

Golden Gateway Frequently Asked Questions

Where is the Golden Gateway Precinct?

The Golden Gateway precinct encompasses land generally bound by Great Eastern Highway, the Swan River, Resolution Drive (north), Grandstand Road (north), Ascot Racecourse (southern boundary), Carbine Street and Hardey Road, Ascot.

What is the purpose of the Golden Gateway Local Structure Plan?

The draft Golden Gateway Local Structure Plan has been prepared to coordinate future subdivision, zoning and development of the precinct. It addresses matters relating to infrastructure changes and upgrades to roads, drainage and services and associated land reassembly, provision of pedestrian and cycle paths and the creation of public spaces.

Why has the Golden Gateway Local Structure Plan been prepared?

The Golden Gateway precinct has significant potential for redevelopment but despite this the area is currently underutilised, fragmented and has significant access constraints. Furthermore, the existing planning provisions under Local Planning Scheme No. 15 do not provide adequate controls for ensuring that any redevelopment is undertaken in a manner that is compatible with the surrounding area. The draft Golden Gateway Local Structure Plan has been prepared in response to the need for comprehensive planning to address these challenges and revitalise the area as the northwest 'gateway' to the City of Belmont.

How does the Golden Gateway Local Structure Plan impact the Ascot Kilns site?

The Ascot Kilns site is located within the Golden Gateway Precinct. Notwithstanding, the draft Golden Gateway Local Structure Plan outlines that the Ascot Kilns site is the subject of a separate planning process in the form of a Local Planning Policy and Local Development Plan.

What building height limits are proposed by the Golden Gateway Local Structure Plan?

The draft Golden Gateway Local Structure Plan provides for building heights ranging between 2-15 storeys, with the potential for an additional five storey bonus at landmark sites.



What does the R-Code of R-AC0, R100 and R40 represent?

The draft Local Structure Plan provides for a variety of housing choices through the designation of a range of medium to high density R-Codes (R40, R100 and R-AC0). Each R-Code allows for a different level of development, with the R40 coding allowing for a lower level of development compared to the level of development allowed under the R100 coding. The R-AC0 coding applied to 'Mixed Use' zoned land within the Precinct provides for the draft Local Structure Plan to stipulate built form controls.

The following table outlines the key differences between the proposed R-Coding's:

R-Code Provision	R40	R100	R-AC0
Plot Ratio (Multiple Dwellings)	0.6	1.3	Refer to Local Structure Plan.
<i>Building Area per 1,000m²</i>	600m ²	1,300m ²	
Lot Size (Single Houses and Grouped Dwellings)			Refer to Local Structure Plan.
<i>Average Lot Size</i>	220m ²	120m ²	
<i>Minimum Lot Size</i>	180m ²	100m ²	

When will development occur?

As most of the developable land is privately owned, the actual timing and sequence of development will be subject to market demand and development intentions of individual landowners.

Notwithstanding, land within the northern section of the precinct is less constrained by land ownership, with the WA Turf Club and the Western Australian Planning Commission owning the majority of this land, therefore making the land more conducive to development.

Changes to the road network will be a key trigger to enable development throughout most of the precinct. Necessary works prior to development commencement include modifications to Stoneham Street, Resolution Drive, Daly Street, Raconteur Drive and Matheson Road. The timing of these works is dependent on implementation of suitable funding strategies.

What will happen to existing businesses in the area?

The draft Golden Gateway Local Structure Plan does not affect the ability for existing businesses to continue operating within the precinct. The redevelopment of land will be subject to market demand and development intentions of individual landowners.

When will the local centre be built?

The delivery timeframe of the local centre will be largely determined by economic factors and the rate of population growth.

How many additional people are expected to be accommodated within the Golden Gateway Local Structure Plan precinct?

The Development Concept Plan suggests a potential yield of at least 3,400 dwellings. This could accommodate a total population of 6,120 assuming an average household size of 1.8 people. Notwithstanding, the ultimate population will be dependent on the type of development pursued which will be subject to the market conditions at the time.

What will happen on the Belmont Trust Land?

The Belmont Trust Land is located within the Golden Gateway Precinct and is owned and managed by the ‘Belmont Trust’. This land is not subject to any formal statutory planning processes at this stage and nor is there a specific timeline for the future planning of this land. The future consideration for this land is dependent upon the ‘Belmont Trust’ and will be subject to a future planning process.

What impacts will the Golden Local Structure Plan have on traffic in the area?

Traffic modelling has indicated that the Golden Gateway Precinct would generate an additional 5,200 vehicle movements a day, with 2,600 inbound and 2,600 outbound movements. It is anticipated that the development of the Golden Gateway Precinct would take many years, and therefore an increase in traffic would be gradual.

Traffic modelling indicates that by the year 2031, the intersection of Stoneham Street and Great Eastern Highway will be at capacity irrespective of the development of the Golden Gateway Precinct. This is a matter that needs to be addressed by Main Roads WA as the agency responsible for upgrades to Great Eastern Highway.

When will works on modifying the road network occur, including the realignment of Resolution Drive?

The timing of these works is currently unknown as it will depend on the availability of funds and the timing of detailed design work and land assembly. Notwithstanding, this realignment will need to occur prior to development of any land requiring access (directly or indirectly) from Resolution Drive. Further discussions with Perth Racing will need to occur regarding the realignment of Resolution Drive due to land assembly requirements.

What implications will the Golden Gateway Local Structure Plan have on access to Ascot Racecourse?

Access to Ascot Racecourse is currently off Matheson Road and Grandstand Road as follows:

Matheson Road

- Full movement access from Matheson Road to a secondary car parking area on the southern side of the racecourse.

Grandstand Road

- Full movement access from Grandstand Road (north) to a public car parking area on the western side of the racecourse.
- Left-in/left-out access directly from Grandstand Road (north) to the member’s car parking area.
- Left-in/left-out access directly from Grandstand Road (north) to the racecourse and facilities office.

The draft Local Structure Plan does not impact upon existing access points to the racecourse from Grandstand Road. The draft Local Structure Plan does however propose to zone the land where the secondary car parking area is located on the southern side of the racecourse to ‘Mixed Use’. If this land was to be developed, alternative access from Matheson Road may need to be provided depending upon the future development intentions of Perth Racing.

Will developers be required to pay contributions towards improved infrastructure in the precinct?

The draft Golden Gateway Local Structure Plan proposes that a cost sharing arrangement in the form of a ‘Development Contribution Plan’ be established to fund significant infrastructure works within the precinct. The establishment of any cost sharing arrangement will occur as a separate planning process which will include consultation with affected landowners.

Who will be responsible for delivering new infrastructure to the precinct?

Until such a time where a suitable cost sharing arrangement has been established, to fund significant infrastructure works for the precinct, it is unclear who will be responsible for delivering infrastructure.

What happens after the conclusion of the advertising period for the Golden Gateway Local Structure Plan?

After advertising of the draft Golden Gateway Local Structure Plan, submissions will be reviewed. Modifications may be required to the draft Local Structure Plan after reviewing submissions and re-advertising of the draft Local Structure Plan may be necessary. A report will then be prepared to Council and the Western Australian Planning Commission, making a recommendation on how the draft Golden Gateway Local Structure Plan should be determined in light of submissions.

Who is responsible for determining the Golden Gateway Local Structure Plan?

The Western Australian Planning Commission is responsible for determining Local Structure Plans. The Western Australian Planning Commission has 120 days from the date that the local government provides the recommendation report to the Commission to determine the Local Structure Plan.

If the Golden Gateway Local Structure Plan is approved, what further planning work needs to be undertaken in the precinct?

Local Planning Policy

The purpose of the LPP is to guide development within the Golden Gateway Precinct, providing sufficient details to ensure comprehensive control over development, to achieve high quality built form outcomes. Development or subdivision should not be approved within the Structure Plan Area until the LPP is adopted, unless otherwise agreed by the local government.

Scheme Amendment to facilitate Structure Plan

The existing zoning of land within the Golden Gateway Precinct does not reflect the proposed zoning as outlined within Plan 1 of the draft Local Structure Plan. A Scheme Amendment will therefore be required to address this inconsistency. The Precinct should be rezoned to ‘Special Development Precinct’ to provide the appropriate base zoning to facilitate integrated development. In addition, in

order to achieve the required planning framework for the Precinct, it will also be necessary to designate a ‘Development Area’ over the land.

Scheme Amendment to ‘normalise’ Structure Plan

In the future, once the implementation of the Local Structure Plan is progressed and the proposed road realignments, land reassembly and cadastral boundary changes are finalised, another Scheme Amendment will be required. This Scheme Amendment will remove the ‘Special Development Precinct’ zone and incorporate the zonings as depicted within Plan 1.

Infrastructure Funding Arrangements

An appropriate funding strategy will be established for the Precinct. This may be in the form of establishing a Development Contribution Area and associated Development Contribution Plan, to coordinate the funding of public infrastructure to facilitate development within the Precinct. The Development Contribution Plan may include infrastructure items including:

- Construction/upgrades to roads
- Public open space
- Landscape treatment for public realm areas

Land Assembly

Following adoption of the Local Structure Plan and the adoption of a LPP, subdivision and amalgamation applications can be lodged with the Western Australian Planning Commission to assemble the land appropriately. The subdivision/amalgamation process will be necessary to create some key elements of the project, such as the amalgamation of land parcels, realignment of existing roads and creation of the new subdivisional roads.

Ascot Kilns

A Local Development Plan and Local Planning Policy are required to be prepared for the Ascot Kilns site.