that are elevated above the street. The height of the podium will look to consider the transition to housing on Lot 2 with the tower having an open residential character and look north across Victoria Park Drive to the river.

A building on Lot 1 will be three-dimensional in its nature due to the prominence that Lot 1 has in all directions by way of location and geometry. In this regard, it is important to consider that the Victoria Park Drive façade will never be seen in isolation; it will be seen in context with and as a counterpoint to the busy residential façade facing the Urban Forest or the residential building above.

The envelope is placed against the northern boundary to maximise the gap between the Lot 1 tower and the adjacent tower on Lot 10 when seen from the west or the east and as intended in the 2003 Structure Plan. This also enables views to the CBD, the Matagarup Bridge, and to Optus Stadium from the proposed Lot 10 tower. The envelope is also set back from the western edge to allow the height of the podium to define the scale of the northern corner on Victoria Park Drive and step up to the height of the building on Lot 21 in line with the 2021 lower bell curve.

The road layout, location of built form and distribution of open space within the Structure Plan Area is illustrated in Figure 18 of the 2003 Structure Plan Report. This Figure has been updated as part of the Structure Plan review process to include the location and extent of built form approved within the Structure Plan Area but not yet constructed and to illustrate the location and extent of built form specifically proposed on Lots 1 and 21 by way of the setback modifications described above. Refer **Amended Figure 18 – Amended Figure 18: Indicative Development Plan.**

4.5 Permitted Uses

The permissibility of land uses within the Structure Plan Area is set out in Part B - Section 4.3 of the current Structure Plan. It lists the specific classes of land uses which are either 'Permitted' ('P') or 'Discretionary' ('AA') within the Special Use Zone.

The list is slightly inconsistent with the 'Use Area' Table for the Special Use Zone as contained within the Burswood Precinct – Precinct Plan (P2) under LPS1. **Table 12** below provides a comparison between the two.

The symbols used the table have the following meanings:

- 'P' means that the use is permitted by the Scheme.
- 'AA' means that the use is not permitted unless the Council has granted Development Approval.
- 'X' means a use that is not permitted by the Scheme.

Where no symbol appears, that particular land use is not included as a land use under the Structure Plan.

AMENDED FIGURE 18: INDICATIVE DEVELOPMENT PLAN



Figure 18: Amended Figure 18 – Indicative Development Plan

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Use Class	Permissibility	
	Structure Plan	Precinct Plan
Consulting Rooms, Day Care Centre	AA	AA
Convenience Store, Service Station		X
Educational Establishment, Place and Worship		AA
Fast Food Outlet, Restaurant	AA	AA
General Industry, Transport Depot		X
Hazardous Industry, Noxious Industry		X
Home Occupation	AA	AA
Home Office	P	P
Hospital, Nursing Home, Residential Building		AA
Hotel, Motel, Tavern		AA / X
Light Industry		X
Liquor Store – Small		X
Liquor Store - Large		X
Lodging House, Serviced Apartment	AA	X / AA
Massage Rooms		X
Motor Vehicles and Marine Sales Premises, Open Sir Sales and Display		X
Nightclub		X
Office	AA	AA
Restricted Premises		X
Shop	AA	AA
Showroom		X
Single House, Single Bedroom Dwelling, Group Dwelling, Aged or Dependent Persons' Dwelling, Multiple Dwelling	P	P
Warehouse		X

Table 12: Comparison of Land Use Permissibility

To ensure consistency between the land use permissibility controls in the Structure Plan and the Precinct Plan, Section 4.3 of the Structure Plan is to be amended to reflect the 'Use Class' Table in the Precinct Plan.

This amendment is of an administrative nature and does not alter the purpose or intent of the Special Use Zone.

4.6 Dwelling Numbers

The number of dwellings contemplated within the Structure Plan Area is currently 1,250 pursuant to Part B – Section 4.4. This calculation is the total of the individually identified maximum number of dwellings assigned to each of the 26 lots. Dwelling numbers are shown on **Figure 19 – Structure Plan** and **Figure 30 – Plot Ratio Calculations** of the 2003 Structure Plan Report.

Notwithstanding the maximum dwelling numbers prescribed under the Structure Plan, a number of variations have been granted over the years, some as a result of the exercise of discretion, and others as a result of Amendment No. 1 to the Structure Plan. In many instances sites have been underdeveloped when compared to the originally forecast yield. Few sites have delivered the exact dwelling number originally estimated as detailed naturally results in some variation. These variations are detailed in Section 3.2.2.4 and **Table 5**.

The analysis reveals that within the Structure Plan Area, a total of 662 dwellings have been constructed and an additional 275 have been granted Development Approval. A further 732 dwellings are estimated, resulting in a total estimate of 1,669.

This Amendment seeks to modify the dwelling yield for Lots 1 and 21 from 74 and 47 dwellings to 220 and 125 dwellings respectively (Refer **Table 13**). This represents an increase of 146 and 78 on the two sites, being a 224 total dwelling increase.

It is important to note that when broken down by the three identified 'Areas' within the Structure Plan in accordance with **Table 5**, the dwellings are:

- **Area A** (State of WA) – no change and still estimated to provide 50 dwellings;
- **Area B** (Mirvac 'The Peninsula') – now amended from a forecast reduction of 77 dwellings within Area B when compared to the 2003 Structure Plan (given underdevelopment of a number of sites), to an increase of 147 dwellings. Given the wider context analysis undertaken within this amendment document, this remains a very modest variation to the 2003 estimate for Area B; and
- **Area C** (EG Funds Lots 9 & 25) – already modified by Amendment No.1 from 65 dwellings to 561 dwellings, being a 496 dwelling increase. No further change proposed.



In summary:

- The total combined number of constructed (662), approved (275) and estimated (732) dwellings is 1,669;
- This exceeds the 2003 Structure Plan dwelling yield of 1,250, which should have been updated by an additional 496 dwellings to a new total of 1,746 at the time of Amendment No.1 to properly account for the amendment changes; and
- The above estimates are subject to further amendment for sites 1 and 21 via this Amendment.

Amendment No. 1 (2017) to the Structure Plan varied the allowable dwelling yield on Lots 9 and 25 by 496 however the overall allowable dwelling yield (1,250) was not adjusted up in proportion. Without this anomaly being corrected, the Structure Plan creates uncertainty and reflects a 'first in best dressed' scenario with regard to dwelling yield. Put simply, those lots that develop first could seek to take advantage of an overall dwelling limit to the detriment of later developments and the broader precinct.

To accommodate the variations granted to date and enable some limited increase in the number of dwellings permitted on Lots 1 and 21, this Amendment proposes to remove the maximum overall dwelling yield provision under the Structure Plan and, in its place, apply indicative dwelling yields for each Lot. For those lots which have already been developed, or are subject to an approved Development Application, the constructed and/or approved dwelling numbers for that lot will be shown on **Amended Figure 19 – Structure Plan** in Part One of this document. **Table 13** sets out the proposed dwelling yields for Lots 1 and 21.

Lot No.	Dwelling yield as per 2003 Structure Plan	Dwelling yield proposed by Amendment	Variation
1	74	220	146
21	47	125	78
Total	121	345	224

Table 13: Proposed Dwelling Yields for Lots 1 and 21

The dwelling yield for the remaining undeveloped lot owned by the State and leased to the PTA (Lot 26) is to remain at 50 dwelling as per the 2003 Structure Plan.

The additional dwelling capacity increase of 224 dwellings proposed by the Amendment is considered achievable in this location due to its proximity to high order road and rail infrastructure, accessibility to the Perth city centre, the Swan River and substantial public parklands, and the ability to achieve higher residential densities without impacting on existing lower density neighbourhoods.

An increase in the number of allowable dwellings will contribute to a greater population base within the Structure Plan however the increase is expected to be proportionally lower than predicted under the 2003 Structure Plan. In 2003, population estimates were based on an average of 2.5 people per dwelling (3,000 people accommodated in 1,200 dwellings). Changes in demographic profiles have increased the demand for single bedroom and more compact affordable dwellings. This is reinforced in the WAPC's Central Metropolitan Perth Sub-Regional Strategy which assumes an average of 1.7 people per household and a reduction in dwelling size from the current Western Australian average of 244 square metres. Applying an average ratio of 1.7 people per houseful, the addition of 224 extra dwellings on Lots 1 and 21 via the proposed Amendment would generate a population increase in the order of 380 people.

Significant changes have occurred since the Structure Plan was first adopted in 2003 such that the Structure Plan Area now sits within a very different context – both in terms of the surrounding built form and its statutory/strategic planning context. The Structure Plan Area now benefits from significantly improved entertainment, recreational and sporting services and infrastructure including Optus Stadium to the north west, and the expanded Crown Entertainment Precinct to the south west, which includes Crown Towers – a 5-star hotel. Pedestrian connectivity between the Structure Plan Area and the Perth CBD has also been improved through construction of the Matagarup Bridge across the Swan River adjoining the Stadium.

These nearby infrastructure projects have placed greater focus on the Burswood Peninsula as a key location to deliver high-quality infill development.

The Structure Plan Area is well serviced by public transport with the Armadale Line of the metropolitan rail system running through the Burswood Peninsula, providing good access to the wider public transport network. Public transport facilities and services within the area have improved and works are being considered at the State Government level to upgrade both the Burswood and Stadium Train Stations to accommodate increased demand for rail services resulting from redevelopment of the Belmont Park Racecourse and the Station East and Station West precincts. The Structure Plan Area's proximity to public transport provides strong transport links to the Perth CBD and regional centres and offers an opportunity for reduced car usage as promoted by DC 1.6.

Its proximity to public transport also fulfils one of the key objectives of Liveable Neighbourhoods, being the achievement of more sustainable urban outcomes through higher residential densities in suitable urban areas. Increased density will usually be associated with activity centres and areas well served by public transport such as the Burswood Peninsula. In this regard, the Structure Plan is located within an area recognised through the principles of Liveable Neighbourhoods as an area wherein higher residential densities can be accommodated.

The proposed Amendment is consistent with the principles of orderly planning of urban growth and settlement under SPP 3 given that the modifications proposed take into account the strategic and physical context of the locality. It is clear that the Structure Plan sits within a very different context to that which applied in 2003 and accordingly, modifications are required to ensure the Structure Plan continues to provide for the development of safe, convenient and attractive neighbourhoods which meet the diverse needs of the community.

The growth estimates originally provided for in the Structure Plan no longer accurately reflect current or future housing demand projections. The intent of the Structure Plan was to create a planning framework to facilitate development of a diverse range of housing types within the Structure Plan area to accommodate a rising inner-city population. The Structure Plan Report explains that at the time, the resident population of the Central Perth Area was projected to increase from 5,600 in 1996 to 10,100 people in 2031 (a growth of 4,500 people). These growth estimates formed the basis of the density controls contemplated within the Structure Plan.

Since this time, population projects have been revised. Directions 2031, released in 2010, estimated that by 2031, Perth's population would grow from 1.7 million to 2.2 million, with an additional 328,000 homes and 353,000 jobs required to support the 500,000 new residents. This growth projection was revised in 2018 with the release of the WAPC's Perth and Peel @ 3.5 million suite of documents which projected that the population of Perth and Peel would reach 3.5 million by 2050.

The WAPC's Central Metropolitan Sub-Regional Planning Framework seeks to optimise the use of land in close proximity to existing transport infrastructure and key centres of activity and community amenity. It estimates that approximately 215,000 dwellings (56% of the total amount of new infill dwellings) are expected to be delivered in the Central Sub-Region. Of these 215,000 new dwellings, 19,320 are expected to be provided in the Town of Victoria Park.

Although the Town does not currently have an adopted Local Planning Strategy, the Draft Strategy endorsed by Council identifies the Burswood Peninsula as an infill housing opportunity. The draft Strategy provides for growth of the Town from 17,000 dwellings (2016 Census) to 35,000 dwellings by 2050. This represents an increase of around 18,000 new dwellings, designed to meet the State government's infill dwelling target under the Sub-Regional Planning Framework.

The Framework also recognises that with the rise in the number of one-person households, there will likely be greater demand for smaller, and a variety of choice of, dwellings located in areas with high levels of social infrastructure and amenity. As a result of these demographic changes, there will be growing demand for housing in areas with convenient access to a range of services (particularly community and health) or for different types of housing (for example, dwellings which are easier to maintain) to be permitted so that people can downsize from the traditional three or four-bedroom home but remain in the same suburb.

As the composition of the population progressively changes, planning must respond by anticipating the evolving needs and making provision for increased diversity of housing, that is, different types of housing in terms of size and type and/ or the location of homes required by communities.

The draft Strategy seeks to direct population growth in activity centres and around train stations, consistent with the principles outlined in Directions 2031 and the Perth and Peel @ 3.5 million suite of documents. As the Burswood Peninsula is classified as an 'Activity Centre' under the Sub-Regional Planning Framework, it is therefore an area wherein infill development should be promoted.

Adoption of the DSP and Belmont Park Structure Plan have shaped community expectations for height and density in the area. Given the proximity of the Amendment Area to these precincts, combined with the addition of new and significant buildings in the form of Optus Stadium and Crown Towers, is not unrealistic to expect that Amendment Area will continue in a similar pattern of development intensity, land use and character.

The modifications proposed to the Structure Plan support the vision outlined in the DSP to facilitate the development of sustainable and attractive housing, recreation, entertainment, tourism and employment opportunities that take advantage of the area's proximity to transport infrastructure and public transport services. The DSP recognises that the Burswood Peninsula has an important role to play in accommodating the population growth projections outlined in Directions 2031 and the Perth and Peel @ 3.5 million framework and seeks to achieve the dwelling targets established under these documents.

In support of this proposed Amendment, transport consultants flyt have undertaken a SIDRA Intersection Modelling Review to assess the road network capacity within the Structure Plan Area. A copy of the assessment is enclosed at **Attachment 3** and discussed in further detail in Section 4.13 of this report.

The modelling is based on predicted traffic volumes from approved (but not constructed) developments within the Structure Plan Area and future predicted dwelling yields arising from this proposed Amendment. It concludes that the existing road network can accommodate the proposed increase in dwelling yield.

The road layout, location of built form and distribution of open space within the Structure Pan Area is illustrated in Figure 18 of the 2003 Structure Plan Report. This Figure has been updated as part of the

Structure Plan review process to include the location and extent of built form approved within the Structure Plan Area but not yet constructed and to illustrate the location and extent of built form specifically proposed on Lots 1 and 21 by way of the setback modifications described above. Refer **Figure 18 - Amended Figure 18: Indicative Development Plan**.

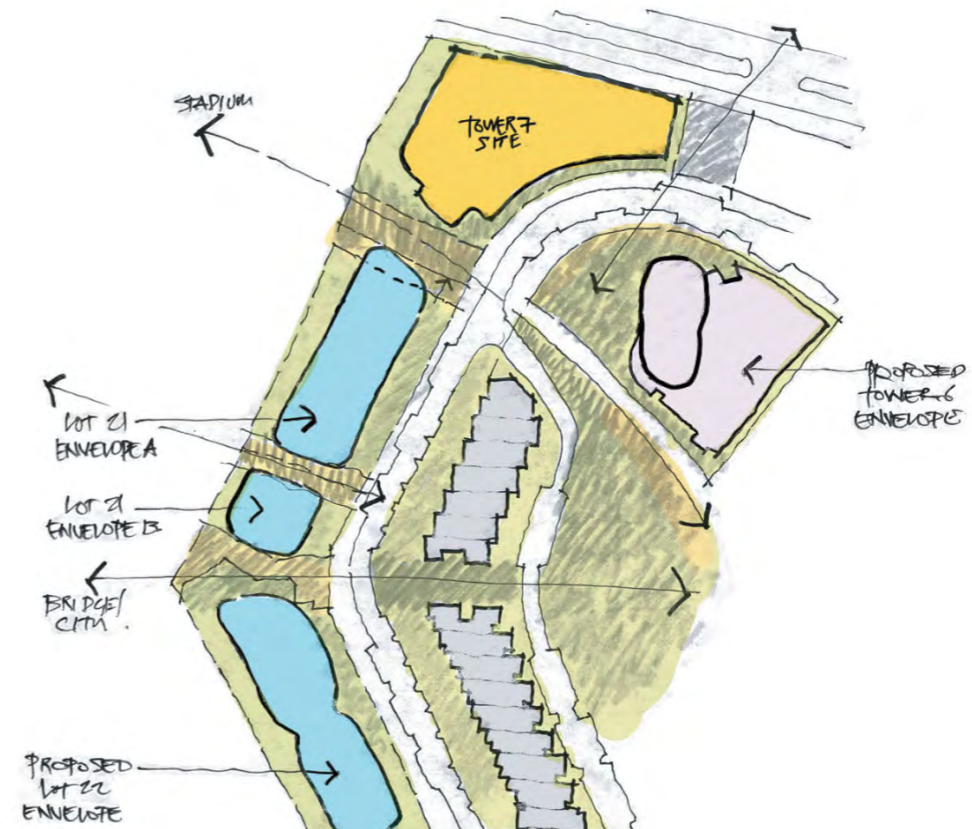


Image:

Hames Sharley, 2021

4.7 Lot Patterns and Sizes

Matters relating to indicative lot patterns and sizes, the location of public easements and potential viewing areas are set out in Part B - Section 4.5 of the current Structure Plan and illustrated in **Figure 22 - Proposed Routes for Cyclists and Pedestrians, and Indicative Bus Route** and **Figure 23 - indicative Subdivision Plan**.

As part of the Structure Plan review process, the location of public easements and viewing areas along the northern and western boundaries of the Structure Plan Area has been considered. In 2003, the Structure Plan Area addressed a very different urban context. The construction of Optus Stadium and Matagarup Bridge have changed the landscape and introduced potential new view corridors.

Figure 22 has been updated to remove public easements that are shown in specific locations, where access or view opportunities can otherwise be dealt with by a more site-specific detailed design approach at the Development Application stage. Site-specific provisions have subsequently been included in Part One of this document for both Lot 1 and Lot 21. Refer **Amended Figure 22 - Proposed Routes for Cyclists and Pedestrians, and Indicative Bus Route** in Part One of this document.

Figure 23 has been updated to adjust the boundary between Lots 1 and 21 to directly align with the original view corridor to Optus Stadium as seen from the northern end of the Lake Park. With this in mind, the extent of publicly accessible open space at the northern end of the Lake Park has been increased taking up the western part of Lot 10. This area of open space connects the view corridor to the Stadium with the view corridor north to the river bend and provides further separation between Lot 1 and Lot 10.

To enable the view to the north, an open view corridor is planned at the eastern end of Lot 1, immediately to the west of Lot 2. This break will also provide a scale transition from the future Lot 1 tower podium to the existing single dwellings and, two to three level development along Victoria Park Drive from Lot 2 eastwards.

Lot 21 also offers the opportunity for the introduction of further enhancements of masterplan view corridors which look to benefit from the precinct evolutions of landmark vistas by reviewing the dimensions of the individual urban block and/or introducing a splitting of the building into two, enhancing the precinct view corridors.

4.8 Public Open Space

Provisions relating to the location and size of POS and publicly accessible landscaped areas within the Structure Plan Area are set out in Part B - Section 4.8 of the current Structure Plan and illustrated in **Figure 20 - Infrastructure and Amenities Plan** and **Figure 31 - Indicative Public Realm** of the 2003 Structure Plan Report. The general requirement under the Structure Plan is that a minimum of 10% of the gross subdividable area be provided as POS and that this POS is developed with earthworks, grassing and planting, with an irrigation and maintenance commitment for a minimum of two summers.

As part of the Structure Plan review process, an audit of POS provided and planned within the Structure Plan Area has been completed. The results of this audit are summarised in **Table 14** below.

Location No. (Refer Figure 31)	Status	Location Description	Type	POS as per Structure Plan (m ²)	POS to be provided (m ²)	Variation (m ²)
Public Open Space (POS)						
1	Delivered	Between The Mews and Vasse Rise	POS	899	899	0
2	Delivered	Charnley Gardens	POS	1,502	1,601	99
3	Delivered	Corner Pallinup Street and Charnley Gardens	POS	274	394	120
5	Delivered	Circular Park	POS	3,137	3,450	313
9	Delivered	Lake Park	POS	8,640	9,823	1,183
11	Delivered	Between Lots 17 and 18 connecting The Promenade to Bow River Crescent	POS	879	847	-32
12	Delivered	Corner Vantage Way and Bow River Crescent	POS	879	879	0
14	Delivered	Lot 22 DA Approved connecting Between Bow River Crescent to Structure Plan boundary (south)	POS	983	983	0
15	Delivered	Bow River Crescent adjacent T5	POS	1,845	1,859	14
21	Proposed	Tower 6 DA Approved	POS	0	807	807
13	Delivered as PAL	Lot 22 DA Approved connecting Bow River Crescent to western Structure Plan boundary (north)	PAL	906	0	-906
Total POS				19944	21542	1598
% of Site *				11.7%	12.47%	0.9%

Publicly Accessible Landscaped Areas (PAL)						
4	Delivered	Between Lots 2 and 3 connecting Bow River Terrace to Burswood Link Road	PAL	207	67	-140
6	Delivered	Between T4 and T6 connecting Lake Park to Bow River Crescent	PAL	250	125	-125
7	Delivered	Between T2 and T4 connecting Lake Park to Bow River Crescent	PAL	1,206	1,206	0
8	Delivered	Central Plaza between T1 and T2 connecting Lake Park to Circular Park	PAL	2,126	2,126	0
Deleted	Proposed	Between Lots 1 and 2 connecting Bow River Terrace to Burswood Link Road	PAL	220	0	-220
Deleted	Proposed	Between Lot 1 and 2 connecting Bow River Crescent to western Structure Plan boundary	PAL	844	0	-844
10	Delivered	Between Lots 16 and 17 connecting The Promenade to Bow River Crescent	PAL	462	550	88
13	Delivered	Lot 22 DA Approved connecting Bow River Crescent to western Structure Plan boundary (north)	PAL	0	488	488
16	Delivered	Between The Mews and Vasse Rise	PAL	0	127	127
17	Delivered	East of T4 - Bow River Terrace	PAL	0	233	233
18	Delivered	East of T5 - Bow River Terrace	PAL	0	467	467
19	Delivered	East of Charnley Gardens	PAL	0	139	139
20	Delivered	Between T1 and Lot 14 connecting The Crescent to Vantage Way	PAL	0	263	263
Total PAL				5315	5791	476
% of Site *				3.1%	3.35%	0.27%
Total Combined POS/PAL				25259	27333	2074
% of Site*				14.62%	15.82%	1.20%

* Site Area is estimated as 17.2724ha based on areas provided in Figure 31 (excluding DOLA/MRD land)

Table 14: POS Audit

The audit reveals that approximately 27,333m² of POS/PAL has been/will be provided within the Structure Plan Area once construction is complete. This represents approximately 2,074m² more land than was originally envisaged under the 2003 Structure Plan (25,259m²).

The total amount of POS/PAL provided represents approximately 15.82% of the total site area which exceeds the amount of POS/PAL contemplated under the 2003 Structure Plan (14.8%) and significantly exceeds the standard 10% obligation required under Liveable Neighbourhoods.

Figures 19 and 31 have been amended to reflect the size, location and function of POS and/or PAL within the Structure Plan Area. Refer **Amended Figure 19 – Structure Plan** and **Amended Figure 31 – Indicative Public Realm** in Part One of this document. The following provides a summary of the modifications to Figure 31:

- An additional 807m² of POS is provided on Lot 10 (Tower 6) to reflect the approved development;
- The PAL between Lots 21 and 22 has been modified to reflect the approved development (Ador Apartments);
- PALs provided as part of the planning and construction process but not contemplated in the 2003 Structure Plan have been added. These additional PALs equate to approximately 1,229m² of additional public land;
- All POS and PAL areas have been checked against Landgate cadastral data and corrections made as required. Many of the POS and PAL areas provided are larger than required under the 2003 Structure Plan; and
- The PALs between Lots 1, 2 and 21 have been removed from their original location under the 2003 Structure Plan and replaced with site-specific provisions in Part One of this document. The new provisions will deliver view corridor opportunities in accordance with **Amended Figure 22 – Proposed Routes for Cyclists and Pedestrians, and Indicative Bus Route** in Part One of this document.

Pedestrian connectivity between the Structure Plan Area and surrounds is recognised as a previously identified, and ongoing consideration for the remaining Lots 1 and 21. The Structure Plan is restricted by height level differences and land ownership, with the parcel of land immediately west of the Structure Plan Area (referred as the 'canal land'), currently owned by the State. The wider Burswood Park is also separately owned. Notwithstanding this, the **Amended Figure 22** and new site specific provisions for Lots 1 and 21 ensure the need for visual linkages and view corridors are addressed. The opportunity for a physical linkage between the Structure Plan and Burswood Park is also acknowledged in **Amended Figure 22** as a Possible Additional Future Pedestrian Connection, noting that the land within the Structure Plan Area will be provided, while the ability to deliver the connection and provide land within Burswood Park does not form part of this Structure Plan.

4.9 Public Open Space Maintenance

In accordance with the provisions of SPP 3.6 (refer to Section 3.6.3 of this report), it is standard industry practice for a developer to manage and maintain roads and infrastructure for a two-year period following construction before handing over responsibility to the local government.

Liveable Neighbourhoods (update 2, 2009) as well as the current 2015 draft, recognise the importance of collaboration between developer and local authority in the delivery and establishment of POS. Prior to Liveable Neighbourhoods, developers were expected to provide 10% POS, with the potential expenditure of 2% as cash-in-lieu funds for POS development. Liveable Neighbourhoods established a clearer position that POS be developed by a subdivider and maintained for two summers.

Mirvac have been maintaining the POS at Burswood Peninsula for over 17 years. In accordance with the provisions of SPP 3.6, it is standard industry practice for a developer to manage and maintain roads and infrastructure for a two-year period following construction completion before handing over responsibility to the local government. Mirvac and the Town are party to a Deed entered into in 2005 and this Deed refers to construction and maintenance obligations over an area referred to as the "POS".

In 2017, the parties commenced discussions in relation to the handover of maintenance responsibilities. A position was agreed between Mirvac and Town staff proposing that the Town take over the remaining POS maintenance from 1 October 2021. This was not agreed by Council and is the subject of ongoing discussions.

The Structure Plan Amendment changes look to reflect the provisions of SPP 3.6, acknowledging that ongoing discussion with the Town is required to formally update the existing maintenance agreement. These discussions, once finalised, will supersede the provisions set out in Part B – Section 4.12 of the 2003 Structure Plan Report entitled 'Commitments by the Development Proponent and/or Burswood Ltd'.



Landscaped road reserve within the Structure Plan Area.

4.10 Deep Soil Areas

Consistent with the exceptional standard of development throughout Precinct B, the last remaining development sites (Lots 1 and 21) will again deliver an outcome that ensures the landscape strategy makes a significant contribution to the ecology, character and amenity of the Burswood Peninsula. With over 27,000sqm of publicly accessible land being provided within the Structure Plan area on completion, representing 15.82% of the site area, the landscape amenity and public realm offering remains a key structure plan objective and an important part of the success of the Burswood Peninsula precinct.

The adequacy of Deep Soil Areas as part of the overall provision of open space and landscaping within the Structure Plan Area has been raised as a consideration by the Town's Design Review Panel in its review of previous development applications. Deep Soils Areas are not specifically addressed in the current Structure Plan but are a requirement of the RDC Volume 2 – section 3.3.

Lots 1 and 21 are acknowledged as having geotechnical constraints that require development to be managed in accordance with Ministerial Statement 526, with associated management plans in place. With a geofabric warning barrier in place over sites within the Structure Plan there is a significant constraint to the depth and design of the built form and basement design options. Consequently, previous development applications have proposed some or all required landscaping 'on-structure' to meet the deep soil requirement. While this approach has been discussed at length at the development application assessment stage, approvals have been conditional upon the submission of a detailed Landscaping Plan that demonstrates raised planters, soil build-up and sloping structural slab to ensure sufficient soil area and planter dimensions to sustain healthy plant and tree growth for tree canopy with medium to large trees.

In accordance with RDC Volume 2 Element Objective 03.3.3 it is intended that Lots 1 and 21 include "deep soil zones" achieved via planting on structure which provide sufficient area, volume and width to sustain healthy plant and tree growth and infiltration of water as required. These planting on structure zones are to achieve the required 10% DSA areas. Commitment to the minimum number of trees will be as per Table 3.3a. Minimum deep soil area and tree provision requirements and Table 3.3b Tree sizes of the SPP 7.3 Residential Design Codes Volume 2 – Apartments.

4.11 Public Art

Local Planning Policy 29 – Public Art Private Developer Contributions ('LPP 29') sets out the Town's requirements for the provision of public art as a condition of Development Approval. It was adopted in May 2008 and most recently reviewed in March 2020.

Provision 1.2 (a) of LPP 29 excludes the requirement for a public art contribution to be made for development within an area the subject of an approved Structure Plan which contains alternative requirements for the provision of public art.

The Structure Plan was adopted in 2003, some five years before the original LPP 29 was prepared, and accordingly it doesn't contain any provisions which specifically reference and seek to vary the requirements of LPP 29. It does, however, contain alternative requirements to public art in conjunction with the delivery of significant public realm. The Structure Plan requires the following in relation to the provision of public art:

- *"The development has been carefully designed to ensure that all dwellings have access to an abundance of public amenities, including: 'kick-about areas', child-play and barbecue areas, areas for quiet contemplation, public art, an extensive ornamental lake system, and unrivalled views across the golf course and Swan River to the Perth CBD."*
- *"The proposed two- and three-storey houses will be located throughout the development and will be generally grouped around "pocket parks". All streets, parks, and plazas will be defined and edged by buildings with windows overlooking these important public places. This, together with the careful integration of trees, shrubs, public art and street furniture will help to provide a vibrant street life and sense of community."*

These requirements have resulted in the provision of a number of high-quality public artworks within the Structure Plan Area, installed by Mirvac as part of an integrated approach to the delivery of an exceptionally high-quality public realm, consistent with the objectives of LPP 29.

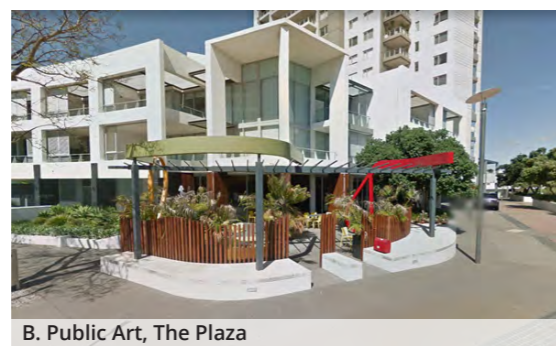
The Structure Plan Area is a master-planned precinct which Mirvac has been exclusively responsible for planning and delivering over the past 18 years. During this time, Mirvac has delivered exceptional public realm amenity outcomes through the provision of high-quality design, POS provision and treatments, and public art well beyond normal development standards and well prior to LPP 29 being drafted. Examples of public art and public realm improvements within the Structure Plan Area (Development Area B) are provided in **Figure 19 – Public Realm Improvements**.

As Figure 19 demonstrates, the Structure Plan Area and surrounds do not lack in amenity. Public art installations are provided at key focal and reference points such as building entries and the central circular park. Public realm improvements are provided throughout the Precinct and include hard and soft landscaping, street furniture such as lighting and seating, and community facilities such as playground equipment.

The Structure Plan therefore proposes a new provision, included in Part One of this Amendment document, which states that a formal public art contribution will be capped in respect of any future Development Applications on Lots 1 and 21. Any existing obligations for the provision of a public art contribution under current Development Approvals within the Structure Plan Area are to remain. This includes Lot 10 (Tower 6) and Lot 22 (Ador Apartments).



A. Playground equipment, Lake Park



B. Public Art, The Plaza



C. High-quality landscaped courtyard, The Plaza



D. Boardwalk connection to Lake Park



E. High-quality streetscape, Bow River Crescent



P. Public realm improvements, Lake Park



F. Landscaped accessway, Victoria Park Drive



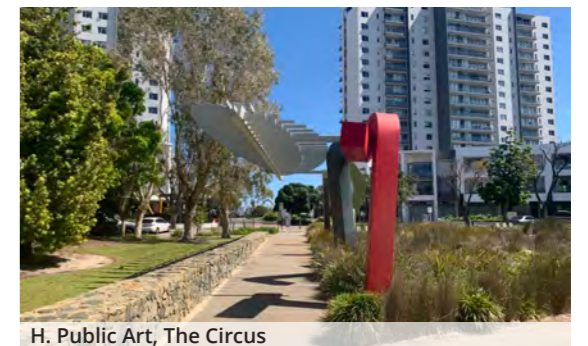
O. Public Art entry statement, Vantage Way



G. Pedestrian connection to Crown Casino and Lakes



N. High-quality Public Open Space, Lake Park



H. Public Art, The Circus



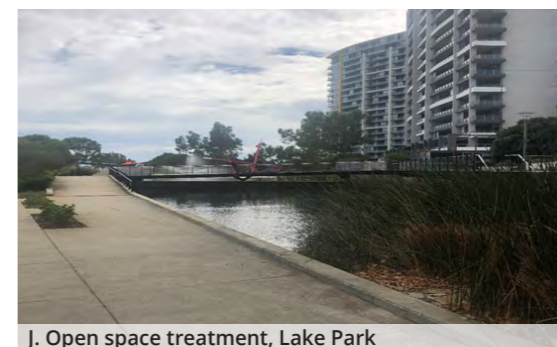
M. Public seating, The Circus



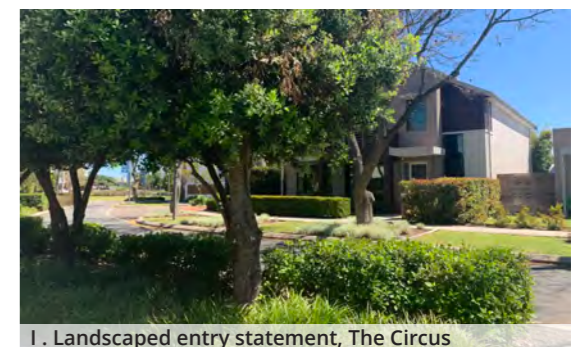
L. High-quality Public Open Space, The Circus



K. Landscaped accessway, Bow River Crescent



J. Open space treatment, Lake Park



I. Landscaped entry statement, The Circus

Figure 19 – Public Realm Improvements



Public Art within The Circus park.

4.12 CAR PARKING

Standards relating to the provision of car parking within the Structure Plan Area are set out in Part C – Section 5.11 of the 2003 Structure Plan report. The provisions incorporate variations to the (then) operational (2002) RDC as set out in **Table 15** below:

Dwelling Type	Minimum Bays Required per Dwelling
Courtyard Homes, Detached Single Family Home, Zero-Lot-Lined Homes, and Townhouses	2
1 Bedroom Apartment	1
2 Bedroom Apartment	1.5
3 Bedroom Apartment	2
Visitor Parking	10% of required bays that may include, where appropriate, on street parking

Table 15: Parking standards under 2003 Structure Plan

Since 2019, the planning and design standards for residential apartments (multiple dwellings) in areas coded R-AC3 have been subject to the provisions set out in the RDC Volume 2. The car parking standards applicable under the RDC Volume 2 are set out in **Table 16** below:

Parking Types		Location A	Location B
Car Parking	1 Bedroom Dwelling	0.75 bays per dwelling	1 bay per dwelling
	2+ Bedroom Dwelling	1 bay per dwelling	1.25 bays per dwelling
	Visitor	1 bay per four dwellings up to 12 dwellings 1 bay per eight dwellings for the 13th dwelling and above	
Bicycle Parking	Resident	0.5 space per dwelling	
	Visitor	1 space per 10 dwellings	
Motorcycle / Scooter Parking	Developments exceeding 20 dwellings provide 1 motorcycle / scooter space for every 10 car bays		

Table 16: Parking standards under current RDC Volume 2 (Table 3.9 – Parking Ratios)

The car parking provisions contained in the 2003 Structure Plan no longer reflect the operative RDC and therefore need to be updated.

The Structure Plan Area is considered to fall within 'Location A' on the basis that it is located within 800m of both the Stadium and Burswood Train Stations. It is noted that the Stadium Train Station currently only operates on 'event days' however, the WAPC's Peninsula DSP notes that the Station may be upgraded from an event station to a full service station to accommodate increased demand for rail services. Regardless, the Structure Plan Area is located within 800m of the Burswood Train Station which is positioned to the south-east.

Given the Structure Plan Area's proximity to public transport and general location close to the Perth central area, it is considered appropriate that the parking requirements under the RDC Volume 2 be applied. The variations permitted under the 2003 Structure Plan are therefore proposed to be removed and future Development Applications on Lots 1 and 21 are to be assessed against the provisions of the RDC Volume 2 unless specified varied in Part One of this document.

Two variations to the parking standards under the RDC Volume 2 are proposed and these are discussed below:

(a) No Maximum Parking Limit

The first variation is in relation to Acceptable Outcome A 3.9.3 of the RDC Volume 2 which states that the maximum parking provision is not to exceed double the minimum number of bays specific in Table 3.9. Whilst it is not expected that the maximum parking standards under the RDC Volume 2 will be exceeded on Lots 1 and 21, there is currently no maximum parking standard applicable under the Structure Plan. To ensure there is a reasonable degree of consistency in terms of parking standards throughout the Structure Plan Area, it is considered appropriate that the maximum parking provision under the RDC Volume 2 not be applied to Lots 1 and 21.

(b) No Minimum Visitor Parking Requirement

The second variation is in relation to visitor parking. As part of the Structure Plan review process, Mirvac undertook an audit of visitor parking provision within Development Area B of the Structure Plan Area (refer to Figure 8 for Development Area B location). The audit compared the number of visitor bays required under the provisions of the 2003 Structure Plan against the number of visitor bays constructed (or proposed to be constructed) on site to date. The parking audit is provided at **Table 17** and the location of existing and proposed visitor bays (on street) is shown in **Figure 20 – Visitor Parking Plan**.

Key findings from the parking audit are summarised below:

- A total of 180 visitor bays are required in Development Area B based on the 2003 Structure Plan dwelling yield.
- The proposed Amendment generates a requirement for a further 36 visitor bays, bringing the total visitor parking requirement (post Amendment) to 216 bays.
- 235 visitor bays (including disabled bays) have been constructed on site to date and an additional 12 visitor bays are yet to be constructed (required as Conditions of Development Approval).
- Upon construction of the remaining bays, a total of 248 visitor bays will be provided within Development Area B, representing a surplus of 32 bays.

As part of the audit, site inspections were conducted at various times of the day to ascertain the number of vacant and occupied on-street visitor bays. The site inspections consistently revealed vacant visitor bays, suggesting the current supply of visitor bays within the Structure Plan Area is adequate. On this basis, there will be no further visitor parking requirements for the two remaining undeveloped sites (Lots 1 and 21).

Lot No.	Status*	No. of Dwellings Constructed/Planned*	No. of bays required as per 2003 Structure Plan		
			Resident	Visitor	Disabled
1	Proposed**	74	111	11	0
2	Constructed	17	34	3	0
3	Constructed	7	14	1	0
4	Constructed	13	26	3	0
5	Constructed	14	28	3	0
6	Constructed	11	22	2	0
7	Constructed	17	34	3	0
8	Constructed	187	286	29	0
10	Approved	133	219	22	0
11	Constructed	116	197	20	1
12	Constructed	87	150	15	1
13	Constructed	7	14	1	0
14	Constructed	8	16	2	0
15	Constructed	7	28	3	0
16	Constructed	9	27	3	0
17	Constructed	7	14	1	0
18	Constructed	89	151	15	0
19	Constructed	64	106	11	0
20	Constructed	30	50	5	0
21	Proposed**	47	71	7	0
22	Approved	88	138	14	0
23	Constructed	26	45	5	0
24	Constructed	30	50	5	0
Sub-Total		1,058	1,781	178	2
Additional parking requirement based on increased dwelling numbers as per proposed Amendment***					
1	Proposed	151	233	23	0
21	Proposed	78	125	13	0
Sub-Total	229	358	36	0	
Overall Total		1,287	2,139	214	2

* Development Status – refers to status of development as follows: Constructed - final constructed number of dwellings; Approved - not built (number of dwellings in Development Approval granted); and Vacant (Development Approval yet to be granted - dwelling numbers per 2003 Structure Plan).

** Subject to change under this Amendment.

*** Represents the difference between the number of dwellings permitted under the 2003 Structure Plan and the number of dwellings proposed under Amendment No. 2.

Table 17: Car Parking Audit (Development Area B)

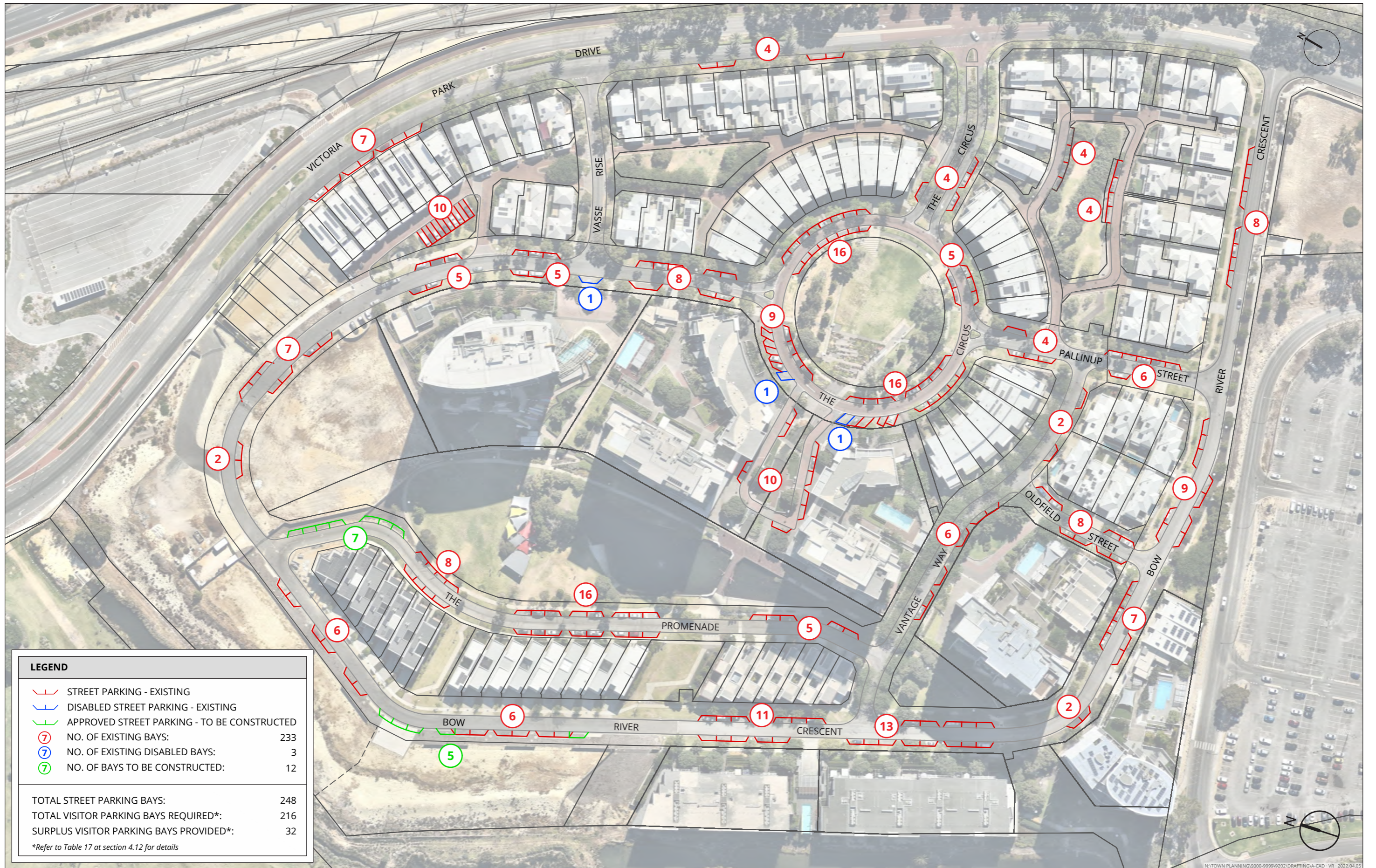


Figure 20 – Visitor Parking Plan

4.13 Traffic Modelling

The proposed hierarchy and projected future traffic volumes of roads within the Structure Plan Area are set out in Part A - Section 8.2 and illustrated in 11 - Projected Future Traffic Volumes of the 2003 Structure Plan Report. As part of the Structure Plan review process, Transport Consultants flyt have undertaken traffic modelling to assess updates to the Structure Plan Area. A copy of the assessment is enclosed at **Attachment 3**.

The modelling builds on previous assessments undertaken by Flyt for Mirvac and other landowners within the Structure Plan Area, and as part of the broader DSP for the State Government. It examines, in particular, the intersections of Victoria Park Drive with Vasse Rise, The Circus and Bow River Crescent and is based on predicted traffic volumes from approved (but not constructed) developments within the Structure Plan Area and future predicted dwelling yields arising from the proposed Amendment. In this regard, the modelling takes into account existing, approved and proposed dwelling yields.

The modelling demonstrates that:

- The existing road network will operate at a level of service 'A';
- The right turn from The Circus is predicted to carry significant traffic in both peak periods, but still within acceptable limits, operating at a level of service 'C';
- Victoria Park Drive has sufficient capacity to accommodate traffic volumes associated with ultimate development of the Structure Plan Area;
- As the Structure Plan Area has no local through roads, future residential and mixed-use development of surrounding areas (Belmont Park, Burswood Station West, Burswood Station East, and other possible development sites such as the Burswood Park Board parklands and State Tennis Centre) will not lead to an increase in local road traffic; and
- The forecast daily traffic volumes on local roads within the Structure Plan Area are lower than the original forecast in 2002. This is due in part to the daily trip rate used for the 2002 modelling being 10 trips per vehicle per day which is considered a significant overestimate for a predominately residential development of this nature in this location.

Changes to the projected future traffic volumes identified as part of the modelling exercise are illustrated in **Figure 21 - Amended Figure 11: Projected Future Traffic Volumes**.

The modelling notes that whilst the expansion of the Crown complex and the opening of Optus Stadium and the adjacent Camfield have increased traffic within the Burswood Peninsula and along Victoria Park Drive generally, these entertainment venues generate their greatest traffic volumes outside of regular road network AM and PM peak periods.

A road safety assessment was also undertaken which examined intersection and mid-block crash history of local roads and intersections. The assessment did not reveal any existing road safety issues within the local road network or the surrounding higher order roads.

Whilst it is appreciated that more detailed traffic assessments will be undertaken at the Development Application stage, the modelling demonstrates that the existing road network can accommodate the proposed increase in dwelling yield proposed in the Amendment.

4.14 Design Review Panel Consideration

The proposed Structure Plan Amendment has been presented to the Town of Victoria Park's Design Review Panel for review and consideration on three occasions (8 September 2021, 13 October 2021 and 10 November 2021). The feedback received from the Design Review Panel has informed the Structure Plan review process and guided the amendments now proposed. The following provides a summary of several key issues raised by the Design Review Panel, and the response incorporated into the Structure Plan Amendment.

- Provision relating to 'sculptural' architectural design of future tower (Tower 7)

Revised building envelopes and the inclusion of specific plot ratio, building height and setback standards have been incorporated into the Structure Plan Amendment report to guide the ultimate future built form outcome of Tower 7 (Lot 1 Bow River Crescent). Tower 7 has the opportunity to provide a new and exciting eastern entry statement on what can be considered a "gateway site" for the Perth CBD. The ultimate architectural design will act as a new icon in residential design representing the physical connection between entertainment and built form landmarks of the surrounds that will provide for a high standard contemporary design of appropriate scale and, importantly, remain consistent with the intended future character of the estate.

The evolution of the spine of the towers within The Peninsula has seen each development improve upon the last. Tower 7 will be shaped to provide an appropriate articulated response to the site, provide for a considered response to pre-existing development with a more slender form of tower to minimise adverse impact on neighbours, and ensure Tower 7 asserts its individual identity in the overall composition of the estate. In this regard, Tower 7 will provide for a new aspirational peak that will deliver an engaging built component as part of a new entrance statement to the eastern end of the Perth CBD. Whilst the Structure Plan Amendment establishes the key planning controls that will ultimately guide the built form outcome, the external form and design of the building will be subject to more detailed consideration by the Design Review Panel as part of the subsequent Development Application process.

- Connectivity / public access to the west of the Structure Plan Area, including options to 'future-proof' access

Opportunities for future connectivity between the Structure Plan Area and the Burswood Park Board land to the west have been considered as part of the Structure Plan review process. Figure 22 - Proposed Routes for Cyclists and Pedestrians, and Indicative Bus Route in Part One of this document has been amended to include a new "possible future pedestrian connection" between the Structure Plan Area and the land to the west. This connection is shown in the vicinity of the pedestrian accessway (POS) located between Lots 22 and 23 Bow River Crescent.

It is acknowledged that opportunities for pedestrian connection and/or views to the north and to Victoria Park Drive were discussed with the DRP. Three new view corridors have been incorporated into the amendment, being two to the northwest through Lot 21, and one to the northeast across Victoria Park Drive between Lot 1 and 2. As a 'View Corridor Link' each of these are intended to provide vistas to the wider surrounds including Perth Stadium and the Matagarup bridge. They are not pedestrian connections and do not require public easements. They are illustrated in Amended Figure 22 (Part One). Amended Figure 24 also recognises the inclusion of these view corridors, consistent with the original design intent for other view lines within the Structure Plan, noting they will be refined at Development Application stage.

The potential inclusion of an additional pedestrian connection through Lot 1 was raised by the DRP and also investigated in detail but does not form part of the amendment. Given significant level changes between Lots 1 / 2 and Victoria Park Drive a number of safety, security and accessibility issues indicate that public pedestrian access at this location is impractical and will deliver bad design outcomes. . The amendment recognises the walkability of the catchment to the existing Burswood Station as well as established connections links such as Vasse Rise as an acceptable connections to support access to Perth Stadium Station.

AMENDED FIGURE 11: PROJECTED FUTURE TRAFFIC VOLUMES

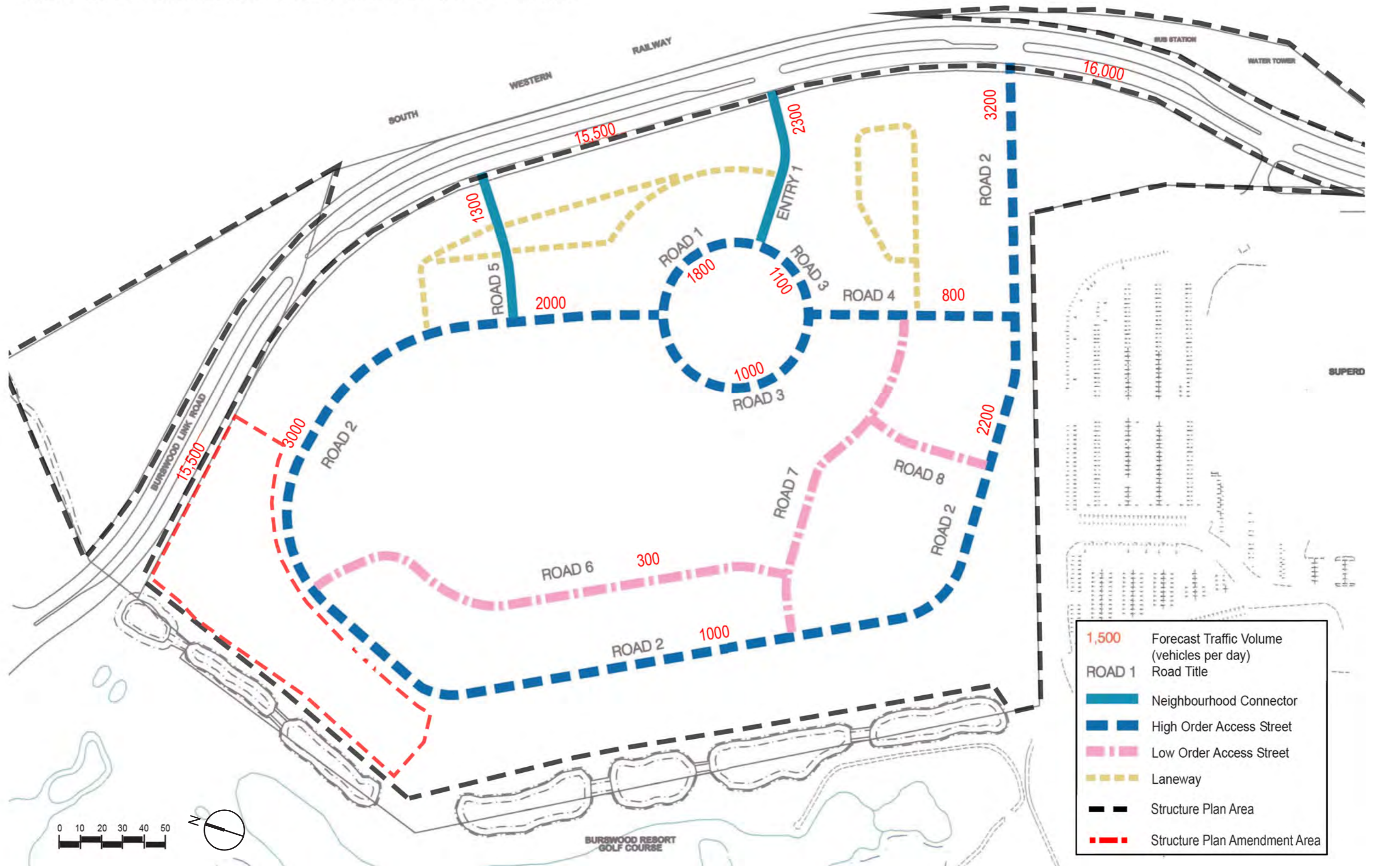


Figure 21 - Amended Figure 11: Projected Future Traffic Volumes

- Wind impact of revised building envelopes at Lots 1 and 21 Bow River Crescent

Wind impact assessments have not been undertaken as part of the Structure Plan review process given detailed building designs are yet to be finalised for Lots 1 and 21 Bow River Crescent. Where required, wind impact assessments will be undertaken as part of the detailed design process and included as part of the Development Application submission for review and consideration by the Town and the Design Review Process at that stage.

It is acknowledged that the proposed Structure Plan Amendment will be presented to the Design Review Panel for further consideration as part of the assessment process. It is expected that additional information may be requested by the Design Review Panel, which Mirvac and the consultant team will address as required. It is also important to note that further consideration by the Design Review Panel will occur at the Development Application stage as part of the normal order of process.

4.15 Sustainability

In accordance with the original Burswood Lakes Structure Plan (2003) objectives and Section 7.2 Sustainability, the remaining development sites will promote good design that optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.

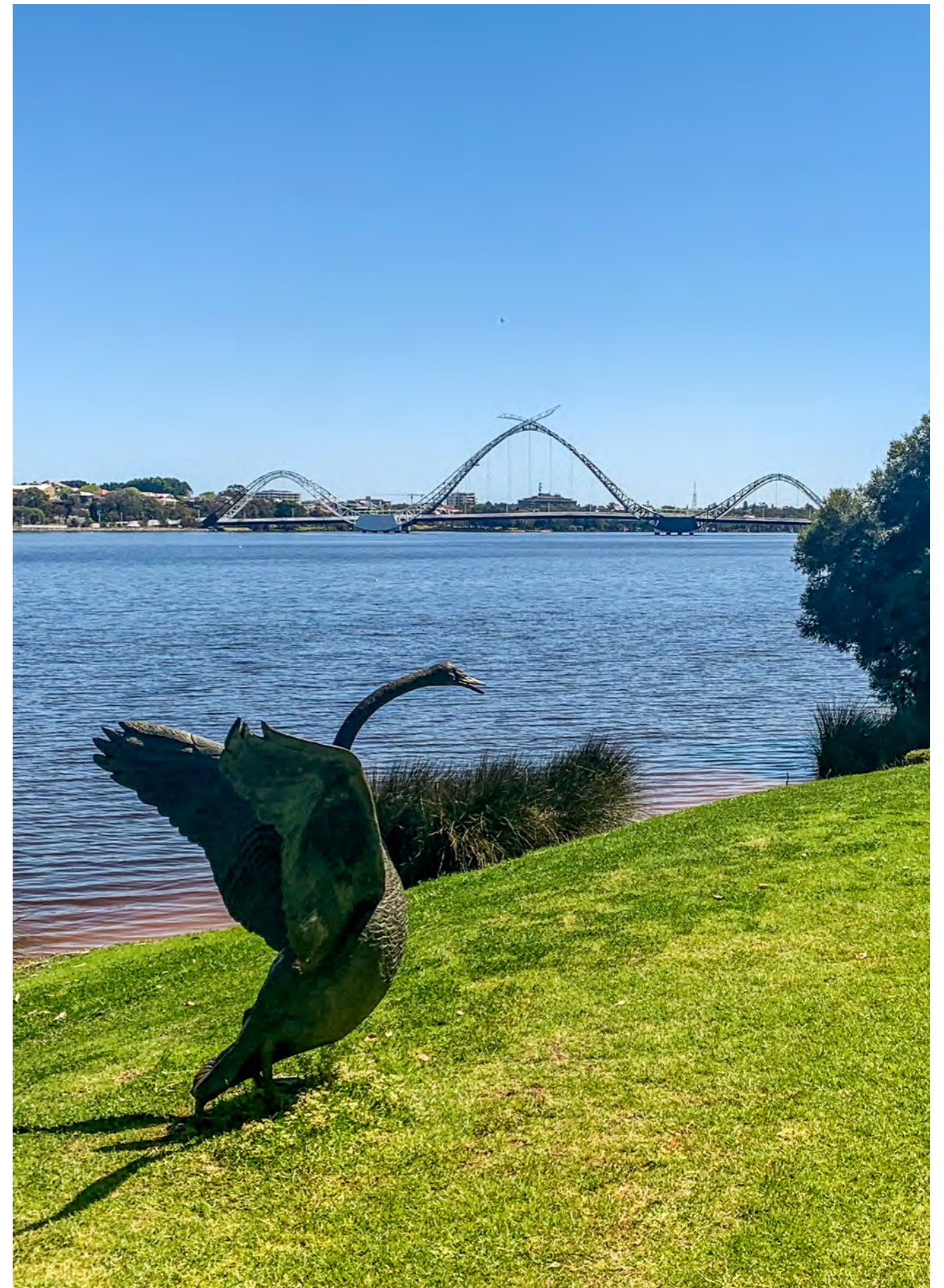
Acknowledging that this is a structure plan, that there are limited development sites remaining within the structure plan and their development timeframes are not certain, site specific commitments regarding ecologically sustainable development (ESD) are not appropriate. Importantly, the structure plan requires that considerations of ESD with respect to each remaining development be assessed against and seek to meet and or exceed State Planning Policy 7.3 Residential Design Codes Volume 2 – Apartments with respect to the stated sustainability element objectives and acceptable outcomes.

Demonstrative of the structure plan's commitment to and intent to achieve ESD, the below list provides elements that should be specifically considered during each remaining development site's Development Application stage:

- Class 2 - Target plus 1 star increase to the average NatHERS performance requirement (against applicable National Construction Code requirement at time of Development Application).
- Class 1 - Target plus 0.5 star increase to the minimum NatHERS performance requirement (against applicable National Construction Code requirement at time of Development Application).
- Use of high-performance Double-Glazed windows and facades for all residential dwellings.
- Design of roof spaces to include Solar PV with optimised sizing and installation of Solar PV systems and consideration onsite energy storage.
- Future proofing by providing base infrastructure to allow for minimum 25% of all dwellings to allow for installation of EV chargers.
- All stormwater to be distributed to Burswood lakes stormwater infrastructure or utilised on site.
- Where possible, explore the opportunity for the landscape strategy to include for transplant mature trees.

The above is not intended to be a complete list but an important representative sample of opportunities. These are also acknowledged as likely to evolve over time as technology changes or development standards and materials change.

In addition to the above, the structure plan acknowledges that should a Development Application on a remaining undeveloped site look to provide an alternate community benefit offering (as outlined in SPP7.3 Volume 2) the above ESD requirements may be suitably varied to recognise the nature of the proposal.



View of Willem de Vlamingh Sculpture and Matagarup Bridge off Camfield Drive

5 Conclusion

The purpose of the proposed Amendment is to ensure that the Structure Plan remains relevant and continues to align with the strategic planning work undertaken by the WAPC and the Town of Victoria Park since adoption of the Structure Plan in 2003. It also seeks to respond to the changing and evolving nature of surrounding development whilst addressing matters that have arisen through the assessment of development proposals within the Structure Plan Area. Notwithstanding this, it is important to recognise that Mirvac has two remaining sites (Lots 1 and 21) to seek development approval on, with the majority of the Structure Plan area now developed.

In recent years, a number of developments in the Structure Plan Area have been granted approval that vary from the development standards outlined in the current Structure Plan and Precinct Plan under LPS1. These approvals have generally been consistent with the broader strategic planning framework and Statement of Intent within the Precinct Plan but have, by necessity, been approved subject to the discretionary powers under LPS1. The proposed Amendment will aid in bringing the Structure Plan into line with broader strategic intentions and in doing so provide greater certainty to developers and decision-makers.

The Structure Plan Amendment is consistent with the overall strategic intent for the area and fits within the existing planning framework that includes the Burswood Peninsula DSP (2015), LPS1, Precinct Plan and associated local planning policies. It also fulfills one of the key recommendations of the Town's draft Local Planning Strategy.

The Amendment does not propose any modifications that would alter the purpose or intent of the Burswood Lakes Environmental and Geotechnical Special Control Area nor does it propose any modifications that would alter the overall Statement of Intent for the Burswood Precinct under Precinct Plan P2. The amendments reinforce the objective of developing high-quality residential land uses, set within a pedestrian-integrated landscaped environment that acknowledge and respect the prominence of the Burswood Peninsula. In this regard, the proposed Amendment remains consistent with its zoning under LPS1.

The proposed Amendment has been informed by a robust design review process, having been presented to the Town of Victoria Park's Design Review Panel on three occasions. Feedback received from the Panel, combined with input provided by the Town's Planning Department and the DPLH during the Structure Plan review process, ensures that the proposed Amendment provides a comprehensive and considered proposal that seeks to maintain the delivery of high quality built form within the Precinct.