GOLDEN GATEWAY

STRUCTURE PLAN

Prepared for **City of Belmont**

Prepared by **Taylor Burrell Barnett**

March 2019

DOCUMENT HISTORY AND STATUS

Revision	Reviewer	Date Issued
16/008-0	LB	Feb 2017
16/008-1	LB	Apr 2017
16/008-3	LB	21.05.18
16/008-4	LB	30.07.18
16/008-5	LB	25.03.19

Golden Gateway
Structure Plan

Prepared By:
Taylor Burrell Barnett
Town Planning and Design

Level 7, 160 St Georges Terrace
PO Box 7130 Cloisters Square
PERTH WA 6850
Phone: 9226 4276
Fax: 9322 7879
admin@tbbplanning.com.au

In association with:
Taylor Robinson
Cardno
EPCAD
Flyt
Essential Environmental

ENDORSEMENT

This Structure Plan is prepared under the provision of the **City of Belmont Local Planning Scheme No. 15**

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

…….. Date

Signed for and on behalf of the Western Australian Planning Commission

……

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

…… Witness

…….. Date

…….. Date of Expiry

TABLE OF AMENDMENTS

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

EXECUTIVE SUMMARY

This Structure Plan is prepared to guide the subdivision and development of land contained within the inner edge of the line denoting the Structure Plan boundary on the Structure Plan map (hereafter referred to as 'Golden Gateway' or 'subject land').

The subject land is located:

- Within the municipality of the City of Belmont;
- Approximately 5 kilometres (km) north-east of the Perth Central Business District (CBD) 3km north of Belmont Forum and mixed business area and 5km north-east of Victoria Park entertainment precinct; and
- Approximately 2.5km east of Graham Farmer Freeway and 2km west of Tonkin Highway.

The subject land encompasses a mix of uses comprising mixed business, retail (food and beverage), public uses associated with the Western Australian Turf Club (WATC), Ascot Racecourse and Ascot Kilns, Belmont Trust Land and Swan River environs. The remainder of the subject land is largely undeveloped and devoid of vegetation.

The development of the Belmont Trust Land and Ascot Kilns sites are subject to separate planning processes.

The Ascot Kilns site is owned by the Western Australian Planning Commission (WAPC) and is the subject of a draft Local Development Plan (LDP) and draft Local Planning Policy (LPP) that was considered for final approval by Council at its meeting of 12 December 2017. The draft LDP and LPP details the intended future planning vision for this site with regards to proposed land uses, built form, development standards and the retention of the majority of the heritage listed kilns and chimney structures.

The Belmont Trust Land is owned by the City of Belmont 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'.

The Structure Plan proposes development of land for:

- Commercial uses;
- Retail uses;
- Residential purposes comprising a mix of low, medium and high residential densities;
- Public Open Space (POS) including foreshore reserve; and
- Access streets.

Item	Data	Structure Plan Ref. (Section No.)
Total area covered by the Structure Plan	23.9871 ha	1.2.3
Area of each land use proposed: • Residential • Mixed Use	**Hectares** 1.1449 ha 11.8306 ha	3.3
Estimated No. of Dwellings	3,400	3.3.1.1
Estimated Residential Site Density	261 Dwellings per site/ha	4.1.2.1
Estimated Population	6,120 persons	3.3.1.1
No. of High Schools	N/A	3.6
No. of Primary Schools	N/A	3.6
Estimated Commercial Floor Space	5,920m^2 nett lettable area	3.3.2.1
Estimated Retail Floor Space	1,200m^2 nett lettable area	3.3.2.2
Estimated area and percentage of Public Open Space given over to: • Local Parks	3.47% 0.6974 ha 2 parks	3.3.7
Estimated area of natural area (existing Parks and Recreation Reservation)	4.5556 ha	3.3.7

TABLE OF CONTENTS

PART ONE
IMPLEMENTATION

1 STRUCTURE PLAN AREA

This Structure Plan shall apply to the Golden Gateway Precinct, being the land contained within the inner edge of the line denoting the Structure Plan boundary on the Structure Plan map (**Plan 1**).

2 OPERATION

This Structure Plan commences operation on the date it is approved by the Western Australian Planning Commission (WAPC).

3 STAGING

The staging of subdivision and development will be influenced by the timing of major road realignments and upgrades, and land rationalisation. As most of the developable land is fragmented and privately owned, the actual timing and sequence of development will be subject to market demand and individual development intentions. Land within the northern section of the subject land is less constrained by land ownership, with the WA Turf Club (WATC) and WAPC owning the majority of this land and will be more conducive to early development.

Servicing infrastructure required to support future development of the subject land is either in place or can be relocated/provided to service the subject land and as such is not regarded as an impediment to staging.

Changes to the road network will be a key trigger to enable development throughout most of the precinct. In particular, works necessary prior to development commencement include modifications to Stoneham Street, Resolution Drive, Daly Street, Raconteur Drive and Matheson Road.

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

Table 1 below provides an outline of the key triggers for enabling development within various parts of the Structure Plan area.

TABLE 1: STAGING TRIGGERS

STAGING TRIGGERS	DEVELOPMENT AREAS	COMMENT
1. Planning Framework implementation - Scheme Rezoning, Structure Plan approval	• Kilns site and adjoining WATC Admin site • Great Eastern Highway land	No subdivision or development to be approved until the planning framework is in effect.
2. Modifications and upgrades of Grandstand Rd, Resolution Dve and Stoneham St and Stoneham St / Resolution Dve roundabout. Create linear POS reserve.	• All land referred to in 3 and 4 below	This work is necessary to establish new road alignments and rationalise cadastral boundaries, prior to development of any land requiring access from those roads either directly or indirectly, or impacted by land assembly requirements.
3. Extension of Matheson Rd to connect to Resolution Dve.	• Land north of Resolution Dve	
4. Realignment and upgrades of Hargreaves, Daly and Grandstand Rd. Landscape works in linear POS.	• Land fronting the stated roads	Development may be permitted to occur prior to upgrades subject to contribution towards upgrade works in cash or kind (where appropriate).

4 SUBDIVISION AND DEVELOPMENT REQUIREMENTS

This Structure Plan comprises the plans outlined below:

- **Plan 1 – Structure Plan Map**
  Outlines the zones, reserves and residential densities applicable within the Structure Plan area.

- **Plan 2 – Precinct Plan**
  Identifies development precincts within the Structure Plan area, for the purpose of defining specific development criteria.

- **Plan 3 – Building Height Plan**
  Depicts the intended building heights within the Structure Plan area. All development should demonstrate compliance with the Building Height Plan.

4.1 LAND USE ZONES/RESERVES

The Structure Plan Map (**Plan 1**) outlines the following zones and reserves applicable within the Structure Plan area:

- Mixed use.
- Residential.
- Local roads.
- Parks and Recreation.

Land use permissibility within the Structure Plan area shall accord with the land use permissibility of the corresponding zone/reserve listed above, as specified in Table 1 of the City of Belmont Local Planning Scheme No. 15 (LPS 15) to the extent that the zoning of the land under the Scheme permits. The Responsible Authority should also have due regard for the uses listed as "Unacceptable" under the following zoning statements.

4.1.1 MIXED USE (R-AC0)

The Mixed Use zone is intended to facilitate the development of a mix of varied, but compatible, land uses including residential, offices, retail, commercial, civic and entertainment uses, in a highly integrated built form environment.

The objectives of the Mixed Use area are to:

- Provide a diversity of land uses and housing types.

- Provide for development that contributes to the creation of a high quality public realm and creates a sense of identity and character.

- Provide local retail/commercial facilities to the Structure Plan Area as well as the broader locality.

With the exception of the Main Street, Racecourse Interface (East) and Hardey Road (East) Precincts, it is envisaged the Mixed Use zone will accommodate residential development consisting primarily of multiple dwellings. Non-residential development is encouraged at ground level, however the 'mixed use' designation provides the flexibility for land uses to change and evolve over time in response to market conditions.

In relation to Precinct 3 Main Street, as defined in Section 4.2, the primary objective is to promote development of a local centre, where retail and other local commercial services should dominate the ground level. Precinct 7 Racecourse Interface (East) and Precinct 8 Hardey Road (East) is intended to provide for lower-intensity, mixed use development that ensures a suitable transition to existing residential areas and Ascot Racecourse

4.1.1.1 LAND USE PERMISSIBILITY

Land use permissibility shall generally be in accordance with the corresponding zone in the Zoning Table in LPS 15. However, having regard for the amenity for future residents the following uses are considered to be Unacceptable in the Structure Plan Area and should not be approved:

- Auction Mart
- Caretakers Dwelling
- Fast Food Outlet / Lunch Bar
- Home Store
- Garden Centre
- Industry - Light
- Motor Vehicle Repair
- Night Club
- Radio or TV Installation
- Restricted Premises
- Service Station
- Single House (with the exception of Precincts 7 & 8)
- Vet Hospital
- Warehouse

Retail floorspace shall be predominantly located within the Main Street Precinct as shown on the Precinct Plan (**Plan 2**). Retail uses may also be permitted along the Great Eastern Highway frontage.

Residential development within the Mixed Use zone shall be in accordance with the 'R-AC0' code and associated standards as set out in **Table 2**: Precinct Development Table for the relevant Precinct.

4.1.2 RESIDENTIAL

The Residential zone is intended to encourage the delivery of a diverse range of living choices, while respecting the interface with various existing residential areas.

The objectives of the Residential zone are to:

a) Maximise the urban infill opportunity.

b) Ensure a high quality of urban amenity through high standards of design in both the public and private realms.

c) Seek to enhance the amenity of surrounding existing residential environments.

4.1.2.1 DWELLING TARGET

A variety of dwelling densities are proposed, depending on the characteristics of the location. Overall, the dwelling targets for the Residential zone is/are:

261 dwellings per gross ha.

4.1.2.2 DENSITY

Plan 1 (Structure Plan) defines the residential densities that apply to different areas within the Structure Plan.

4.1.3 PARKS AND RECREATION

The foreshore reserve and Belmont Trust Land are included in the Structure Plan Area for context only. No specific works or requirements are required under the Structure Plan for these areas. The Belmont Trust Land will be the subject of separate planning to be undertaken by the Belmont Trust.

Within the balance of the Structure Plan Area, Public Open Space (POS) is to be provided generally in accordance with **Plan 1** and should be vested in the Crown and managed by the Local Government. The development of land included within the Swan and Canning River Development Control Area will be subject to the approval of the Department of Biodiversity, Conservation and Attractions (DBCA).

The POS is to provide for both active and passive recreation uses. The POS areas may accommodate stormwater generated from the proposed development; however, this should be designed such that its function as local open space is not compromised.

4.1.4 LOCAL ROADS

4.1.4.1 EXISTING ROADS

Existing local roads are to be upgraded to reflect an inner urban street character, featuring on-street parking, high quality landscape and pedestrian facilities. The existing 20m reserve width shall be maintained to ensure that the street serves a high quality public realm function in addition to facilitating local traffic movement.

The introduction of additional roads within the Structure Plan Area may occur at the subdivision application stage and in accordance with Part 10 of the Planning & Development Act 2005. These roads are to be designed to a residential standard in accordance with the requirements of the Local Government. Road reserve widths shall be 20m, to reflect similar characteristics to the existing road system, unless an alternative design is supported by the Local Government and approved by the WAPC.

4.2 DEVELOPMENT REQUIREMENTS

4.2.1 PRECINCT DEVELOPMENT REQUIREMENTS

The following precincts have been established to ensure that the Structure Plan Area is developed in a comprehensive and integrated manner having regard to desired character, preferred land uses, residential density, built form and public realm design principles:

- Precinct 1: Great Eastern Highway
- Precinct 2: Stoneham Street
- Precinct 3: Main Street (Daly Street)
- Precinct 4: Resolution Drive
- Precinct 5: Ascot Kilns
- Precinct 6: Racecourse Interface (West)
- Precinct 7: Racecourse Interface (East)
- Precinct 8: Hardey Road (East)

4.2.1.1 STATEMENTS OF INTENT

Precinct 1: Great Eastern Highway

The Great Eastern Highway Precinct will present itself as a strong, unified commercial and mixed-use edge. Commercial uses are encouraged at ground level and above with residential development to occupy at upper storeys.

The visual prominence of the Great Eastern Highway frontage will require sensitive architectural treatment to ensure that the built form contributes positively to the aesthetic quality of the area.

Precinct 2: Stoneham Street

The precinct, whilst still remote from the river front, will be the primary interface between the Golden Gateway development and the river.

Understanding that planning for Belmont Trust Land is yet to be undertaken, it is recommended that any future planning should maintain strong physical links between the river and the future Golden Gateway population and workforce.

Development addressing Stoneham Street is to provide an appropriate interface to the Belmont Trust Land to ensure a high standard of visual amenity and surveillance within a mixed use environment. The aspect towards the river may be attractive for food and beverage uses, which should be accommodated.

A tree-lined promenade along Hargreaves Street will create a unique vista with the Belmont Trust Land and the Swan River.

Precinct 3: Main Street (Daly Street)

Daly Street will become the community nucleus for the development and the surrounding community. The precinct is intended to perform a Local Centre function, anchored by a small supermarket and supported with local specialty shops, and restaurant/cafes. Retail development must present a 'Main Street' character, with active edges to the street.

A leafy boulevard will provide a shared vehicle pedestrian space, providing a pleasant public realm against an active street frontage and a strong physical link for pedestrians between the Main Street and the river.

Precinct 4: Resolution Drive

This precinct will be characterised by medium-high density residential uses with the potential for commercial uses at ground level.

Buildings at the junctions of Stoneham Street and Resolution Drive should feature a distinctive and iconic built form which marks an 'arrival' point to Golden Gateway. The Stoneham Street junction is considered to present an opportunity for a high standard short stay/hotel development. Additional building height will be encouraged in these locations.

Ground level development on the south side may be residential or commercial but should be designed to accommodate non-residential use. Trees will line either side of the southern portion of Grandstand Road (between Great Eastern Highway and Resolution Drive) to create an attractive pedestrian environment connecting with the central open space area.

Precinct 5: Ascot Kilns

This precinct is characterised by the historic kilns and landmark chimney stacks that are of considerable State heritage significance. Development will therefore have a strong heritage and landscape focus, using built form to celebrate and frame the historic structures, and to secure their ongoing preservation.

This precinct is the subject of separate Local Planning Policy (LPP) and Local Development Plan (LDP).

Precinct 6: Racecourse Interface (West)

The precinct will be designed to ensure an adequate interface from a higher density mixed use environment to the more moderately scaled existing residential neighbourhood of Ascot Waters through the development of an appropriate form and density, being predominately 'townhouse style' and low-scale apartment development.

Precinct 7: Racecourse Interface (East)

The Ascot Racecourse holds several large events during the year that have an impact on its surrounds in terms of traffic, parking and pedestrian movement. Proposed modifications to the road and movement systems are expected to improve amenity in the interface precinct and consequently open up this area for potential redevelopment.

Responding to this opportunity, the Racecourse Interface (East) Precinct will be a mixed use environment enabling primarily lower-intensity non-residential, 'townhouse style' and lower-scale apartment development, having regard to its location adjacent to the Racecourse.

Precinct 8: Hardey Road (East)

A low-intensity mixed use environment where a variety of land uses will co-exist. The precinct will comprise of lower intensity residential and non-residential development to act as a transitional area to low-scale existing residential development within the stables area.

4.2.1.2 PRECINCT STANDARDS AND REQUIREMENTS

Table 2: Precinct Development Table outlines the standards and requirements for subdivision and development in the corresponding precincts designated on **Plan 2** Precinct Plan. Building height requirements should be read in conjunction with **Plan 3** Building Height Plan.

In addition to the Precinct Development Table, Design Guidelines shall be adopted to provide further guidance for subdivision and development of the precinct pursuant to Section 5.2.

In relation to Precinct 5 Ascot Kilns, development standards and requirements in this Structure Plan should be read in conjunction with the Ascot Kilns Design Guidelines and LDP.

TABLE 2: PRECINCT DEVELOPMENT TABLE

Precinct		R-Code	Min. height	Max. height	Min. boundary setback	Min. street setback	Max. street setback	Plot ratio
1	Great Eastern Highway	R-AC0	Podium: 2 storeys Tower: 7 storeys	Podium: 3-5 storeys Tower: 15 storeys	Podium: Nil Tower: as per Apartment Design Guidelines	Podium: Nil Tower: 3m	Podium: Nil Tower: N/A	N/A
2	Stoneham Street	R-AC0	Podium: 2 storeys Tower: 5 storeys	Podium: 3 storeys Tower: 10 storeys	Podium: Nil Tower: as per Apartment Design Guidelines	Podium: Nil Tower: 3m	Podium: Nil Tower: N/A	N/A
3	Main Street (Daly Street)	R-AC0	Podium: 2 storeys Tower: 5 storeys	Podium: 3 storeys Tower: 10 storeys	Podium: Nil Tower: as per Apartment Design Guidelines	Podium: Nil Tower: 3m	Podium: Nil Tower: N/A	N/A
4	Resolution Drive	R-AC0	Podium: 2 storeys Tower: 5 storeys	Podium: 3-5 storeys Tower: 10 storeys	Podium: Nil Tower: as per Apartment Design Guidelines	Podium: Nil Tower: 3m	Podium: Nil Tower: N/A	N/A
5	Ascot Kilns	R-AC0	Refer to Ascot Kilns Design Guidelines and Local Development Plan	Refer to Ascot Kilns Design Guidelines and Local Development Plan	Refer to Ascot Kilns Design Guidelines and Local Development Plan	Refer to Ascot Kilns Design Guidelines and Local Development Plan	Refer to Ascot Kilns Design Guidelines and Local Development Plan	N/A
6	Racecourse Interface (West)	R40 & R100	2 storeys	3-6 storeys	As per Residential Design Codes	As per Residential Design Codes	N/A	As per Residential Design Codes and/or the Apartment Design Guidelines
7	Racecourse Interface (East)	R-AC0	2 storeys	3-6 storeys	Podium: Nil Tower: as per Apartment Design Guidelines	Podium: Nil Tower: 2m	Podium: Nil Tower: N/A	N/A
8	Hardey Road (East)	R-AC0	N/A	2 storeys	Podium: Nil Tower: as per Apartment Design Guidelines	2m (minimum) 4m (average)	N/A	N/A

Notes:

1. *Minimum and maximum building heights specified for tower components are inclusive of podium levels.*
2. *Landmark sites - Tower elements shall be permitted up to 5 storeys above specified maximum height, subject to the criteria set out in Section 4.2.2. Podium heights are permitted to range between 3-5 storeys.*
3. *This table is to be read in conjunction with the more detailed provisions of the LPP.*
4. *In relation to Precinct 5 Ascot Kilns, this table is to be read in conjunction with the Ascot Kilns Design Guidelines and LDP.*
5. *Any subdivision in the Hardey Road (East) precinct shall align with an adopted LDP and/or Development Approval for the comprehensive redevelopment of the precinct.*

4.2.2 GENERAL DEVELOPMENT REQUIREMENTS

Development within the subject land shall be generally in accordance with the standards and requirements of LPS 15 and the relevant LPP, having due regard to the provisions contained within this LSP.

Proposed variations to the standards and requirements of LPS 15 or the provisions of this LSP are to be outlined within a development application and will be considered by the Responsible Authority with due regard to the intent and purpose of the standards.

4.2.2.1 PARKING

Car parking should be provided in accordance with LPS 15, subject to the following variations:

1. The Local Government wishes to encourage innovative approaches to car parking provision, such as reciprocity, car-pooling programs or other innovations that may result in reduced parking provision where appropriate.

   The Responsible Authority will consider approving a reduced parking provision where it can be demonstrated that an alternative parking proposal is sound and will result in a reduction in parking demand. Any proposed variation should be supported by a parking demand assessment undertaken by a suitably qualified professional.

2. The following specific requirements apply:

   a) For Mixed Use development, all residential parking in excess of 1 bay per dwelling, and at least 50% of the minimum required parking for non-residential uses shall be made available for general use of either residential or non-residential uses (these bays represent unallocated communal parking bays).

   b) Mixed Use development that proposes parking as outlined in 2a) above should be required, as a condition of Development Approval, to prepare a Car Parking Strategy that addresses the management of the unallocated communal parking provision, including:

      i. The hours during which parking bays shall be made available for general public access.

      ii. Location, signage and monitoring of usage of the unallocated communal parking bays.

   c) For multiple dwelling residential development, parking requirements shall be as follows:

      i. Minimum parking: in accordance with **Table 3**.

      ii. Maximum parking: not to exceed double the minimums specified in **Table 3**.

TABLE 3: MULTIPLE DWELLING RESIDENTIAL PARKING

Parking Types	Location A	Location B
1 bedroom dwellings	0.75 bay per dwelling	1 bay per dwelling
2+ bedroom dwellings	1 bay per dwelling	1.25 bays per dwelling
Visitor Parking	1 bay per 4 dwellings up to 12 dwellings 1 bay per 8 dwellings for the 13th dwelling above	

Definitions:
***Location A**: Within 250m of a high frequency bus route, measured in a straight line from along any part of the route to any part of the lot.*
***Location B:** Not within Location A.*

   d) The provision of car parking that is in excess of the minimum required for the site will only be approved where it is designed to be adaptable for future conversion into habitable floor space, or other useable space for communal or private usage. In order for parking to be considered adaptable, it must be shown as located in a position that is suitable for an alternative use, not included in individual strata titles and constructed to comply with habitable floorspace standards.

      This requirement may be waived if it can be demonstrated that complying with the requirement would not be practical or would result in a less desirable outcome.

4.2.2.2 BUILDING HEIGHT

Minimum and maximum building heights within the Structure Plan Area are to be in accordance with the ranges identified in **Table 2** and on **Plan 3.**

Notwithstanding the provisions of **Table 2** and **Plan 3**, maximum building heights are subject to compliance with the Airports (Protection of Airspace) Regulations 1996.

Information on Obstacle Limitations Surfaces is available at https://www.perthairport.com.au/Home/corporate/planning-and-projects/airspace-protection.

4.2.2.3 LANDMARK SITES

Landmark site locations have been identified on **Plan 3.** These sites have been located in response to priority view lines and public vistas. They define local character and maximise legibility through high quality pedestrian scale experience and are generally expected to be of a greater building height (3-5 storeys for podium element and an additional 5 storeys above the specified maximum for tower element) than surrounding development.

The Responsible Authority will only approve the additional height potential for a landmark site if it is satisfied that the proposal demonstrates design excellence in the form of articulation of the building, proportion, quality, scale, massing and detailing as specified in the adopted LPP.

In some instances, the podium element may not be required, if it can be demonstrated that:

1. The landmark character of the site and/or building is more effectively achieved; and

2. The design will offer publicly accessible open space contiguous with adjacent public space (including street verge).

5 OTHER REQUIREMENTS

5.1 SCHEME AMENDMENT

The existing zoning arrangement within the Structure Plan Area does not currently reflect the proposed zoning as outlined within **Plan 1.** Consequently, a Scheme Amendment will be required to address this inconsistency during the implementation of the Structure Plan.

The Structure Plan Area should be rezoned to 'Special Development Precinct' to provide the appropriate base zoning to facilitate integrated development for the Precinct. In addition, in order to achieve the required planning framework for the Structure Plan Area, it will be necessary to designate a 'Development Area' over the subject land under Part 6 of LPS 15. In accordance with Clause 6.2.4 of LPS 15, the preparation and approval of a Structure Plan is required to guide subdivision and development. This process can occur concurrently with the rezoning of the Structure Plan Area to 'Special Development Precinct' as described above.

As a pre-requisite to the finalisation of this Scheme Amendment process, the City will require the preparation and adoption of a LPP.

5.2 LOCAL PLANNING POLICY

No development or subdivision should be approved within the Structure Plan Area, until a LPP is adopted by the Local Government containing design guidelines and development standards, unless otherwise agreed by the Local Government.

Upon adoption, the LPP will provide a comprehensive development framework for the Golden Gateway Precinct, with the exception of the Ascot Kilns Precinct which is proposed to be subject to a separate LDP and LPP. Accordingly, subject to the discretion of the City of Belmont and WAPC, additional LDPs may not be required.

All subdivision and development shall be generally in accordance with the LPP.

5.2.1 CONTENT OF LOCAL PLANNING POLICY

The purpose of the LPP is to guide development within the Golden Gateway Precinct, providing sufficient detail to ensure comprehensive control over development (via a performance-based approach) to achieve high quality built form outcomes.

The document will define the proposed character of the various streetscapes and open spaces and will illustrate how the interface between the built form and the street should be treated in order to create high quality public spaces.

The following matters should be considered in the preparation of the LPP:

- Land use
- Minimum number of dwellings and dwelling diversity
- Building height, form and typology
- Building envelopes
- Setbacks
- Activation
- Form and mass of buildings
- Relationship between buildings and the public realm
- Landmark buildings
- Public art
- Climate and wind
- Overshadowing, overlooking and privacy
- Vehicular access, parking and service areas

Development applications received, either as a singular land use or as a component of an integrated mixed use development, are to be assessed by the Responsible Authority against the provisions of this Structure Plan and LPP.

In relation to residential development, in the event of there being any variations or conflict between the provisions, standards or requirements of the R-Codes and the provisions, standards or requirements of this Structure Plan, then the provisions, standards or requirements of the R-Codes shall prevail, except where the provisions, standards or requirements are stated in the LPP.

5.3 INFRASTRUCTURE FUNDING STRATEGY

The Local Government will establish an appropriate funding strategy for the provision of infrastructure within the Structure Plan Area. The strategy may include the introduction of a Development Contribution Area (DCA) through LPS 15, under which a Development Contribution Plan (DCP) can be implemented to contribute to the funding of public infrastructure necessary to facilitate development in the Structure Plan Area.

Infrastructure items that would be eligible to be funded under a DCP should be in accordance with State Planning Policy 3.6 Development Contributions for Infrastructure (SPP 3.6)

5.4 BUSHFIRE MANAGEMENT

This Structure Plan is supported by a Bushfire Management Plan (BMP), which is contained at **Appendix A**.

Where appropriate, development will have regard to the Bushfire Attack Level (BAL) Assessment contained in this Report and be determined in accordance with Schedule 2, Part 10A of the Planning and Development (Local Planning Schemes) Regulations 2015 and section 6.3 of SPP 3.7 Planning in Bushfire Prone Areas (SPP 3.7).

An LDP is required to be prepared for all lots with a BAL of 12.5 or greater.

Where a subdivision application includes land with a BAL of 12.5 or greater, the Local Government shall recommend to the WAPC that a condition be imposed on the grant of subdivision approval for a notification to be placed on the Certificate of Title to suitably respond to the following:

"That a lot with a bushfire attack level BAL rating of 12.5 or higher is subject to a BMP."

5.5 ABORIGINAL HERITAGE

A search of the Department of Planning, Lands & Heritage (DPLH) aboriginal heritage enquiry system identifies one site occurring within the northern/western portion of the subject land (Site ID 3753).

Should the aboriginal heritage site identified as meeting the requirements of section 5 of the Aboriginal Heritage Act 1972 (AHA) be proposed to be disturbed in any way, an application must first be made and consent granted under section 18 of the AHA.

Furthermore, where applicable, an Aboriginal Heritage Management Plan shall be prepared and implemented prior to subdivision of any land affecting the identified site.

5.6 NOISE ATTENUATION

For subdivision and development proposed across the precinct, an acoustic assessment shall be undertaken and included as part of any application to demonstrate that the proposed design will meet the internal noise level requirements of State Planning Policy 5.4 Road and Rail Transport Noise and Freight Considerations in Land Use Planning (SPP 5.4).

In accordance with SPP 5.4 a notification shall be required to be placed on the Certificate of Title for lots where dwellings are exposed to traffic noise that exceeds the outdoor "Noise Target" as defined in the Policy.

6 ADDITIONAL INFORMATION

Table 4 below outlines additional information that will be required at future approval stages. Additional information requirements may not be limited to those listed; the City or WAPC may require other information in relation to particular proposals.

TABLE 4: MANAGEMENT PLANS, REPORTS AND STRATEGIES

Additional information	Approval stage	Approving Authority
Water Management		
Local Water Management Strategy (LWMS)	Documented in Structure Plan and to be considered as part of Structure Plan process. Implementation as part of UWMP	WAPC, City, DWER
Urban Water Management Plan (UWMP)	Prior to lodgement of a Development Application	WAPC, City, DWER
Environment		
Environmental Assessment Report	Documented in Structure Plan Implementation via Subdivision/Development	WAPC, City, OEPA,
Fire Management Plan	Prior to Development/Subdivision Application and Condition of Development Approval and Subdivision.	WAPC, City
Foreshore Management Plan	Condition of Subdivision/Developmnet (if required)	WAPC, City, DBCA
Landscape Management Plan	Condition of Subdivision/Development Approval	City
Aboriginal Heritage Management Plan	Condition of Subdivision/Development Approval	DPLH
Acoustic Report (Noise Attenuation)	Prior to Development Application and Condition of Development Approval	City
Acid Sulphate Soils	Condition of Subdivision/Development	DWER
Investigation for soil and groundwater contamination	Condition of Subdivision/Development	WAPC, City
Identification and protection of vegetation worthy of protection	Condition of Subdivision/Development	WAPC, City
Erosion and Sediment Management Plan	Condition of Subdivision/Development (if required)	WAPC, City
Engineering		
Servicing Report	Documented in Structure Plan	City, Water Corp, Western Power, ATCO Gas
Geotechnical	Condition of Subdivision/Development	City
Other		
Local Development Plan(s)	Condition of subdivision if deemed necessary by City	City

Plan 1- Structure Plan

Plan 2 - Precinct Plan

Plan 3 - Building Height Plan

PART TWO
EXPLANATORY INFORMATION

1 PLANNING BACKGROUND

1.1 INTRODUCTION AND PURPOSE

This report has been prepared to provide a technical explanation for the provisions contained in Part 1- Implementation of the Golden Gateway Structure Plan.

The Structure Plan outlines the development vision for the ultimate development of the Golden Gateway Precinct (the subject land) and establishes key requirements. The Structure Plan also includes information regarding the development of the public realm and assesses the proposed development in context with the surrounding physical and natural environment.

The Project Team, responsible for preparing the information contained within this report, (in consultation with the City of Belmont and relevant Service Authorities) include those detailed in **Table 1.**

TABLE 1: PROJECT TEAM RESPONSIBILITIES

Project Role	Consultant
Town Planning and Urban Design	Taylor Burrell Barnett
Architectural	Taylor Robinson
Civil Engineering	Cardno
Environment Management and Hydrology	Urbaqua
Traffic and Transport	Flyt
Landscape	EPCAD
Community Engagement	Place Match
Bush Fire Management	Urbaqua

1.2 LAND DESCRIPTION

1.2.1 LOCATION

The location and extent of the subject land is outlined in **Figure 1.** The subject land is located at the axis of the key movement corridors of Great Eastern Highway, Stoneham Street, Grandstand Road and Resolution Drive and includes key strategic sites such as Belmont Trust Land, Ascot Kilns and Western Australian Turf Club (WATC) headquarters and associated land.

Figure 2 shows the subject land's district context. The land is located approximately 5 kilometres (km) north-east of the Perth Central Business District (CBD), 3km north of Belmont Forum and mixed business area, and 5km north-east of Victoria Park entertainment precinct. Within its immediate context, the subject land is located adjacent the Swan River and Ascot Racecourse.

It is also well connected to regional movement networks such as the Graham Farmer Freeway and Tonkin Highway. The Garratt Road Bridge also provides a key connection to the north across the Swan River.

Within the local context, the subject land can be regarded as lacking in basic convenience shopping facilities. The BP Service Station located on the corner of Great Eastern Highway and Resolution Drive and delicatessen located at Epsom Avenue approximately 2km south-east of the subject land provide the nearest local conveniences. However, the nearest neighbourhood centres (supermarkets) are Eastgate Commercial Centre, Kooyong Road, approximately 2.5km to the south-west, or Belvidere Street approximately 2.5km to the south. Additional services are located approximately 3km to the north-west of the subject land at Maylands Shopping Centre (neighbourhood centre) or 3km to the south at Belmont Forum (Secondary Centre).

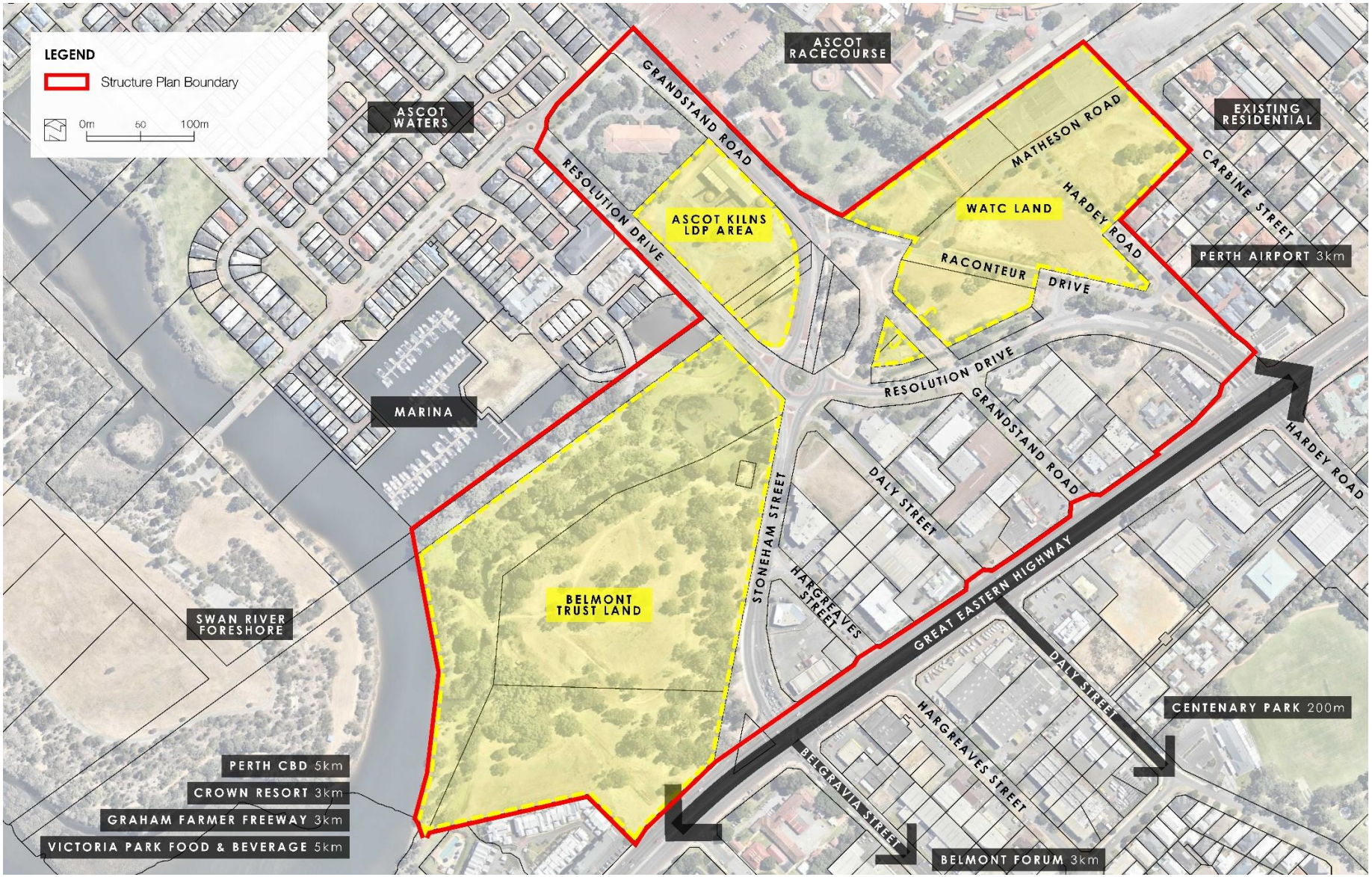


Figure 1 – Location Plan

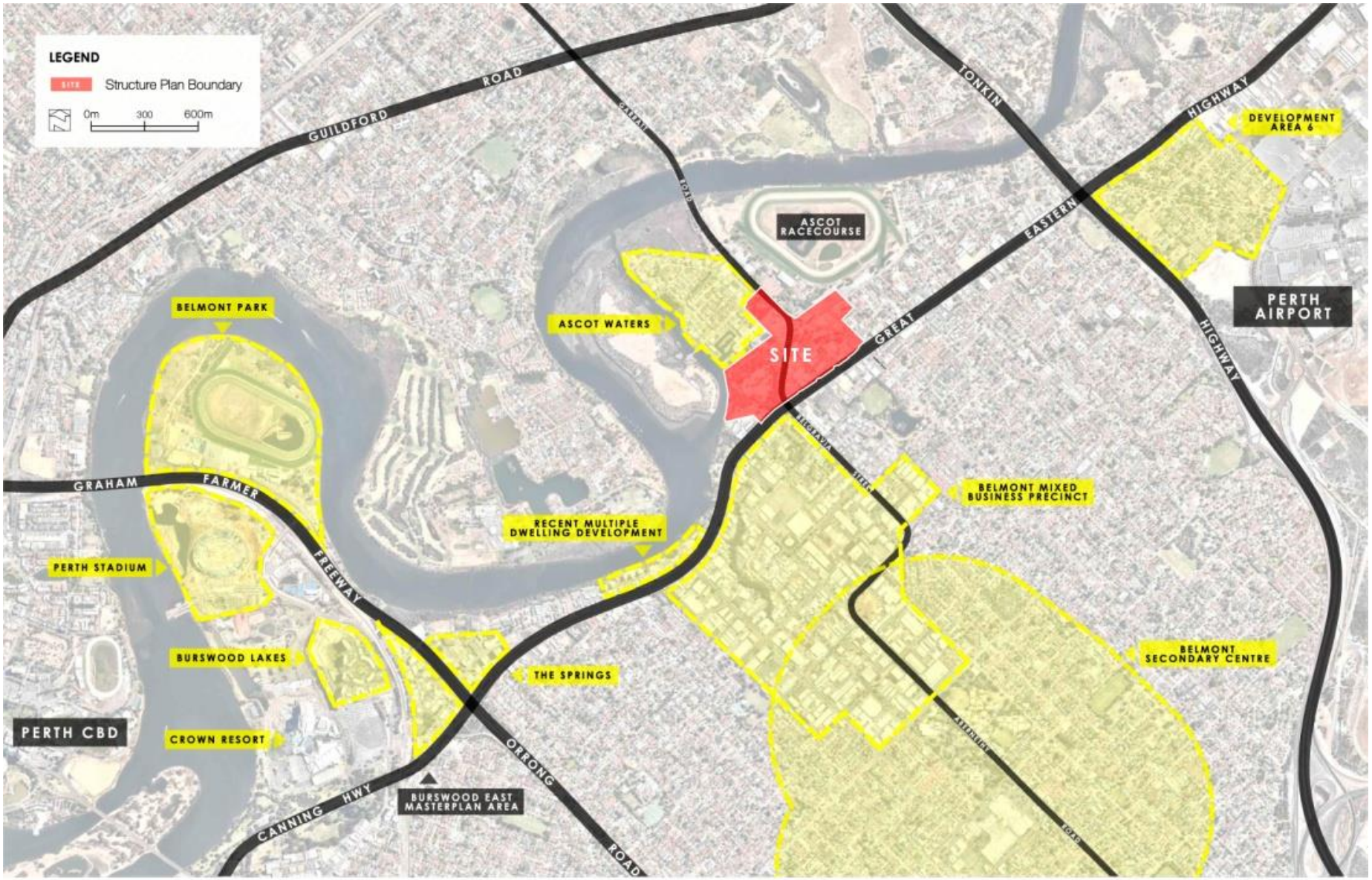


Figure 2 – District Context Plan

1.2.2 LAND USE

The subject land can be divided into four areas based on existing uses (refer **Figure 3**):

1. The area bounded by Great Eastern Highway, Stoneham Street and Resolution Drive is characterised by predominately mixed business development and small pockets of retail (food and beverage) uses along Great Eastern Highway;

2. The western portion of the subject land encompassing the Belmont Trust Land is largely cleared within the central portion with mature vegetation around the periphery. The site was historically used as a baseball field;

3. The northern portion of the subject land is partially developed with the WATC Headquarters and Ascot kilns and chimney stacks; and

4. The remainder of the subject land within the north-eastern corner is largely undeveloped and comprises a number of existing road reserves and WATC-owned land used for overflow parking on racing event days.

The development of the Belmont Trust Land and Ascot Kilns sites are subject to separate planning processes.

Figure 3 – Site Plan

1.2.3 LEGAL DESCRIPTION AND OWNERSHIP

The subject land is approximately 23.9871 hectares (ha) in area comprising the land identified in **Table 2** and **Figure 4**.

TABLE 2: LAND TENURE

Lot/Reserve	Landowner	Plan Number	Volume/Folio	Area (ha)
1 Resolution Drive	City of Belmont	P76257	2835/27	0.3642
5 Resolution Drive	City of Belmont	D64041	1776/785	4.1919
642 Great Eastern Highway	City of Belmont	P66341	2763/431	2.6481
950 Marina Drive / R52200	State of WA (City of Belmont)	P73752	LR3165/863	0.5843
512 Marina Drive / R51911	State of WA (City of Belmont)	P39786	LR3025/38	0.7749
513 The Boardwalk / R51911	State of WA (City of Belmont)	P32861	LR3025/39	0.2621
10417 Grandstand Road / R38783	State of WA (Water Corporation)	P185797	LR3048/920	0.1059
12645 Grandstand Road / R45069	Water Corporation	P15104	LR3064/783	0.2181
3 Grandstand Road	Edward Van Heemst The Chairman For The Time Being Of The Committee For The Time Being Of The WA Turf Club	D55346	1742/278	0.0351
13 Grandstand Road	WA Turf Club	D26760	1883/670	0.7316
51Raconteur Drive	Edward Van Heemst The Chairman For The Time Being Of The Committee For The Time Being Of The WA Turf Club	P15104	1883/668	0.6940
100 Raconteur Drive	Edward Van Heemst The Chairman For The Time Being Of The Committee For The Time Being Of The WA Turf Club	P60341	2723/304	2.5726
452 Grandstand Road	WA Turf Club	P60339	2723/355	1.1441
7705 Matheson Road	Chairman of the WA Turf Club & His Successors in Office	P209359	1789/567	
1 Grandstand Road	State Planning Commission	D55346	1742/276	0.2452
197 Grandstand Road	State Planning Commission	P2635	1754/354	0.3927
236 Grandstand Road	State Planning Commission	P2635	1754/354	0.8925
237 Grandstand Road	WA Planning Commission	P2635	2117/791	0.9796
713 Grandstand Road	WA Planning Commission	D93557	2117/790	1.2806
707 Great Eastern Highway	Pedersen, AG & Pedersen, NW	P67257	2750/217	0.4767
709 Great Eastern Highway	Australian Postal Commission	P67258	1122/816	0.0551
1 Stoneham Street	5 Stoneham Road Belmont (Strata Scheme)	D41222	SP20374	0.2373
43 Hargreaves Street	Tarfield Holdings Pty Ltd	P2294	1582/988	0.1012
44 Hargreaves Street	Tarfield Holdings Pty Ltd	P2294	1582/989	0.1012

Lot/Reserve	Landowner	Plan Number	Volume/Folio	Area (ha)
45 Hargreaves Street	Jones, ED & Moor, JR	P2294	1977/545	0.1012
1 Great Eastern Highway	Ascot Grove (Strata Scheme)	P72552	SP65435	0.1966
60 Daly Street	Qube Ascot Development Ltd	D73791	1801/608	0.3934
36 Daly Street	Motwil Pty Ltd	P2294	1582/987	0.1012
35 Daly Street	Motwil Pty Ltd	P2294	1582/986	0.1012
650 Daly Street	76, 78 Daly Street, Belmont (Strata Scheme)	D59457	SP10988	0.2024
714 Great Eastern Highway	TLC Carousel Holdings Pty Ltd	P67260	2753/447	0.2033
52 Daly Street	SMC Pneumatics Australia Pty Ltd	D68380	1839/787	0.3798
801 Daly Street	Capital Growth Holdings Pty Ltd	P403687	2907/899	0.2440
21 Daly Street	Ashguard Pty Ltd	D78708	1892/169	0.2332
22 Grandstand Road	Ashguard Pty Ltd	D78708	1892/170	0.2031
23 Grandstand Road	Starttime Pty Ltd	D78708	1892/171	0.3731
11 Grandstand Road	Command-a-com Pty Ltd	D17872	1182/103	0.1011
800 Great Eastern Highway	Selden Pty Ltd	P403687	2907/898	0.2833
100 Resolution Drive	Pindan Pty Ltd	D73202	1800/401	0.2071
101 Grandstand Road	127-129 Grandstand Street Belmont (Strata Scheme)	D73202	SP15951	0.3126
500 Grandstand Road	Kwik 'N' Kleen Pty Ltd	D90797	2076/935	0.3568
501 Great Eastern Highway	Sunlight Food Pty Ltd	D90797	2076/937	0.1063
502 Great Eastern Highway	Worldfirst Enterprises Pty Ltd	D90797	2076/938	0.1788
730 Great Eastern Highway	Novell Properties Pty Ltd	P67267	2753/474	0.3574
100 Great Eastern Highway	Selden Pty Ltd	P73087	2840/325	0.2622

Figure 4 - Land Tenure

1.3 PLANNING FRAMEWORK

1.3.1 ZONING AND RESERVATIONS

1.3.1.1 METROPOLITAN REGION SCHEME

The subject land is predominately zoned 'Urban' under the Metropolitan Region Scheme (MRS) (refer **Figure 5)**.

Land abutting the Swan River within the subject land is reserved 'Parks and Recreation' and is situated within the 'Swan and Canning River Development Control Trust' area.

The south-eastern boundary abuts 'Primary Regional Roads' (PRR) reservation (Great Eastern Highway) directly to the south. This PRR reservation also extends north into the subject land at Stoneham Street and Grandstand Road.

The majority of the surrounding area is zoned 'Urban', whilst Ascot Racecourse is zoned 'Private Recreation'.

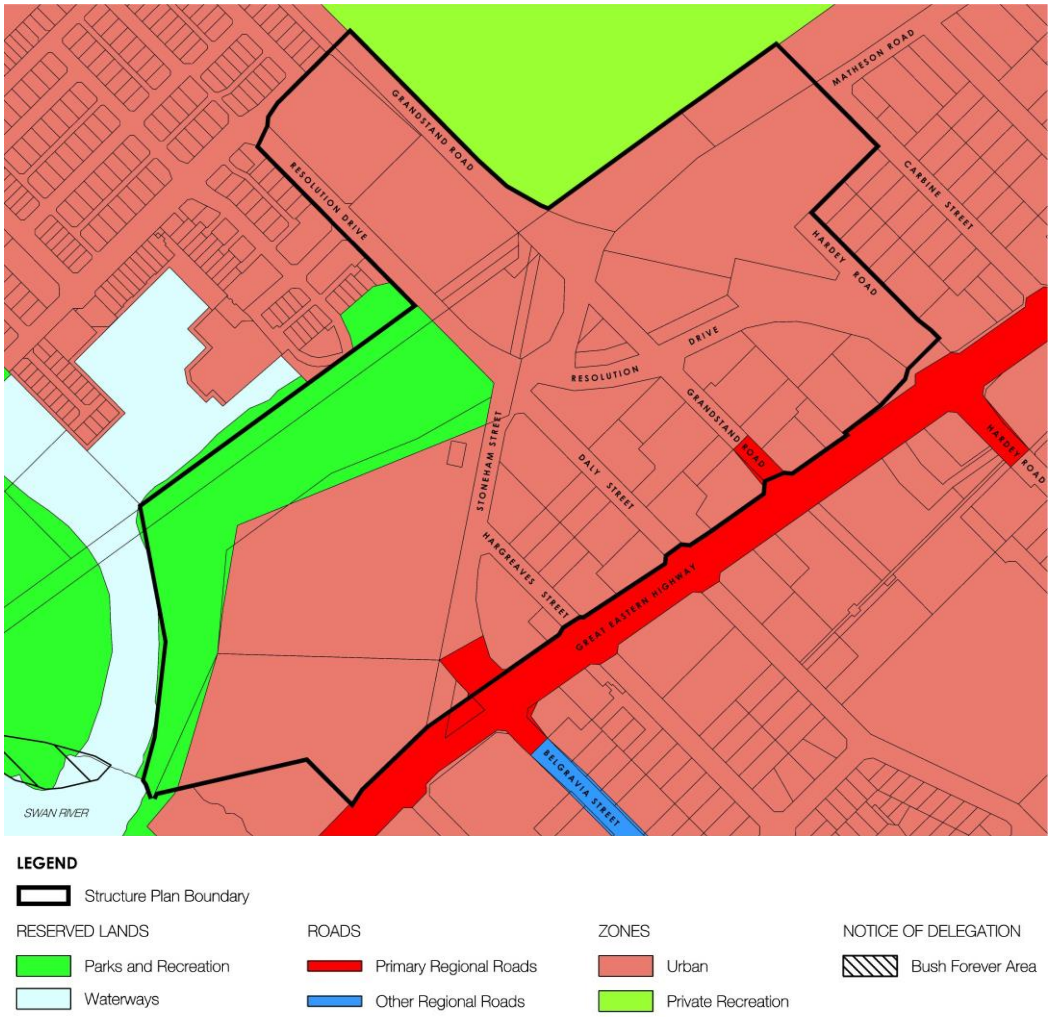


Figure 5 - MRS Zoning

1.3.1.2 CITY OF BELMONT LOCAL PLANNING SCHEME NO. 15

The subject land is predominantly zoned 'Mixed Use' under the City of Belmont's Local Planning Scheme No. 15 (LPS 15) (refer **Figure 6**).

Land within the north-eastern portion associated with Ascot Racecourse is zoned 'Place of Public Assembly – Racecourse' and identified with an 'Additional Use (A18)'. Land within the north-western portion of the subject land is also zoned 'Place of Public Assembly – Racecourse' associated with the WATC Headquarters (Lee-Steere House).

Consistent with the reservations under the MRS, the western portion of land abutting the Swan River is reserved 'Parks and Recreation' and Great Eastern Highway is reserved 'Primary Regional Roads' along with connecting sections of Stoneham Street and Hargreaves Street.

A stretch of land along Resolution Drive is reserved as Local Scheme Reserve - 'Parks and Recreation: Water supply sewerage and drainage'. This land contains a Water Corporation drain.

Land to the south of Great Eastern Highway, within proximity to Belgravia Street is predominantly zoned 'Mixed Business' with portions also zoned 'Mixed Use'.

Presently the underlying zonings under LPS 15 are inconsistent with proposed classifications in the Structure Plan, and a Scheme Amendment will be required to bring these areas into conformity. Development within the affected areas will not be permitted until such time as the land has been appropriately rezoned.

Figure 6 – LPS 15 Zoning

1.3.2 PLANNING STRATEGIES

1.3.2.1 PERTH AND PEEL@3.5MILLION

Perth and Peel@3.5million Planning Framework is a strategic suite of documents to guide future land uses through urban consolidation, integrated infrastructure and development, co-location of services and the strategic location of employment opportunities.

The subject land is located in the Central sub-region of the *Perth and Peel @3.5million Planning Framework* document.

The population in the Central sub-region is projected to grow by more than 468,000 people between 2011 and 2050 — from around 783,000 to nearly 1.2 million people. It is expected that more than 285,000 additional jobs will be accommodated in the Central subregion up to 2050.

The Central sub-region is expected to supply an additional 215,000 dwellings under the Framework, with 10,410 dwellings to be provided within the City of Belmont.

The Framework identifies Great Eastern Highway as an 'urban corridor' and Grandstand Road-Stoneham Street continuing into Hardey Road as a 'high frequency public transit' (refer **Figure 7**).

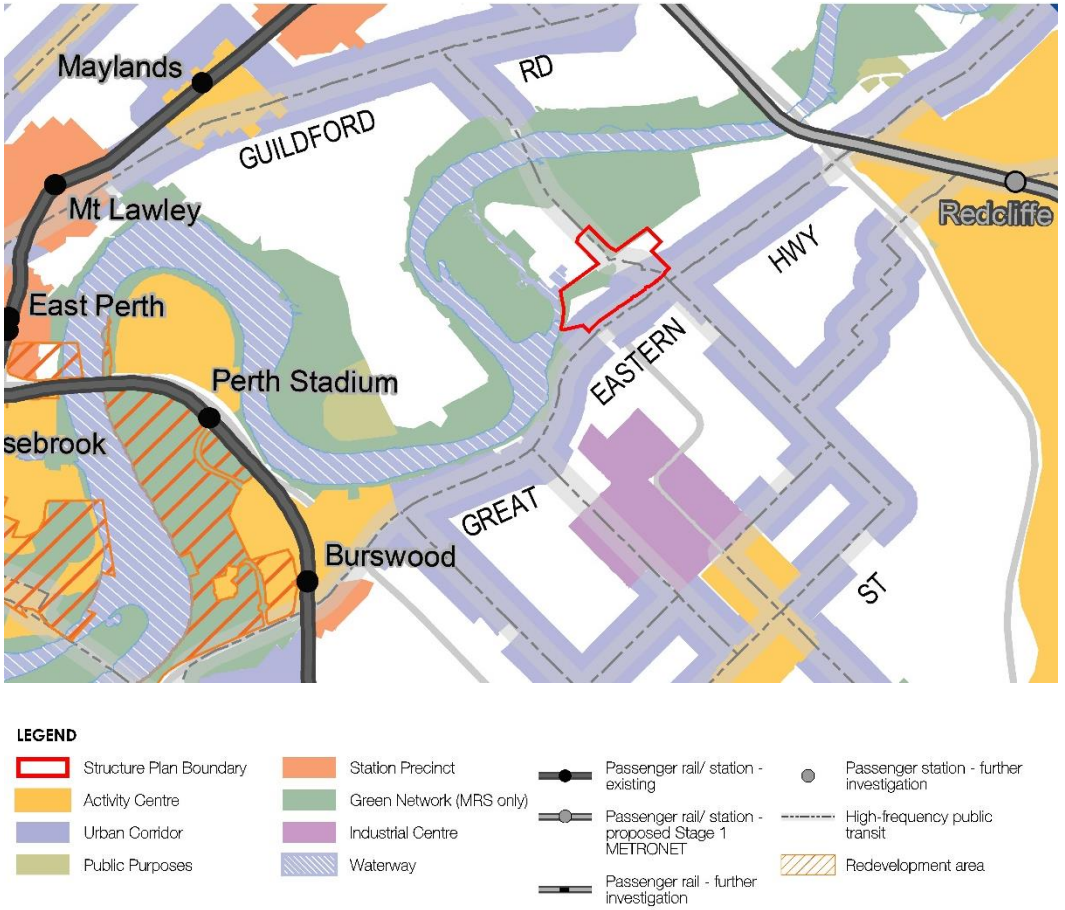


Figure 7 – Central Sub-regional Planning Framework

The Framework states that corridors should be the focus for investigating increased densities, with potential for mixed land uses where appropriate. The presence of existing or planned high-quality public transport is an important consideration in determining whether a corridor is suitable for a more-compact and diverse urban form.

1.3.3 PLANNING POLICIES

1.3.3.1 STATE PLANNING POLICIES

SPP 5.4 Road and Rail Transport Noise and Freight Considerations in Land Use Planning

State Planning Policy 5.4 – Road and Rail Transport Noise and Freight Considerations in Land Use Planning (SPP 5.4) seeks to minimise the adverse impact of transport noise, without placing unreasonable restrictions on noise-sensitive residential development. SPP 5.4 is applied where the proposal includes:

- A proposed new noise-sensitive development in the vicinity of an existing or future major road, rail or freight handling facility.
- A proposed new major road or rail infrastructure project in the vicinity of existing or future noise sensitive and uses.
- A proposed major redevelopment of existing major road or rail infrastructure in the vicinity of existing or future noise-sensitive land uses.
- A proposed new freight handling facility.

Great Eastern Highway is identified as a 'primary freight road' under SPP 5.4. Therefore, for any subdivision or development proposed adjacent to Great Eastern Highway, an acoustic assessment should be undertaken and included as part of any application to demonstrate that the proposed design will meet the internal noise level requirements of SPP 5.4.

At present, the other key roads – Resolution Drive, Grandstand Road and Stoneham Street – do not reach the traffic threshold of 20,000 vehicles per day (vpd) to warrant consideration under the Policy; however, it is anticipated that, with the proposed changes to the road network, and future development within the Golden Gateway precinct, traffic on Resolution Drive and Grandstand Road is likely to exceed that threshold in the future. Therefore, having regard for the expected traffic volumes and the amenity for future residents, it is proposed to apply the requirements of SPP 5.4 to development adjacent to those roads.

1.3.3.2 LOCAL PLANNING CONTEXT

Ascot Kilns Local Development Plan (Draft)

The draft Ascot Kilns Local Development Plan (LDP) and draft Local Planning Policy (LPP) was considered by Council for final approval at its Ordinary Council meeting of 12 December 2017.

The draft Ascot Kilns LDP and draft LPP proposes a vision to guide and coordinate future development across the 1.6ha former Bristile Kiln site. The draft LDP proposes the following outcomes:

- Creation of two development sites for residential apartments and some commercial uses within proposed building envelopes.
- Provision of an active edge component fronting onto the kilns cluster (promoting small-scale retail and hospitality).
- Development scale influenced by the surrounding lower scale residential context and the chimney stacks.
- Maintaining physical and visual access to the heritage structures from key aspects.
- Potential for integration of the heritage structures within future development sites to maximise opportunities for adaptive reuse and innovative design solutions.

Local Planning Policy 11 Public Art Contribution Policy

The City of Belmont's Local Planning Policy No. 11 (LPP 11) outlines the requirements for the provision of public art by the developer to protect and enhance the utility, amenity and identity of the public domain.

The City of Belmont requires all development proposals within the Policy Area of a value greater than $4.5 million to provide public art in accordance with the described method for determining public art contributions. The cost of any public art shall be no less than one percent of the value of the eligible proposal and provided in kind or alternatively, the Council may accept a cash-in-lieu payment.

A portion of the subject land falls within Precinct 4 – Great Eastern Highway Precinct of LPP 11 with the balance (excluding Ascot Kilns LDP area) situated within Precinct 8 – Ascot Racecourse and Ascot Waters Precinct of LPP 11. LPP 11 is currently being reviewed and includes the entire Golden Gateway area as a standalone precinct (precinct 10 – Golden Gateway Precinct).

1.3.4 PRE LODGEMENT CONSULTATION

A key component of the concept planning for the subject land has been stakeholder and community consultation and engagement. The Department of Planning, Lands & Heritage has also been a key stakeholder in the concept planning process given the presence of the Ascot Kilns site within the Golden Gateway Precinct. The WATC have also been consulted separately given its significant landholding within the precinct.

As part of the consultation and engagement strategy, three workshops were held during May 2016 and a fourth workshop in November 2016:

1. City of Belmont Council Staff Workshop (6 May 2016 – 22 participants)
2. Business and Landowners Workshop (26 May 2016 – 5 participants)
3. Community and Residents Workshop (31 May – 32 participants).
4. Combined Business/Landowners and Community/Residents Workshop (7 November 2016).

In addition to the above workshops, two online surveys were conducted by the City of Belmont (May and November 2016) to provide the community with the opportunity to provide additional comments. Feedback received was consistent with feedback provided at the various workshops as summarised below.

1.3.4.1 STAKEHOLDER WORKSHOPS

Overall, the overwhelming priority was the preservation and enhancement of POS both within Belmont Trust Land and throughout the remainder of the development. The emphasis was placed on the enhancement of active POS supported by recreational amenity and infrastructure.

Addressing the current disjointed existing road network and consequential urban form, whilst improving the experience for pedestrians and cyclists was a consistent discussion point. Great Eastern Highway poses an inevitable challenge for access, but also a major opportunity to create a sense of arrival and investment for the area. The proposed realignment of Resolution Drive and downgrading of Stoneham Street was acknowledged for its potential to improve connectivity and unlock segregated landholdings; however the traffic modelling later found that the impact of this modification on the level of traffic using the Resolution Drive-Hardey Road corridors was too significant.

Overall, residential development within the Golden Gateway Precinct was supported with varying degrees of density and height, however careful integration with existing residential (Stables area, Ascot Waters) is paramount.

Other priorities included the creation of a destination / attraction for the City of Belmont and identification of 'place' qualities that will need to be considered in subsequent planning stages.

2 SITE CONDITIONS AND CONSTRAINTS

An Environmental Assessment Report was prepared by Urbaqua to support the Structure Plan. This report is included as **Appendix B**.

2.1 ENVIRONMENTAL ASSETS AND CONSTRAINTS

2.1.1 VEGETATION

No vegetation of conservation significance is located within the subject land. Due to historic clearing, commercial and recreational activities, the vegetation within the subject land is largely degraded. The subject land does contain some mature trees and these will be retained where possible.

Bush Forever Area 313 (Swan River Salt Marshes) is located to the north and west of the subject land. Surrounding this area, the Department of Water and Environmental Regulation (DWER) has mapped an Environmentally Sensitive Area described as 'Temperate Saltmarsh' and listed as 'vulnerable' under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act). This area is an important habitat for local and migratory bird species, however is largely disconnected from the subject land.

2.1.2 FLORA

A search of the EPBC Protected Matters Database was undertaken to identify flora species of conservation significance potentially occurring within a 2km radius of the subject land.

The search identified two 'endangered' species under the EPBC Act (*Caladenia huegelii* King Spider-orchid and *Lepidossperma rostratum* Beacked Lepidosperma) and one critically endangered species (*Darwinia foetida* Muchea Bell*)*.

2.1.3 FAUNA

A search of the EPBC Protected Matters Database was undertaken to identify fauna species of conservation significance potentially occurring within a 2km radius of the subject land.

The search identified three species of 'endangered' status under the EPBC Act and seven 'vulnerable' species.

As a result of existing uses, the subject land supports limited or no remnant vegetation with a lack of intact understorey vegetation. The subject land therefore provides little, to no, fauna habitat of significant value to native fauna. The vegetation within Belmont Trust Land may provide important habitat for local and migratory birds.

2.2 LANDFORM AND SOILS

2.2.1 LANDSCAPE AND TOPOGRAPHY

The subject land is generally flat and grades gently from 6 metres (m) Australian Height Datum (AHD) in the south-east to 3mAHD in the west. A few low points exist within the centre of the subject land at approximately 1-2mAHD.

The surface geology is described broadly as Guildford formation: Alluvial sand and clay with shallow-marine and estuarine lenses and local basal conglomerate. Two-thirds of the north-western portion of the subject land is classified as Ms2 – Sandy Silt, which has a low permeability, and eastern third as S8 – Sand.

2.2.2 ACID SULFATE SOILS

A review of DWER acid sulfate soils (ASS) risk mapping identifies approximately two-thirds of the subject land, predominantly the area coinciding with surface geology Ms2-Sandy Silt, as containing a Class I 'high to moderate' risk of ASS and the remainder, coinciding with S8-Sand, classified as Class II 'moderate to low' risk occurring within 3m of the natural soil surface.

Given the Class I classification, an ASS investigation will be carried out where works are proposed in these areas consistent with the DWER Guidelines. Should ASS be present within the subject land, all site works must be carried out in accordance with an ASS management plan approved by DWER.

2.2.3 CONTAMINATED SITES

A search of the DWER Contaminated Sites database found a portion of the subject land as 'Possibly Contaminated – Investigation Required'.

2.3 GROUNDWATER AND SURFACE WATER

2.3.1 GROUNDWATER

Based on the DWER Ground Water Atlas, maximum groundwater levels are within 3m of the natural surface through the northern and central portions of the subject land, with groundwater flowing in a north-westerly direction toward the Swan River.

2.3.2 SURFACE WATER

A Water Corporation open drain is located within the centre of the subject land. The open drain is approximately 150m in length and directs flows of runoff from the eastern urban and industrial areas to piped drainage under the Stoneham Street / Resolution Drive roundabout to a compensation basin to the west of the subject land before travelling through a further 350m of open drain to the Swan River.

The Swan River is located adjacent to the western portion of the subject land. The DWER Floodway mapping indicates that a large area in the northern portion of the subject land lies within the Swan River 100 year average reoccurrence interval (ARI) flood fringe. Protection of the Swan River's environmental attributes will require the provision of a 50m buffer to the banks of the River consistent with its designation as an environmentally protected area and conservation category wetland (CCW) is generally applied.

The subject land also abuts the Swan and Canning River Development Control Area.

2.4 BUSHFIRE HAZARD

A very small portion of the subject land is identified as being located within a 'Bush Fire Prone Area' adjacent the Swan River and as such, a BMP has been prepared by Urbaqua in support of the Structure Plan (refer **Appendix A**). The BMP is a strategic level plan which identifies the bushfire protection measures to be applied to development on the subject site to accommodate compliance with:

- SPP 3.7 Planning in Bushfire Prone Areas;
- Guidelines for Planning in Bushfire Prone Areas; and
- Australian Standard for the construction of buildings in bushfire-prone areas (AS3959-2009).

As part of the BMP, a Bushfire Attack Level (BAL) Contour Map has been prepared which identifies the worst case BAL in relation to the subject land. The BAL Contour Map identifies a BAL of 'Low' across the majority of the subject land and a small portion of BAL-12.5 within the Belmont Trust Land. Given the Structure Plan does not propose development within the foreshore area subject to BAL-12.5 (or wider Belmont Trust Land), it is anticipated that any bushfire hazards can be appropriately managed.

It is expected that bushfire hazard assessment will be further refined as part of future subdivision or development stages in order to accurately assess the bushfire risk posed by surrounding classified vegetation and determine specific radiant heat exposure levels (and associated BAL) for future lots created within the Structure Plan area.

2.5 HERITAGE

2.5.1 ABORIGINAL

A search of the Department of Planning, Lands & Heritage (DPLH) aboriginal heritage enquiry system identifies one site occurring within the northern/western portion of the subject land.

Site ID 3753 – Registered site, Name: Perth, Type: Historical, mythological, hunting place, named place, natural feature.

Prior to disturbance of the above site, an application is to be made for consent to use the land under section 18 of the AHA.

2.5.2 EUROPEAN

The Ascot Kilns and chimneys were included on the State Heritage List in 2003. The Kilns were first built in 1930, manufacturing terracotta, stoneware and steel products. The Ascot Kilns LDP celebrates and enhances the site's heritage significance and maintenance.

2.6 EXISTING MOVEMENT NETWORK

The subject land benefits from a surrounding movement network that features access to key regional road connections, a high frequency public transport corridor and high-quality shared path cycling links.

2.6.1 GREAT EASTERN HIGHWAY

The subject land is bounded by Great Eastern Highway to the south which provides access to the west towards the Perth CBD, Graham Farmer Freeway and onto South Perth, Melville and Fremantle via Canning Highway. To the east, Great Eastern Highway provides access to Perth Airport, Tonkin/Roe Highway and onto Guildford, Midland and the Swan Valley.

Great Eastern Highway is classified as a 'Primary Distributor' under the Main Roads WA (MRWA) Functional Road Hierarchy and is regarded as one of the State's principal transport corridors carrying over 65,000 vpd.

Great Eastern Highway (between Kooyong Road in Rivervale to Tonkin Highway in Redcliffe) was subject to significant upgrade works between June 2011 and February 2013. These works included:

- Widening Great Eastern Highway, from four to six lanes, between Kooyong Road (Rivervale) and Tonkin Highway (Redcliffe) – a distance of 4.2 km;
- Constructing a central median for the full length of the project;
- Upgrading all major intersections to include dedicated turning movements;
- Providing U-turn facilities at key locations in order to maintain access to businesses fronting the Highway;
- Incorporating bus priority lanes into key intersections;
- Providing dedicated on-road cycling facilities;
- Constructing footpaths for pedestrians; and
- Relocating, replacing and protecting service utilities such as telecommunications, water, power and gas.

2.6.2 INTERNAL ROADS

The localised road network includes a network of local distributor and access roads providing access to key regional and district roads such as Great Eastern Highway and the Garret Road bridge. Grandstand Road, Resolution Drive and Stoneham Street are classified as 'District Distributor A' roads under the MRWA Functional Road Hierarchy. These are generally described as follows:

- Grandstand Road (20m road reserve) – a four lane road with a central median, running north-south within the subject land, connecting the Garratt Road crossing of the Swan River with Great Eastern Highway via Stoneham Street or Resolution Drive;
- Stoneham Street (20-25m road reserve) – a four lane road without a central median, running north-south within the subject land, connecting Grandstand Road/Resolution Drive with Great Eastern Highway and Belgravia Street; and
- Resolution Drive (22-47m road reserve) – a four lane with a central median, running east-west within the subject land, connecting Grandstand Road/Stoneham Street with Great Eastern Highway and Hardey Road.

All of these roads are under the control of the City of Belmont. The following roads are classified as 'Local Roads' under the MRWA Functional Road Hierarchy and are also under the control of the City of Belmont.

- Hargreaves Street (20m road reserve) – a two lane road without a central median, running north-west to south-east within the subject land, providing a connection between Stoneham Street (no right turn out) and Great Eastern Highway (left in/left out only);
- Daly Street (20m road reserve) – a two lane road without a central median, running north-west to south-east within the subject land, providing a connection between Stoneham Street (left out only onto Stoneham Street) and Great Eastern Highway (left in/left out only);
- Grandstand Road (south) (20m road reserve) – a two lane road without a central median, running north-west to south-east within the subject land, providing a connection between Resolution Drive and Great Eastern Highway (left in/left out only); and

- Raconteur Drive (20m road reserve) – operates as a one-way road from Grandstand Road to Matheson Road and is currently closed at the Grandstand Road intersection outside of event periods at Ascot Racecourse. Two-way access between Resolution Drive and Matheson Road is possible via the eastern extent of Resolution Drive.

2.6.3 PEDESTRIAN NETWORK AND CYCLING

2.6.3.1 PEDESTRIAN NETWORK

The extent and quality of the existing pedestrian infrastructure within, and surrounding, the subject land (with the exception of Great Eastern Highway) is poor and of a standard commensurate with the nature of existing development across the subject land (i.e. primarily light industrial/commercial unit style development).

However, Great Eastern Highway bordering the subject land to the south features good quality footpaths on both sides of the corridor. Within the vicinity of the subject land, the safe crossing of Great Eastern Highway by pedestrians is facilitated via traffic signal-controlled intersections at both Stoneham Street/Belgravia Street and Resolution Drive/Hardey Road intersections with Great Eastern Highway.

Each of the major road corridors running through the subject land (Grandstand Road, Resolution Drive and Stoneham Street) include footpaths along one side of the street – Grandstand Road along the eastern side adjacent to the Ascot Racecourse, Raconteur Drive along the northern side to connect to Grandstand Road, Resolution Drive along the eastern side adjacent to the Ascot Waters development and Stoneham Street along the western side adjacent to the Belmont Trust Land.

Local access streets (Hargreaves Street, Daly Street and southern section of Grandstand Road) providing access in a northerly direction from Great Eastern Highway are car dominated with no existing footpaths present.

2.6.3.2 CYCLING

A number of existing shared paths and cycling connections are located within the subject land along primary routes, including Stoneham Street, Raconteur Drive and Grandstand Road. There is demand to upgrade facilities on Stoneham Street and Resolution Drive. Protected bicycle lanes and a shared path on Resolution Drive is essential, however the provision of 'on street' bicycle lanes on Stoneham Street will require further investigation dependent on the ultimate form of the road reserve.

A number of shared paths are also located within the Ascot Waters development directly to the north of the subject land. The Graham Farmer Freeway Principal Shared Path (PSP) is also located within close proximity to the subject land providing regional cycling connections and can be accessed via the shared path along the southern side of the Swan River.

The extent and quality of the existing cycling infrastructure within and surrounding the subject land is of a high standard, largely as a result of the Great Eastern Highway upgrades. Local connections are provided along Stoneham Street, Resolution Drive and Grandstand Road and further to the north within the Ascot Waters development. Regional connections are provided via high quality shared use paths along the Swan River Foreshore (via Belmont Trust Land towards the Graham Farmer Freeway PSP to access Perth CBD).

2.6.4 PUBLIC TRANSPORT

A number of existing bus routes operate within, or in close proximity to, the subject land. These include the Circle Route (998/999) via Raconteur Drive/Grandstand Road providing connections north to destinations including Bayswater Station, Morley Bus Station/Shopping Centre and south to destinations including Belmont Forum Shopping Centre, Oats Street Station and Curtin University.

In addition, existing bus routes (36, 40, 295, 296 and 299) operate along high frequency bus corridor of Great Eastern Highway, providing connections east to destinations including Perth Airport, Guildford, Midland and to the west to destinations including Victoria Park Transfer Station and Perth CBD.

Pedestrian access to existing public transport facilities is considered average with no bus stops currently located within the subject land. The closest bus stops are located on Grandstand Road immediately to the north of the subject land (close to the main pedestrian entry/exit to Ascot Racecourse). There are options to make improvements to public transport access if land uses within the subject land change over time to support additional public transport patronage.

2.7 ROAD TRAFFIC NOISE

As discussed in section 1.3.3.1, SPP 5.4 sets out specific requirements for addressing potential noise impacts from major transport arteries on adjacent noise-sensitive uses.

It has been identified that Great Eastern Highway, Resolution Drive and Grandstand Road are all likely to require consideration under SPP 5.4. In this respect any subdivision or development proposed adjacent to these roads will require an acoustic assessment to be undertaken and included as part of any application to demonstrate that the proposed design will meet the internal noise level requirements of SPP 5.4.

2.8 EXISTING INFRASTRUCTURE AND SERVICING

2.8.1 WATER SUPPLY

The Serpentine Trunk Main is located along Grandstand Road and Daly Street. A 915 steel distribution main is also located along Grandstand Road through the subject land. Existing development within the subject land is well serviced with a mixture of 100, 150 and 200 dia reticulation pipes made of asbestos cement, cast iron, PVC and steel.

2.8.2 WASTEWATER

Wastewater infrastructure general to the Ascot area is serviced by gravity style wastewater drainage infrastructure. A mixture of concrete and plastic arterial pipes on grade service all areas to local pump stations throughout the City of Belmont.

Lots within, and surrounding, the subject land are serviced by two main arterial sewer routes; a 225mm collector flowing north to south and a 225mm collector flowing east to west. Both collectors flow to the Redcliffe Pump Station 5 located on Stoneham Street. The Redcliffe Pump Station 5 collects all sewerage west of the Ascot Racecourse within the Ascot suburb and discharges it to the Redcliffe Pump Station 2 located on Abernethy Road.

2.8.3 POWER SUPPLY

Data obtained from the Western Power Network Mapping Tool indicates that the subject land is serviced by the Belmont Substation and the forecast network capacity for 2015 is >30MVA. There are High and Low Voltage power lines in the vicinity of the subject land.

2.8.4 GAS SUPPLY

Correspondence from ATCO Gas identifies Medium Low Pressure (MLP) gas mains (pressure indicated at 70kPa) along the majority of roads within the subject land.

2.8.5 TELECOMMUNICATIONS

The subject land is well serviced by telecommunications infrastructure with optical fibre running in or adjacent to the subject land. This infrastructure is owned by various telecommunications providers including Telstra, Optus and others. The National Broadband Network (NBN) has yet to be rolled out in the subject area. However, NBN Co has advised that fibre to the node (FTTN) technology rollout has been planned for October-December 2017.

3 STRUCTURE PLAN

3.1 VISION AND OBJECTIVES

3.1.1 VISION

The objectives and design principles underpinning the Golden Gateway Structure Plan have been formulated around the following vision:

"The development of the Golden Gateway will transform this degraded and fragmented area into a vibrant precinct of residential and mixed use development, with strengthened connections to the Swan River and Ascot Waters, that derive best value from these attributes while respecting the area's rich culture and heritage."

3.1.2 OBJECTIVES

The overarching objectives for the Golden Gateway Precinct as established by the project team and reinforced through stakeholder engagement are as follows:

1. Improve **self-containment of facilities** – reduce car dependence
2. Improve people's connection to the **Swan River**
3. Create accessible, quality **public realm** within the precinct
4. Ensure **heritage values** are retained
5. Identify **appropriate uses/densities** in conjunction with **infrastructure improvement**
6. Optimise value of strategic sites – **planning certainty**

3.2 DESIGN PREPARATION

The Structure Plan design has been informed by a thorough analysis of the existing site conditions and the potential opportunities and issues offered by the location. The key outcomes of this analysis are noted in **Figures 8 and 9** and described overleaf:

3.2.1 OPPORTUNITIES

Land use

1. Opportunity for residential development to be accommodated in the precinct given the accessibility to high riverside amenity.
2. Opportunity for retail convenience and food and beverage land uses to be integrated into development outcomes.
3. Potential for higher density development given precinct location, proximity to high amenity open space destinations, Perth CBD, localised employment and high frequency public transport.
4. Existing primary school adjacent the precinct offers opportunity to attract a diverse demographic, including young families.
5. Consider mixed use development in core area to broaden activity opportunities and long term transition of the precinct, and to offer improved amenities for the existing Ascot community.

Built form

1. Opportunity for landmark building form and massing to inner core areas to perform key gateway functions.
2. Future building form to appropriately interface with adjacent public realm.
3. Local activity hub potential within the precinct providing local centre retail, cafe/mini main street offerings in a shared street atmosphere.
4. Existing street block depths south of Resolution Drive are well suited for typical multiple dwelling apartment development parcels.

Public realm

1. Existing character and destination status of adjacent Swan River open space provides significant public amenity and recreation opportunities for future residents.
2. Promote pedestrian and cycle network connectivity through the site to strengthen access to the Swan River for both the existing Ascot community as well as future residents in the Golden Gateway Precinct.
3. Significant tree canopies within the Belmont Trust Land and peripheral open space offer significant ‘green horizon’ views to the precinct.
4. Opportunity to provide strong open space ‘cross-link’ as a ‘green ribbon’ link to the Swan River.
5. Celebrate the heritage significance of the Ascot Kilns and the potential for integration of the heritage structures to maximise amenity for residents.

Movement

1. Utilise existing local street network of Hargreaves Street, Daly Street and Grandstand Road to deliver a robust structure for future development access and vehicle circulation.
2. Generous existing road reserve dimensions provide ability for reconfigured pedestrian friendly streetscapes offering shade trees, soft landscaping and convenient on-street parking embayments.
3. Potential for alteration to the priority road network of Stoneham Street and Resolution Drive for the benefits of precinct consolidation and integration, in particular, the potential to downgrade priority of Stoneham Street for benefits to foster a stronger relationship between the Ascot community and the Swan River.
4. Investigate alternative road alignments that celebrate key view lines of surrounding visual features and future gateway elements.

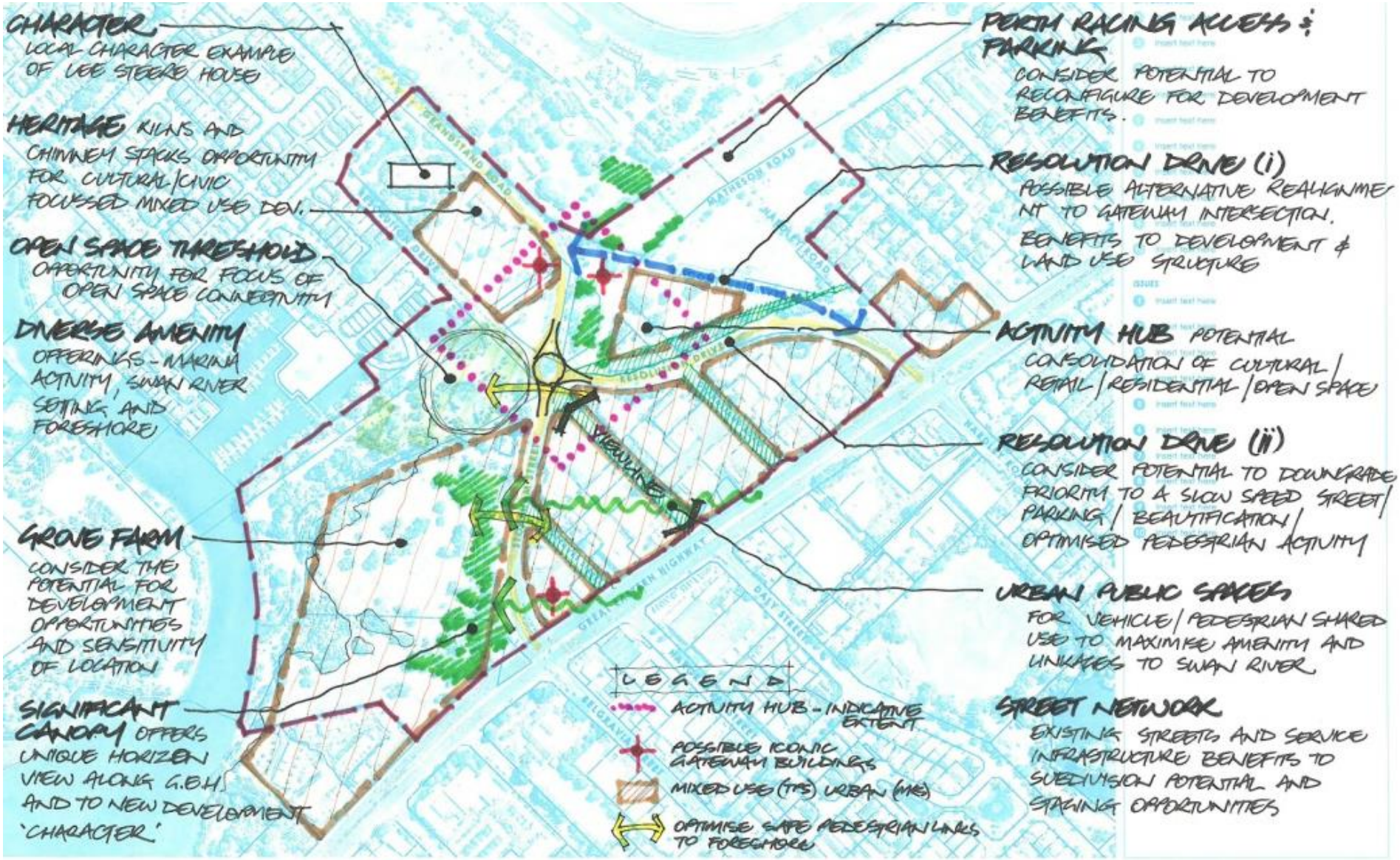


Figure 8 - Opportunities

3.2.2 ISSUES AND CONSTRAINTS

Land use

1. Service corridor extends northwards through Grandstand Road alignment.
2. Overland stormwater drainage, controlled by Water Corporation, extends east- west through the subject land located immediately north of Resolution Drive.
3. Careful consideration of existing residential development on periphery of precinct area.
4. Development adjacent Great Eastern Highway may be subject to noise attenuation.

Built form

1. Proposed development of Kilns area, which is subject to a Local Development Plan, to be considered in surrounding built form design.
2. Perth Airport restrictions based on flight path contours will potentially limit maximum building height.
3. Existing development is largely commercial and is located on a fractured land tenure base of multiple cadastral parcels.
4. Some future development may require land assembly to maximise development potential and desirable outcomes, and to rationalise redundant public reserves.

Public realm

1. Chimney locations in the Ascot Kilns area to be considered, surrounding public spaces and view lines should respect and celebrate these historic features.
2. Existing significant trees to be considered for integration into public realm, where appropriate.
3. Informal open space node to Hardey Road (east) to be considered, recognising relative disconnection of this area from other POS to the south of Resolution Drive.
4. Limited or no availability of suitable quality water from the superficial aquifer for the purpose of irrigation within the Golden Gateway area.

Movement

1. Existing roundabout impinges on precinct assimilation for all adjoining land quadrants.
2. Limited connection opportunities available to residents north of Resolution Drive.
3. Stoneham Street and its multi-lane configuration acts as a pedestrian barrier for development to interact with the POS area.

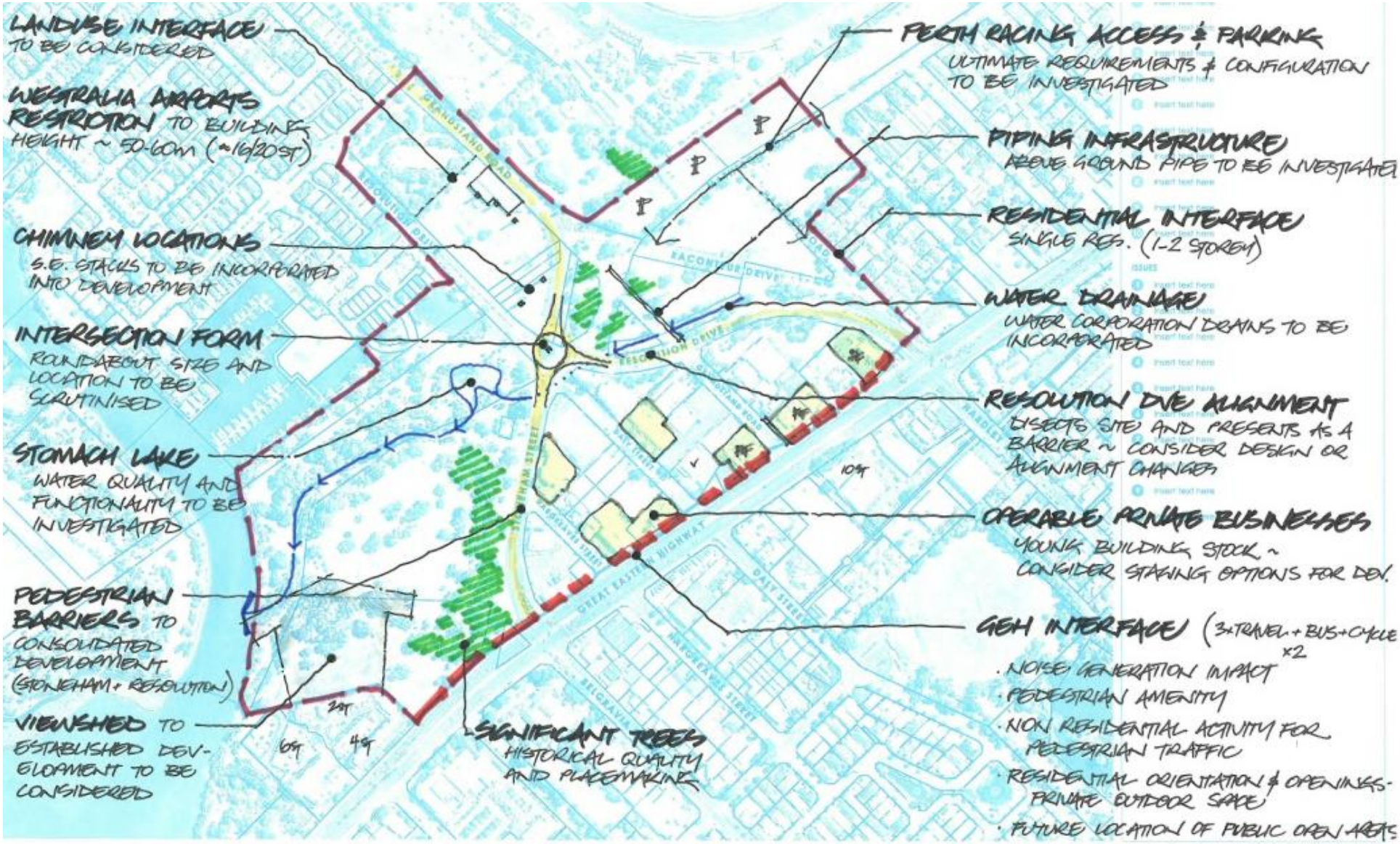


Figure 9 – Issues and Constraints

3.2.2.1 CONCEPT PLAN DEVELOPMENT – SITE ANALYSIS

One of the main challenges in testing development scenarios was to address the significant disunification of the precinct created by the heavily engineered road system, and the impact this has on local connectivity between the Precinct and the areas main natural attribute – the Swan River

Figures 10 and **11 below** were produced to stimulate discussion, during the stakeholder engagement process, about ways in which the physical barrier to the Swan River could be removed, or at least, reduced. The stakeholder engagement process produced a number of specific considerations for the initial design phase to develop scenarios (refer **Figure 12**).

Figure 10 - Existing access and connectivity summary

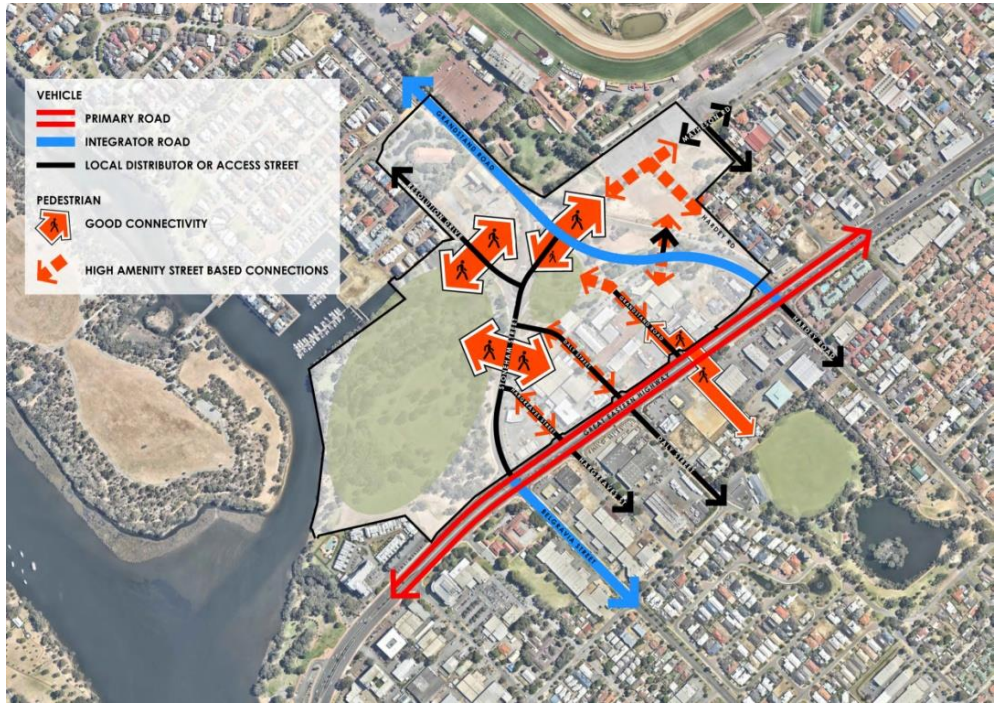


Figure 11 - Opportunity through altered vehicle priority for improved connectivity and access – to be considered further in design scenario testing

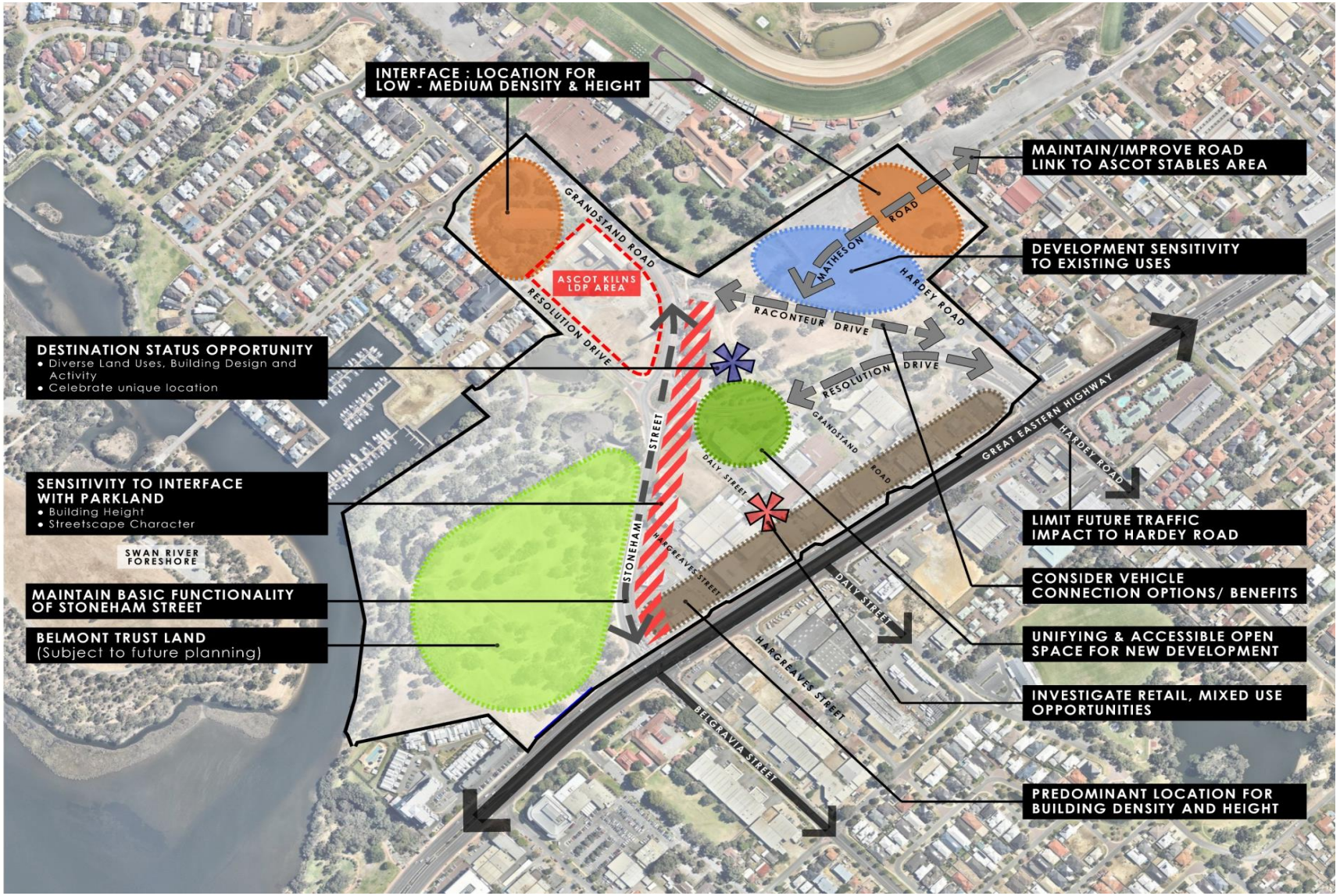


Figure 12 - Community engagement design feedback (summarised)

3.2.3 CONCEPT SCENARIO FORMULATION

Analysis of the subject land and key design principles resulted in the preparation of three development scenarios for testing and stakeholder discussion (refer **Figure 13**). The initial phase of high level scenario testing involved the preparation of Framework Diagrams, exploring structural opportunities and benefits to the following:

- **Landuse** – preferred structure and location.
- **Circulation** – enhancing connections, preferred hierarchy with future flexibility & rigour.
- **Character** – celebrating local qualities for unique place setting and to enhance the existing amenity.

Preliminary sketches exploring alternative land use and movement structures

The Framework Diagrams were discussed and analysed with the community and Council technical officers as key elements for the next phase of scenario evaluation. Various scenarios achieved the project objectives better than others, particularly with regard to public amenity and community integration with the Swan River foreshore.

Preliminary sketches developing framework scenarios

The next phase of scenario refinement resulted in the examination of appropriate land uses, building forms and public realm to test the structural opportunities and benefits for each of the scenarios**.** These were then evaluated by the project team and the community via design workshops and web based consultation sessions.

Preliminary design scenarios

In summary, Scenario A evaluates the development opportunities for the precinct whilst maintaining the existing road network. This scenario highlights the limitations this has on development consolidation and for connectivity of future residents with the foreshore amenity.

Scenario B evaluates the development outcome where the existing road priorities of Stoneham Street and Resolution Drive are modified to improve integration of the precinct's residents with the adjacent public amenity.

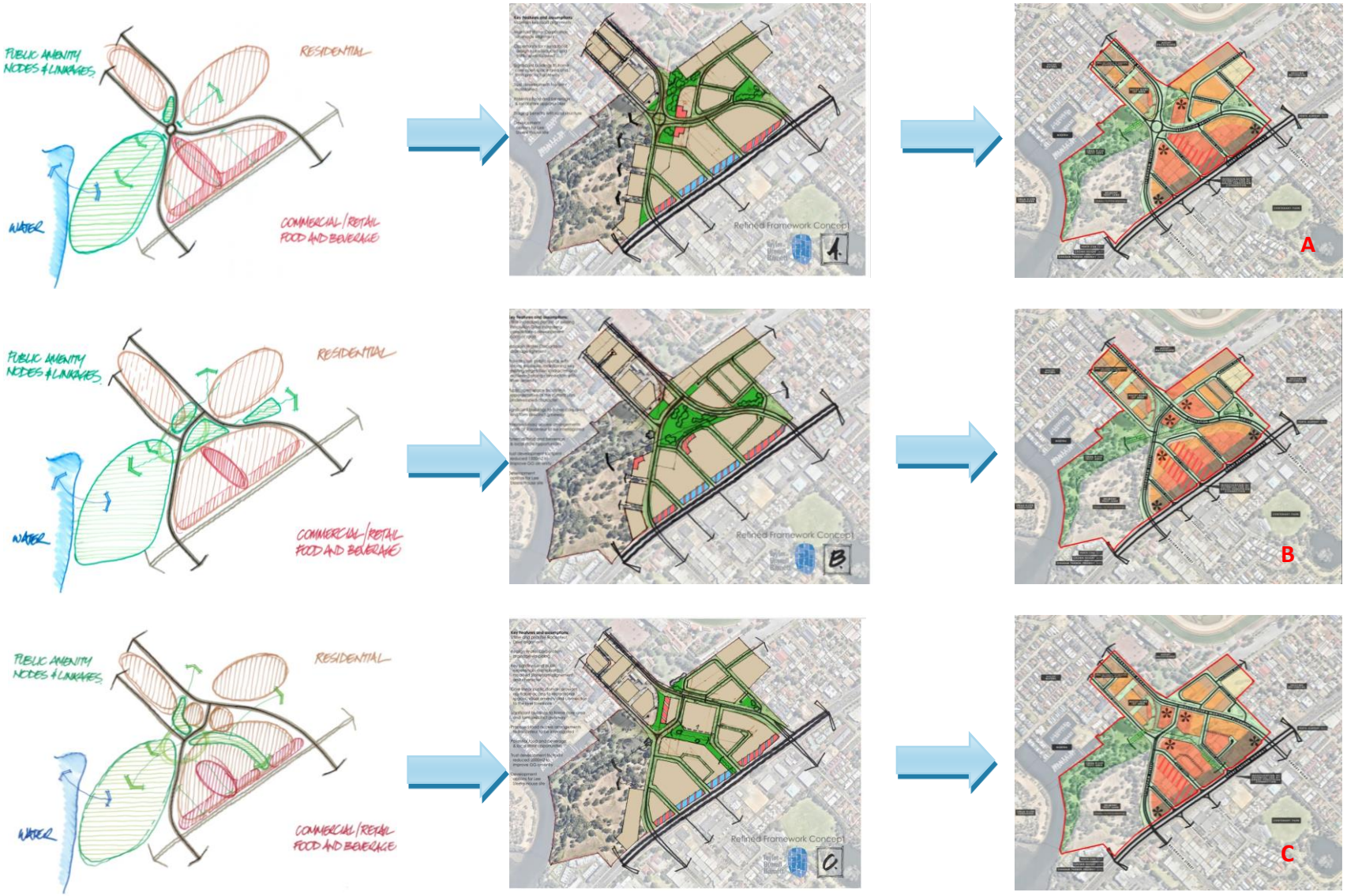
Scenario C evaluates an outcome where the original road alignment of Raconteur Drive is used to maximise future integration opportunities for development west of this road and consolidation of the precinct's future residents.

Scenario evaluation outcome

This scenario evaluation process led to the refined design outcome produced in the preferred scenario.

The preferred scenario was informed by detailed public response to the preliminary scenarios at the community workshops, and through other stakeholder contribution. That preferred scenario was further tested and developed into the preferred Golden Gateway concept, described in detail in section 3.2.4.

It should be noted that through the preparation of the Structure Plan, further assessment of the proposed movement network was undertaken in relation to the potential impacts on the Stoneham Street-Belgravia Street and Resolution Drive-Hardey Road corridors. Based on this assessment and in conjunction with MRWA, it was considered that any modifications to the redistribution of traffic flows (i.e. via Resolution Drive) would not be supported.



Preliminary sketches exploring alternative land use and movement structures

Preliminary sketches developing framework scenarios

Preliminary design scenarios

Figure 13 – Evolution of Design Scenarios

3.2.4 DEVELOPMENT CONCEPT PLAN

In addition to the formal Structure Plan figures included in Part 1 – Implementation, a Development Concept Plan has been prepared to provide an illustration of the development intent (**Figure 14**). This graphical representation is indicative only and reflects a long term, mature development scenario; however, it gives an indication of how the public spaces may be developed and the relationship of the public/private interface between the public spaces and new residential areas.

Key concept features

The key features of the Development Concept Plan are outlined as follows:

Access and connectivity

- Improve connections within the precinct, prioritising green links to the Swan River and Belmont Trust Land.
- Integrate Golden Gateway with the broader Belmont catchment.
- Minimise the barrier of Stoneham Street by formalising pedestrian movement opportunities.
- Enhance vehicle accessibility and excellent circulation benefits offered by the existing movement framework.
- Reconfigure road network for enhanced development consolidation and precinct character benefits.

Planning and land use

- Sensitively integrate residential development of increased density with the surrounding area.
- Convenience retail, shops, restaurants and cafes located 'parkside', and within a pedestrian friendly street environment, to take advantage of the unique amenity and population growth of the location.
- Moderate building height and density to the residential interfaces of the precinct, providing an appropriate transition to existing development.
- Respect identity of existing equestrian residential precinct.
- Provide flexibility for commercial mixed-use development along Great Eastern Highway.
- Contemplate development controls to foster appropriate multi-level development to support denser living options.
- Opportunity for diversification of uses – facilities, amenity, destination uses and attractions.

Built Form

- The height and scale of new buildings will form an appropriate relationship with their environment and context, including adjacent residents.
- Use building form to create a more comfortable and characterful environment, enhancing the gateway location, particularly adjacent the public realm.
- Consider suitable building form and locations to enhance the precinct's outcomes.
- Retail opportunities promoted for improved sustainability outcomes of the precinct and adjacent residents.

Public realm

- Enhancement of existing public streets, utilising the wide reserve widths to produce unique character and pedestrian comfort.
- A central high amenity open space spine, providing a principal access point to the foreshore park and future local scale recreation opportunities.
- Enhancement of pedestrian and cycle accessibility and amenity through green linkages.
- Prioritise the retention of established tree canopies where achievable.

Destination Planning

- Capitalise on the opportunity to leverage subject land's exceptional destination qualities.
- Creation of framework / strategies to support detailed place planning, investment attraction and place management.
- Creation of framework / strategies that will attract a diverse mix of uses, attracting visitors across different times of the day and week.

Figure 14 – Development Concept Plan

Above: Introduce transitional building height to development edges.

Above: Example of a 4 storey residential building detailing an appropriate level of articulation and surveillance through the use of balconies and architectural elements. Also illustrates an acceptable treatment to site retaining at lot edges.

Images: Building Form Inspiration Images

Above: Corner site development addressing both street frontages, with 3 storey podium height to building edges and mixed height elsewhere on site.

Above: Example of 5 storey mixed use building featuring retail/food and beverage uses at the ground level and residential living above producing a sustainable and active development outcome. In addition, this illustrates the beneficial outcome for buildings to interact with key mature trees available within the proposed Golden Gateway public realm.


Left: Example of 8 storey buildings with suitable levels of architectural detail, material and artwork to achieve an appropriate response for Golden Gateway.
Right: Example of 10 storey building illustrating an appropriate podium design detail and landscape amenity.


Above: Landmark buildings providing exceptional architectural gateways into the Golden Gateway precinct.


Left: A 15 storey buildings providing an outstanding response to its corner location.
Right: A 8 storey building examples incorporating desirable podium design and setback to tower element(s).

Above: Example of appropriate response to podium requirements to achieve active and enjoyable streetscapes with building mass setback into the site

3.3 LAND USE

The Golden Gateway Precinct will provide for a diverse range of land uses. The primary land use within the Structure Plan Area is residential, supplemented by commercial uses and local open space. A summary of the land uses and areas is provided in **Table 3**.

TABLE 3: LAND USE

Zone / Reserve	Area (Ha)
Mixed Use	11.8306
Residential	1.1449
Parks and Recreation	4.5556
Water Supply Sewerage & Drainage	0.4409
Local Roads	6.3868

As outlined in Part 1 and **Plan 2**, the subject land has been divided into precincts to acknowledge their differing characteristics in terms of:

- Street character;
- Land use mix; and
- Development scale.

A statement of intent for each precinct is described in Part 1 together with development standards to ensure that the intent of the precinct is achieved.

3.3.1 RESIDENTIAL

The Structure Plan provides for a variety of housing choices through the designation of a range of medium to high density R-Codes (R40-R-AC0).

Higher density R-AC0 coding is located within the 'heart' of the development and within close proximity to high amenity areas such as POS and areas of activity such as Great Eastern Highway, Stoneham Street and Resolution Drive. Low to medium density is proposed for development on the periphery of the subject land to ensure an appropriate transition towards the existing residential areas surrounding.

The R-AC0 coding has been applied to all land within the Mixed Use zone. State Planning Policy 3.1 – Residential Design Codes (SPP 3.1) provides for development standards to be set out in LDPs. For the Golden Gateway Precinct, it is proposed that more detailed development standards pertaining to the Mixed Use zone will be specified in Design Guidelines to be adopted as a LPP by the City of Belmont in addition to the standards set out in Part 1 – Implementation.

Part 1 – Implementation stipulates that there is no maximum plot ratio applicable within the Mixed Use zone. Instead, matters such as bulk and scale will be influenced via other elements including setbacks, building envelope, streetscape interface, private open space and building height, which will be addressed in Design Guidelines where not outlined in Part 1 of this Structure Plan.

3.3.1.1 DWELLING PRODUCT TYPE, MIX AND YIELD

It is envisaged that the Golden Gateway Precinct will accommodate primarily multiple dwellings to contribute to the desired scale and density of the development. Opportunity to provide grouped and single dwelling development will also exist at the periphery, where the precinct adjoins existing low to medium density residential housing as reflected in the development intent of the precincts identified on **Plan 2**.

The estimated yield is indicative only, based on the build-out potential under the Structure Plan. With respect to multiple and grouped dwellings, the ultimate yield and product mix will be determined by the type of development pursued by proponents and will be subject to the market conditions at the time, although the Structure Plan does impose minimum development parameters (for setbacks and heights) as well as maximums. The ultimate yield and product mix will be determined during the construction and development phase.

The Development Concept Plan suggests a potential yield of at least 3,400 dwellings. This could accommodate a total population of up to 6,120 assuming an average household size of 1.8 people.

3.3.2 OTHER LAND USES

3.3.2.1 COMMERCIAL

Commercial development in the Golden Gateway Precinct will support the surrounding residential catchment and racing activities and optimise the value of the precinct's highly visible and connected location. The anticipated yield for the precinct estimates a total of 7,400m^2 commercial (non-retail) floorspace (GFA).

It is envisaged that commercial activity will be mostly focused within the Great Eastern Highway Precinct (Precinct 1) and will likely occupy the first 1-2 levels of buildings across the precinct.

Development of commercial space is only likely to proceed based on its commercial feasibility and the prevailing market conditions at the time of development.

In order to foster the progressive and timely development of the precinct, it is not intended that commercial uses will be mandated within the Mixed Use areas; however ground level design should be adaptable to enable land use to change over time. This requirement should be addressed in the Design Guidelines.

3.3.2.2 RETAIL

The existing residential areas of Ascot Waters and the stables area presently suffer a lack of local shopping facilities, with the BP Service Station on the corner of Resolution Drive and Great Eastern Highway providing the only nearby outlet for basic convenience items. Development of the Golden Gateway Precinct provides an opportunity to establish a local centre for the benefit of the precinct as well as the broader local catchment.

Daly Street has been identified as the 'Main Street' and retail precinct for the proposed development. Daly Street will be lined with retail and food and beverage opportunities to create a high level of activity. A mixture of land uses is encouraged to support the precinct including; residential, retail, food and beverage, entertainment and commercial. Food and beverage will also be encouraged along the linear open space; however the achievement of this will be subject to viability.

Located within proximity to Great Eastern Highway, the Ascot Kilns development, Ascot Waters and development south of Great Eastern Highway, the retail precinct will be an active and vibrant place which will attract local residents as well as passing trade from Great Eastern Highway. A Retail Needs Analysis was undertaken by Colliers in support of the Ascot Kilns LDP. This analysis suggests that each additional 250 apartments will equate to the ability to support approximately 80m^2 of additional retail floorspace. As such, in addition to what has been identified for the Ascot Kilns area, and based on the indicative yield analysis undertaken, it is envisaged that the Golden Gateway Precinct would support a local centre (including small supermarket) in the order of 1,500m^2 of retail floorspace (GFA).

Over and above this, it is anticipated that additional retail floorspace could be supported through passing trade from Great Eastern Highway, given the attractive position and good access.

The 'Main Street' precinct has been located to provide a high level of accessibility from the wider residential catchment, passing traffic along Great Eastern Highway and Stoneham Street and residents from within the Golden Gateway Precinct. The 'Main Street' (Daly Street) will be a wide, well landscaped, street providing a high level of amenity for users and is situated along a main pedestrian route between Great Eastern Highway to the core of the development precinct.

The Development Concept Plan envisages ground level retail / food and beverage uses to create an activated edge to the public realm. Above ground commercial and residential uses will also be encouraged.

3.3.3 UNACCEPTABLE LAND USES

Part 1 – Implementation of this Structure Plan refers to corresponding zones within the Zoning Table of LPS 15 to determine land use permissibility within the various precincts. It does, however, stipulate some exclusions (uses that are considered Unacceptable, notwithstanding that they are listed as a discretionary use in the Zoning Table). Having regard for the amenity of future residents the unacceptable uses include:

- Auction Mart
- Caretakers Dwelling
- Fast Food Outlet / Lunch Bar
- Home Store
- Garden Centre

- Industry - Light
- Motor Vehicle Repair
- Night Club
- Radio or TV Installation
- Restricted Premises
- Service Station
- Single House (with the exception of Precincts 7 & 8)
- Vet Hospital
- Warehouse

These uses have been excluded as they are considered to be inconsistent with the vision and objectives of the Structure Plan, and approval of such uses would compromise the urban fabric envisaged for the area.

3.3.4 BUILDING HEIGHT

Maximum building height limits apply to satisfy relevant protection of airspace, airport facilities and surfaces regulations due to the proximity of Perth Airport. Development must comply with maximum building height limitations as indicated on the Obstacle Limitations Surfaces (OLS) Ultimate Surfaces Map – maximum height of 61mAHD within the majority of the subject land, equating to approximately 19 storey buildings. The remainder of the subject land is located within the 'conical surface', being the 5% slope to 61mAHD.

A maximum building height of 15 storeys is encouraged along Great Eastern Highway given the prominence of this location and level of commercial activity envisaged for this precinct.

In order to ensure development is built to a sufficient scale to facilitate the density envisaged for the Golden Gateway Precinct, and to achieve the desired urban design outcomes, it is also considered appropriate to set minimum building heights. Priority should be given to the relationship of ground floor uses and building design with the public domain to ensure that considerations such as activation, passive surveillance and appropriate combination of uses are optimised.

Podium development is mandated at specific locations as identified on **Plan 3** (Part 1) to create an urban experience at the street level whilst optimising development opportunities. A maximum podium height of 3 storeys applies (no minimum) unless where associated with a landmark site, in which case a maximum podium height of 5 storeys applies. Podium elements are encouraged to relate to and activate the street, with the levels above the podium to be sufficiently setback.

Compatible building heights and scales have been provided along the interface between the existing Ascot Waters and 'Stables' residential areas and the subject land, with built form positioned to minimise overshadowing and amenity impacts on the adjacent existing residential development.

Minimum and maximum building heights for podium and tower elements across the subject land are shown on **Plan 3** (Part 1)

3.3.5 LANDMARK SITES

There are a number of key locations situated at the termination of key view lines and sites highly visible from outside of the Golden Gateway Precinct, thereby acting as landmarks for the development. These sites will also act as key nodes located along important pedestrian movement connections and will assist in linking these sites with the public realm, particularly the central POS area.

Landmark sites have been strategically distributed throughout the subject land as shown in **Plan 3** taking into consideration overshadowing impacts and amenity considerations. In this regard, higher buildings are located at key corners of Great Eastern Highway and Stoneham Street and Resolution Drive and sites at key locations along these streets internal to the precinct with an additional 5 storeys permitted.

Landmark sites should also be designed incorporating architectural or sculptural features with a point of difference. This will be a requirement of the future Design Guidelines.

Additional height (up to 5 storeys) may be permitted on landmark sites; subject to compliance with specific design criteria (refer Part 1 – Implementation, Section 5.1.1.3). Proposals involving additional height will also need to conform to the Perth Airport OLS requirements. It is possible to have some incursion of the OLS provided that approval is granted to operate with appropriate risk mitigations measures in place.

Further information is available from Perth Airport at: https://www.perthairport.com.au/Home/corporate/planning-and-projects/airspace-protection or the Department of Infrastructure and Regional Development at: https://infrastructure.gov.au/aviation/safety/protection/index.aspx

3.3.6 CAR PARKING

The City wishes to encourage innovative approaches to car parking provision, such as reciprocity, carpooling programs or other innovations, that may result in reduced parking provision where appropriate. In this respect, the Structure Plan provisions will enable the Responsible Authority to consider approving a reduced parking provision where it can be demonstrated that an alternative parking proposal is sound and will result in a reduction in parking demand. Any proposed variation should be supported by a parking demand assessment undertaken by a suitably qualified professional.

An integrated approach to parking provision will be encouraged within Mixed Use and Multi-unit development, in order to make the most efficient use of parking provision and to encourage use of alternative (public) transport modes where appropriate. In this respect special provisions are proposed to challenge the 'business-as-usual' approach to car parking design. In terms of transit-based parking provision, the proposed approach follows the recommended parking provision in the draft Design WA "Apartment Design" (Draft for public comment - WAPC, October 2016). The following specific requirements are to be applied:

a) For Mixed Use development, all residential parking in excess of 1 bay per dwelling, and at least 50% of the minimum required parking for non-residential uses shall be made available for general use of either residential or non-residential uses (these bays represent unallocated communal parking bays).

b) Mixed Use development that proposed parking as outlined in 2a) above should be required, as a condition of Development Approval, to prepare a Car Parking Strategy that addresses the management of the unallocated communal parking provision, including:

   I. The hours during which parking bays shall be made available for general public access; and

   II. Location, signage and monitoring of usage of the unallocated communal parking bays.

c) For multiple dwelling residential development, parking requirements shall be as follows:

   I. Minimum parking: in accordance with **Table 4**;

   II. Maximum parking: not to exceed double the minimums specified in **Table 4**.

TABLE 4: MULTIPLE DWELLING RESIDENTIAL PARKING

Parking Types	Location A	Location B
1 bedroom dwellings	0.75 bay per dwelling	1 bay per dwelling
2+ bedroom dwellings	1 bay per dwelling	1.25 bays per dwelling
Visitor Parking	1 bay per 4 dwellings up to 12 dwellings 1 bay per 8 dwellings for the 13th dwelling above	

Definitions:
***Location A**: Within 250m of a high frequency bus route, measured in a straight line from along any part of the route to any part of the lot.*
***Location B:** Not within Location A.*

d) The provision of car parking that is in excess of the minimum required for the site will only be approved where it is designed to be adaptable for future conversion into habitable floor space, or other useable space communal or private usage. In order for parking to be considered adaptable, it must be shown as located in a position that is suitable for an alternative use, not included in individual strata titles and constructed to comply with habitable floorspace standards.

This requirement may be waived if it can be demonstrated that complying with the requirement would not be practical or would result in a less desirable outcome.

3.3.7 PUBLIC OPEN SPACE

The total POS provision is commensurate with the composition of land uses and having regard to the surrounding site context.

The central Linear Park POS area ('Green Link') will be the focal point of the proposed POS provision and forms an integral part of the pedestrian network and will act as a 'green corridor' and wayfinding link for the Precinct. This POS area will provide direct pedestrian connections between the Swan River / Belmont Trust Land, proposed local park along the northern boundary and other key locations within the Golden Gateway Precinct.

These POS areas are located within the walkable catchments of each residence; providing only a short walking distance for all residents to passive recreation areas. The POS will be linked by the permeable road, shared path and footpath networks and will provide attractive end views for the connecting streets.

It should also be noted that the subject land is well located within an existing urban context comprising of significant public parkland associated with the Swan River and portion of the Belmont Trust Land provided for public recreational value and the proposed POS areas will act as an extension of this existing amenity value.

A POS calculation has been prepared in accordance with Liveable Neighbourhoods (LN), as detailed in **Table 5**. A total of 0.6974ha of Open Space is provided on the Structure Plan of differing forms and functions as detailed on **Figure 15**.

In the case of mixed use development, there is no minimum requirement for the provision of POS under LN. LN states that the appropriate POS contribution for mixed use development will be determined by the WAPC on a case by case basis. A total POS provision of 3.47% is provided and will be refined at the subdivision stage. As the City is likely to manage the process of land assembly and subdivision it will be primarily responsible for defining the final area of POS, with the other relevant stakeholders (including WATC and Water Corporation).

This proposed provision is less than the standard POS requirement of 10% POS for residential development under LN, however the proposed provision is considered appropriate for a mixed-use precinct. The City's POS Strategy also sets out minimum standards of land area provision for POS based on current best practice and ease of accessibility to available open space for both residential and non-residential areas. The subject land falls within the Ascot study area of the Strategy which concludes that whilst active open space provision is considered low, the area is well equipped for passive recreational activities largely as a result of the Regional Open Space associated with the Swan River foreshore to service its local needs.

Consistent with the assessment provided in the City's POS Strategy, the subject land is well located within an existing urban context allowing the future residents to take advantage of a variety of established recreation and leisure opportunities associated with the nearby Swan River and environs. The extent of the POS provision in this instance is primarily an outcome of the concept to incorporate the existing Regional Parks and Recreation reservation (which is technically not included in the calculation of POS provision) into the design and augment its value by surrounding it with useable POS to create a central linear park at the heart of the development.

The POS to be provided in accordance with the Structure Plan and the POS Schedule and will be landscaped to a standard commensurate to, or above, LN requirements and to the satisfaction of the City of Belmont.

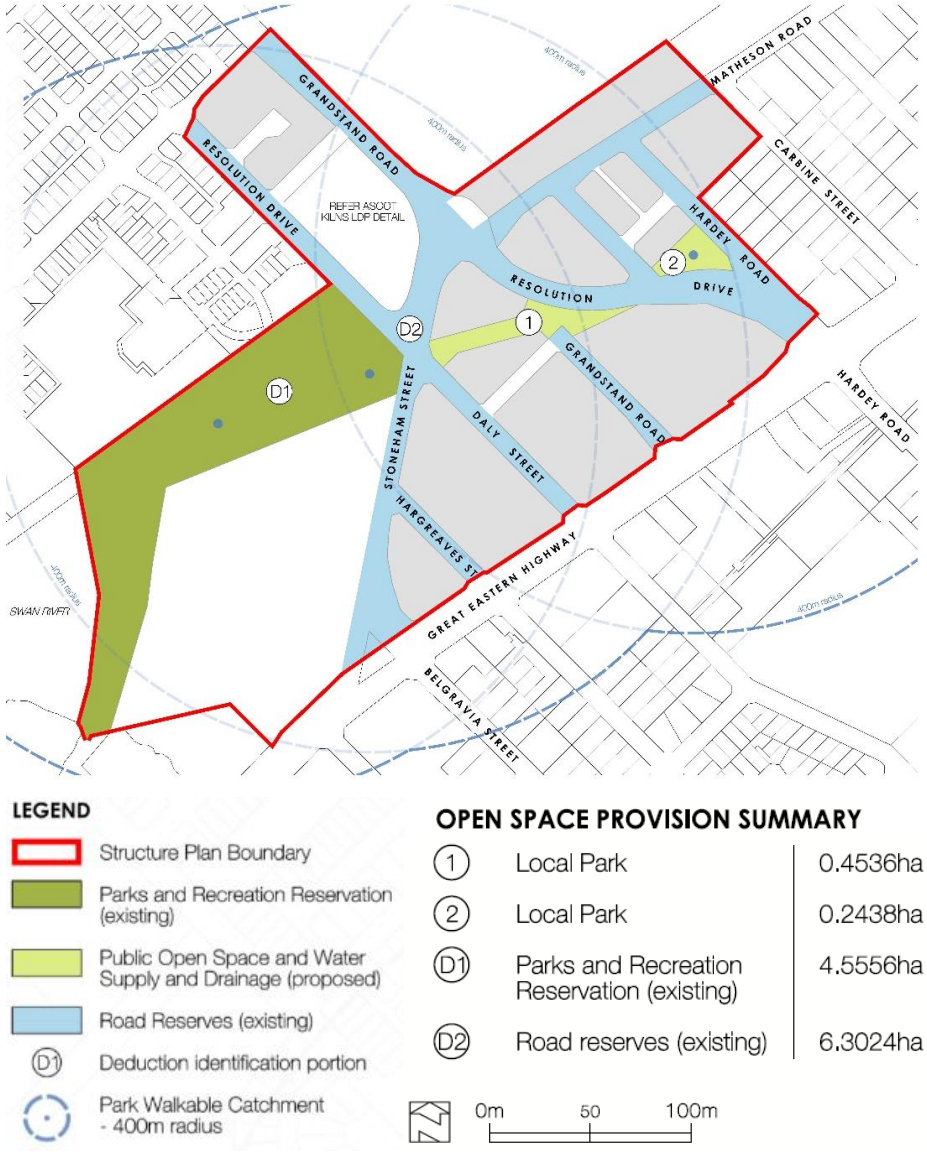


Figure 15 –Open Space Provision

TABLE 5: PUBLIC OPEN SPACE SCHEDULE

PUBLIC OPEN SPACE		
Gross Site Area		**30.9284**
DEDUCTIONS		
D1 Parks and Recreation Reservation (existing)	4.5556	
D2 Road reserves (existing)	6.3024	
Total Deductions		**10.8580**
Gross Subdivisible Area		20.0704
Creditable Public Open Space Required @ 10%		**2.0070**
PUBLIC OPEN SPACE PROVISION		
Unrestricted Public Open Space		
POS 1	0.4536	
POS 2	0.2438	
Total Unrestricted Public Open Space		**0.6974**
Restricted Public Open Space		Nil
TOTAL CREDITED PUBLIC OPEN SPACE		**0.6974**
PERCENTAGE OF PUBLIC OPEN SPACE PROVIDED		**3.47%**

3.3.8 PUBLIC REALM PROVISION

A Public Realm Strategy was prepared in support of the Structure Plan (refer **Appendix F**) to develop a clear vision, principles and objectives to inform development of the public realm. A landscape masterplan has also been developed as a component of this Strategy to provide an indicative graphical representation of how the key public space areas may be developed (refer **Figure 16**).

The subject land comprises a number of different public realm space types ranging from the strong east-west Linear Park ('Greenlink'), boulevard high-use roads to local streets as shown on **Figure 16**. A cohesive approach across the public realm will consist of an urban landscape that reinforces a fluid and flowing spatial arrangement extending from the river parklands and extending this character throughout the subject land. The creation of smaller pockets of activity and open space will be defined by street trees, tree groups and sinuous tree lines. Pedestrian spaces will be sheltered by a substantial tree canopy and vehicular routes flanked by boulevard plantings. A unified paving design and materials for pedestrian areas will extend throughout the subject land extending down streets and through the central Linear Park. This will both unify and delineate the different pedestrian and vehicular spaces.

To reduce maintenance and water consumption, where possible, consideration should be made as to the use of hard surfaces or low water alternatives instead of turf. Water harvesting of hard surfaces is also exploited where possible using swales, channels and ground amendments to reduce the need for overall water consumption.

The key public realm areas are set out in the following pages.

Examples of Public Art, Rain Gardens & Swale Designs in an Urban Context (Jolimont Parkside Walk)

Figure 16 – Landscape Master Plan

Linear Park 'Greenlink'

The Linear Park ('Greenlink') is a valuable community asset which has great potential to be the focus of community use, a meeting place and the primary pedestrian movement corridor linking the subject land with the Swan River and associated parklands to the west (refer **Figure 17**). The Linear Park is an urban park relying on tree canopies to provide shade and 'softness' to the urban space. The size of paved areas should be able to accommodate potentially large numbers of users including cyclists, skaters, and pedestrians all within a network of footpaths linking into the surrounding road network and building entrances. The space will create a seamless and comprehensive character that embraces built form and is unaffected by the rigidity of traditional street infrastructure.

The informality of parklands will envelope development forming a new dynamic setting that is capable of providing informal meeting spaces, alfresco spill-out, community meeting places and potentially facilities such as active recreational spaces, outdoor fitness trail equipment and interactive sculptural elements as public art. The space will facilitate clear passive surveillance from the lower levels of buildings and will be well lit at night. The open and broad nature of spaces providing safe pedestrian circulation and sight lines, lighting and activity will enable the space to accommodate the needs of a growing local population.

Importantly, this space and its robust form diminishes the role of vehicular traffic aesthetically creating a dominance of pedestrian orientated space.

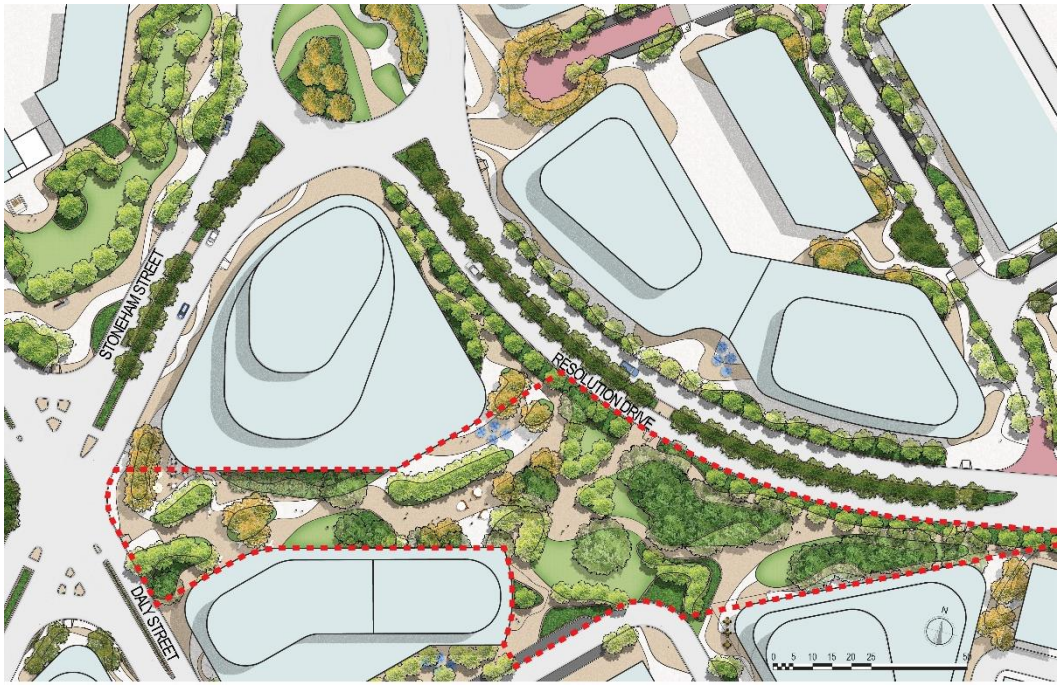


Figure 17 - Linear Park Indicative Concept

Road and street treatments

Road hierarchies and overall legibility of the subject land will be reinforced by the type of tree planting associated with the scale of the road. The paving treatments within all streets and roads will be consistent with the material palette of the Linear Park, reinforcing a distinctive character of this place.

Resolution Drive

The landscape aesthetic of Resolution Drive will be dominated by tree planting of larger species, creating a canopy boulevard along its length (refer **Figure 18**). Verge and median planting will create a formalised sinuous corridor of canopy trees that are recognisably different to the scale and nature of other landscapes in the area. Like street trees will be planted to create a boulevard aesthetic the length of the street, aiding in wayfinding.

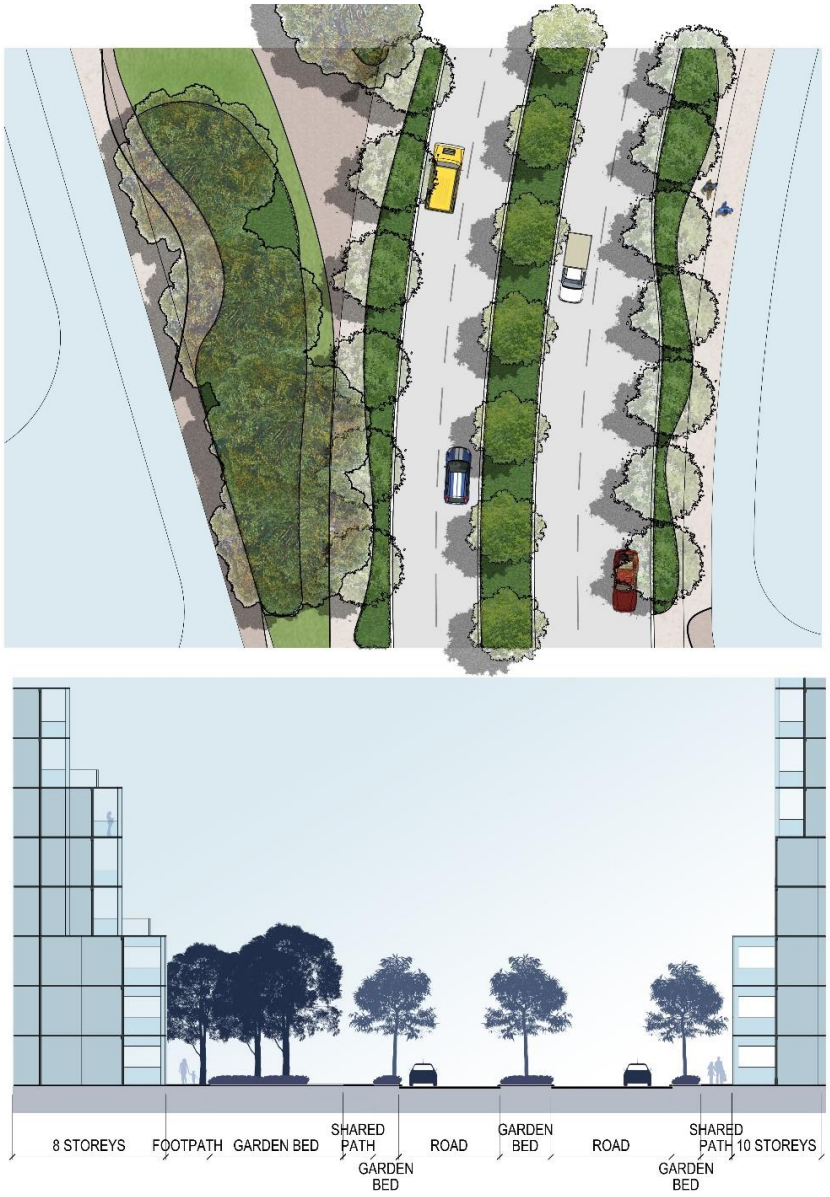


Figure 18 – Resolution Drive Plan Extract and Indicative Cross-Section

Stoneham Street

Stoneham Street will be identified by a boulevard of planting comprising species related to the adjoining Belmont Trust Land such as a mix of natives and introduced species emphasised at junctions and the key pedestrian crossing points (refer **Figure 19**). The boulevard will accommodate a key pedestrian connection that extends through to Matheson Road via the Linear Park.

Figure 19 - Stoneham Street Plan Extract and Indicative Cross-Section

Hargreaves Street and Grandstand Road

Hargreaves Street and Grandstand Road will comprise street tree planting that is not a monoculture but uses a mix of street trees (refer **Figure 20**) in varying combinations to provide a dynamic and varied street tree canopy. The mix will create a character that is related to, but distinguished from, Daly Street, emphasising the different nature of the space. These streets will extend the overall public realm character established within the Linear Park and central portion of the site but in a simpler manner. Street tree planting is proposed to create a canopied streetscape and to be positioned abutting the parallel parking embayments.

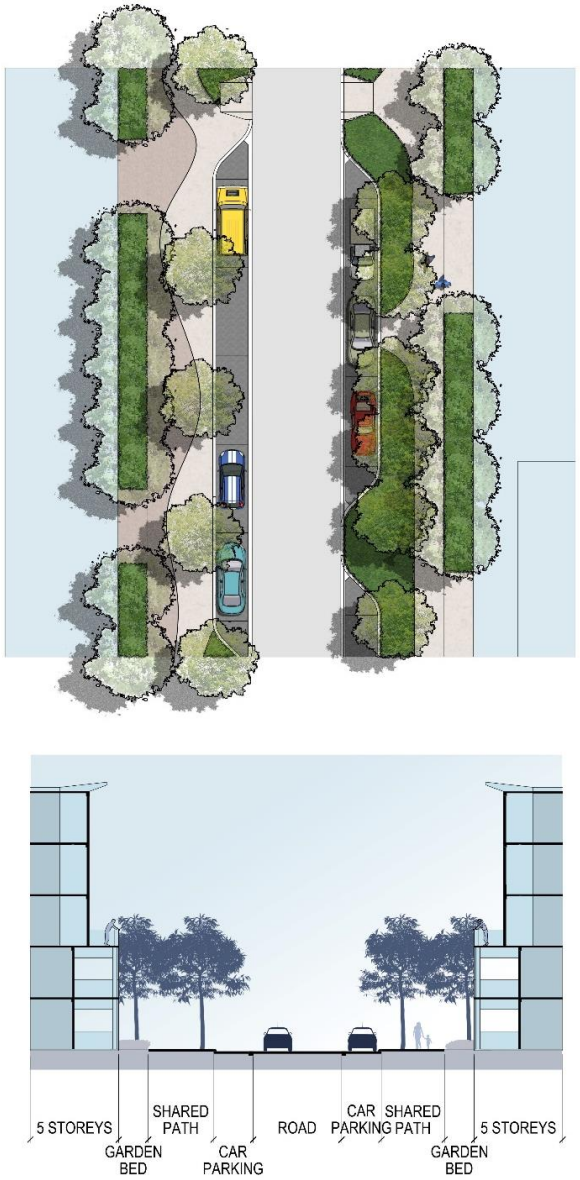


Figure 20 - Hargreaves Street Plan Extract and Indicative Cross-Section

Daly Street

Daly Street is proposed to function as the 'main street' and as such, the public realm has been configured to respond to retail uses (refer **Figure 21**). The pedestrian pavement will be configured to minimise clutter and encourage possibilities for alfresco seating. Importantly the paving design character established within the linear park extends through the street extending to the Linear Park. Tree groups will be used and located to define potential smaller public realm areas such as alfresco seating and informal gathering spaces. Car parking is configured at right angles to optimise numbers in support of retail and food and beverage uses within the 'main street'.

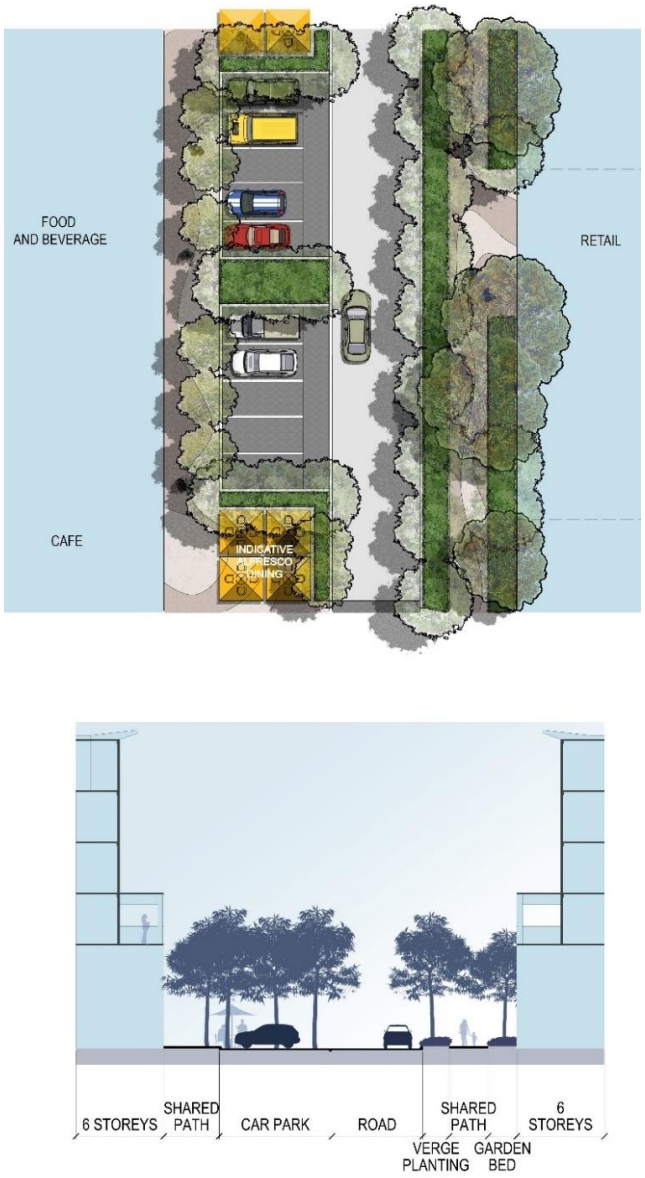


Figure 21 - Daly Street Plan Extract and Indicative Cross-Section

Local Streets

The streetscapes of the areas to the north and east of Resolution Drive will have a character that is dominated by street tree planting creating a heavy canopy (refer **Figure 22**). Street tree planting will consist of a variety of species that attain modest height but develop a broad canopy.

Raised paved tables can be used to provide traffic calming and to add texture to the urban streetscape reinforcing a character that promotes pedestrian safety. The selected paving treatments of local streets will change the character of streets especially in locations where separated pedestrian access is limited. All paving detail at junctions and associated with pedestrian circulation should address both the need to reduce traffic speeds, manage drainage and create a distinctive character.

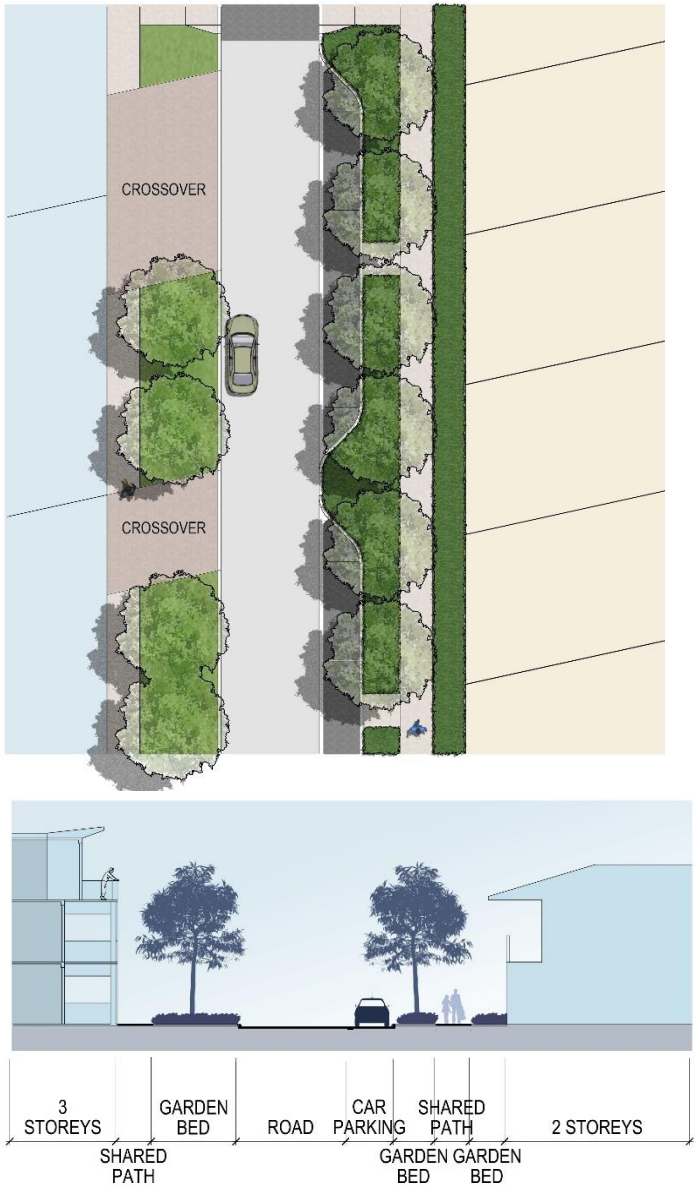


Figure 22 - Local Streets Plan Extract and Indicative Cross-Section

3.3.9 LANDSCAPE DESIGN

3.3.9.1 DESIGN OBJECTIVES – AN URBAN LANDSCAPE

The public realm spaces made up of streets and the linear park combine to be a defining element of this location, that importantly the users; employees and residents experience and define the qualities of the public realm.

This location currently presents as a transient place that is passed through, however the design of the public realm will result in the creation of a cohesive network of spaces enabling the locality to be an identifiable place.

The overall landscape design objectives for the public spaces are set out below:

Identifiable character

- Create a contemporary urban environment that promotes safe and easy pedestrian experiences.
- Create new diverse urban landscapes that reflect the subject land's unique characteristics and close links to the river parklands.
- Create spaces that encourage and accommodate local community use and engagement.
- Establish an aesthetic that promotes positive development and investment in the location.
- Celebrate the heritage significance of the Ascot Kilns.
- Respect the social and recreational values of the Ascot Racecourse.
- Establish considered connections to the Ascot Kilns and the Ascot Racecourse in terms of tourism opportunities and amenity.

Valuable Landscapes

- Create a microclimate in public realm spaces and streets which encourages use and enjoyment.
- Provide visual connections to Belmont Trust Land through POS (as shown on **Figure 16**).
- Provide key views and relationships that assist in orientation and legibility.
- Create highly utilised and valued public realm streets and spaces.

Environmental/Sustainability

- Create a durable urban landscape.
- Reduce urban heat sink characteristics.
- Create urban tree canopy (in compliance with the City of Belmont's Urban Forest Strategy 2014).
- Retain vegetation wherever practical.
- Promote the use of low water demand plants.
- Pursue water harvesting, passive irrigation and integrated urban water management.

3.3.9.2 INTEGRATED DRAINAGE MANAGEMENT

The use and promotion of Water Sensitive Urban Design (WSUD) techniques and approaches are to be utilised wherever possible throughout the subject land. The space for nutrient stripping is limited. As the urban area is not producing a nutrient load, the focus is on slowing runoff and reducing hydrocarbons. The use of linear and incidental 'rain gardens' and 'nutrient sinks' can be implemented discretely within paving in streets and areas of open space. These devices should be fully integrated with the road drainage promoting passive irrigation of street tree vegetation and controlling hydrocarbon runoff.

Within the context of a dense inner urban area, the design of these WSUD devices need not be natural in appearance but can be incorporated within the urban public realm infrastructure as a contemporary feature.

It is intended that the east-west linear park, although containing broad pedestrian areas, will contain soft landscape areas that will accommodate local drainage that is managed through swale type structures that infiltrate water and passively irrigate trees and other vegetation used in the public realm. This will be subject to the Local Water Management Strategy (LWMS).

The use of permeable pavements and porous asphalt treatments in key locations is recommended, possibly associated with lower level threshold treatments of road junctions, should be incorporated as a component of the approach to integrated drainage management.

In order to deliver wider environmental sustainability objectives, as well as providing attractive places in which residents and visitors can enjoy, consideration should be given to the conservation of water resources and quality of groundwater. The use of water efficiency measures is encouraged and should promote the investigation of best management practices for irrigation of public open space.

The availability and quality of groundwater within the LSP area is limited at this stage. This will affect the ability of the City of Belmont to irrigate the proposed vegetation within the public realm areas. Therefore, due to the limitation of groundwater for irrigation purposes, the future irrigation of vegetation within the POS and public realm areas will need to be supplied by other sources. This may include scheme water, stormwater, irrigation (by agreement) from the Western Australian Turf Club's (now operating as Perth Racing) artesian groundwater licence, a new irrigation lake or other irrigation strategies will need to be investigated in the future. The City may encourage developers to consider the irrigation of abutting verge vegetation and street trees to ensure the high quality natural amenity of the public realm is maintained. Alternatively, non-irrigated (dry) landscape may need to be considered for the public realm areas.

3.4 MOVEMENT NETWORK

A Movement and Access Strategy was prepared by Flyt in support of the Structure Plan (refer **Appendix C**). This Strategy has been prepared using the requirements set out within the WAPC Transport Impact Assessment Guidelines (August 2016) Volume 2 – Planning Schemes, Structure Plans and Activity Centre Plans.

3.4.1 ROAD NETWORK AND TRAFFIC MANAGEMENT DEVICES

As outlined within this report, the Structure Plan design proposes to retain the broad framework of the existing road network and primary traffic flows in order to achieve the desired development outcome.

The proposed changes to the existing road network and associated road hierarchy as outlined in **Figure 23** include:

- **Resolution Drive:** This section of road will be removed and the connection will be formed by use of the historical Raconteur Drive alignment.
    - Resolution Drive will connect between the Great Eastern Highway/Hardey Road traffic signal controlled intersection and relocated Grandstand Road roundabout.
    - The Grandstand Road/Resolution Drive/Stoneham Street roundabout will be relocated approximately 125m to the north-east of its existing location, and will become a three arm roundabout.
    - The existing Grandstand Road configuration of a four lane divided road (2 lanes in each direction) will be continued along the Raconteur Drive section of the road. As such a continuous four lane divided road will operate between Great Eastern Highway and Guildford Road via the Garrett Road Bridge (additional turn pockets will be provided where required).
    - A single intersection is proposed on Resolution Drive between the relocated roundabout and Great Eastern Highway and this is expected to take the form of an all movements 'seagull' intersection with separate left turn/right turn lanes into Resolution Drive and a right turn auxiliary lane from Resolution Drive. This will provide vehicular access to and from the three precincts situated north of Resolution Drive.
- **Stoneham Street:** This section of road will be retained along its existing alignment providing a connection between Great Eastern Highway/Belgravia Street traffic signal controlled intersection and the relocated Grandstand Road/Resolution Drive roundabout – adjacent to the Ascot Kilns LDP area.
    - The section of Resolution Drive (north of Stoneham Street) will form a four-way intersection at Stoneham Street/Daly Street/Resolution Drive. It is expected that this intersection would be priority controlled with a signalised pedestrian crossing phase across all four approaches.
    - The existing lane arrangement along Stoneham Street will be retained, being a four lane undivided road (2 lanes in each direction). A median strip on approaches to main intersections is provided and a painted dividing line mid-block. On-street parking may be considered at detailed design stage to support non-residential uses.
    - The existing access arrangements from Stoneham Street to the car park within the Belmont Trust Land will remain unchanged.

- **Hargreaves Street, Daly Street and Grandstand Road (south):** It is proposed that Hargreaves Street and Daly Street will continue along their existing alignments and connect between Great Eastern Highway and Stoneham Street. Grandstand Road (south) will be realigned at the northern end to connect into Daly Street. It is proposed to realign the northern section of Daly Street to accommodate the four-way intersection at Stoneham Street/Daly Street/Resolution Drive.
    - All intersections with Great Eastern Highway will be retained as per the existing left-in/left-out arrangement.
    - The existing access arrangement (left-in/left-out only) at the Hargreaves Street and Stoneham Street intersection will be retained.
    - Grandstand Road (south) intersection with Daly Street would be priority controlled with Grandstand Road (south) being the minor leg of the intersection.
    - All roads would take the form of two lane roads (1 lane in each direction). On-street parking will be provided along each street where appropriate.
- **Matheson Road:** Matheson Road will continue to connect through to a realigned Resolution Drive via a modified road network, which will provide access to new development sites but not prioritise Matheson Road as a through route.
    - The form of intersection between Matheson Road and Resolution Drive will be subject to further detailed design. It is expected that this intersection would be priority controlled with Matheson Road being the minor leg of the intersection (in the form of a seagull intersection).
    - Matheson Road and internal roads would take the form of two lane roads (one lane in each direction). On-street parking will be provided where appropriate

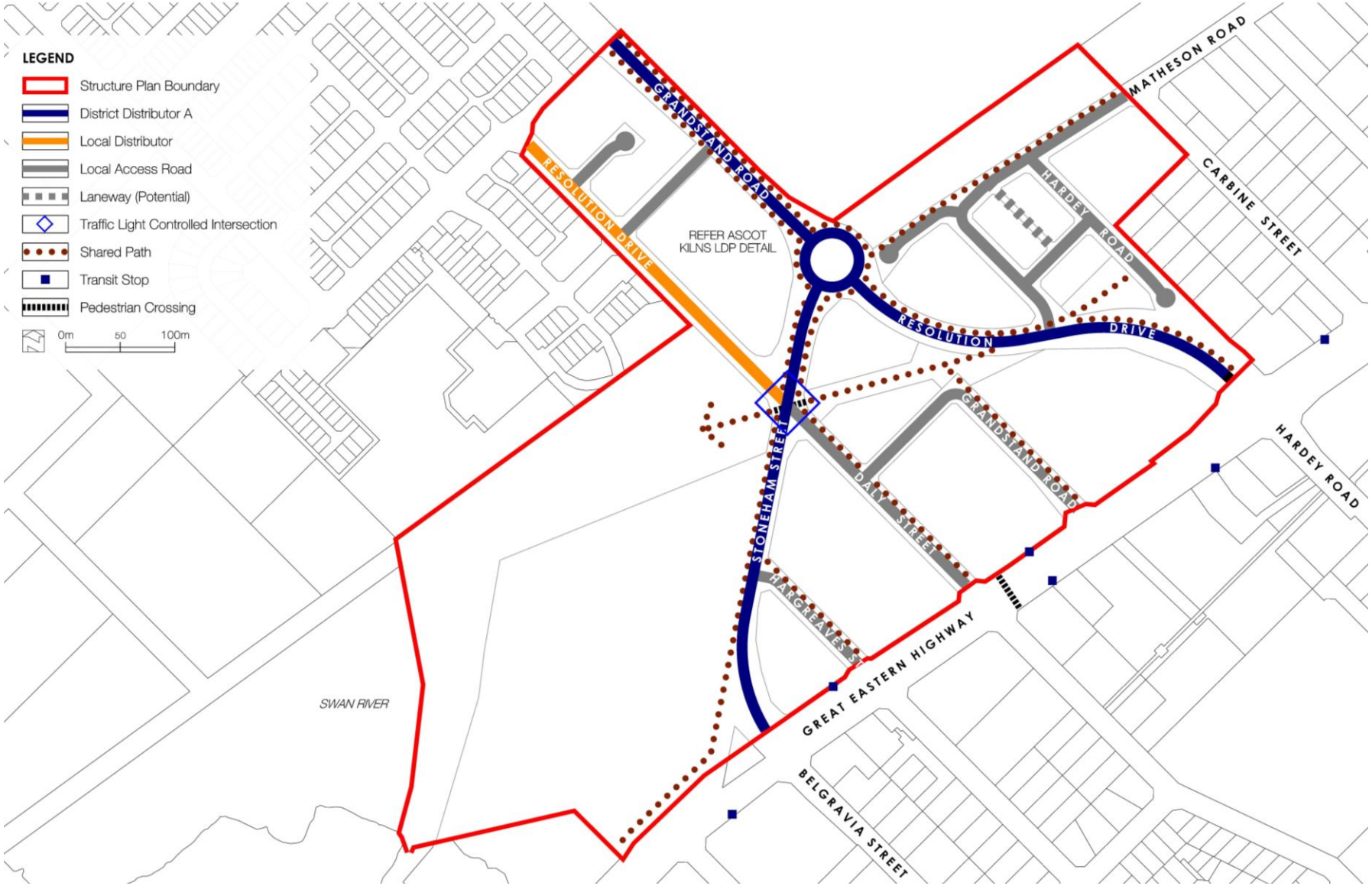


Figure 23 - Movement Network

3.4.2 TRAFFIC FORECASTS

As outlined in the Movement and Access Strategy, the following new vehicle trips are anticipated to be generated by the proposed development:

- **Daily traffic:**
    - Inbound 2,600 vehicles
    - Outbound 2,600 vehicles
    - **TOTAL 5,200 vehicles**
- **AM peak hour traffic:**
    - Inbound 97 vehicles
    - Outbound 697 vehicles
    - **TOTAL 794 vehicles**
- **PM peak hour traffic:**
    - Inbound 605 vehicles
    - Outbound 189 vehicles
    - **TOTAL 794 vehicles**

In summary, based on the application of standard assessment techniques as outlined in the report, the proposed development results in a slight reduction in road network performance in 2031 in the PM peak period at the Resolution Drive - Great Eastern Highway intersection.

The Stoneham Street - Great Eastern Highway modelling shows that by 2031 under the base scenario (i.e. without Golden Gateway development), all approaches (other than Belgravia Street approach) would operate over capacity during the AM peak and during the PM peak at all approaches. Factoring in the proposed Golden Gateway development, the degree of saturation on the Stoneham Street and Great Eastern Highway approach increases, however the level of service remains unchanged.

The proposed road network within the subject land would significantly enhance the pedestrian and cycle connections throughout the development and also provide a catalyst for a gradual improvement in public transport service provision across the subject land/local area and improve connections across the subject land generally.

3.4.3 PEDESTRIAN AND CYCLING NETWORK

All existing shared paths surrounding and through the subject land will be maintained and many of these existing connections enhanced by additional shared path connectivity including:

- Retention of the shared path along the northern/western side of Stoneham Street.
- Improvement of shared path connections between the subject land and Ascot Waters development.
- The Stoneham Street shared path will be enhanced with a formalised connection through to Matheson Road. It is expected that the Stoneham Street/Daly Street/Resolution Drive signalised intersection will include a priority controlled pedestrian crossing phase across all four approaches.
- Shared path connections will be provided along Hargreaves Street, Daly Street and Grandstand Road (south).
- Controlled mid-block shared pedestrian/bike crossing via an at-grade signal controlled crossing at the Stoneham Street/Daly Street intersection and across Great Eastern Highway would be the preferred form of crossing.
- An at-grade signal-controlled crossing of Great Eastern Highway would require further investigation at the detailed design stage, but could take the form of the pedestrian crossing of Great Eastern Highway that is provided to the west of the subject land (location to be subject to further investigations/discussion).

3.4.4 PUBLIC TRANSPORT

High level discussions with the Public Transport Authority (PTA) has informed the proposed changes anticipated for the existing public transport network as discussed below. The introduction of the Forrestfield Airport Link (FAL) rail connection from central Perth to Perth Airport and onto a park 'n' ride station at Forrestfield, will see the removal of four of the five existing bus routes operating along the Great Eastern Highway corridor (bus routes 36, 295, 296 and 299) and a renumbering and change of route for the remaining bus route (bus route 40).

Subject to further consultation it is currently anticipated that the five existing bus routes will be rerouted as follows:

- Bus Route 36 – to be renumbered as Bus Route 303 and operate from Midland Station to the new Redcliffe Station.
- Bus Routes 295/296/299 – to feed into Forrestfield Station from Kalamunda and its surrounds.
- Bus Route 40 – to be renumbered Bus Route 940 Superbus (details below).

It is currently anticipated that the 940 Superbus would initially operate as a first stage from Belmont Station to Elizabeth Quay Station via Great Eastern Highway and Victoria Park Transfer Station and Adelaide Terrace/St Georges Terrace. In the longer term, it is anticipated that the Superbus would become a through routed service to Subiaco Station from Elizabeth Quay Bus Station via West Perth.

The Superbus route would operate as a high frequency service and as such it is considered unlikely that the PTA would re-route this service through the subject land and instead, the service would operate along the Great Eastern Highway corridor between Redcliffe Station and Victoria Park Transfer Station.

The PTA has indicated that, if sufficient public transport demand was generated by large scale development of the subject land, they would consider the option of operating a bus service which connected the subject land and Perth CBD with a bus service that utilised the internal road network. However this would be contingent upon the proposed development generating the requisite public transport demand to warrant the investment in such a service.

3.5 WATER MANAGEMENT

3.5.1 LOCAL WATER MANAGEMENT STRATEGY

A LWMS was prepared by Urbaqua in support of the Structure Plan (refer **Appendix D**). The LWMS was developed to establish the concepts and broad level design measures for flood mitigation and stormwater management for the subject land. The intention of the LWMS is to guide the general stormwater management principles and to guide the preparation of the Urban Water Management Plan (UWMP) that will be prepared at the subdivision stage.

3.5.2 STORMWATER MANAGEMENT

The key objectives for stormwater management are:

- Protection of wetlands and waterways (receiving environments) from the impacts of urban runoff.
- Protection of infrastructure and assets from flooding and inundation.

The following planning measures are adopted to achieve the above objectives:

- Residential, industrial or commercial premises in existing or proposed areas must maintain floor levels at 500 mm above the 100yr ARI in the Swan River and 300 mm above the 100yr ARI in the local drainage system.
- Runoff from events greater than the 1yr ARI interval event and up to the 5yr ARI event in residential areas and 10yr ARI event in commercial/industrial areas are to be managed in accordance with the serviceability requirements of Australian Rainfall and Runoff (Engineers Australia, 2001) minor/major system.
- Stormwater in excess of the capacity of on-site retention systems will be conveyed through the existing drainage system consisting of local road drainage, Central Belmont Main Drain Basin and compensating basin.
- Major flood runoff (1% AEP) will be conveyed via overland flow within the road reserve to the compensating basin and drain prior to discharging to the Swan River.
- The design of the redeveloped urban areas should incorporate current best practice in WSUD to mitigate the potential impacts on regional water quantity and quality from redevelopment and the legacy conditions within the catchment.
- Retrofitting of stormwater management systems to achieve improved water quality outcomes should be maximised through the installation of biofilters (raingardens), amended

soils and the use of structural controls to address litter, sediment and vegetative materials at source.
- Modification of the existing Central Belmont Main Drain and local drainage systems to suit the urban form whilst maintaining drainage capacity and peak flow rates.
- WSUD and best management practices promoting on-site retention of the first 15mm of rainfall from the basis of the surface water quantity management strategy for minor events.

3.5.3 GROUNDWATER MANAGEMENT

The key objectives for groundwater management are:

- Protecting infrastructure and assets from flooding and inundation by high seasonal groundwater levels, perching and/or soil moisture.
- Protecting groundwater dependent ecosystems from the impacts of urban runoff.
- Managing and minimising changes in groundwater levels and groundwater quality following redevelopment.

The following planning measures are adopted to achieve the above objectives:

- Retain existing surface levels as a minimum to ensure adequate separation.
- Limit basements in areas of shallow groundwater.
- Use of subsoil drainage below bio-retention areas, raingardens and tree pits to minimise local groundwater rise.

Groundwater levels provide potential clearance for basements to be installed, with two storey basements possible closer to Great Eastern Highway. Detailed designs of any infrastructure below the existing surface level (such as basements) may include tanking or other forms of damp-proofing. Any temporary lowering groundwater for construction, either for basements or sewer, may require dewatering licences from DWER.

3.6 EDUCATION FACILITIES

Existing education facilitates located within close proximity to the subject land include the following:

- Belmont Primary School is located at the intersection of Great Eastern Highway and Belgravia Street.
- Redcliffe Primary School is located approximately 3km to the east.
- St Maria Goretti's Catholic School is located approximately 2.5km to the east.
- Maylands Peninsula Primary School is located approximately 2.5km to the north.
- Belmont City College is located approximately 3km to the south.

Given the nature of the development and anticipated demographic it is anticipated that there will be limited additional demand for education facilities generated in the precinct. The Golden Gateway Precinct is well located within an existing urban context allowing future residents to take advantage of existing education facilities.

3.7 EMPLOYMENT

Given the subject land's strategic location close to existing employment opportunities in the Belmont mixed business area, proximity to Perth CBD and commercial land uses along Great Eastern Highway, the area already enjoys a high rate of employment self-sufficiency, therefore additional employment generating land uses are not considered necessary to improve local employment opportunity. The non-residential uses anticipated for the Golden Gateway Precinct will generate a small amount of locally-based employment; however, the main purpose of these uses is to provide local services and to optimise the value of its highly visible and connected location.

3.8 INFRASTRUCTURE COORDINATION, SERVICING AND STAGING

An Infrastructure Assessment Report was prepared by Cardno in support of the Structure Plan (refer **Appendix E**).

3.8.1 WATER SUPPLY

Water Corporation does not foresee any issues with servicing the proposed scheme with potable water. Initial advice from the Water Corporation has confirmed the following with regards to required upgrades:

- Water Corporation will upgrade the headworks, pipe equal to or greater than 300mm diameter and pump stations, as and when required.
- Water Corporation recommends a consolidated approach to the requesting and programming of works to minimise disruptions and maximise cost efficiencies. Water Corporation recommends any reticulation reinforcement or new work should be managed

by the City of Belmont due to the fractured land ownership within the area. It is recommended that a working group between the City of Belmont and Water Corporation is set up in order to help plan and coordinate precinct development and staging with any Water Corporation trunk infrastructure capital works.

3.8.2 WASTEWATER

The proposed development will have significant impacts to the current wastewater infrastructure. It is not envisaged the existing Redcliffe Pump Station 5 will have sufficient capacity with a shortfall of 9.09 L/s to service the proposed development and will require a significant upgrade. This would require the upgrade of the existing pumping station to a larger type 40. A type 40 pumping station is a station capable of a 40 L/s service consisting of two pump-sets located in a common wet-well constructed from 2500mm internal diameter precast concrete pipes. Redcliffe Pump Station 2 will likely have capacity; however further planning should be coordinated with the Water Corporation to ascertain other timing of other developments in the area.

3.8.3 POWER SUPPLY

The Belmont substation servicing the subject land falls under the Cannington load area. Western Power's Annual Planning Report 2015/16 states "no substation capacity shortfall is forecast in the Cannington load area over the next five years." This takes into account committed, and most likely to occur, network expansion plans for the area. The Western Power Network Mapping Tool indicates that there is >30MVA spare capacity in the network until at least 2036 based on current and forecast demand. The implementation of the LSP will aim to remove the existing overhead Low Voltage/High Voltage (LV/HV) power lines and replace with underground power and upgraded LED lighting.

3.8.4 GAS SUPPLY

Correspondence received from ATCO Gas advised that the existing infrastructure can support the proposed development.

3.8.5 TELECOMMUNICATIONS

The infrastructure within a development will be installed by the developer. Alternatively, Telstra can be engaged to install infrastructure within a development at the developer's expense.

Telstra's commercial pit and pipe service will generally not be offered in developments where NBN Co has confirmed agreement to install NBN Co fibre within a development stage.

3.8.6 WATER CORPORATION MAIN DRAIN

Stormwater in excess of the capacity of on-site retention systems will be conveyed through the existing drainage system consisting of local road drainage, Central Belmont Main Drain Basin and compensating basin.

The significant modification to the system will be the conversion of the open drain between Resolution Drive and Stoneham Street, as recommended in the Water Corporation (2009) review of the system. It was recommended that this drain is replaced with a 1500mm pipe for safety reasons. Replacing the drain with a pipe will also allow for realignment of the system consistent with other services and future POS alignments.

Any changes to the Water Corporation drainage system will need to be undertaken in consultation with the Water Corporation and will require further detailed design, justification and agreement. This includes consideration of the modifications outlined above to ensure that the capacity of the main drain is sufficient to meet the conditions of the Water Corporation's operating license.

Downstream of Stoneham Street, within the Swan and Canning River Development Control Area, the existing compensation basin and drain that discharges to the Swan River will not be modified.

3.9 IMPLEMENTATION

3.9.1 LOCAL PLANNING POLICY

The Structure Plan outlines that design guidelines and the development requirements should be prepared and adopted by the City as a LPP. Development or subdivision should not be approved within the Structure Plan Area until the LPP is adopted, unless otherwise agreed by the Local Government.

3.9.2 SCHEME AMENDMENT TO FACILITATE STRUCTURE PLAN

The existing zoning arrangement within the Structure Plan Area does not currently reflect the proposed zoning as outlined within **Plan 1**. Consequently, a Scheme Amendment will be required to address this inconsistency during the implementation of the Structure Plan.

The Structure Plan Area should be rezoned to 'Special Development Precinct' to provide the appropriate base zoning to facilitate integrated development for the Precinct. In addition, in order to achieve the required planning framework for the Structure Plan area, it will also be necessary to designate a 'Development Area' over the subject land under Part 6 of LPS 15. In accordance with Clause 6.2.4 of LPS 15, the preparation and approval of a Structure Plan is required to guide subdivision and development. This process can occur concurrently with the rezoning of the Structure Plan area to 'Special Development Precinct' as described above. As a pre-requisite to the finalisation of this Scheme Amendment process, the City will require the preparation and adoption of the design guidelines and the development requirements as a LPP.

3.9.3 SCHEME AMENDMENT TO 'NORMALISE' STRUCTURE PLAN

In the future, when the implementation of the Structure Plan is progressed and the proposed road realignments, land reassembly and cadastral boundary changes are finalised, it will then be appropriate to undertake a further Scheme Amendment. This Scheme Amendment will remove the 'Special Development Precinct' zone over the Structure Plan Area and incorporate the zonings as depicted within **Plan 1**.

Minor amendments to the MRS will also be required to rationalise the 'Primary Regional Roads' reservation associated with Great Eastern Highway. It is likely that this would occur through an omnibus amendment

3.9.4 INFRASTRUCTURE FUNDING ARRANGEMENTS

The City of Belmont will establish an appropriate funding strategy for the Structure Plan Area. As part of the strategy, a Development Contribution Area (DCA) within LPS 15, under which a Development Contribution Plan (DCP) may be implemented to contribute to the funding of the public infrastructure requirements to facilitate development in the Structure Plan Area will be considered.

Infrastructure items that would be eligible to be funded under a DCP should be in accordance with State Planning Policy 3.6 Development Contributions for Infrastructure (SPP 3.6) and may include:

- Construction/upgrades to roads, intersections and pathways, including the realignment of Resolution Drive, the relocation of the Stoneham Street roundabout and the light controlled intersection of Stoneham St, Daly St and Resolution Drive.
- Great Eastern Highway pedestrian crossing.
- Land for public open space and community facilities.
- Landscape treatment for all public realm areas, including local roads.

This Structure Plan will inform any future DCP, particularly in relation to the proposed upgrades to roads and intersection treatments as determined by the Movement and Access Strategy contained at **Appendix C** and the Public Realm Strategy contained at **Appendix F**.

3.9.5 LAND ASSEMBLY

There are various statutory processes required to deliver and facilitate development of the subject land, including amendments to LPS 15. Following adoption of the Structure Plan, subdivision and amalgamation applications can be lodged with the WAPC in the normal manner to assemble the land appropriately. Amalgamation is also likely to occur to enable land rationalisation. 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 as shown on **Figure 24** below.

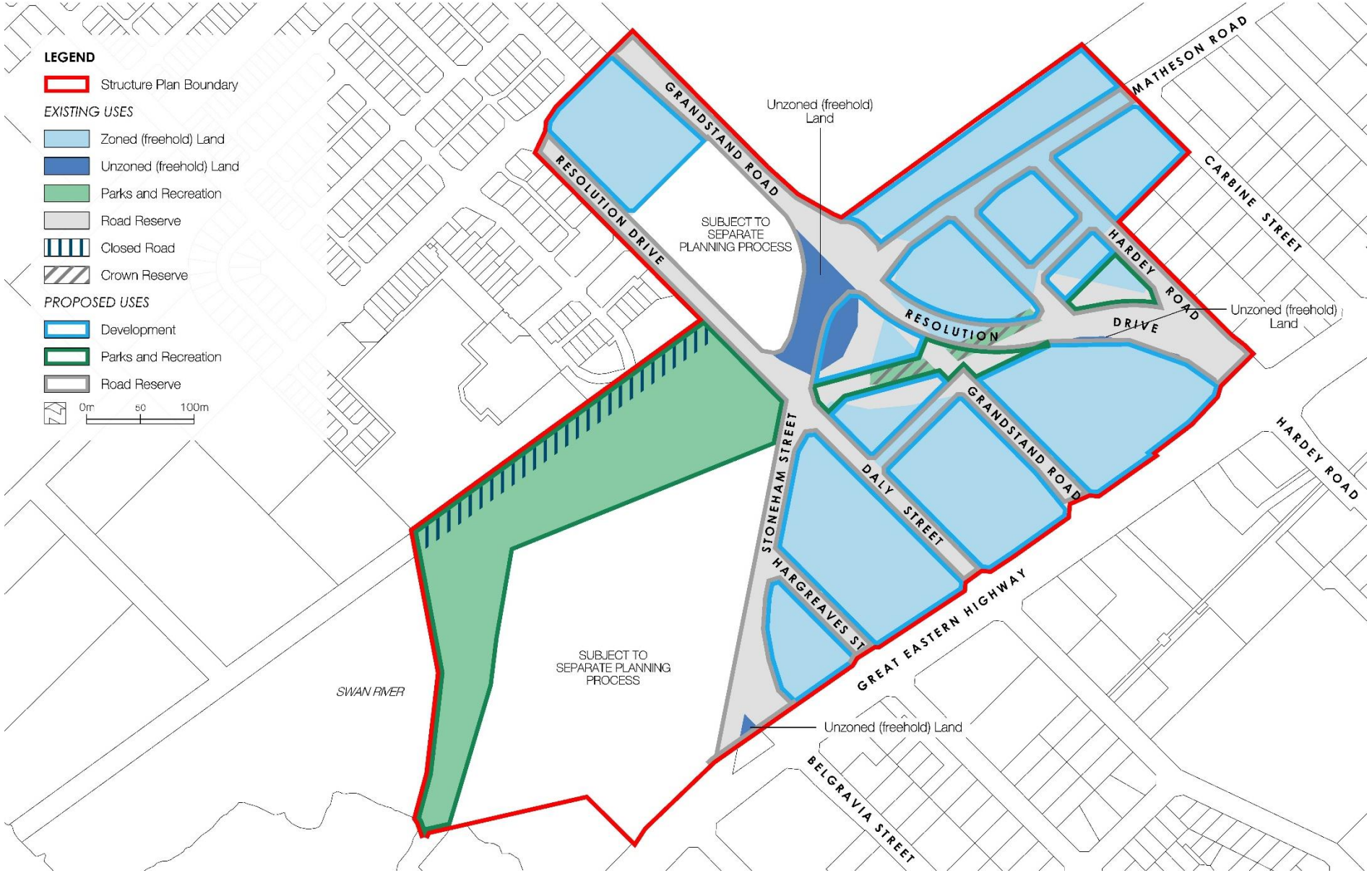


Figure 24 – Implementation

APPENDIX A
BUSHFIRE MANAGEMENT PLAN

APPENDIX B
ENVIRONMENTAL ASSESSMENT REPORT

APPENDIX C
MOVEMENT AND ACCESS STRATEGY

APPENDIX D
LOCAL WATER MANAGEMENT STRATEGY

APPENDIX E
INFRASTRUCTURE ASSESSMENT REPORT

APPENDIX F
PUBLIC REALM STRATEGY