

### SCHEDULE OF SUBMISSIONS

No.	Name and Address	Summary of Submission	Officer Comment
1.	P D Wagg 28 Matheson Road Ascot WA 6104	1) Notes the residential and stables area's unique village style horse racing, stabling and residential character. Raises concerns and is not supportive of the potential redevelopment of Perth Racing's land. Outlines that if this occurs, that this would end racing in the area.	1) The draft Golden Gateway Local Structure Plan is not proposing the redevelopment of Perth Racing's land however it does identify alternative zoning for their landholdings. If Perth Racing chooses to redevelop, a development application will need to be submitted for assessment and demonstrate how Ascot Racecourse will operate.
		2) Does not consider that the area requires more shops and food outlets due to the number that already exist.	2) Refer to comments under the headings Appropriateness of the Mixed Use Zone and Proposed Activity Centre and Retail Floorspace in the Officer Comment section of the report.
		3) Notes existing traffic issues in the area and outlines that roads in the area, in particular Matheson Road, need to be safe for horses and pedestrians.	3) Refer to comments under the headings Traffic Volumes and Intersection Performance and Matheson Road Extension in the Officer Comment section of the report.
		4) Considers that building heights should not exceed two storeys to be consistent with other homes in the area.	4) Refer to comments under the heading Residential Density & Built Form Control in the Officer Comment section of the report.
2.	M Windram 63 Vacluse Circuit Belmont WA 6104	1) Outlines support for the draft Golden Gateway Local Structure Plan.	1) Noted.
		2) Highlights the need for a centre to be established in the area that contains cafes, restaurants and a pub/tavern.	2) Refer to comments under the heading Proposed Activity Centre & Retail Floorspace in the Officer Comment section of the report.
3.	M Langroundi 2 Tarquin Gardens Belmont WA 6104	1) Questions how the draft Golden Gateway Local Structure Plan will interact with other developments happening south of Great Eastern Highway, notably between Hargreaves Street and Daly Street.	1) The draft Golden Gateway Local Structure Plan has been prepared to guide future subdivision, zoning and development within the Golden Gateway precinct. The controls contained within the draft Local Structure Plan are unique to the precinct and therefore do not apply to land outside of the precinct.

No.	Name and Address	Summary of Submission	Officer Comment
		<p>2) Does not believe that consideration has been given to pedestrian connectivity between the two sides of Great Eastern Highway.</p> <p>3) Questions the justification for a new signalised intersection on Stoneham Street, close to the signals on Belgravia Street and the proposed relocated roundabout.</p> <p>Considers that traffic signals will delay motorists and pedestrians unnecessarily, where not needed.</p> <p>4) Annotatable building height provided (Plan A of Attachment 10).</p>	<p>2) Refer to comments under the heading Pedestrian and Cyclist Connections in the Officer Comment section of the report.</p> <p>3) Refer to comments under the heading Ascot Waters Access &amp; Egress in the Officer Comment section of the report.</p> <p>4) Refer to comments under the heading Residential Density &amp; Built Form Control in the Officer Comment section of the report.</p>
4.	R. and J. Ragno 83/308 Great Eastern Highway Ascot WA 6104	<p>1) Notes an increase in high density residential developments in the City of Belmont over the last few years. Acknowledges the value of development and growth, however considers that there has been too many small, low quality, non-family friendly dwellings approved. Considers that real-estate values in the area have decreased due to an oversupply in these types of dwellings.</p> <p>2) Concerned that local infrastructure will be insufficient for the scale of development proposed, even after modifications to the existing streets.</p> <p>3) Considers that due to the distance of the precinct from the nearest train station, that new residents will further congest the bus system or drive along the already overloaded Guilford Road and Great Eastern Highway, both of which cannot be expanded further.</p>	<p>1) It is acknowledged that many apartment developments in recent years have not delivered diversity in dwellings. In response to this, the Western Australian Planning Commission adopted State Planning Policy 7.3 – Residential Design Codes Volume 2 – Apartments in May 2019. This Policy requires a range of dwelling types, sizes and configurations to be provided in apartment developments. Furthermore the Policy provides guidance on minimum floor areas based on the type of dwelling proposed. The draft Golden Gateway Local Structure Plan also recommends that a local planning policy be prepared for the precinct in the future that addresses dwelling diversity.</p> <p>2) An Infrastructure Assessment Report and Movement and Access Strategy were prepared to inform the preparation of the draft Golden Gateway Local Structure Plan and identify any capacity issues and servicing needs. The reports found that the precinct can be serviced by existing infrastructure in the precinct, subject to minor upgrades. Further discussion on the capacity of the road network is provided under the heading Traffic Volumes and Intersection Performance in the Officer Comment section of the report.</p> <p>3) An increase in patronage on surrounding high-frequency public transport is supported by the Public Transport Authority (PTA) and the City. Patronage numbers are monitored by PTA and services are regularly adjusted to accommodate the demand. Increases in vehicle traffic were considered by the Movement and Access Strategy prepared in conjunction with the draft Local Structure Plan and has been discussed under the heading Traffic Volumes and Intersection Performance in the</p>

No.	Name and Address	Summary of Submission	Officer Comment
		<p>4) Suggest reducing building heights to no more than five stories to be similar to other developments in the area. Considers that reducing building heights will also facilitate a reduction in the number of apartments serving the same market, thereby reducing the impact on surrounding landowner's property prices.</p> <p>5) Suggest regulating the diversity of the new housing stock within the precinct, by requiring developers to include a minimum share of family homes. Considers that a 40%, 30%, 30% distribution of three, two and one bedroom dwellings would help the City of Belmont maintain a diverse demographic and allow for developers to target an undersupplied market segment.</p>	<p>Officer Comment section of the report.</p> <p>4) Refer to comments under the heading Residential Density &amp; Built Form Control in the Officer Comment section of the report.</p> <p>5) The draft Local Structure Plan proposes that a local planning policy be prepared to guide development within the Golden Gateway Precinct. It is anticipated that dwelling diversity will be considered as part of this future local planning policy.</p>
5.	N. and B. Lucoli 33 Northerly Avenue Ascot WA 6104	<p>1) Is not supportive of apartments being located within Precinct 6 and would instead prefer to see green title blocks in the area.</p> <p>2) Raises concerns in relation to the large number of people that apartments bring to an area, and the impact that this may have on the amenity of the area.</p> <p>3) Raises concerns in relation to the safety of the area being impacted upon as a result of apartments attracting a large number of rental occupants.</p> <p>4) Notes the existing amenity of the Turf Club grounds and bird species that frequent the area.</p> <p>5) Concerns in relation to traffic increasing in the area.</p> <p>6) Highlights that Ascot Waters is a special niche area and considers that if the draft Golden Gateway Local Structure Plan is approved, that Ascot Waters will become like any other suburb with too many apartments and people and not enough of what makes the area special – nature.</p> <p>7) Annotatable building height plan provided.</p>	<p>1) Refer to comments under the headings Perth Racing Landholdings and Residential Density &amp; Built Form Control in the Officer Comment section of the report.</p> <p>2) There is no evidence to suggest that an increase in people will result in a negative impact on the amenity.</p> <p>3) There is no evidence to suggest that rental occupants negatively impact on the safety of an area.</p> <p>4) Noted.</p> <p>5) Noted. Refer to comments under the heading Traffic Volumes and Intersection Performance in the Officer Comment section of the report.</p> <p>6) The draft Golden Gateway Local Structure Plan applies to land outside of Ascot Waters Estate and currently contains mostly commercial and light industrial development.</p> <p>7) Refer to comments under the heading Residential Density &amp; Built Form Control in the Officer Comment section of the report.</p>
6.	S King 16 Northerly Avenue Ascot WA 6104	<p>1) Is not supportive of the draft Golden Gateway Local Structure Plan.</p>	<p>1) Noted.</p>

No.	Name and Address	Summary of Submission	Officer Comment
	Unit 57/150 Great Eastern Highway Ascot WA 6104	2) Concerned that the City of Belmont are considering more high rise buildings in the unique surrounds of the riverside precinct. Furthermore is concerned that the draft Golden Gateway Local Structure Plan will impact on the image of Ascot.	2) Refer to comments under the heading Quality of Future Development in the Officer Comment section of the report.
		3) Considers that Ascot Waters is a major influential, unique area that has presented Ascot in a magnificent light for years. Considers that visitors frequent the area due to its uniqueness. Requests that the uniqueness of the area is not destroyed.	3) The draft Golden Gateway Local Structure Plan applies to land outside of Ascot Waters Estate and currently contains mostly commercial and light industrial development.
		4) Considers that the precinct should be enhanced with culture and uniqueness to be a family friendly place that welcomes all to visit and live.	4) The draft Local Structure Plan also provides for a mix of housing and retail land uses intended on making the precinct vibrant and attractive place for a variety of people.
7.	J. Ogden and K. Jameson 41 Waterway Crescent Ascot WA 6104	1) Concerned that the draft Golden Gateway Local Structure Plan will negatively impact on the Ascot Waters community.	1) There is no evidence to suggest that the draft Local Structure Plan will negatively impact on the area.
		2) Notes the existing amenity of the Ascot Waters area and does not want to see an influx of apartments or over-development of the area occur. Considers that the development of high rise apartment buildings will bring financial gain to the City of Belmont and drive down the desirability of the area.	2) There is no evidence to suggest that the draft Local Structure Plan will negatively impact on the amenity of the area. Furthermore, land uses other than apartments can be considered within the Precinct. Financial position or desirability of an area is not a valid planning consideration.
		3) Notes existing crime levels in the area and considers that apartments would further increase crime in the area, in addition to noise and littering. Furthermore, considers that apartments will negatively impact on the natural surroundings of the area.	3) There is no evidence to suggest that an increase in apartment development will result in an increase in crime and rubbish levels. Noise is controlled by the <i>Environmental Protection (Noise) Regulations 1997</i> .  There is no evidence to suggest that apartments will negatively impact on the natural surroundings of the area.
		4) Considers that more greenery is required in the area.	4) Noted. Refer to comments under the heading Public Open Space in the Officer Comment section of the report.
		5) Is open to more houses and an extension to Ascot Waters, however is not supportive of more apartments. Considers that there is no need for more apartments, petrol stations and fast food outlets.	5) Refer to comments under the heading Zoning and Reservation in the Officer Comment section of the report. Petrol stations and fast food outlets are proposed to be classified as unacceptable land uses under the draft Local Structure Plan, meaning they will not be supported within the Golden Gateway Precinct.
		6) Would like to see alternative forms of development within the precinct such as a park, cafés, and low rise office buildings, to be better in keeping with the existing character of the area.	6) The 'Mixed Use' zone proposed under the draft Local Structure Plan provides for a range of land uses including cafés and offices. The draft Local Structure Plan also makes provision for two public open space areas within the Golden Gateway precinct.
8.	L Sharpe 32 Sedgeland Way	1) Concerns in relation to the development of high rise buildings in close proximity to Ascot Waters and the resultant population	1) Refer to comments under the heading Residential Density & Built Form in the Officer Comment section of the report.

No.	Name and Address	Summary of Submission	Officer Comment
	Ascot WA 6104	<p>increase.</p> <p>2) Notes existing high traffic volumes within the area during peak hour. Raises concerns in relation to the impact that an increase in population may have on traffic in the area as a result of the draft Golden Gateway Local Structure Plan.</p> <p>3) Considers that there are a number of lots along Great Eastern Highway that would be more suitable for high rise development opposed to being located in close proximity to Ascot Waters.</p> <p>4) Considers that the Ascot Kilns should be preserved and upgraded. Is not supportive of apartments being located on the Ascot Kilns site.</p> <p>5) Considers that building heights should not exceed three storeys in close proximity to existing homes, then increasing to a maximum of five storeys further away.</p> <p>6) Considers that the apartments by the Marina impact on the amenity and privacy of the locality due to their size and scale. Does not want to see this type of development within the Golden Gateway precinct.</p>	<p></p> <p>2) Refer to comments under the heading Traffic Volumes and Intersection Performance in the Officer Comment section of the report.</p> <p>3) The Golden Gateway precinct was identified as a key strategic area due to its prominent position on Great Eastern Highway and at the north-western 'gateway' of the City of Belmont in 2008. It was recognised that there was significant potential for high quality mixed commercial and residential development in this location that benefits from its close proximity to the Swan River. Existing site access constraints and land fragmentation however made apparent that coordinated planning was required for the precinct.</p> <p>4) Refer to comments under the heading Ascot Kilns Site in the Officer Comment section of the report.</p> <p>5) Noted. Refer to comments under the heading Residential Density &amp; Built Form Control in the Officer Comment section of the report.</p> <p>6) Refer to comments under the headings Quality of Future Development and Residential Density &amp; Built Form Control in the Officer Comment section of the report.</p>
9.	R Blakiston 75 Waterway Crescent Ascot WA 6104	<p>1) Considers that the draft Golden Gateway Local Structure Plan is a good high level plan that now requires more input from stakeholders. Considers that there are a number of issues that remain unanswered to satisfy Ascot Waters residents.</p> <p>2) Highlights the existing peak period and Ascot Racecourse event day traffic problems and movement network issues in close proximity to the precinct, particularly along Stoneham Street, Grandstand Road, Resolution Drive and Great Eastern Highway.</p> <p>Considers that the additional population growth from the Marina East apartments and the Craig Care age facility will further exacerbate these traffic issues.</p> <p>3) Raises concerns in relation to the reintroduction of traffic lights at the Stoneham Street and Daly Street intersection due to not enough cars being able to enter Great Eastern Highway from</p>	<p>1) The draft Local Structure Plan is intended as a high-level plan that guides future zoning, layout and development of the area. The advertising process is intended to obtain feedback from the community on the draft plan to inform the progression of the plan. Specific development applications will be subject to more detailed planning and assessment by the City.</p> <p>2) Refer to comments under the heading Traffic Volumes and Intersection Performance in the Officer Comment section of the report.</p> <p>3) Refer to comments under the heading Ascot Waters Access &amp; Egress in the Officer Comment section of the report.</p>

No.	Name and Address	Summary of Submission	Officer Comment
		<p>Stoneham Street as a result of the existing traffic signals.</p> <p>4) Questions why the Council has not involved the Member for Belmont in discussions with Main Roads WA in relation to existing and future Great Eastern Highway traffic issues. Considers that the Member for Belmont could assist in facilitating a resolution of these issues with Main Roads Western Australia.</p> <p>5) Considers that the City should request budget allocations from the State Government that are backed by the Member for Belmont to facilitate upgrades to roads, underpasses and access and exit points.</p> <p>6) Considers that with an approved plan, the Government will take notice and the Council will be able to restrict certain types of mixed-use development, which cannot currently be done.</p> <p>7) Questions the delays in implementing a plan to make Belmont Trust public space for the use of the community. Requests that Council highlight to the community the current issues and responsible parties to resolve this matter.</p> <p>8) Raises concerns in relation to the Ascot Kilns and considers that little that has been done to correct the situation.</p> <p>9) Concerns regarding the impact of development on the existing Ascot Waters precinct, with particular concerns in relation to developers cashing in on the facilities and environment of the precinct, which residents want to remain unchanged.</p> <p>10) References the Craig Care project and does not consider that the original proposed 15 storey building was in keeping with the precinct or residents values. Considers that there was a lack of communication with the community on the project and lack of representation on Council to put resident's views forward.</p> <p>Outlines that the five storey compromise has set the benchmark of acceptance/tolerance to high rise in Ascot Waters, and that the community will oppose any development</p>	<p>4) The City of Belmont would not typically involve a member of parliament in technical discussions regarding a State road such as Great Eastern Highway. As highlighted under the heading Traffic Volumes and Intersection Performance in the Officer Comment section of the report, it is anticipated that some intersections to Great Eastern Highway will fail by 2031, irrespective of the redevelopment of the Golden Gateway Precinct. As a State Member representing the local area, it would be the Member for Belmont's prerogative should they wish to raise any matters of concern with Main Roads WA.</p> <p>5) The City of Belmont is not responsible for the upgrading of Great Eastern Highway. Notwithstanding, the draft Golden Gateway Local Structure Plan will be used to inform future planning in the area, including lobbying for State expenditure on infrastructure improvements when considered necessary.</p> <p>6) The draft Golden Gateway Local Structure Plan proposes to classify a number of land uses as unacceptable land uses meaning that they will not be supported within the Golden Gateway precinct.</p> <p>7) Refer to comments under the heading Belmont Trust Land in the Officer Comment section of the report.</p> <p>8) Refer to comments under the heading Ascot Kilns Site in the Officer Comment section of the report.</p> <p>9) Land within the precinct is able to be sold and developed regardless of whether the draft Local Structure Plan is in place. The draft Local Structure Plan seeks to provide more clarity surrounding the development of the precinct.</p> <p>10) Refer to comments under the heading Residential Density &amp; Built Form Control in the Officer Comment section of the report.</p>


No.	Name and Address	Summary of Submission	Officer Comment
		<p>over five storeys.</p> <p>11) Considers that communications have improved since the Craig Care project, however outlines the further need for sensible and inclusive communications from Council staff and Councillors to help the community. Considers that the Member for Belmont does a good job of this, and notes a recent meeting held by the Member at Pitman Park.</p> <p>12) Outlines that Ascot Waters are committed to providing feedback to maintain the precinct for what it was designed for and requests council do the same. Furthermore highlights that the community are not opposed to sensible developments.</p>	<p>11) The City is required to undertake consultation in accordance with the State Government's <i>Planning and Development (Local Planning Schemes) Regulations 2015</i>. The consultation undertaken during this project has exceeded that of what is required in the Regulations.</p> <p>12) Noted.</p>
10.	H Niklasson 60 Barker Street Belmont WA 6104	<p>1) Considers that the draft Local Structure Plan does not adequately address the environment, in particular the protection of birds, ducks and native plants.</p> <p>2) Considers that there should be a perimeter established around the water of the Swan River to minimise the impact of development.</p> <p>3) Considers that mature trees and shrub land should not be impacted, and that additional trees such as Jacarandas or other flowering trees should be planted.</p>	<p>1) An Environmental Assessment Report has been prepared as part of the draft Local Structure Plan, which outlines that vegetation throughout the Precinct, is degraded and that no Declared Rare Flora or priority species are likely to be present. Notwithstanding, the report recommends that as part of future detailed planning, any trees that can be retained in street verges, landscaped areas and parking areas be included in detailed design plans for the area. The Environmental Assessment Report outlines that due to historic clearing, urbanisation activities and lack of native remnant vegetation across the Precinct, any fauna habitat is considered of low value to native fauna. This is with the exception of the portion of the Precinct that is located adjacent to the Swan River. To minimise impacts to fauna resulting from any clearing activities, the Environmental Assessment Report outlines a range of management strategies.</p> <p>2) The Environmental Report prepared for the Golden Gateway Precinct recognises the Swan River as an important environmental attribute and recommends provision of a 50 metre buffer to the banks of the Swan River. The draft Local Structure Plan therefore stipulates that to protect the Swan River's environmental attributes, provision of a 50m buffer to the banks of the river is to generally be applied. In addition to this, any future development proposed within the Golden Gateway precinct that has the potential to impact on the water quality and/or values of the Swan River should be referred to the Department of Biodiversity, Conservation and Attractions for comment.</p> <p>3) The importance of mature trees and shrub land is noted and their retention on private land will be considered through the assessment of any future development proposals. It should be noted that the Public Realm Strategy prepared in support of the draft Golden Gateway Local Structure Plan contains a list</p>

No.	Name and Address	Summary of Submission	Officer Comment
			of tree species which could be planted within public realm areas. Jacaranda trees and other flowering trees have been included on this list.
		4) Highlights that there should be more of a focus on the impact of rubbish and the environment. Outlines that since McDonald's on Great Eastern Highway, near Centenary Park, was constructed that there has been large amounts of rubbish littered into surrounding streets and an increase in anti-social behaviour. Concerned that the recent demolition of the block adjacent to McDonald's has impacted upon bird habitat. Does not suggest that development should not occur, however outlines that there is not enough consideration to wildlife and human waste.	4) These concerns relate to a separate matter and are not directly relevant to the consideration of the draft Local Structure Plan.
		5) Considers that new businesses established within the precinct should ban re-usable cups, water sold in plastic bottles and plastic cutlery. Furthermore considers that visitors should be required to consume food and drink within the premises, opposed to ordering take-away options. Outlines that humans would adapt to this option, unlike the impacted environment.	5) This point is not relevant to the consideration of the draft Local Structure Plan.
		6) Considers that the City of Belmont should be an example to other Council's in relation to the protection of the environment. Highlights that this could be achieved by: <ul style="list-style-type: none"> <li>• Requiring colour coded recycle bins for different materials to be placed within the precinct.</li> <li>• Requiring solar lighting throughout the precinct for patrons to enjoy areas at night.</li> <li>• Making provision for the protection of ducks and swans that live in the area.</li> </ul>	6) While it is acknowledged that the City has a role to play in the protection of the environment the requested elements fall outside of the scope of the draft Local Structure Plan.
		7) Recommends that developments be required to achieve a six star energy rating and incorporate double glazed windows and that opportunities be provided for community based renewable energy via solar and battery storage to facilitate becoming carbon neutral. Furthermore recommends that a community vegetable garden be established, in addition to roof top gardens on buildings along with water tanks to capture rainfall.	7) Specific development applications are subject to the provisions in State Planning Policy 7.3 Residential Design Codes Volume 2 – Apartments. SPP 7.3 contains a number of provisions relating to environmental sustainability. In any event the City is able to consider applications proposing additional elements including solar, battery storage, roof top gardens and water tanks.
		8) Considers that the precinct should contain a venue (possibly the Ascot Kilns site) for a farmers market to promote healthy living. In addition, considers that provision should be made for electric car parking/charging bays, as electric cars are the way	8) The City has a Placemaking team that manages initiatives and events within the City of Belmont. A community request may be determined on its merits, however would be subject to further discussions with the Western Australian Planning



No.	Name and Address	Summary of Submission	Officer Comment
		to the future.	Commission who own the Ascot Kilns site.
		9) Considers that Council should enforce business responsibility with the environment and facilitate the establishment of a green city.	9) Refer to response to point 5 above.
		10) Does not want to see the responsibility of the environment passed onto other jurisdictions. Furthermore does not want to see public engagement in place to tick a box. Considers that new projects such as Golden Gateway must reduce fixed costs of Council which should be reflected in lower annual costs, rather than increased costs.	10) The City is responsible for managing assets in the most economical way possible and any decision of fixed costs would need to be confirmed through asset management approved by Council.
11.	How Jye Lee LED Visage Pty Ltd 7 Northerly Avenue Ascot WA 6104	1) Is not supportive of high rise buildings above three storeys along Resolution Drive. Considers two to three storeys to be an acceptable building height within the precinct, as high rise already exists within the precinct (Marina Drive Apartments and Aged Care Facility).	1) Refer to comments under the heading Residential Density & Built Form Control in the Officer Comment section of the report.
		2) Suggests that pedestrian bridges be built at the roundabout (Resolution Drive & Stoneham Street) and between Great Eastern Highway and Stoneham Street, for pedestrians, cyclists and students from Belmont Primary School. Considers that this will address safety issues in relation to crossing Great Eastern Highway, as the lights only flash for a short period of time.	2) Refer to comments under the heading Pedestrian and Cyclist Connections in the Officer Comment section of the report.
		3) Questions how traffic will be managed in the future along Daly Street, Grandstand Road and Resolution Drive.	3) Refer to comments under the headings Design of Resolution Drive & Stoneham Street and Grandstand Road Realignment & Extension in the Officer Comment section of the report.
		4) Annotatable building height plan provided.	4) Refer to comments under the heading Residential Density & Built Form Control in the Officer Comment section of the report.
12.	O Overlunde 12 & 8 Tarquin Gardens Belmont WA 6104	1) Supportive of the potential development of the draft Golden Gateway Local Structure Plan. Considers that some existing buildings within the precinct are degraded and that streets lack activity on holidays and weekends.	1) Noted.
		2) Supportive of Daly Street being turned into a Main Street with a small shopping centre and leafy boulevard.	2) Noted.
		3) Concerns that Tarquin Gardens has become a dumping ground for stolen cars. Requests more surveillance and monitoring.	3) This is not relevant to the draft Golden Gateway Local Structure Plan. Concerns regarding illegal dumping should be reported to the City of Belmont Rangers Department.
		4) Annotatable building height plan provided.	4) Refer to comments under the heading Residential Density & Built Form Control in the Officer Comment section of the

No.	Name and Address	Summary of Submission	Officer Comment
			report.
13.	J Mackay 2 Tidewater Way Ascot WA 6104	1) Raises concerns in relation to the building heights contemplated by the draft Golden Gateway Local Structure Plan, in particular due to their location in a residential area outside of Perth City. Considers that these building heights show disregard for residents and the community.	1) Refer to comments under the heading Residential Density & Built Form Control in the Officer Comment section of the report.
		2) Highlights that from office buildings located in Perth City, view corridors span for over 500 metres. Raises concerns in relation to visual privacy as a result of overlooking from proposed high rise buildings into Ascot Waters and the Belmont Primary School.	2) Visual privacy is considered in assessing any development proposal.
		3) Considers that the City has previously approved low quality developments and that the City's goal with the draft Golden Gateway Local Structure Plan is to create and approve 'slums of the future' which would be facilitated through high density living, limited facilities, parklands, recreational facilities and on-street parking.	3) There is no evidence to suggest that the draft Local Structure Plan will create 'slums' or have any negative impact on the precinct.
		4) References the Craig Care development and considers that the City tried to cover up the original proposed height of the development through the controlled release of important information to the community, therefore providing an inaccurate scenario of the development.  Notes that local residents highlighted that the City was planning on approving a 10 storey development with no reference in their marketing material. Therefore resulting in a lack of trust in the City to deliver a quality, community development that supports residents, rather than a revenue cash cow.	4) The draft Local Structure Plan clearly stipulates the proposed maximum building heights for the precinct and has provided the community with an opportunity to provide feedback on this aspect. The Craig Care development is not relevant to the draft Local Structure Plan.
		5) Raises concerns over the number of additional dwellings that have been developed in the Rivervale area without the City providing any new facilities for residents.  Highlights parking issues within The Springs and the cost of parking within the Wilson Parking car park.	5) Community infrastructure planning does not form part of the draft Local Structure Plan, and rather it is a separate exercise that is undertaken holistically by the City and based on projected demand for the wider area. In terms of parking, further detailed planning needs to be undertaken to determine future road design, including the provision of on-street car parking. Car parking servicing private development will need to be accommodated on-site at the rate proposed by the draft LSP. Refer to discussion under the heading Car Parking in the Officer Comment section of the report.
		6) Considers that the draft Golden Gateway Local Structure Plan	6) Refer to comments under the heading Public Open Space in

No.	Name and Address	Summary of Submission	Officer Comment
		<p>is providing a lack of additional parks, recreation areas, public open space, sports grounds and facilities for the proposed 3,400 additional dwellings.</p> <p>Questions how many new residents will be housed in the proposed 3,400 dwellings. Considers that if there is a minimum of two people per dwelling that this would result in a population of 6,800 people, with a reduction in public spaces and facilities, as the plan does not provide any additional facilities.</p> <p>7) Raises concerns in relation to the draft Local Structure Plan encouraging reciprocity and carpooling. Notes that the draft Ascot Kilns Local Development Plan and Design Guidelines proposed one car bay per dwelling (even for a three bedroom dwelling), therefore raising concerns in relation to the level of parking that would occur on the street.</p> <p>Raises concerns that if the City supports reciprocity and carpooling that this ratio may further reduce and impact upon people's willingness to live in the area.</p> <p>8) Notes that the planning framework for Ascot Kilns and the wider Golden Gateway precinct aims to be sympathetic and sensitive to surrounding residential development, however is concerned that these aims reflect a disregard to surrounding residents.</p> <p>9) Notes that on the Department of Water and Environmental Regulations website that the Golden Gateway precinct is located in a flood plain (refer below image) and that the City is proposing to build 20 storey apartments in the area. Questions whether the City realised that there was a reason that a height restriction was put in place in Ascot Waters that is now proposed to be varied for this precinct.</p>  <p>10) Considers overall that the plan does not provide a benefit or</p>	<p>the Officer Comment section of the report.</p> <p>7) Reciprocal parking and carpooling are supported by both the State Government and the City of Belmont as a means to reduce car ownership and car dependence. Further detailed planning needs to be undertaken to determine future road design, including the provision of on-street car parking.</p> <p>8) Noted. Refer to comments under the heading Residential Density &amp; Built Form Control in the Officer Comment section of the report.</p> <p>9) Flood plain areas are subject to minimum finished floor height levels for buildings and are not correlated to restrictions on building heights.</p> <p>10) The City's revenue is not contemplated by this plan and does</p>

No.	Name and Address	Summary of Submission	Officer Comment
		<p>improvement to the community or City of Belmont. Furthermore outlines that the plan focuses on introducing high density living at any cost, increasing the City's revenue with no commitment to improving the community or making the Shire a destination that people want to be part of.</p> <p>Considers that the plan is creating future slums and lowering the standard of living in the area, thereby forcing people to leave the area and move to a location where they are listened to and are not seen as a roadblock to the City's planned progress at any cost.</p>	<p>not form part of the justification for additional density within the precinct. There is no evidence to suggest that the draft Local Structure Plan will create a 'slum' and 'lower the standard of living in the area'.</p>
14.	D. and K. Hill-Power 5 Carbine Street Ascot WA 6104	1) Annotatable building height plan provided.	1) Refer to comments under the heading Residential Density & Built Form Control in the Officer Comment section of the report.
15.	R. Manifold, R. Lucas and T. Phillip 37 and 39 Wallace Street BELMONT WA 6104	1) Not supportive of the draft Golden Gateway Local Structure Plan due to overshadowing and solar access concerns as a result of multi-storey buildings.	1) Overshadowing will form a consideration in the assessment of any development proposal. Notwithstanding, overshadowing from any significant development within the precinct will mostly occur within the precinct or onto Great Eastern Highway, to the south of the precinct.
		2) Does not consider that a 15 storey development is compatible with existing development within the suburb, which is considered appealing due to its low population density, building heights, offices and retail shops.	2) Refer to comments under the heading Residential Density & Built Form Control in the Officer Comment section of the report.
		3) Concerns in relation to traffic congestion and delays, if population and densities increase.	3) Refer to comments under the heading Traffic Volumes and Intersection Performance in the Officer Comment section of the report.
		4) Annotatable building height plan provided.	4) Refer to comments under the heading Residential Density & Built Form Control in the Officer Comment section of the report.
16.	D. and D. Seah 27d Sedgeland Way ASCOT WA 6104	1) Outlines that residents will not know the impact of peak period vehicle traffic until residents move into the new apartments at 16 Marina Drive and Aged Care Facility at 52 Grandstand Road.	1) The road network and capacity is reviewed periodically by the City and Main Roads. Any necessary changes will be considered and investigated once appropriate thresholds are reached.
		<p>2) Notes existing peak period traffic issues and considers that the number of dwellings proposed in the draft Golden Gateway Local Structure Plan will have a further impact on vehicle traffic, in particular during peak periods.</p> <p>Notes the traffic congestion and increased vehicle and pedestrian movements that occur on race days. Considers that this is problematic already without people yet residing in the Golden Gateway Precinct.</p>	2) Refer to comments under the heading Traffic Volumes and Intersection Performance in the Officer Comment section of the report.

No.	Name and Address	Summary of Submission	Officer Comment
		<p>Considers that to reduce congestion, development should be restricted to no more than three stories, therefore reducing the total number of dwellings within the precinct.</p> <p>3) Considers that new development within Ascot should be a maximum height of two storeys to be in keeping with development within Ascot Waters and surrounding areas.</p> <p>4) Raises concerns in relation to overlooking from apartment developments.</p> <p>5) Concerned that more apartments in the area will facilitate an increase in anti-social behaviour. Highlights that anti-social behaviour is already occurring in the apartments on the corner of Marina Drive and Resolution Drive.</p> <p>6) Concerns in relation to car parking in particular if dwellings are only required to provide a single car bay, as a number of households have at least two cars. Questions where people will park their additional cars and raises concerns that providing one bay per dwelling will result in an overflow of vehicles into Ascot Waters.</p> <p>7) Considers that development of apartments should be spread evenly throughout the City and notes that there are other parcels of land available for development.</p> <p>8) Considers that more open space should be placed in the City of Belmont as opposed to high rise buildings.</p> <p>9) Supportive of the draft Golden Gateway Local Structure Plan being realistic and open to comment. Considers that the environment (noise, pollution and anti-social behaviour), infrastructure, logistics, amenity and welfare should be considered carefully to ensure that planning is not short-sighted and instead focuses on long term strategies.</p> <p>10) Annotatable building height plan provided.</p>	<p>Refer to comments under the heading Residential Density &amp; Built Form Control in the Officer Comment section of the report.</p> <p>Refer to comments under the heading Quality of Future Development in the Officer.</p> <p>There no is evidence to suggest that an increase in apartment development will result in an increase in anti-social behaviour.</p> <p>Refer to comments under the heading Car Parking in the Officer Comment section of the report</p> <p>Refer to comments under the heading Zoning and Reservation in the Officer Comment section of the report</p> <p>A majority of the precinct is currently zoned 'Mixed Use' under Local Planning Scheme No. 15 and it would be inappropriate for the City to rezone private property to provide for public open space. The draft Local Structure Plan is proposing to provide areas reserved for public open space. Refer to comments under the heading Public Open Space in the Officer Comment section of the report</p> <p>Noted. Comments received by the City are considered on their merits and any future detailed planning or development applications are required to be considered by the City and advertised with the local community where appropriate.</p> <p>Refer to comments under the heading Residential Density &amp; Built Form Control in the Officer Comment section of the report.</p>
17.	L. and C. Oliver 10 Crake Street Ascot WA 6104	<p>1) Not supportive of high rise development within the precinct due to the number of existing high rise dwellings. Considers that the City is building the slums of tomorrow.</p>	<p>1) Refer to comments under the heading Zoning and Reservation and Quality of Future Development in the Officer Comment section of the report. There is no evidence to suggest that this precinct will become a 'slum'.</p>

No.	Name and Address	Summary of Submission	Officer Comment
		<p>2) Considers that there is a need for additional parkland.</p> <p>3) Is concerned with existing peak hour traffic in the area, which banks from Great Eastern Highway to the Racecourse. Considers that traffic in the area will become more problematic once Craig Care commences operations.</p> <p>4) Concerned about existing crime levels within the area and considers that high density will exacerbate this problem.</p>	<p>2) Refer to comments under the heading Public Open Space in the Officer Comment section of the report</p> <p>3) Refer to comments under the heading Traffic Volumes and Intersection Performance in the Officer Comment section of the report</p> <p>4) There is no evidence to suggest that high density development will increase the amount of crime within the area. Any existing crime should be reported to WA Police.</p>
18.	W Millen 7 Cygnus Cove Ascot WA 6104	<p>1) Understands the need for planning, however notes that it needs to be undertaken in a cooperative and consultative manner with residents of Ascot Waters who are key stakeholders.</p> <p>2) Requests that any development plan maintains and enhances the high quality and standard of the Ascot Waters precinct. Considers that aspects of the draft Golden Gateway Local Structure Plan will however impact on the amenity of the area.</p> <p>3) Considers that the draft Local Structure Plan is proposing too many new dwellings, people and high rise buildings in a small area.</p> <p>4) Notes existing peak period traffic problems, in particular in relation to entering and exiting Ascot Waters. Notes that it has been acknowledged that traffic problems will continue to get worse even without development within the precinct.</p> <p>Notes that there are limited exit points from Ascot Waters which is a safety hazard in case of emergency. Considers that this problem will be exacerbated by development within the Golden Gateway precinct in line with the draft Local Structure Plan. Questions why this problem should be made worse.</p> <p>5) Considers that the objectives of the draft Golden Gateway Local Structure Plan could still be achieved with a reduced number of new dwellings. Suggests 1,500 new dwellings with reduced building heights, opposed to 3,400 dwellings.</p> <p>Notes that residents of Ascot Waters generally want high rise limited to five storeys and lower than five storeys where it is adjacent to existing homes, and people have adhered to applicable building heights.</p> <p>Concerned by the uncertainty provided in the draft Golden Gateway Local Structure Plan in relation to building heights,</p>	<p>1) The City has undertaken community consultation on the draft Local Structure Plan.</p> <p>2) Refer to comments under the heading Quality of Future Development in the Officer Comment section of the report.</p> <p>3) The concerns are noted, however the draft Local Structure Plan has proposed a dwelling number that is able to be supported by the area and its surrounds.</p> <p>4) Refer to comments under the heading Ascot Waters Access and Egress in the Officer Comment section of the report.</p> <p>5) The maximum building height is seen to be appropriate for the area given its location, proximity to high frequency public transport and proximity to the existing Great Eastern Highway Urban Corridor. The overall building design and bulk will be controlled through the provisions of Residential Design Codes and a future Local Planning Policy.</p>

No.	Name and Address	Summary of Submission	Officer Comment
		<p>due to the large scale of heights proposed (e.g. 2-6 storeys, 2-10 storeys and 2-15 storeys), which could result in buildings all being at the higher end of the category.</p> <p>6) Outlines financial and lifestyle commitments associated with buying or building two-storey homes and raises concerns that these homes will be overshadowed by six-storey buildings within the Golden Gateway precinct.</p> <p>7) Questions what controls will be imposed on mixed-use development proposals to ensure that they do not detract from the area. Considers that Service Stations, Fast Food Outlets and Commercial/Semi-Industrial activities are undesirable for the area.</p> <p>8) Acknowledge State Government infill targets set for local governments, however considers that the draft Golden Gateway Local Structure Plan should be scaled back. Notes that there are other land areas in the City which could be developed to meet infill targets without the negative impacts associated with the draft Golden Gateway Local Structure Plan. Considers that this approach would benefit the undeveloped areas, Ascot Waters residents and the City.</p>	<p>6) Noted. Refer to comments under the heading Quality of Future Development the Officer Comment section of the report.</p> <p>7) Refer to comments under the heading Zoning and Reservation in the Officer Comment section of the report. Service stations and fast food outlets are proposed to be classified as unacceptable land uses under the draft Local Structure Plan, meaning they will not be supported within the Golden Gateway precinct.</p> <p>8) The City has strategically chosen a number of sites through its Local Planning Scheme No. 15 that require detailed planning to accommodate additional dwellings in order to meet the infill targets set by the State Government. The draft Local Structure Plan provides a planning framework for undeveloped land that currently has limited guidance.</p>
19.	J Fraser 16-51 Tidewater Way Ascot WA 6104	<p>1) Highlights two concerns expressed at the information session including proposed residential density and population projections and traffic impacts.</p> <p>2) Considers that regardless of the density proposed within the precinct, that traffic will get busier as a result of private motor vehicles. Considers that this has the potential to negatively impact on quality of life.</p> <p>3) Considers that the draft Golden Gateway Local Structure Plan should investigate alternative transport options to reduce traffic impacts.</p> <p>Highlights the areas excellent bike paths that facilitate cycling to Perth City. Notwithstanding raises concerns in relation to cycling to the nearest train station due to poorly defined cycle paths. Outlines that people may be encouraged to cycle to train stations such as Meltham or Maylands if cycle access was improved.</p> <p>4) Considers that the bus services along Great Eastern Highway are good, except that no service timely links to the nearest train station. Suggests discussing with Transperth the possibility of having a shuttle service between Belmont Forum, via Ascot, to Meltham Station and reverse.</p> <p>5) Suggests obtaining input from specialist public transport consultants to consider the best way to encourage non-car</p>	<p>1) Noted.</p> <p>2) Refer to comments under the heading Traffic Volumes and Intersection Performance in the Officer Comment section of the report.</p> <p>3) An increase in infill residential development is often correlated with an increase in active transport modes usage. The Department of Transport is responsible for setting out the long term cycling network including the connection to train stations.</p> <p>4) Refer to comments under the heading Public Transport in the Officer Comment section of the report.</p> <p>1) Noted. A Movement and Access Strategy was prepared by a transport consultant in support of the draft Golden Gateway</p>

No.	Name and Address	Summary of Submission	Officer Comment
		transport options.	Local Structure Plan, which analysed existing pedestrian, cyclist and public transport infrastructure and recommended improvements to existing pedestrian and cyclist infrastructure which have been reflected in the draft Local Structure Plan.
20.	C Melia 6 Samphire Street Ascot WA 6104	1) Has no objection to the proposed draft Golden Gateway Local Structure Plan and the densities proposed as part of the plan.	1) Noted.
		2) Is concerned that the vocal minority seem louder than the local majority who welcome change and development.	2) Noted.
		3) Annotatable building height plan provided.	3) Refer to comments under the heading Residential Density & Built Form Control in the Officer Comment section of the report.
21.	R Calvezzi 6 Samphire Street Ascot WA 6104	1) Has no objection to the draft Golden Gateway Local Structure Plan.	1) Noted.
		2) Annotatable building height plan provided.	2) Noted. Refer to comments under the heading Residential Density & Built Form Control in the Officer Comment section of the report.
22.	A Zylberlicht 9 Nisbet Street Ascot WA 6104	1) Objects to the draft Golden Gateway Local Structure Plan.	1) Noted.
		2) References a Child Care Centre that was not supported in the area due to traffic concerns and the area being a horse and stable area.	2) Noted. This is a separate matter to the draft Golden Gateway Local Structure Plan.
		3) Notes difficulties in building in the area due to requirements for stables and stable access.	3) Noted. The requirement for stables and stable access only applies to properties within the 'Residential and Stables' zone.
		4) Does not believe apartment style development is suitable for the area due to the increase in population potentially hindering and endangering the horses and trainers and decreasing the value of the suburb.	4) There is no evidence to suggest that an increase in population will have a negative impact on the area. Property values are not a valid planning consideration.
		5) Considers that an increase in population will impact upon the amenity of the locality, which is the reason that people purchased in the area.	5) There is no evidence to suggest that an increase in population will have an impact upon the amenity of an area.
23.	S. and S. Lanyi 14 Kulbardi Loop Ascot WA 6104	1) Generally agrees with the draft Golden Gateway Local Structure Plan making provision for the highest buildings along Great Eastern Highway, and the middle and north-eastern areas of the precinct.  Considers that building heights along Stoneham Street to Daly Street should be a maximum of three storeys, due to these properties being in close proximity to the river and Belmont Trust land.	1) Refer to comments under the heading Residential Density & Built Form Control in the Officer Comment section of the report.
		2) Considers that the Belmont Trust Land needs to be public open space to accommodate the proposed increase in population, in addition to people using the area from outside of the Golden Gateway precinct.	2) Refer to comments under the heading Belmont Trust Land in the Officer Comment section of the report.



No.	Name and Address	Summary of Submission	Officer Comment
		3) Annotatable building height plan provided.	3) Refer to comments under the heading Residential Density & Built Form Control in the Officer Comment section of the report.
24.	J Millen 7 Cygnus Road Ascot WA 6104	1) Concerns in relation to the prospect of high rise development and an increase in population density occurring within the suburb. Appreciates that some development is inevitable, however outlines that development should be undertaken taking into consideration current landowners.	1) The draft Local Structure Plan has been prepared taking into consideration existing residential development within the Ascot Waters Estate and Residential and Stables area. Therefore, the built form provisions proposed to apply to land adjacent to these two existing areas have been selected to ensure that they respond to existing built form. Refer to comments under the heading Residential Density & Built Form Control in the Officer Comment section of the report.
		2) Notes that residents bought into the area due to its quiet, high quality environment.	2) There is no evidence to suggest that the draft Local Structure Plan will have any negative impact on the amenity of the area.
		3) Objects to the building heights proposed in precinct 6 due to this area being adjacent to existing homes. Notes that the draft Golden Gateway Local Structure Plan states that low-scale development is proposed, however does not consider six storeys to be low scale.	3) Refer to comments under the heading Residential Density & Built Form Control in the Officer Comment section of the report.
		4) Raises concerns in relation to residents visual privacy being impacted upon. Furthermore raises concerns in relation to an increase in noise and traffic volumes.	4) Visual privacy will be considered as part of any development proposal. Refer to comments under the heading Traffic Volumes and Intersection Performance in the Officer Comment section of the report.
		5) Considers that the mixed use zoning is too extensive and should be limited to Great Eastern Highway, not encroaching on the existing residential area.	5) Refer to comments under the heading Zoning and Reservation in the Officer Comment section of the report.
25.	A. Prince 308 Great Eastern Highway Ascot WA 6104	1) Considers that building heights should be restricted to a maximum of two storeys.	1) Refer to comments under the heading Residential Density & Built Form Control in the Officer Comment section of the report.
		2) Raises concerns in relation to traffic congestion and an increasing population affecting the value of properties in the area.	2) Refer to comments under the heading Belmont Trust Land in the Officer Comment section of the report.
		3) Annotatable building height plan provided.	3) Refer to comments under the heading Residential Density & Built Form Control in the Officer Comment section of the report.
26.	S. Odey 307/152 Great Eastern Highway Ascot WA 6104	1) Requests that the land adjacent to 152 Great Eastern Highway remains as Trust Land for the following reasons: <ul style="list-style-type: none"> <li>to reduce overlooking on neighbouring properties</li> <li>to retain the heritage value of the area</li> </ul>	1) Refer to comments under the heading Belmont Trust Land in the Officer Comment section of the report.

No.	Name and Address	Summary of Submission	Officer Comment
		<ul style="list-style-type: none"> <li>the land is not suitable for development</li> <li>to maintain landscaping</li> <li>to preserve nature and animal habitats</li> </ul>	
27.	B. Farrugia 4 Laser Close Ascot WA 6104	<p>2) Annotatable building height plan provided.</p> <p>1) Outlines being informed that the area near the Marina would be a coffee shop however notes that this has been developed into an apartment block. Highlights never being consulted on this development by the City of Belmont, only by the landowners.</p> <p>2) Questions where visitors will park if high rise buildings are developed.</p> <p>3) Notes that there are only three exits out of Ascot Waters and questions what will happen in an emergency if everyone was required to leave.</p> <p>4) Highlights existing peak hour traffic issues, in particular when trying to exit Ascot Waters. Considers that if additional high rise is developed within the estate that this issue will be further exacerbated.</p> <p>5) Considers that high rise development should be located along Great Eastern Highway.</p> <p>6) Concerns in relation to visual privacy as a result of high rise development being located in close proximity to existing houses.</p> <p>7) Concerned that views to surrounding parklands will be obstructed.</p> <p>8) Concerns in relation to increased noise levels.</p> <p>9) Concerns in relation to the draft Golden Gateway Local Structure Plan impacting upon the amenity of the Ascot Waters area.</p>	<p>2) Refer to comments under the heading Residential Density &amp; Built Form Control in the Officer Comment section of the report.</p> <p>1) The development located adjacent to the marina in Ascot Water Estate is not subject to the draft Local Structure Plan. Refer to discussion under the heading Proposed Activity Centre &amp; Retail Floorspace in the Officer Comment section of the report.</p> <p>2) Refer to discussion under the heading Car Parking in the Officer Comment section of the report.</p> <p>3) Refer to comments under the heading Ascot Waters Access &amp; Egress in the Officer Comment section of the report.</p> <p>4) Refer to comments under the heading Ascot Waters Access and Egress in the Officer Comment section of the report.</p> <p>5) Refer to comments under the heading Residential Density &amp; Built Form Control in the Officer Comment section of the report.</p> <p>6) Visual privacy will be considered as part of any development proposal.</p> <p>7) Existing parklands are not proposed to be removed and development is not intended to extend into these areas. It is unclear how redevelopment in this precinct could obstruct views for residents in Ascot Waters.</p> <p>8) There is no evidence to suggest that noise levels will increase within this area.</p> <p>9) There is no evidence to suggest that an increase in residential density or the proposed draft Local Structure Plan will impact upon amenity negatively. Any potential impact on amenity will be considered at the time of each individual development application to ensure that any impacts are reduced.</p>

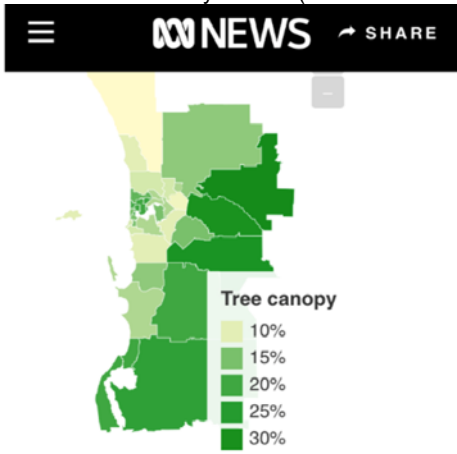
No.	Name and Address	Summary of Submission	Officer Comment
28.	J. and J. Arthur 14 Le Var Parkway Belmont WA 6104	<p>1) Supports the following aspects of the draft Golden Gateway Local Structure Plan:</p> <p>3) Converting Daly Street into a main street with a leafy boulevard and shopping centre.</p> <p>4) Rejuvenating the area by allowing a mix of land uses.</p> <p>5) New land uses and built form (with a qualification on maximum building height).</p> <p>6) Provision of a green link between the stables area and the public open space to the south-west.</p> <p>7) Improved road network changes to Stoneham Street and Resolution Drive (with a qualification about Resolution Drive).</p>	1) Noted.
		<p>2) Objects to the following aspects of the draft Golden Gateway Local Structure Plan:</p> <p>2.1) Building heights of 20 storeys fronting Great Eastern Highway and within the remainder of the precinct. Considers that building heights should be limited to a maximum of 10 storeys to be in keeping with the broader area.</p> <p>2.2) A lack of attention to bicycle paths.</p> <p>2.3) A lack of attention to the history of the area.</p> <p>2.4) The proposal to split traffic between Stoneham Street and Resolution Drive. Considers that Resolution Drive should be the main thoroughfare and Stoneham Street downgraded to facilitate access to public open space.</p> <p>2.5) The exclusion of land from the precinct to the south of Great Eastern Highway, between Belgravia Street and Hardey Road. Considers that this area is in need of development.</p>	<p>2.1. Refer to comments under the heading Residential Density and Built Form Control in the Officer Comment section of the report.</p> <p>2.2. Refer to comments under the heading Pedestrian and Cyclist Connections in the Officer Comment section of the report.</p> <p>2.3. It is acknowledged that there may be historical aspects of the area that have not been incorporated into the draft Local Structure Plan. It is therefore recommended that further investigation into the history of the area be undertaken and where appropriate that the draft Local Structure Plan is modified to reference these aspects.</p> <p>2.4. Refer to comments under the heading Design of Resolution Drive &amp; Stoneham Street in the Officer Comment section of the report.</p> <p>2.5. The draft Local Structure Plan proposes specific provisions for the Golden Gateway precinct. Development to the south of Great Eastern Highway is subject to the draft Great Eastern Highway Urban Corridor Strategy.</p>
		3) Questions pedestrian/cycle linkages between the proposed	3) Refer to discussion under the heading Pedestrian and Cyclist

No.	Name and Address	Summary of Submission	Officer Comment
		<p>Daly Street Centre and the Belgravia Estate. Notes that the draft Golden Gateway Local Structure Plan refers to a pedestrian crossing at Great Eastern Highway and Daly Street. Considers a permanent structure such as an overhead bridge or underpass is required to allow for the safe crossing of Great Eastern Highway.</p> <p>4) Considers that a sense of place is lacking from the draft Golden Gateway Local Structure Plan. Considers that this issue could be rectified by acknowledging the City's history.</p> <p>5) Notes undesirable aspects of Belmont's history such as use of convicts, convict cells, Aboriginal hangings, old train spurs and Jon Wall Hardey's Cottage, which it is considered could, if sensitively treated, become tourist/residential opportunities.</p> <p>6) Considers that a feature of Golden Gateway should be a historic acknowledgement of the old Belmont Railway Station off Matheson Road (in the racecourse parking area).</p> <p>7) Considers that the cycle paths which currently run around the river should be extended to the Belmont Town Centre precinct to create a network within the City of Belmont. Raises concerns that currently vehicles dominate the landscape and intimidate pedestrians/cyclists.</p> <p>8) Considers that the area from Ascot Waters to the Belgravia Estate is under-serviced by retail shopping and notes that these residents would like to be able to walk to a local shopping precinct.</p>	<p>Connections in the Officer Comment section of the report.</p> <p>4) The draft Local Structure Plan is a planning document that has been prepared to coordinate the future subdivision and development of the area.</p> <p>5) Refer to response to point 2.3 above.</p> <p>6) Refer to response to point 2.3 above.</p> <p>7) Safe Active Streets are identified as routes which encourage cycling. Noted. City Cycle Network Plan – endorsed by Council at May Meeting. Connection from river to Belmont Town Centre – Grandstand Road, Daly Street and Fulham Street.</p> <p>8) Refer to comments under the heading Proposed Activity Centre and Retail Floorspace in the Officer Comment section of the report.</p>
29.	I. Havenstein 10 Tidewater Way Ascot WA 6104	<p>1) Considers that the maximum heights stipulated in the draft Golden Gateway Local Structure Plan are too high. Notes that the Ascot Waters area consists of low rise (two to three storey) buildings, with park and river access.</p> <p>2) Does not consider that high rise, concrete towers are suitable for the area due to potential impacts on the amenity of the locality, an increase in road traffic and increased demand for on-street parking.</p> <p>3) Considers that more affordable apartments will result in an increase in the number of people that may not be interested in maintaining the high standards of the area.</p> <p>4) Concerns in relation to on-street parking becoming a problem within the precinct due to there usually being more vehicles per dwelling than parking spaces provided.</p> <p>5) Requests that the Belmont Trust land, the Ascot Kilns site and the area that joins them to the river remains as public open</p>	<p>1) Refer to comments under the heading Residential Density &amp; Built Form Control in the Officer Comment section of the report.</p> <p>2) There is no evidence to suggest that infill residential development will affect amenity. Refer to comments under the heading Traffic Volumes and Intersection Performance and Car Parking in the Officer Comment section of the report.</p> <p>3) There is no evidence to suggest that housing affordability will impact on the amenity of the area.</p> <p>4) Refer to comments under the heading Car Parking in the Officer Comment section of the report. On street parking will be reviewed and managed by the city as needed.</p> <p>5) Refer to comments under the headings Belmont Trust Land, Ascot Kilns Site and Public Open Space in the Officer Comment</p>

No.	Name and Address	Summary of Submission	Officer Comment
		green space.	section of the report.
		6) Annotatable building height plan provided.	6) Refer to comments under the heading Residential Density & Built Form Control in the Officer Comment section of the report.
30.	J. Donaldson 225A Surrey Road Kewdale WA 6105	1) Considers that it fails to protect public open space to the west of Stoneham Street.	1) Refer to comments under the heading Public Open Space in the Officer Comment section of the report
		2) Raises concerns in relation to additional dwellings being developed in the area, without the addition of public open space and trees. Does not want to see existing public open space lost.	2) The draft Local Structure Plan does not propose to reduce the amount of public open space in the precinct.
		3) Considers that the precinct is too far from Perth City and train stations for high density dwellings to be developed. Furthermore as a result considers that it is likely that residents will require more car parking than what is proposed, leading to cars being parked on public roads.	3) Refer to comments under the heading Zoning and Reservation in the Officer Comment section of the report. On street parking will be reviewed and managed by the City as needed.
		4) Considers that traffic congestion in the area will increase as a result of the additional dwellings proposed under the draft Golden Gateway Local Structure Plan.	4) Refer to comments under the heading Traffic Volumes and Intersection Performance in the Officer Comment section of the report.
31.	J. Clark 7B Waterway Crescent Ascot WA 6104	1) Annotatable building height plan provided.	1) Refer to comments under the heading Residential Density & Built Form Control in the Officer Comment section of the report
32.	K. Annaheim 20 Kulbardi Loop Ascot WA 6104	1) Annotatable building height plan provided.	1) Refer to comments under the heading Residential Density & Built Form Control in the Officer Comment section of the report
33.	C. E. George-Kennedy 6 Laser Close Ascot WA 6104	1) Notes that traffic and parking around The Boardwalk is already busy, without the apartments at 16 Marina Drive being occupied.	1) The Boardwalk and development at 16 Marina Drive is not subject to the draft Local Structure Plan.
		1) Notes that the existing roundabout on Stoneham Street is hard to access from Ascot Waters due to high traffic volumes. Considers that this will be exacerbated by development of high rise buildings within the precinct.	2) Refer to comments under the heading Ascot Waters Access and Egress in the Officer Comment section of the report.
		3) Considers that traffic flow needs to be addressed by the City prior to the development of high rise buildings within the precinct.	3) Refer to comments under the heading Traffic Volumes and Intersection Performance in the Officer Comment section of the report.
		4) Considers that the development at 16 Marina Drive has impacted on the amenity of the locality and impacted property values within the precinct.	4) Refer to response to point 1 above. Property values are not a valid planning consideration.
		5) Annotatable building height plan provided.	5) Refer to comments under the heading Residential Density &

No.	Name and Address	Summary of Submission	Officer Comment
			Built Form Control in the Officer Comment section of the report.
34.	G. and Y. Krebs 25/152 Great Eastern Highway Ascot WA 6104	1) Request that development does not adversely impact upon existing resident privacy or amenity.	1) Visual privacy and amenity will be considered as part of any future development proposal.
		2) Considers that building heights within the precinct should be restricted to between two to six storeys and separated by a green belt.	2) Refer to comments under the heading Residential Density & Built Form Control in the Officer Comment section of the report.
		3) Annotatable building height plan provided.	3) Refer to response to point 2 above.
35.	R. Ratima 68 Matheson Road Ascot WA 6104	1) Fully supports the draft Golden Gateway Local Structure Plan.	1) Noted.
		2) Considers that building height limits should be increased to in excess of 20 storeys.	2) Refer to comments under the heading Residential Density & Built Form Control in the Officer Comment section of the report.
36.	M. Mackenzie 1 Mirror Lane Ascot WA 6104	1) Questions the need for developing apartments. Considers that apartments impact upon the amenity of an area, in particular the skyline, and are not able to be sold. Notes a number of existing apartments that are not sold.	1) There is no evidence that apartments create a negative impact on the surrounding area. Sale viability is not a planning consideration and it is noted that developers are unlikely to undertake a development prior to having a certain percentage of apartments pre-sold, mitigating the risk of a vast majority of apartments being vacant.
		2) Concerns in relation to associated traffic impacts.	2) Refer to comments under the heading Traffic Volumes and Intersection Performance in the Officer Comment section of the report.
		3) Considers that building height within the precinct should be limited to a maximum of two to six storeys.	3) Refer to comments under the heading Residential Density & Built Form Control in the Officer Comment section of the report.
		4) Does not consider it necessary for apartment developments to be intrusive and considers that they lower property values.	4) Property values are not a planning consideration.
		5) Requests that the Belmont Trust Land be turned into a recreational area/playground for all to use.	5) Refer to comments under the heading Belmont Trust Land in the Officer Comment section of the report.
37.	S. Fragniere 90 Matheson Road Ascot WA 6104	1) Annotatable building height plan provided.	1) Refer to comments under the heading Residential Density & Built Form Control in the Officer Comment section of the report.
38.	S. Lawton 10 Sedgeland Way	1) Concerns in relation to overlooking into existing dwellings from development within precincts 5/6.	1) Visual privacy will be considered as part of any future development proposal.

No.	Name and Address	Summary of Submission	Officer Comment
	Ascot WA 6104	2) Considers that the maximum building height within the precinct should be restricted to two storeys, to ensure overlooking cannot occur.	2) Refer to response to point 1 above and comments under the heading Residential Density & Built Form Control in the Officer Comment section of the report.
		3) Concerns in relation to an increase in traffic within the precinct. Notes that street parking is already at capacity.	3) Refer to comments under the heading Traffic Volumes and Intersection Performance in the Officer Comment section of the report.
		4) Concerns in relation to urban infill reducing trees and notes that CSIRO have identified the area as a hot spot due to lacking tree canopy.	4) The draft Local Structure Plan proposes to include an increase in the number of street trees and landscaping within the precinct.
		5) Requests that one bedroom, one bathroom developments be avoided, due to concerns they will become investors units and result in rental turnover, therefore not adding to the community.	5) A mix of dwellings is required by State Planning Policy 7.3 Residential Design Codes Volume 2 – Apartments.
39.	N. Cox 18/51 Tidewater Way Ascot WA 6104	1) Requests a park and trees to enhance the approach to the Ascot Kilns site.	1) Refer to comments under the heading Ascot Kilns Site in the Officer Comment section of the report.
		2) Considers that the Ascot Kilns should be preserved as a heritage and tourism attraction.	2) Refer to response to point 1 above.
		3) Considers that high rise can be located anywhere and notes that the Ascot Kilns site is a unique and historical area.	3) Refer to response to point 1 above.
40.	K.W. and R.G. Holmes 1 Kulbardi Loop Ascot WA 6104	1) Annotatable building height plan provided.	1) Refer to comments under the heading Residential Density & Built Form Control in the Officer Comment section of the report.
41.	C. Connelly 202/152 Great Eastern Highway Ascot WA 6104	1) Concerns in relation to views of Ascot Cove being impacted upon by large-scale development.	1) Ascot Cove is located approximately 200m from the closest development site on the corner of Great Eastern Highway and Stoneham Street within the Golden Gateway precinct, as the draft Local Structure Plan is not proposing to prescribe any zoning or development provisions to the Belmont Trust Land. It is therefore not considered that future development within the precinct will impact on Ascot Cove views. Notwithstanding, amenity will form a key consideration in the assessment of any future development application.
		2) Concerned that the river and parks will be impacted by high-rise development and that the current quality will not be maintained.	2) The river and parks are proposed to be maintained and additional parkland is proposed within the precinct. Management will maintain in the control of the City of Belmont and will be undertaken to the same standard.
		3) Annotatable building height plan provided.	3) Refer to comments under the heading Residential Density & Built Form Control in the Officer Comment section of the report.

No.	Name and Address	Summary of Submission	Officer Comment
42.	J. Pringle 7 Mirror Lane Ascot WA 6104	1) Questions that the building heights suggested have come from community consultation.	1) Community involvement formed a critical component in the preparation of the draft Golden Gateway Local Structure Plan and included workshops with council officers, businesses/landowners and the community/residents and surveys for the wider community to provide additional comments.
		2) Notes that lot sizes associated with the R40 and R100 densities range between 100m <sup>2</sup> and 220m <sup>2</sup> and notes that existing lots within Ascot Waters are approximately 312m <sup>2</sup> .	2) Noted.
		3) Considers that any proposed development should have an appropriate interface to existing residential development.	3) Refer to comments under the heading Residential Density & Built Form Control in the Officer Comment section of the report.
		4) Considers that building heights within precincts 5 and 6 should be restricted to a maximum of two storeys and that lot sizes should be greater than 250m <sup>2</sup> .	4) Refer to response to point 3 above.
		5) Concerned that six storey buildings within precincts 5 and 6 will result in overlooking into existing residential properties.	5) Visual privacy will be considered as part of any future development proposal.
		6) Considers that six storey buildings should only be considered when retail is located on the floors below.	6) It is not considered practical or appropriate to only allow for buildings of six storeys within the precinct when retail is located on the floors below.
		7) Requests that mature trees be retained due to Belmont being identified as a 'hot zone' by CSIRO (refer to below image). 	7) The draft Local Structure Plan proposed to maintain mature trees within the Precinct wherever possible and proposes the planting of additional trees within the public realm. Mature trees are



No.	Name and Address	Summary of Submission	Officer Comment
		8) Notes that the precinct and surrounding areas are within a flood zone.	8) A portion of land within the precinct is located within the Swan River's flood zone as per the Department of Water and Environmental Regulation's mapping system. In any case, all development within flood zones must construct floor levels 0.5m above the 1 in 100 year flood event.
		9) Questions whether provision can be made for a community garden.	9) The City is able to consider proposals from the local community for community gardens.
		10) Notes existing parking problems within the area and considers that not enough car parking bays are proposed to be provided as part of the draft Golden Gateway Local Structure Plan.	10) Refer to comments under the heading Car Parking in the Officer Comment section of the report.
43.	W. Ratima 68 Matheson Road Ascot WA 6104	1) Supports the draft Golden Gateway Local Structure Plan, including the proposed building heights of 20 storeys. Considers that this is what the area needs.	1) Noted.
44.	D. Brindley-Ajduk and A. Ajduk 2 Skiff Close Ascot WA 6104	1) Is not supportive of the removal and relocation of the existing roundabout.	1) Noted. Refer to comments under the heading Ascot Waters Access & Egress in the Officer Comment section of the report.
		2) Considers that replacing the existing roundabout with traffic lights will be an eyesore and is unnecessary. Furthermore considers that City of Belmont staff members don't understand the people traffic to justify a change or the expense.	2) It is unclear how traffic lights would impact the visual amenity of an area compared to a roundabout.
		3) Questions whether any full facility retirement options could be located within the area. Notes that there are no facilities south of the city apart from South Perth or Como. Notes that new facilities are being built north of the City.	3) Proposals for retirement facilities in this area are able to be considered by the City through the submission of a development application.
		4) Annotatable building height plan provided.	4) Refer to comments under the heading Residential Density & Built Form Control in the Officer Comment section of the report.
45.	L. Herring 7 Kulbardi Loop Ascot WA 6104	1) Concerned that the construction of high rise buildings within the area will have a negative impact on the amenity of the locality and detract from people visiting the area.	1) There is no evidence to suggest that high rise buildings will have a negative impact on the amenity of the area. Refer to comments under the heading Residential & Built Form in the Officer Comment section of the report.
		2) Notes that people enjoy the open spaces provided by the Belmont Trust Land. Considers that this will be affected by the development of high rise buildings and would impact upon the intended purpose of the Belmont Trust Land.	2) Refer to comments under the heading Belmont Trust Land in the Officer Comment section of the report.
		3) Raises concerns in relation to high density living impacting upon peak period traffic flow. Notes that roads within the area are already busy.	3) Refer to comments under the heading Traffic Volumes & Intersection Performance in the Officer Comment section of the report.
		4) Annotatable building height plan provided.	4) Refer to comments under the heading Residential Density & Built Form Control in the Officer Comment section of the report.

No.	Name and Address	Summary of Submission	Officer Comment
46.	P. A. Itzstein and T. M. Morey 67 Waterway Crescent Ascot WA 6104	1) Generally supportive of the draft Golden Gateway Local Structure Plan.	1) Noted.
		2) Supportive of Daly Street being transformed into a main street to perform a local centre function that contains a supermarket and specialty shops.	2) Noted.
		3) Considers that building heights should be limited to a maximum of two to ten storeys across the Golden Gateway precinct.	3) Refer to comments under the heading Residential Density & Built Form Control in the Officer Comment section of the report.
		4) Considers that additional green space should surround each precinct to act as a buffer and wildlife corridor.	4) Refer to comments under the Public Open Space section in the Officer Comment section of the report.
		5) Does not consider landmark sites necessary or an attractive feature.	5) Refer to comments under the heading Landmark Sites in the Officer Comment section of the report.
		6) Annotatable building height plan provided.	6) Refer to comments under the heading Residential Density & Built Form Control in the Officer Comment section of the report.
47.	S. Lancashire 6 Cygnus Road Ascot WA 6104	1) Is not supportive of the draft Golden Gateway Local Structure Plan and considers that further investigations are required.	1) Noted.
		2) Notes existing traffic issues in the area and is concerned that the draft Golden Gateway Local Structure Plan will further exacerbate these issues.	2) Refer to comments under the heading Traffic Volumes and Intersection Performance in the Officer Comment section of the report.
		3) Considers that an updated traffic survey from Main Roads WA is required to enable the City to reconsider the draft Golden Gateway Local Structure Plan.	3) An updated traffic survey will be prepared in consultation with Main Roads prior to the final adoption of the draft Local Structure Plan.
		4) Concerns in relation to the building heights proposed and considers that building heights within the precinct should not exceed two storeys, to be consistent with development within Ascot Waters. Furthermore outlines that residents do not want to be surrounded by high rise buildings.	4) Refer to comments under the heading Residential Density & Built Form Control in the Officer Comment section of the report.
		5) Concerned that the draft Golden Gateway Local Structure Plan does not consider the environment.	5) An Environmental Assessment Report has been prepared and is contained as Appendix B in the draft Local Structure Plan.
		6) Requests consultation with the community on these matters.	6) It is recommended that the draft Local Structure Plan be amended and re-advertised for public comment.
48.	I. Lewis and A. Peart 4 Kulbardi Loop Ascot WA 6104	1) Annotatable building height plan provided.	1) Refer to comments under the heading Residential Density & Built Form Control in the Officer Comment section of the report.

No.	Name and Address	Summary of Submission	Officer Comment
49.	S. and H. Carr 3 Kulbardi Loop Ascot WA 6104	1) Considers that high rise buildings along Stoneham Street will impact on the amenity of public open spaces, including the Belmont Trust Land and riverside parks, and that this form of development would not be in keeping with the character of these areas. Furthermore considers that the proposed building heights will be out of character with existing buildings that are located near these public open spaces.	1) Refer to comments under the headings Residential Density & Built Form Control and Belmont Trust Land in the Officer Comment section of the report.
		2) Annotatable building height plan provided.	2) Refer to comments under the heading Residential Density & Built Form Control in the Officer Comment section of the report.
50.	T. Kitson 2a Lowes Street Cloverdale WA 6104	1) Fully supports the draft Golden Gateway Local Structure Plan.	1) Noted.
		2) Requests that provision be made for adequate car parking within the precinct.	2) Refer to comments under the heading Car Parking in the Discussion section of the report.
		3) Supports building heights of 20 storeys within the precinct.	3) Noted.
51.	L. Green 21 Kulbardi Loop Ascot WA 6104	1) Is not supportive of high rise development within the precinct due to being concerned that this will change the character of open space available to landowners along the river and impact on the existing amenity of the area.	1) There is no evidence to suggest that high rise development will negatively impact on the amenity of an area. Refer to comments under the heading Public Open Space in the Officer Comment section of the report.
		2) Considers that land should be left for future generations.	2) The land is currently zoned 'Mixed Use' within the City's Local Planning Scheme No.15 and the majority of lands are owned privately. Development is able to occur at this time and is required to be assessed by the City. The draft Local Structure Plan proposes to provide a greater level of guidance for developments in the future.
		3) Requests access for water activities for people in the area.	3) This is not a relevant consideration for the draft Local Structure Plan.
		4) Annotatable building height plan provided.	4) Refer to comments under the heading Residential Density & Built Form Control in the Officer Comment section of the report.
52.	D. and G. Harland 16 Kulbardi Loop Ascot WA 6104	1) Concerned in relation to the number of residents that too many high rise dwellings may bring to the area.	1) The population in the Perth Metropolitan area is expected to grow to 3.5 million, in accordance with the State governments forecasts. The draft Local Structure Plan is intended to respond to this population increase.
		2) Concerned that public facilities, infrastructure and amenities in the area will be inadequate.	2) Facilities and amenities will be provided based on demand.  An Infrastructure Assessment Report was prepared as part of the draft Local Structure Plan which outlined that there are no impediments to serving future development within the precinct.
		3) Notes that an increasing population will require additional parking, footpaths, roads, public toilets and rubbish facilities.	3) Refer to response to point 2 above.

No.	Name and Address	Summary of Submission	Officer Comment
		4) Requests that the Belmont Trust Land and public open spaces be preserved.	4) Refer to comments under the headings Belmont Trust Land and Public Open Space in the Officer Comment section of the report.
		5) Annotatable building height plan provided.	5) Refer to comments under the heading Residential Density & Built Form Control in the Officer Comment section of the report.
53.	M. Orr 26/152 Great Eastern Highway Ascot WA 6104	1) Annotatable building height plan provided.	1) Refer to comments under the heading Residential Density & Built Form Control in the Officer Comment section of the report.
54.	S. Haley 8 Davis Street Ascot WA 6104	1) Has been walking horses along Matheson Road to Ascot Racecourse for over twenty years. Notes that walking horses is a big part of training regimes.	1) Noted.
		2) Raises concerns in relation to additional traffic and drivers, who may not be interested in horses, driving too close and fast past horses, resulting in it being too dangerous to walk horses in the area.	2) Refer to comments under the heading Matheson Road Extension in the Officer Comment section of the report.
		3) Considers that two, three and six storey buildings adjacent to horse tie up areas at the racecourse is dangerous for horses and handlers.	3) Refer to comments under the heading Interface with Residential and Stables Area in the Officer Comment section of report.
		4) Concerned that Ascot Racecourse parking will be lost to development and impact upon people's involvement in racing. Questions where people will park on race days.	4) Refer to comments under the heading Remainder of Perth Racing Landholdings in the Officer Comment section of the report.
		5) Annotatable building height plan provided.	5) Refer to comments under the heading Residential Density & Built Form Control in the Officer Comment section of the report.
55.	J. C. Arhancetbehene 1 Northerly Avenue Ascot WA 6104	1) Concerns in relation to community and pedestrian safety and traffic, in particular along Grandstand Road and Resolution Drive.	1) Refer to comments under the headings Pedestrian and Cyclist Connections and Traffic Volumes and Intersection Performance in the Officer Comment section of the report.
		2) Concerned that the traffic estimates are based on old surveys.	2) Updated traffic surveys will be undertaken in consultation with Main Roads.
		3) Concerned that the increased population associated with the new development at 16 Marina Drive will make it difficult to cross the road to access Ascot Waters.	3) The development at 16 Marina Drive was determined previously by the Joint Development Assessment Panel and is outside of the precinct area. Additional traffic will be modelled for the precinct area in question to ensure that impacts on residents of Ascot Waters are limited. Refer to comments under the heading Road Network in the Officer Comment section of the report.
		4) Considers that the proposed traffic lights at Stoneham Street did not work previously and raises concerns in relation to traffic congestion along Stoneham Street.	4) Refer to comments under the heading Traffic Volumes and Intersection Performance in the Officer Comment section of the report.
		5) Concerns in relation to shared pedestrian/cycle paths not working with an increased number of people. Notes existing	5) The Road Safety Commission specifies that where paths are shared pedestrians have right of way and cyclists must slow

No.	Name and Address	Summary of Submission	Officer Comment
		issues between pedestrians and cyclists due to cyclists riding at excessive speed.	down to accommodate pedestrians. In any event cyclists are permitted to ride on any road and should do so if they are looking to travel at excessive speeds.
		6) Notes that Section 4.1.1.1 of the draft Golden Gateway Local Structure Plan refers to land use permissibility, which includes petrol stations. Notes that Council allowed three petrol stations within 100 metres of each other.	6) Service Station land uses are seen to be inappropriate within the structure plan area. The City also has a Service Station Policy which now specifies provisions for the spacing of Service Station land uses.
		7) Raises concerns in relation to point b under Clause 4.1.2 of the draft Local Structure Plan relating to urban amenity and high quality design. Considers that the same requirements applied to the Craig Care nursing facility, however does not consider that the building is iconic or that it harmonises with the Ascot Waters Estate.	7) Point b of 4.1.2 is an objective of the draft Local Structure Plan. Refer to comments under the heading Quality of Future Development in the Officer Comment section of the report.
		8) Concerned that Section 4.1.3, relating to Parks and Recreation, does not reflect the requests of the community to increase open space in the area, considering the increasing population and Belmont being one of the top 10 Council's in Perth for having low green areas.  Notes that 3.47% of public open space is proposed under the draft Local Structure Plan.	8) Refer to comments under the heading Public Open Space in the Officer Comment section of the report.
		9) Concerned that access to high rise developments will be from local roads due to the dangers associated with access and egress onto Great Eastern Highway. Notes existing cyclist safety concerns from vehicles entering/exiting straight onto Great Eastern Highway from development sites.	9) Road user behaviour in relation to cyclists on Great Eastern Highway cannot be influenced by the draft Local Structure Plan as it is road under the care and control of Main Roads WA.
		10) Raises concerns in relation to Section 4.2.2.1 of the draft Local Structure Plan encouraging innovative approaches to car parking due to families generally having more than one car and public transport not always being a convenient transport option for people working in the suburbs. Considers that reducing car parking requirements is discriminatory towards people not working in the CBD and people with walking impairments.	10) Whilst the draft Local Structure Plan encourages innovative approaches to car parking, it does not necessarily mean that every development will seek or be eligible for a reduction in the minimum car parking requirements. Furthermore, if people do not consider the car parking arrangement associated with a particular dwelling suitable, they are not obliged to purchase or reside in that dwelling and can reside in another dwelling that suitably caters to their needs.
		11) Is not supportive of high rise development within the precinct due to amenity concerns.	11) There is no evidence to suggest that high rise development will have a negative impact on amenity.
		12) Considers that Burswood has high rise development ranging between two to four storeys, over a larger area, that incorporates landscaped gardens and water areas.	12) Noted.
		13) Notes that the 999 bus to Bayswater Station stops on Grandstand Road at 6:50am which is too late for people starting work at 7am.	13) Bus timetables are controlled by the Public Transport Authority. A potential new bus route is planned to connect Redcliffe Station. Refer to comments under the heading Public Transport in the Office Comment section of the report.

No.	Name and Address	Summary of Submission	Officer Comment
		<p>Considers that the existing bus routes along Great Eastern Highway provide a good service, however notes that only bus number 40 will service Great Eastern Highway when Redcliffe Station is commissioned. Considers that high frequency buses could be a solution.</p> <p>14) Concerns in relation to possible contaminated sites and controls that may be required to reduce contaminants. Notes being exposed to dust during construction of the Craig Care facility and is concerned that monitoring was not done continuously.</p> <p>Considers that more needs to be done to protect the health of residents.</p> <p>15) Concerns in relation to high rise buildings and potential overshadowing and visual privacy impacts. Notes that the City has not built any screening or planted trees ahead of the proposal. Considers that building heights should be two storeys within the precinct and a maximum of five storeys on the Turf Club site.</p> <p>16) Supportive of additional trees and green areas within the area, however raises concerns in relation to how these will be maintained. Notes that Council could water these areas, however outlines that the proposal does not recommend this as an option.</p> <p>17) Considers that street parking is not suitable if residents use this as a parking area due to not having enough private parking bays.</p> <p>Concerned that street parking will lead to an increase in crime and recommends that surveillance cameras be installed.</p> <p>18) Notes that Section 1.3.2 outlines the dwelling targets for the City of Belmont and outlines that 50% of the required amount of dwellings are proposed to be located within this precinct.</p> <p>Questions why these additional dwellings can't be distributed more evenly across Belmont. Considers that Metronet will provide better access to transport than Ascot.</p> <p>19) Considers that other infill projects within the area are increasing traffic and congestion and reducing pedestrian safety which is impacting on the amenity of the area.</p> <p>20) Considers that population should be better distributed across Belmont. Considers that increased density should occur in</p>	<p></p> <p>14) During the preparation of an Environmental Assessment Report for the draft Local Structure Plan no contaminated sites were identified within the precinct, with only one site being listed as needing further investigation due to possible being contaminated. This site is recommended to be investigated prior to any form of development being considered. During the assessment of a development application officers will often recommend the preparation of a construction management plan which will mitigate any risks to the health and well-being of surrounding residents. The City may investigate any breaches of a construction management plan as required.</p> <p>15) Overshadowing and visual privacy will be considered as part of any future development proposal. It is unreasonable to expect that planting of trees and introduction of screening prior to a plan for the area being finalised.</p> <p>16) Management of trees, parks and recreation areas located on public land will be undertaken by the City of Belmont. Once completed and trees planted the City will allocate resourcing to the maintenance of these areas.</p> <p>17) Car parking required for a site will generally be required to be contained within the lot boundaries of that site. Furthermore there is no correlation between street parking an increased crime.</p> <p>18) Growth within the City of Belmont has been identified in certain precincts that are located within close proximity to major transport routes and areas of high amenity. The Golden Gateway precinct is adjacent to Great Eastern Highway which is identified as a future urban corridor within the State Government released Perth and Peel @ 3.5 million document.</p> <p>19) Refer to comments under the heading Movement Network in the Officer Comment section of the report.</p> <p>20) There are multiple areas within the City of Belmont where infill development can occur.</p>

No.	Name and Address	Summary of Submission	Officer Comment
		close proximity to the Belmont Town Centre where there are existing amenities.	
		21) Highlights that the draft Local Structure Plan refers to one existing fast food outlet at the BP Petrol Station which is incorrect as there are two located at the 7/11 and one at Caltex.	21) Noted. The revised draft Local Structure Plan will reassess the current context of the area.
		22) Annotatable building height plan provided.	22) Refer to comments under the heading Residential Density & Built Form Control in the Officer Comment section of the report.
56.	C. L. Koch 10 Finn Cove Ascot WA 6104	1) Concerns in relation to traffic and car parking and the impact that this will have on the amenity of the locality for Ascot Waters residents.	1) Refer to comments under the headings Traffic Volumes and Intersection Performance, Ascot Waters Access & Egress and Car Parking in the Officer Comment section of the report.
		2) Considers that the building heights proposed are too tall.	2) Refer to comments under the heading Residential Density & Built Form Control in the Officer Comment section of the report.
		3) Annotatable building height plan provided.	3) Refer to response to point 2 above.
57.	S. M. Cotton 51 Waterway Crescent Ascot WA 6104	1) Is not supportive of the draft Golden Gateway Local Structure Plan and considers it needs to be redrafted.	1) Noted.
		2) Raises concerns in relation to the proposed building heights and considers that buildings should be a maximum of two storeys.	2) Refer to comments under the heading Residential Density & Built Form Control in the Officer Comment section of the report.
		3) Concerns in relation to potential damage to the environment.	3) During the preparation of the draft Local Structure Plan an Environmental Assessment Report was prepared which contains a range of management strategies intended to mitigate potential environmental impacts as a result of future development within the precinct.
		4) Concerns in relation to traffic congestion and safety in particular along Grandstand Road, Stoneham Street, Great Eastern Highway, throughout Ascot Waters and at the two existing roundabouts. Notes existing traffic safety issues in relation to the two existing roundabouts, with people speeding through them.	4) Refer to comments under the heading Traffic Volumes and Intersection Analysis and Ascot Waters Access & Egress in the Officer Comment section of the report.
		5) Concerns in relation to overcommercialisation of the precinct occurring and is not supportive of more service stations, fast food outlets or motels.	5) The precinct already contains commercial and light industrial land uses. The draft Local Structure Plan details a number of land uses that are considered unacceptable including service stations and fast food outlet, meaning they will not be supported within the Golden Gateway Precinct.
		6) Considers that there was a lack of community consultation	6) Community involvement formed a critical component in the

No.	Name and Address	Summary of Submission	Officer Comment
		undertaken, due to only three sessions being provided.	preparation of the draft Golden Gateway Local Structure Plan and included workshops with Council officers, businesses/landowners and the community/residents and surveys for the wider community to provide additional comments. It should be noted that community consultation for local structure plans is required to be undertaken in accordance with the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> , which do not require consultation with the community prior to the lodgement of a structure plan. It should also be noted that the consultation undertaken for the draft Golden Gateway Local Structure Plan exceeded the requirements of the abovementioned regulations.
		7) Raises concerns in relation to the contamination of the Ascot Kilns site and other sites and considers that this needs to be rectified.	7) There is no information to confirm whether the Ascot Kilns site is contaminated. As part of the Local Development Plan prepared for the Ascot Kilns site preliminary investigations into contamination were undertaken. These investigations found that the site contains areas of potential concern due to past industrial functions and processes that occurred on the site. Further investigations are however required, including sampling and analysis to understand the potential presence of contaminants. This would be undertaken prior to any subdivision or development on the site.  An Environmental Assessment Report prepared for the precinct did not identify any contaminated sites, with only one site being listed as needing further investigation due to possibly being contaminated. This site is recommended to be investigated further prior to any form of development being considered.
		8) Considers that the City is benefiting commercial interests over resident concerns.	8) This is not a relevant planning consideration.
58.	S. Holt 24 The Boardwalk Ascot WA 6104	1) Is not supportive of the draft Golden Gateway Local Structure Plan and requests that the plan be redrafted. 2) Requests a community reference group be formed by the City with residents of Ascot to ensure an in-depth consultation process is undertaken, opposed to a process undertaken by the City where outcomes are manipulated.	1) Noted. 2) Community involvement formed a critical component in the preparation of the draft Golden Gateway Local Structure Plan and included workshops with Council officers, businesses/landowners and the community/residents and surveys for the wider community to provide additional comments. It should be noted that community consultation for local structure plans is required to be undertaken in accordance with the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> , which do not require consultation with the community prior to the lodgement of a structure plan. It should also be noted that the consultation undertaken for the draft Golden Gateway Local Structure Plan exceeded the requirements of the abovementioned



No.	Name and Address	Summary of Submission	Officer Comment
			regulations.
		3) Considers that the consultation process was flawed and questions how many business owners and residents of Ascot attended the workshop held in 2016.	3) Refer to point 2 above. In total workshops for business and landowners and the wider community and residents undertaken in May 2016 were attended by 37 people. The City also received 127 submissions on the draft Local Structure Plan.
		4) Notes existing traffic and noise problems within the area and considers that the draft Local Structure Plan will enhance traffic problems in the area, in particular along Grandstand Road, Garrett Road and surrounding areas. Notes that Great Eastern Highway has been listed as the second most dangerous metropolitan road. Considers that development within the precinct will add considerably to the traffic burden on Great Eastern Highway, in addition to the adjacent commercial redevelopment.	4) Noted. Refer to comments under the heading Traffic Volumes and Intersection Performance in the Officer Comment section of the report.
		5) Concerns in relation to the draft Local Structure Plan proposing Matheson Road as a through road, due to considering that this will disadvantage horse trainers and create safety issues.	5) Refer to comments under the heading Matheson Road Extension in the Officer Comment section of the report.
		6) Recommends that the City works closely with Main Roads WA in relation to traffic on Great Eastern Highway.	6) Refer to response to point 4 above.
		7) Considers that the traffic survey for the proposal is outdated. Considers that current traffic analysis and modelling is required for the Golden Gateway precinct, taking into consideration the projected increase in population of residents and commercial tenants.	7) Refer to comments under the heading Traffic Surveys and Modelling in the Officer Comment section of the report.
		8) Does not support the relocation of the roundabout and the installation of traffic lights.	8) Refer to comments under the heading Ascot Waters Access & Egress in the Officer Comment section of the report.
		9) Considers that the impact of traffic on Ascot Waters and surrounding areas will be significant. Notes existing access and egress problems associated with Ascot Waters and considers that these problems will be enhanced by the draft Local Structure Plan.	9) Refer to responses to points 4 and 8 above.
		10) Questions the public transport options located in close proximity to the precinct. Notes that there is no train station and that public transport would therefore be via bus.	10) Refer to comments under the heading Public Transport in the Officer Comment section of the report.
		11) Notes existing parking issues within Ascot Waters and is concerned that this will be a further issue if adequate parking	11) Refer to comments under the heading Car Parking in the Officer Comment section of the report.

No.	Name and Address	Summary of Submission	Officer Comment
		is not required for developments within the Golden Gateway precinct. Considers that there has not been adequate consideration given to parking as part of the draft Local Structure Plan.	
		12) Requests consideration of the impact on the environment and questions whether an environmental impact report has been prepared.	12) An Environmental Assessment Report was prepared to inform the drafting of the draft Local Structure Plan.
		13) Objects to the proposed building heights and apartment development due to the impact on the amenity of the locality. Considers that building heights within precinct 5 should be consistent with those located within Ascot Waters, being two to three storeys maximum. Furthermore, considers that the City of Belmont is on a money making exercise.  Notes that visitors to the area make comment on the Marina Drive and Age Care developments and does not consider that these should be located in a residential area.	13) Refer to comments under the heading Residential Density & Built Form Control in the Officer Comment section of the report.
		14) Considers that the Ascot Kilns and Stacks should be excluded from the draft Golden Gateway Local Structure Plan. Requests that the heritage value of the Kilns and Stacks be considered. Furthermore, is not supportive of high rise development on that site.	14) Refer to comments under the heading Ascot Kilns Site in the Officer Comment section of the report. It should be noted that the draft Local Structure Plan recognises the heritage significance of the Ascot Kilns and Chimney Stacks.
		15) Considers that the Belmont Trust Land should be excluded from the draft Golden Gateway Local Structure Plan and should be developed as gardens and parkland with community facilities.	15) Refer to comments under the heading Belmont Trust Land in the Officer Comment section of the report.
		16) Requests that the heritage value of Lee Steere House be considered. Considers that Lee Steere House should be developed as a community centre or museum of racing in Western Australia.	16) The City of Belmont is able to review the current Heritage Inventory and consider the addition of new properties. The heritage value of Lee-Steere house is expected to be investigated in an upcoming review. Lee-Steere house is located on private land and any recommendation for heritage or future use is required to be done in consultation with the land owner.
		17) Raises concerns in relation to the mixed use zoning. Objects to additional fuel stations and fast food/takeaway outlets being located along Great Eastern Highway due to the number of existing outlets.	17) Refer to comments under the heading Appropriateness of Mixed Use Zone in the Officer Comment section of the report.
		18) Considers that the City should create additional public open spaces and not high rise development. Concerned that the	18) Refer to comments under the headings Public Open Space and Residential Density & Built Form Control in the Officer

No.	Name and Address	Summary of Submission	Officer Comment
		height, bulk and appearance of development within the Golden Gateway precinct will be detrimental to the amenity of the area, which is highly valued by residents.	Comment section of the report. Furthermore, there is no evidence to suggest that development within the draft Local Structure Plan will have a negative impact on amenity.
		19) Annotatable building height provided (Plan AF of Attachment 10).	19) Refer to comments under the heading Residential Density & Built Form Control in the Officer Comment section of the report.
59.	D. Holt 24 The Boardwalk Ascot WA 6104	<p>1) Is not supportive of the draft Golden Gateway Local Structure Plan and requests that the plan be redrafted.</p> <p>2) Requests a community reference group be formed by the City with residents of Ascot to ensure an in-depth consultation process is undertaken, opposed to a process undertaken by the City where outcomes are manipulated.</p> <p>3) Considers that the consultation process was flawed and questions how many business owners and residents of Ascot attended the workshop held in 2016.</p> <p>4) Notes existing traffic and noise problems within the area and considers that the draft Local Structure Plan will enhance traffic problems in the area, in particular along Grandstand Road, Garrett Road and surrounding areas. Notes that Great Eastern Highway has been listed as the second most dangerous metropolitan road. Considers that development within the precinct will add considerably to the traffic burden on Great Eastern Highway, in addition to the adjacent commercial redevelopment.</p> <p>5) Concerns in relation to the draft Local Structure Plan proposing Matheson Road as a through road, due to considering that this will disadvantage horse trainers and create safety issues.</p> <p>6) Recommends that the City works closely with Main Roads WA in relation to traffic on Great Eastern Highway.</p> <p>7) Considers that the traffic survey for the proposal is outdated. Considers that current traffic analysis and modelling is required</p>	<p>1) Noted.</p> <p>2) Community involvement formed a critical component in the preparation of the draft Golden Gateway Local Structure Plan and included workshops with Council officers, businesses/landowners and the community/residents and surveys for the wider community to provide additional comments. It should be noted that community consultation for local structure plans is required to be undertaken in accordance with the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i>, which do not require consultation with the community prior to the lodgement of a structure plan. It should also be noted that the consultation undertaken for the draft Golden Gateway Local Structure Plan exceeded the requirements of the abovementioned regulations.</p> <p>3) Refer to response to point 2 above. In total workshops for business and landowners and the wider community and residents undertaken in May 2016 were attended by 37 people.</p> <p>4) Refer to comments under the heading Traffic Volumes and Intersection Performance in the Officer Comment section of the report.</p> <p>5) Refer to comments under the heading Matheson Road Extension in the Officer Comment section of the report.</p> <p>6) Refer to response to point 4 above.</p> <p>7) Refer to comments under the heading Traffic Surveys and Modelling in the Officer Comment section of the report.</p>

No.	Name and Address	Summary of Submission	Officer Comment
		for the Golden Gateway precinct, taking into consideration the projected increase in population of residents and commercial tenants.	
		8) Does not support the relocation of the roundabout and the installation of traffic lights.	8) Refer to comments under the heading Ascot Waters Access & Egress in the Officer Comment section of the report.
		9) Considers that the impact of traffic on Ascot Waters and surrounding areas will be significant. Notes existing access and egress problems associated with Ascot Waters and considers that these problems will be enhanced by the draft Local Structure Plan.	9) Refer to responses to points 4 and 8 above.
		10) Questions the public transport options located in close proximity to the precinct. Notes that there is no train station and that public transport would therefore be via bus.	10) Refer to comments under the heading Public Transport in the Officer Comment section of the report.
		11) Notes existing parking issues within Ascot Waters and is concerned that this will be a further issue if adequate parking is not required for developments within the Golden Gateway precinct. Considers that there has not been adequate consideration given to parking as part of the draft Local Structure Plan.	11) Refer to comments under the heading Car Parking in the Officer Comment section of the report.
		12) Requests consideration of the impact on the environment and questions whether an environmental impact report has been prepared.	12) An Environmental Assessment Report was prepared to inform the drafting of the draft Local Structure Plan.
		13) Objects to the proposed building heights and apartment development due to the impact on the amenity of the locality. Considers that building heights within precinct 5 should be consistent with those located within Ascot Waters, being two to three storeys maximum. Furthermore, considers that the City of Belmont is on a money making exercise.  Notes that visitors to the area make comment on the Marina Drive and Age Care developments and does not consider that these should be located in a residential area.	13) Refer to comments under the heading Residential Density & Built Form Control in the Officer Comment section of the report.
		14) Considers that the Ascot Kilns and Stacks should be excluded from the draft Golden Gateway Local Structure Plan. Requests that the heritage value of the Kilns and Stacks be considered. Furthermore, is not supportive of high rise development on that site.	14) Refer to comments under the heading Ascot Kilns Site in the Officer Comment section of the report. It should be noted that the draft Local Structure Plan recognises the heritage significance of the Ascot Kilns and Chimney Stacks.
		15) Considers that the Belmont Trust Land should be excluded from the draft Golden Gateway Local Structure Plan and should be developed as gardens and parkland with community facilities.	15) Refer to comments under the heading Belmont Trust Land in the Officer Comment section of the report.

No.	Name and Address	Summary of Submission	Officer Comment
		16) Requests that the heritage value of Lee Steere House be considered. Considers that Lee Steere House should be developed as a community centre or museum of racing in Western Australia.	16) The City of Belmont is able to review the current Heritage Inventory and consider the addition of new properties. The heritage value of Lee-Steere house is expected to be investigated in an upcoming review. Lee-Steere house is located on private land and any recommendation for heritage or future use is required to be done in consultation with the land owner.
		17) Raises concerns in relation to the mixed use zoning. Objects to additional fuel stations and fast food/takeaway outlets being located along Great Eastern Highway due to the number of existing outlets.	17) Refer to comments under the heading Appropriateness of Mixed Use Zone in the Officer Comment section of the report.
		18) Considers that the City should create additional public open spaces and not high rise development. Concerned that the height, bulk and appearance of development within the Golden Gateway precinct will be detrimental to the amenity of the area, which is highly valued by residents.	18) Refer to comments under the headings Public Open Space and Residential Density & Built Form Control in the Officer Comment section of the report. Furthermore, there is no evidence to suggest that development within the draft Local Structure Plan will have a negative impact on amenity.
		19) Annotatable building height provided (Plan AG of Attachment 10.	19) Refer to comments under the heading Residential Density & Built Form Control in the Officer Comment section of the report.
60.	Dynamic Planning and Developments Pty Ltd on behalf of Vsix Properties Investments Pty Ltd 1-6/5 Stoneham Street Ascot WA 6104	1) Notes that the precinct is within the 'Central sub-region' and that the population of this region is projected to grow by 486,000 people between 2011 and 2050. Notes that it is expected that 285,000 jobs and 215,000 dwellings will be accommodated within the Central sub-region by 2050, with 10,410 of those dwellings anticipated to be located within the City of Belmont. Notes that under the Central sub-region framework, the draft Local Structure Plan is within an area designated 'Urban Corridor' with Grandstand Road – Stoneham Street – Hardey Road labelled as a 'high frequency public transit route'.	1) Noted.
		2) Notes that the subject site (1-6/5 Stoneham Street) is located within Precinct 2 – Stoneham Street.	2) Noted.
		3) Notes the key considerations and criteria outlined in the draft Golden Gateway Local Structure Plan relating to the Stoneham Street precinct and notes support for the overall intent of the draft Golden Gateway Local Structure Plan. Considers that land within the precinct presents significant opportunities due to its location in close proximity to the Perth CBD, Great Eastern Highway, Perth Airport and the Swan River.	3) Noted.
		4) Considers that building heights should be increased across the '2-10' and '2-15' storey areas, due to the precincts high water table having the potential to impact upon basement car parking construction and in turn, residential and non-residential floor space yield.	4) Refer to comments under the heading Residential Density & Built Form Control in the Officer Comment section of the report.

No.	Name and Address	Summary of Submission	Officer Comment						
		<p>Suggests the following amended building height provisions:</p> <table><tr><th>Current Provision</th><th>Proposed</th></tr><tr><td>2-10 storeys</td><td>Up to 15 storeys; discretionary height concessions may apply for community benefit subject to compliance with the Airports (Protection of Airspace) Regulations 1996.</td></tr><tr><td>2-15 storeys</td><td>Up to 19 storeys (61m AHD); discretionary height concessions may apply for community benefit subject to compliance with the Airports (Protection of Airspace) Regulations 1996.</td></tr></table> <p>Considers that this proposed increase in building height along Great Eastern Highway and through the centre of the precinct is appropriate due to these areas being located further from lower density residential areas to the east and west, therefore minimising impacts associated with bulk, scale and visual privacy.</p> <p>Furthermore considers that increased building heights will result in better design outcomes and that where buildings are provided with well-designed podium levels and appropriate setbacks for floors above, that building heights have a nominal difference in impact. Considers that building bulk and scale impact at pedestrian level between a 10 storey and 20 storey building is similar due to the line of sight limiting what is actually visible.</p>	Current Provision	Proposed	2-10 storeys	Up to 15 storeys; discretionary height concessions may apply for community benefit subject to compliance with the Airports (Protection of Airspace) Regulations 1996.	2-15 storeys	Up to 19 storeys (61m AHD); discretionary height concessions may apply for community benefit subject to compliance with the Airports (Protection of Airspace) Regulations 1996.	
Current Provision	Proposed								
2-10 storeys	Up to 15 storeys; discretionary height concessions may apply for community benefit subject to compliance with the Airports (Protection of Airspace) Regulations 1996.								
2-15 storeys	Up to 19 storeys (61m AHD); discretionary height concessions may apply for community benefit subject to compliance with the Airports (Protection of Airspace) Regulations 1996.								
		<p>5) Considers that the draft Golden Gateway Local Structure Plan should contain details in relation to when and how concessions would be granted to provide greater clarity to developers. Provides the following examples of incentive provisions:</p> <ul style="list-style-type: none"><li>• CI 2.8 'Development incentives for community benefit' of State Planning Policy 7.3 Residential Design Codes Volume 2 – Apartments.</li><li>• Elements 21 and 22 of the Canning Bridge Activity Centre Plan.</li><li>• CI 7.0 'Public Benefits Framework' of the draft South Perth Activity Centre Plan.</li></ul>	<p>5) Noted. This information will be included in a future local planning policy.</p>						
		<p>5) Considers that 1-6/5 Stoneham Street should be designated</p>	<p>6) Refer to comments under the heading Landmark Sites in the</p>						

No.	Name and Address	Summary of Submission	Officer Comment
		<p>as a 'Landmark Site' for the following reasons:</p> <ul style="list-style-type: none"> <li>• Hargreaves Street and Stoneham Street having the potential to become a key intersection that warrants a 'landmark' site development to respond to view lines and public vistas.</li> <li>• Due to the site being located opposite future development land (Belmont Trust).</li> <li>• To create a gradual transition in building height from Great Eastern Highway to the Belmont Trust area.</li> <li>• To provide additional opportunities for short-term redevelopment within the precinct.</li> </ul> <p>Considers that development of a number of the landmark sites reflected in the draft Local Structure Plan will be hampered by ownership or staging issues, with two presenting as short to medium term landmark sites.</p> <p>Notes that Stoneham Street is a four lane road with a 20 metre reserve. Furthermore outlines that a pedestrian footpath runs parallel to Stoneham Street on the western side, approximately 11 metres west of the road reserve. Considers that based on these characteristics, it is considered that Stoneham Street could accommodate a number of landmark sites without a detrimental impact on the quality and functionality of the road network.</p>	Officer Comment section of the report.
61.	L. and P. Worthington 14 Samphire Street Ascot WA 6104	<p>1) Is not supportive of the draft Golden Gateway Local Structure Plan and requests that the plan be redrafted for further consultation.</p> <p>2) Considers that the draft Local Structure Plan will further add to existing traffic problems and traffic numbers along Great Eastern Highway.</p> <p>3) Considers that the City needs to work with Main Roads WA in relation to traffic along Great Eastern Highway, which is listed as the second most dangerous metropolitan road.</p> <p>4) Considers that the traffic survey is outdated and should be resurveyed over a 365 day period. Considers that a survey less than 365 days will not reveal true traffic impacts.</p> <p>5) Considers that residents of Ascot Waters will be impacted by an increase in traffic as a result of development within the</p>	<p>1) Noted.</p> <p>2) Refer to comments under the heading Traffic Volumes and Intersection Performance in the Officer Comment section of the report.</p> <p>3) The City of Belmont has previously liaised and remains in contact with Main Roads WA regarding Great Eastern Highway.</p> <p>4) Refer to comments under the heading Traffic Surveys and Modelling in the Officer Comment section of the report. Notwithstanding, it is not considered reasonable or appropriate for a traffic survey to be undertaken over a 365 day period.</p> <p>5) Refer to response to point 2 above and comments under the heading Ascot Waters Access &amp; Egress in the Officer</p>

No.	Name and Address	Summary of Submission	Officer Comment
		precinct. Notes that increased traffic volumes along Great Eastern Highway have made a difference when exiting Ascot Waters and does not consider that this proposal will fix the problem.	Comment section of the report.
		6) Raises concerns in relation to the reopening of Matheson Road as a through road. Considers that this will result in an increase in traffic and safety concerns through the area, which is an established horse stable precinct.	6) Refer to comments under the section Matheson Road Extension in the Officer Comment section of the report.
		7) Considers that replacing the existing roundabout with traffic lights requires further investigation in relation to the associated increased population and vehicular access to Grandstand Road and Garrett Road. Furthermore considers that the previous realignment of Grandstand Road had little impact on congestion during peak periods.	7) Refer to response to point 2 above.
		8) Considers that traffic planning should take into account events held at Ascot Racecourse, which result in road closures and increased traffic and people.	8) Refer comments under the heading Traffic Surveys and Modelling in the Officer Comment section of the report.
		9) Concerns in relation to the proposed building heights, in particular in relation to the Lee Steere House site. Considers that building height on the Lee Steere house site should not exceed two storeys, to ensure that development compliments surrounding buildings.	9) Refer to comments under the heading Residential Density & Built Form Control in the Officer Comment section of the report.
		10) Does not believe that the draft Local Structure Plan will facilitate improvements to the area.	10) The draft Local Structure Plan proposes to provide public open space and a Local Centre for use by the wider community.
		11) Considers that it would not be viable or environmentally correct for 20 storey buildings to be constructed in the precinct due to the Ascot Kilns site and surrounding sites being contaminated.	<p>11) There is no information to confirm whether the Ascot Kilns site is contaminated. As part of the Local Development Plan prepared for the Ascot Kilns site preliminary investigations into contamination were undertaken. These investigations found that the site contains areas of potential concern due to past industrial functions and processes that occurred on the site. Further investigations are however required, including sampling and analysis to understand the potential presence of contaminants. This would be undertaken prior to any subdivision or development on the site.</p> <p>An Environmental Assessment reported was prepared which outlined that there were no contaminated sites within the precinct area, with only one site being listed as needing further investigation due to possibly being contaminated. This site is recommended to be investigated prior to any form of development being considered. .</p> <p>It should be noted that sites can be decontaminated and that there is no need to restrict building heights over sites if contamination is found.</p>
		12) Notes existing parking problems within Ascot Waters and considers that these problems will be increased by the draft	12) Refer to comments under the heading Car Parking in the Officer Comment section of the report.



No.	Name and Address	Summary of Submission	Officer Comment
		<p>Local Structure Plan.</p> <p>13) Annotatable building height plan provided.</p>	<p>13) Refer to comments under the heading Residential Density &amp; Built Form Control in the Officer Comment section of the report.</p>
62.	G. and A. Satnani 47 Northerly Avenue Ascot WA 6104	<p>1) Notes that the draft Golden Gateway Local Structure Plan is proposing building heights between two to six storeys and densities of R40 and R100 within precinct 6, which abuts the subject property (47 Northerly Avenue).</p>	<p>1) Noted.</p>
		<p>2) Questions the rationale behind the draft Local Structure Plan proposing an R100 zoning and two to six storey building heights adjacent to existing two storey developments within Ascot Waters. Furthermore does not consider this scale of development to be in line with existing development within the precinct.</p>	<p>2) Refer to comments under the heading Residential Density &amp; Built Form Control in the Officer Comment section of the report.</p>
		<p>3) Considers that precinct 6 should be removed from the draft Golden Gateway Local Structure Plan until clear building heights are established as part of the Ascot Kilns Local Development Plan/Local Planning Policy, to ensure that development between the two precincts is aligned. Considers that this will ensure a compatible interface is achieved between the higher density development and existing residential development.</p>	<p>3) At the December 2017 Ordinary Council Meeting Council resolved to restrict the height of any development on the Ascot Kilns site to a maximum of five storeys or lower. It is therefore recommended that the maximum building height applicable to the portion of Lot 452, that is located adjacent to the Ascot Kilns site, be amended to be consistent with this previous resolution. Refer to comments under the heading Residential Density &amp; Built Form Control in the Officer Comment section of the report. In light of this recommended modification, it is not considered necessary for this precinct to be removed from the draft Local Structure Plan.</p>
		<p>4) Raises concerns in relation to potential overlooking and overshadowing from any proposed two to six storey development being located adjacent to existing homes within Ascot Waters. Notes that the existing single house at 47 Northerly Avenue contains bedrooms, living rooms and outdoor living areas which are located adjacent to precinct 6. Furthermore, notes that the existing Ascot Waters boundary wall acts as a good privacy feature between 47 Northerly Avenue and the WA Turf Club office.</p> <p>Questions whether Council has thought about measures to address privacy issues and notes that Council approved the house at 47 Northerly Avenue in 2018, when the draft Local Structure Plan was already developed.</p>	<p>4) Visual privacy and overshadowing will be considered as part of any development proposal. Notwithstanding, overshadowing from any significant development within the precinct will mostly occur within the precinct or onto Great Eastern Highway, to the south of the precinct.</p>
		<p>5) Notes that the dwelling at 47 Northerly Avenue was required to be designed as a 'landmark' site and is concerned that two to six storey developments within precinct 6 will impact upon the dwellings design features.</p>	<p>5) Refer to comments under the heading Residential Density &amp; Built Form Control in the Officer Comment section of the report. Notwithstanding it is not considered that building height will have a direct impact on the design features of the dwelling at 47 Northerly Avenue itself.</p>
		<p>6) Questions why the draft Local Structure Plan does not illustrate the existing pedestrian pathway that runs parallel to Northerly</p>	<p>6) It is acknowledged that the draft Local Structure Plan does not currently reflect this existing pathway. There is an easement, in</p>

No.	Name and Address	Summary of Submission	Officer Comment
		Avenue and into the WA Turf Club's land. Queries whether this path is proposed to be retained.	favour of the City of Belmont, located over the subject path where it is located within the WA Turf Club's land. At this stage there are no plans for the path to be removed. It is therefore recommended that the draft Local Structure Plan be modified to reflect this footpath.
63.	R. Sanders 3 Sedgeland Way Ascot WA 6104	<p>1) Considers that a pedestrian overpass would be more effective than traffic lights at the Stoneham Street and Daly Street intersection, due to this intersection being in such proximity to Great Eastern Highway.</p> <p>2) Considers that a pedestrian bridge will more effectively connect to the proposed linear open space.</p> <p>3) Considers that development along Great Eastern Highway should not exceed 10 storeys.</p> <p>4) Requests that precincts 2, 3 and 4 contain public open space for use and amenity.</p> <p>5) Considers that precinct 5 should contain public open space for markets.</p> <p>6) Considers that building heights within precincts 2, 3 and 4 should not exceed five storeys.</p> <p>7) Annotatable building height plan provided.</p>	<p>1) Refer to comments under the heading Pedestrian and Cyclist Connections in the Officer Comment section of the report.</p> <p>2) Refer to comments under the heading Pedestrian and Cyclist Connections in the Officer Comment section of the report.</p> <p>3) Refer to comments under the heading Residential Density &amp; Built Form Control in the Officer Comment section of the report.</p> <p>4) Refer to comments under the heading Public Open Space in the Officer Comment section of the report.</p> <p>5) Refer to comments under the heading Ascot Kilns Site in the Officer Comment section of the report. Furthermore, the City has a Placemaking team that manages initiatives and events within the City of Belmont. A community request may be determined on its merits, however this would be subject to further discussions with the Western Australian Planning Commission who own the Ascot Kilns site.</p> <p>6) Refer to comments under the heading Residential Density &amp; Built Form Control in the Officer Comment section of the report.</p> <p>7) Refer to response to point 6 above.</p>
64.	J. and L. Gladwell 30 Sedgeland Way Ascot WA 6104	<p>1) Considers the area to be low density, opposed to high density.</p> <p>2) Concerned that building heights and overshadowing will impact existing homes.</p> <p>3) Concerned that views of Ascot Waters will be impacted upon.</p>	<p>1) Refer to comments under the heading Residential Density &amp; Built Form Control in the Officer Comment section of the report.</p> <p>2) Refer to response to point 1 above. Furthermore, overshadowing will form a consideration in the assessment of any development proposal. Notwithstanding, overshadowing from any significant development within the precinct will mostly occur within the precinct or onto Great Eastern Highway, to the south of the precinct.</p> <p>3) Views are not a relevant planning consideration. Notwithstanding, it is not considered that the views of Ascot Waters will be impacted upon due to the orientation of the Estate and its distance from the 'core' of the Golden Gateway</p>

No.	Name and Address	Summary of Submission	Officer Comment
			precinct, where the taller building heights are proposed. Furthermore it should be noted that not every property within the Golden Gateway precinct will develop to the maximum building heights.
		4) Considers that the area was not planned to accommodate high rise development due to there not being enough parking and roads not being designed to accommodate the proposed volumes of traffic.	4) Development undertaken within the precinct will generally need to provide car parking in accordance with the requirements stipulated in the draft Local Structure Plan. This car parking will also generally be required to be provided within the lot boundaries of the development site. For further information in relation to car parking refer to comments under the heading Car Parking in the Officer Comment section of the report.  For information on the road network, refer to comments under the heading Traffic Volumes and Intersection Performance in the Officer Comment section of the report.
		5) Considers that building heights within the precinct should not exceed four storeys.	5) Refer to response to point 1 above.
65.	P. and P. Moss 41 Sedgeland Way Ascot WA 6104	1) Considers that the draft Local Structure Plan needs to be in a larger font.	1) Noted.
		2) Objects to the proposed traffic lights at the intersection of Resolution Drive, Stoneham Street and Daly Street.	2) Refer to comments under the heading Ascot Waters Access & Egress in the Officer Comment section of the report.
		3) Considers that building heights within the Ascot Kilns precinct should be no higher than five storeys.	3) Refer to comments under the heading Ascot Kilns Site in the Officer Comment section of the report. The draft Golden Gateway Local Structure Plan does not propose any built form controls over the land, as these will be addressed through a future Local Development Plan prepared for the site.
		4) Concerns in relation to access, traffic congestion and pollution, in particular its impacts on Ascot Waters.	4) Refer to comments under the headings Ascot Waters Access & Egress and Traffic Volumes and Intersection Performance in the Officer Comment section of the report. In terms of pollution, there's no evidence to suggest that the area will become polluted from redevelopment in the area.
66.	J. and M. Pritchard 4 Sabot Close Ascot WA 6104	1) Outlines being surprised by the scale and scope of the draft Local Structure Plan. Outlines that Ascot Waters residents live in the bulk of developments at 52 Grandstand Road and 16 Marina Drive. Considers that these developments will continue to increase traffic, bin and parking problems.	1) Refer to comments under the headings Traffic Volumes and Intersection Performance and Car Parking in the Officer Comment section of the report. It should be noted that waste management will be addressed at development application stage.
		2) Understands the need for development however considers that community interest is not given enough weighting. Considers that this issue is further facilitated by the State Government being the determining authority for Local Structure Plans opposed to the local government.	2) Community involvement formed a critical component in the preparation of the draft Golden Gateway Local Structure Plan and included workshops with Council officers, businesses/landowners and the community/residents and surveys for the wider community to provide additional comments. It should also be noted that a number of modifications are recommended to the draft Local Structure

No.	Name and Address	Summary of Submission	Officer Comment
			Plan in light of submissions received from the community during the advertising period.
		3) Concerned that multi-unit developers manipulate rules set by council that rate payers are required to comply with, and considers that this occurred in relation to the development at 16 Marina Drive.	3) Each development application is assessed on its merits in accordance with the relevant planning frameworks and legislation.
		4) In relation to precinct 1, queries whether adequate services will be provided for the developments proposed. Raises concerns in relation to traffic congestion, difficult waste collection and lack of parking. Furthermore raises concerns in relation to the impact of overshadowing on existing dwellings as a result of six, 15 and 20 storey buildings.	<p>4) An Infrastructure Assessment Report was prepared as part of the draft Local Structure Plan which indicates that there are no servicing impediments to the redevelopment of the area.</p> <p>For information in relation to traffic and car parking refer to comments under the headings Traffic Volumes and Intersection Performance and Car Parking in the Officer comment section of the report.</p> <p>Waste collection and overshadowing will form key considerations in the assessment of any future development application. Notwithstanding, overshadowing from any significant development within the precinct will mostly occur within the precinct or onto Great Eastern Highway, to the south of the precinct.</p>
		5) In relation to precinct 2, considers that development addressing Stoneham Street will be intimidating. Considers that parkland within the Belmont Trust land is the only way to offset the Stoneham Street proposals.	5) Amenity will form a key consideration in the assessment of any future development application. It should be noted that the draft Local Structure Plan is not proposing to prescribe any zoning or development provisions for the Belmont Trust Land. It should also be noted that there is a Deed that applies to the Belmont Trust Land that requires it to be provided for public enjoyment and recreation. For further information in relation to the Belmont Trust Land refer to comments under the heading Belmont Trust Land in the Officer Comment section of the report.
		6) Notes support for precinct 3 subject to realistic planning that takes into consideration parking and waste services.	6) Refer to comments under the heading Car Parking in the Officer Comment section of the report. Waste management will be assessed at development application stage.
		7) In relation to precinct 4, outlines that it appears that medium-high density equates to 10 to 15 storey buildings, and two 20 storey buildings. Considers that a considerable number of vehicle spaces will be required and that there are waste service issues, both of which have not been explored or explained.	7) Refer to response to point 6 above.
		8) In relation to precinct 5, considers that the Marina Drive/Resolution Drive roundabout is dangerous, due to buildings close to it obscuring the road. Furthermore notes that	8) It is noted that the fences associated with the buildings referenced have been adequately truncated to facilitate sight lines on approach to the roundabout. No changes to this

No.	Name and Address	Summary of Submission	Officer Comment
		cars from the current main roundabout travel too fast on approach. Considers that traffic associated with development on the Ascot Kilns site could increase the chance of an accident occurring.	existing roundabout are proposed as part of the draft Local Structure Plan. It is not considered that development on the Ascot Kilns site will increase the chance of an accident occurring. It should be noted however that any future development on the Ascot Kilns site will need to be designed to ensure that sight lines are protected.
		9) In relation to precinct 6, raises concerns in relation to the draft Local Structure Plan describing six storey developments as low scale, due to potential building bulk impacts. Notes a new four storey apartment block in close proximity, where building bulk is obvious. Overall is not supportive of the proposed building heights.	9) Refer to comments under heading Residential Density & Built Form Control in the Officer Comment section of the report.
		10) Considers that proposed modifications to the transport network will not be enough to support the proposed development and infrastructure.	10) Refer to comments under the heading Traffic Volumes and Intersection Performance in the Officer Comment section of the report.
		11) Annotatable building height plan provided.	11) Refer to response to point 9 above.
67.	M. and T. McGrath 4A Tidewater Way Ascot WA 6104	<p>1) Considers that the proposed developments between Grandstand Road and Resolution Drive, on the site of the WA Turf Club offices, should be in line with existing dwellings and not higher than two to three storeys. Is not supportive of buildings heights up to six storeys.</p> <p>2) Notes existing parking shortages in Ascot Waters and considers that building heights of six storeys would be unsustainable and detract from the Ascot Kilns, and Ascot Waters residents' property values and quality of life. Considers that the Ascot Kilns should be a feature.</p> <p>3) Considers that building heights of 10 and 15 storeys on land bound by Stoneham Street, Resolution Drive and Great Eastern Highway is unacceptable. Considers that this will impact on the amenity of the area and create traffic and parking issues.</p>	<p>1) Refer to comments under the heading Residential Density &amp; Built Form Control in the Officer Comment section of the report.</p> <p>2) Refer to comments under the heading Car Parking in the Officer Comment section of the report.</p> <p>The building heights within precinct 6, adjacent to the Ascot Kilns precinct (precinct 5) are recommended to be modified to be consistent with the building heights that Council considered appropriate for the Ascot Kilns site as part of the Local Development Plan considered by Council in December 2017.</p> <p>Property values are not a relevant planning consideration.</p> <p>There is no evidence to suggest that development within the precinct will impact upon Ascot Waters residents' quality of life. Notwithstanding, amenity will form a key consideration in the assessment of any future development application.</p> <p>3) Refer to response to point 1 above and comments under the headings Traffic Volumes and Intersection Performance and Car Parking in the Office Comment section of the report.</p>

No.	Name and Address	Summary of Submission	Officer Comment
		4) Outlines that residents are not opposed to development, however that residents are opposed to the height levels currently suggested.	4) Refer to response to point 1 above.
		5) Annotatable building height plan provided.	5) Refer to response to point 1 above.
68.	M. Hector 68 Daly Street Ascot WA 6104	1) Considers that upgrades to Great Eastern Highway have improved traffic movement/congestion to allow for the redevelopment of the Golden Gateway precinct.	1) Noted.
		2) Considers that the river, Belmont Trust land and Ascot Waters residential area support the mixed use zoning and introduction of residential development within the precinct.	2) Noted.
		3) Considers that the current interface with Ascot Racecourse, road network and drainage network, do not under the current layout provide a road network commensurate to mixed use development. Furthermore considers that the proposed road realignments make sense for the longer term movement of pedestrians and vehicles in a safe manner.	3) Noted.
		4) Considers that the proposed building heights will support the need for residential density along major infrastructure corridors, and facilitate in meeting the State's infill targets.	4) Noted.
		5) Considers that Precinct 3 is well located to service future businesses and residents.	5) Noted.
		6) Considers that a holistic approach has delivered a sound draft Local Structure Plan that will ensure redevelopment of the precinct will benefit all landowners in the long run.	6) Noted.
69.	T. Humphries and K. Munroe 15 Kulbardi Loop Ascot WA 6104	1) Concerns in relation to building height, bulk and appearance and considers that this will be obtrusive to views and the amenity of the area.	1) Refer to comments under the heading Residential Density & Built Form Control in the Officer Comment section of the report.
		2) Concerned that crime and anti-social behaviour will increase in the area.	2) There is no evidence to suggest that development within the precinct will result in an increase in crime or anti-social behaviour in the area.
		3) Concerned that increased pedestrians and visitors will negatively impact local wildlife, foliage and the river.	3) There is no evidence to suggest that increased pedestrian activity will negatively impact local wildlife, foliage or the river.
		4) Notes existing traffic issues in relation to Great Eastern Highway and considers that these issues will increase as a result of the draft Local Structure Plan.	4) Refer to comments under the heading Traffic Volumes and Intersection Performance in the Officer Comment section of the report.
		5) Annotatable building height plan provided.	5) Refer to response to point 1 above.
70.	D. Lont 15 Northerly Avenue	1) Considers that the draft Local Structure Plan is unacceptable and requests that the City work with the local community to	1) The community has been provided with an opportunity to comment on the draft Local Structure Plan and a number of

No.	Name and Address	Summary of Submission	Officer Comment
	Ascot WA 6104	form an alternative plan that works for all.	modifications, in response to feedback received in the submissions, are recommended to the draft Local Structure Plan.
		2) Raises concerns in relation to traffic and noise, in particular along Grandstand Road. Questions what the City or developers will do for residents who live in and own properties adjacent to Grandstand Road.	2) Refer to comments under the heading Traffic Volumes and Intersection Performance in the Officer Comment section of the report. Grandstand Road, Stoneham Street, Resolution Drive and Great Eastern Highway are major roads that generate transport noise. In accordance with State Planning Policy 5.4, any new development near a transport noise corridor is required to submit an acoustic assessment and implement noise mitigation measures to protect future residents from the impacts from noise. This policy applies to any new development and is not applied retrospectively to any existing housing however landowners may wish to implement noise mitigation into their existing house should it be of concern.  3)
		3) Does not consider that traffic lights and the relocation of the existing roundabout will ease traffic congestion. Considers that the City and Main Roads need to work closely together to achieve a better solution in relation to traffic congestion.	4) Refer to Response to point 2 above.
		4) Notes existing parking issues within the Ascot Waters precinct and considers that this problem will increase as a result of further development within the area.  Questions where patrons and horse trainers will park their horse floats on race days and considers that these are major considerations that will have a substantial impact on the Ascot and Ascot Waters area.	5) Refer to comments under the heading Car Parking in the Officer Comment section of the report. The draft Golden Gateway Local Structure Plan is not proposing the redevelopment of Perth Racing's land however it does identify alternative zoning for their landholdings. If Perth Racing chooses to redevelop, a development application will need to be submitted for assessment and demonstrate how Ascot Racecourse will operate and identify appropriate alternative locations for car parking.
		5) Requests that the area be preserved for the environment and community. Notes that the City has one of the lowest tree canopy coverages of all Council's and as a result would like to see the area turned into gardens with trees. Considers that the area should be left open to provide parking for Perth Racing, which could also be used for community markets.	6) The majority of the land within the precinct is currently zoned 'Mixed Use' and is able to be developed at the discretion of the landowner.  The draft Local Structure Plan proposes to provide public open space within the precinct and the planting of street trees within the public realm.  As outlined in the officer comment in point 4 above, the draft Local Structure Plan is not proposing the redevelopment of Perth Racing's land. Notwithstanding, if Perth Racing chooses

No.	Name and Address	Summary of Submission	Officer Comment
			<p>to redevelop, a development application will need to demonstrate alternative car parking locations for the Ascot Racecourse.</p> <p>The City has a Placemaking team that manages initiatives and events within the City of Belmont. A request for a community market may be determined on its merits, however would be subject to further discussions Perth Racing as landowners of the site.</p>
		6) Does not consider that development needs to consist of 20 storey apartment buildings and notes that the community are not supportive of high-rise and high density development. Raises concerns in relation to the impact that high rise development may have on the amenity of the locality.	7) There is no evidence to suggest that increased residential density will have a negative impact on the amenity of the area. Refer to comments under the heading Residential Density & Built Form Control in the Officer Comment section of the report.
		7) Notes the existing amenity of the Ascot Waters area. Would like to see the Ascot Waters estate extended to accommodate additional low density townhouses. Notes that not everyone wants to live in an apartment.	8) The Ascot Waters Estate is considered to be medium to high density opposed to low density. The draft Local Structure Plan aims to provide for a range of dwelling typologies and land uses that accommodate the needs of a wide variety of people.
		8) Considers that the history of the area, in particular in relation to the horse racing industry, should be embraced.	9) It is acknowledged that there may be historical aspects of the area that have not been incorporated into the draft Local Structure Plan. It is therefore recommended that further investigation into the history of the area be undertaken and where appropriate that the draft Local Structure Plan is modified to reference these aspects.
		9) Considers that Belmont Trust, the Ascot Kilns and Stacks and Lee Steere House should be excluded from the draft Golden Gateway Local Structure Plan, and be considered separately due to their heritage value and community sentiment.	10) Refer to comments under the headings Ascot Kilns Site and Belmont Trust Land sections in the Officer Comment, section of the report. Lee-Steere house does not currently form part of the City of Belmont Heritage Inventory, notwithstanding the site has been earmarked for assessment as part of the next review of the Heritage Inventory. Refer to comments under the heading Perth Racing Landholdings in the Officer Comment section of the report.
		10) Queries Councillor Sekulla's statement at the information session in relation to this plan not being Council's preferred plan. Questions what the preferred plan is and why the local community have not seen this plan.	11) The draft Local Structure Plan has not yet been endorsed by Council, and rather community input has been sought through the advertising process. As outlined throughout the report, there are various modifications proposed to the draft Local Structure Plan and therefore it does not represent a final or 'preferred' plan.
71.	A. Lont	1) Not supportive of the proposed maximum building heights due	1) Refer to comments under the headings Residential Density &



No.	Name and Address	Summary of Submission	Officer Comment
	15 Northerly Avenue Ascot WA 6104	to concerns in relation to the impact that these will have on traffic as a result of an increase in population in the area.	Built Form Control and Traffic Volumes and Intersection Performance in the Officer Comment section of the report.
		2) Considers that current projects in the area should be completed first to observe the impacts of high rise development and then re-evaluate.	2) The draft Local Structure Plan is not proposing the redevelopment of the precinct. In 2008 the Golden Gateway precinct was identified as a key strategic area due to its prominent location along Great Eastern Highway and at the north-western gateway to the City of Belmont. It was recognised that there was significant potential for high quality mixed commercial and residential development within the precinct, however existing site access constraints and land fragmentation made apparent that coordinated planning was required. The purpose of the draft Local Structure Plan is therefore to guide future subdivision and development within the precinct.
		3) Considers that the draft Local Structure Plan is not in keeping with the existing character of the area. Notes existing high rise development being constructed in the area that is not to the same extent of what is proposed in the draft Local Structure Plan.	3) Each apartment development application is assessed on its merits and in accordance with State Planning Policy 7.3 Residential Design Codes Volume 2 – Apartments. Local context and character is a consideration during the assessment of a development application.
		4) Annotatable building height plan provided.	4) Refer to comments under heading Residential Density & Built Form Control in the Officer Comment section of the report.
72.	R. Fraser 24 Kulbardi Loop Ascot WA 6104	1) Concerned that high rise buildings constructed in close proximity to existing houses will result in a loss of privacy.	1) Visual Privacy will be considered as part of any development proposal.
		2) Considers that building height increases should be gradual, taking into consideration resident privacy.	2) The draft Local Structure Plan proposes lower building heights adjacent to existing residential areas. Refer to comments under the heading Residential Density & Built Form Control in the Officer Comment section of the report. Visual privacy will be considered as part of any development proposal.
		3) Notes that there is currently no local supermarket in the area for residents and considers that there are not enough shops in the area to support a larger population.	3) The draft Local Structure Plan provides for retail floorspace within the precinct. Refer to comments under the heading Proposed Activity Centre & Retail Floorspace.
		4) Concerned that the Belmont Trust Land will be developed, therefore reducing public open space for residents.	4) Refer to comments under the heading Belmont Trust Land in the Officer Comment section of the report.
		5) Considers that the Belmont Trust Land should be retained for future generations and should only be developed for recreation.	5) Refer to response to point 4 above.
		6) Annotatable building height plan provided.	6) Refer to comments under the heading Residential Density & Built Form Control in the Officer Comment section of the report.

No.	Name and Address	Summary of Submission	Officer Comment
73.	M. Hicks 126 Matheson Road Ascot WA 6104	1) Objects to any development occurring on land adjacent to Matheson Road that is currently utilised for car parking in association with Ascot Racecourse.	1) The draft Golden Gateway Local Structure Plan is not proposing the redevelopment of Perth Racing's land however it does identify alternative zoning for their landholdings. If Perth Racing chooses to redevelop, a development application will need to be submitted for assessment and demonstrate how Ascot Racecourse will operate and alternative car parking locations. Refer to comments under the heading Perth Racing Landholdings in the Officer Comment section of the report.
		2) Objects to any proposal that may result in Matheson Road being opened to extensive new traffic movements through the residential and stables area.	2) Refer to comments under the heading Matheson Road Extension in the Officer Comment section of the report.
		3) Considers that the proposal will generate nuisances that are detrimental to the amenity of the area and its residents, which is inconsistent with the intent of the Mixed Use zoning. Furthermore considers that the proposal does not provide protection for the residential and stables precinct.	3) There is no evidence to suggest that the draft Local Structure Plan will have any negative impact on amenity. A key objective of the 'Mixed Use' zone is to provide for a mix of varied, but compatible, land uses including residential and commercial. To protect the amenity of residents and businesses the draft Local Structure Plan proposes to restrict a number of land uses from being able to establish within the precinct that could currently be developed within the precinct. Furthermore, it should be noted that a number of modifications to the zoning of Perth Racing's landholdings are recommended which aim to protect the amenity of the Residential and Stables area, refer to comments under the heading Perth Racing Landholdings in the Officer Comment section of the report.
		4) Notes the history and uniqueness of the residential and stables area and outlines its cultural and economic benefit to the City and State. Furthermore notes that the residential and stables area contains residents and businesses associated with the horse racing industry, who therefore have an understanding of factors that affect horses.	4) Noted.
		5) Concerned in relation to the impact on the environment and the impact of traffic and noise, in particular in relation to the opening of Matheson Road to through traffic which is not supported.  Considers that opening Matheson Road to through traffic will have a detrimental impact on horse racing training businesses that operate in the residential and stables zone, who have invested substantially in the area. Considers that if Council allows changes to the road system that Council will need to consider the rights of business owners in the area to claim compensation for loss of income and investments in structures.  Furthermore considers that if Matheson Road is opened to	5) An Environmental Assessment Report was prepared as part of the draft Local Structure Plan that examined environmental constraints and considerations for future development undertaken within the precinct. In relation to concerns regarding Matheson Road and additional noise refer to comments under the headings Matheson Road Extension and Remainder of Perth Racing Landholdings in the Officer Comment section of the report.

No.	Name and Address	Summary of Submission	Officer Comment
		<p>through traffic that the risk of walking horses to the racecourse and back will increase when animal welfare should be paramount. Notes existing issues within the residential and stables area with drivers who are not familiar with horses.</p> <p>Notes that trainers have a right under the Occupational Safety and Health Act to a safe working environment and considers that this has the potential to be impacted upon as a result of increased traffic in the area.</p> <p>6) Notes that the draft Local Structure Plan proposes to upgrade existing local roads with landscaping and pedestrian facilities and that the existing road reserve width is to be maintained to facilitate traffic movements. Considers that the pedestrian facilities in the area are adequate and therefore do not require upgrading. Furthermore does not consider it appropriate for the residential and stables area to facilitate traffic movements for the project and considers that on-street parking within the residential and stables area is inappropriate due to the potential risk to horses.</p> <p>7) Concerns in relation to building height and bulk and the impact that this may have on race track amenities, in particular race course tie up bays and the potential affect this may have on the horses.</p> <p>Questions whether apartments will have windows facing the tie up bays and balconies overlooking them. Furthermore questions what will happen if something is thrown on the roof of the tie up bays and what will happen during the construction of these buildings in relation to noise.</p> <p>8) Raises concerns in relation to visual privacy and overlooking, in particular in relation to the residential and stables zone. Considers that there will be no privacy for properties within the residential and stables zone that about the taller buildings within the proposed Local Structure Plan precinct. Furthermore raises concerns in relation to potential conflict between future residents of the apartments and residents of the stables area, who are up early to train horses.</p> <p>9) Raises concerns in relation to the impact of development on the amenity of the area and considers that the development proposed in the draft Local Structure Plan is not in keeping with the character of the area. Notes that residents bought in the residential and stables area for the lifestyle and knowing that the land could not be subdivided.</p>	<p>6) There are a number of existing roads within the precinct that do not contain pedestrian/cyclist paths. It is therefore not considered that pedestrian facilities are already adequate within the precinct. For information on traffic movements in relation to the Residential and Stables area refer to comments under the heading Matheson Road Extension in the Officer Comment section of the report. The draft Local Structure Plan outlines that car parking along Matheson Road would only be considered where appropriate.</p> <p>7) In relation to concerns regarding building height and bulk, refer to comments under the heading Residential Density &amp; Built Form Control in the Officer Comment section of the report. It should be noted that it is recommended that the land directly adjacent to the area where horses are kept on Ascot Racecourse race days retain its existing 'Place of Public Assembly' zoning, refer to comments under the heading Perth Racing Landholdings in the Officer Comment section of the report. It should be noted that this zoning does not provide for residential development, including apartments. Construction noise is required to comply with the <i>Environmental (Noise) Regulations 1997</i>.</p> <p>8) Visual privacy will be considered as part of any development application. Potential conflict between future residents of apartments and residents of the stables area was taken into consideration, refer to comments under the heading Perth Racing Landholdings in the Officer Comment section of the report.</p> <p>9) There is no evidence to suggest that development within the precinct will have a negative impact on the amenity of the area. No changes are proposed to the existing Residential and Stables zone.</p>

No.	Name and Address	Summary of Submission	Officer Comment
		<p>Furthermore, notes the existing identity of the residential and stables community and how the area provides employment and support for its residents. Raises concerns in relation to future residents not respecting the existing culture and history of the area.</p> <p>10) Notes the residential and stables area listing on the City of Belmont Municipal Heritage Inventory and highlights how this area should be protected to conserve the significance of the area.</p> <p>11) Notes that the draft Local Structure Plan outlines that the City wishes to encourage innovative approaches to car parking provision. Is not supportive of innovative approaches to car parking occurring near the residential and stables area, due to potential impacts on the working community.</p> <p>Considers that existing public transport in the area is inadequate and that parking for proposed residents will also be inadequate. Does not consider it to be realistic that the owners of a three bedroom apartment will only own one car.</p> <p>Notes existing parking issues associated with businesses on Stoneham Street and considers that these businesses utilise racecourse parking areas which are earmarked for development under the draft Local Structure Plan. Therefore questions where overflow parking for existing and proposed businesses will be accommodated.</p> <p>Furthermore, considers that there is inadequate parking for the racecourse due to existing car parks being earmarked as development sites under the draft Local Structure Plan. Questions where the public will park on race days.</p> <p>12) Annotatable building height plan provided.</p>	<p>10) The City's Heritage Inventory provides for an increased level of protection for the Residential and Stables zone.</p> <p>11) Refer to comments under the headings Public Transport and Car Parking in the Officer Comment section of the report.</p> <p>12) Refer to comments under heading Residential Density &amp; Built Form Control in the Officer Comment section of the report.</p>
74.	R. Vicario-Adams 2 Samphire Street Ascot WA 6104	<p>1) Is not supportive of the draft Local Structure Plan and considers that revisions are required that take into consideration parking, public infrastructure, traffic, public space, road networks and building height.</p> <p>2) Notes existing parking issues within the Ascot Waters/Racecourse area.</p> <p>3) Considers that there is a lack of public transport infrastructure in the area, with the exception of limited bus services.</p> <p>4) Notes existing traffic congestion issues within the area and considers that no consideration has been given to these</p>	<p>1) Noted.</p> <p>2) Refer to comments under the heading Car Parking in the Officer Comment section of the report.</p> <p>3) Refer to comments under the heading Public Transport in the Officer Comment section of the report.</p> <p>4) Refer to comments under the heading Traffic Volumes and Intersection Performance in the Officer Comment section of the</p>

No.	Name and Address	Summary of Submission	Officer Comment
		<p>existing issues in addition to the traffic generated by future development within the draft Local Structure Plan area.</p> <p>5) Notes experiencing a major component of public space on wetlands, which has been marked as open space taken up with high rise. Considers that this is out of character right on wetlands and should be protected.</p> <p>6) Concerns regarding proposed building heights and potential overshadowing and visual privacy issues. Furthermore considers that the heights proposed are out of character for the area.</p> <p>7) Questions whether the existing roundabout being replaced by traffic lights will reduce traffic congestion. Considers that the amendment that was previously undertaken to this intersection has already cost ratepayers money.</p> <p>8) Considers that a mixed use zoning is not required for the area due to the number of businesses such as fuel stations and restaurants already in close proximity to the precinct along Great Eastern Highway.</p>	<p>report.</p> <p>5) There are no designated wetlands within the Golden Gateway precinct.</p> <p>6) Refer to comments under the heading Residential Density &amp; Built Form Control in the Office Comment section of the report. Overshadowing and visual privacy will be considered through the assessment of any development proposals.</p> <p>7) Refer to response to point 4 above and comments under the heading Ascot Waters Access &amp; Egress in the Officer Comment section of the report.</p> <p>8) Refer to comments under the headings Proposed Activity Centre &amp; Retail Floorspace and Appropriateness of the Mixed Use zone in the Officer Comment section of the report.</p>
75.	S. Thompson 16 Crake Street Ascot WA 6104	<p>1) Concerns in relation to noise, traffic and amenity as a result of the draft Local Structure Plan. Considers that the draft Local Structure Plan does not appropriately address issues relating to motor vehicle access, parking and circulation, in particular in relation to Ascot Waters and the negative impacts that this may have on residents. Requests that these issues be addressed prior to the proposal being formally considered.</p> <p>2) Considers that the proposed dwelling density will increase traffic congestion and place pressure on existing and proposed infrastructure. Concerned that this will negatively impact on Ascot Waters residents' motor vehicle access, parking and circulation.</p> <p>3) Considers that a feasibility study (in consultation with Ascot Waters residents) should be completed in relation to traffic congestion, once the aged care and marina developments have been constructed.</p> <p>4) Considers that the proposed parking requirements outlined in the draft Local Structure Plan for multiple dwellings are not sufficient and will detrimentally impact on existing residents.</p> <p>5) Outlines that the proposed multiple dwelling parking requirements outlined in the draft Local Structure Plan are not</p>	<p>1) Refer to comments under the headings Traffic Volumes and Intersection Performance, Car Parking and Ascot Waters Access &amp; Egress in the Officer Comment section of the report.</p> <p>Amenity will form a key consideration in the assessment of any future development application.</p> <p>Noise is controlled by the <i>Environmental Protection (Noise) Regulations 1997</i>.</p> <p>2) An Infrastructure Assessment Report was prepared as part of the draft Local Structure Plan which indicates that there are no servicing impediments to the redevelopment of the area.</p> <p>In relation to access and parking refer to comments under the headings Ascot Waters Access &amp; Egress and Car Parking sections in the Officer Comment section of the report.</p> <p>3) Refer to comments under the heading Traffic Surveys and Modelling in the Officer Comment section of the report.</p> <p>4) Refer to comments under the heading Car Parking in the Officer Comment section of the report.</p> <p>5) Refer to response to point 4 above.</p>

No.	Name and Address	Summary of Submission	Officer Comment
		<p>consistent with the parking requirements outlined in State Planning Policy 7.3 Residential Design Codes Volume 1. Notes existing parking issues within Ascot Waters, and outlines that these issues are in existence prior to the aged care and marina developments being occupied.</p>	
		6) References a study undertaken in 2016 in relation to car ownership which shows nominal variation between Australian households and those living in Greater Capital Cities. Therefore considers that being close to a high frequency bus route does not impact upon vehicle ownership. Recommends a minimum of one car parking bay for all one bedroom dwellings and two car parking bays for two plus bedroom dwellings to minimise the impact on surrounding properties.	6) Refer to response to point 4 above.
		7) Does not consider that current and proposed infrastructure is sufficient to be able to cater for the proposed dwelling densities.	7) An Infrastructure Assessment Report was prepared as part of the draft Local Structure Plan which indicates that there are no servicing impediments to the redevelopment of the area.
		8) Is not supportive of the proposed dwelling density increases in close proximity to Ascot Waters and prior to the completion of the aged care and marina developments. Considers that the scale and density of these developments exceeded the requirements of Local Planning Policy No. 6 – Ascot Waters Special Development Precinct, which will result in negative impacts, in relation to traffic congestion, motor vehicle access, parking and circulation, on existing residents.	8) Local Planning Policy No. 6 governs land specifically within the Ascot Waters Estate, which is outside of this precinct. Refer to comments under the headings Traffic Volumes and Intersection Performance, Car Parking and Ascot Waters Access & Egress in the Officer Comment section of the report.
76.	D. Lenane 16 Crake Street Ascot WA 6104	<p>1) Concerns in relation to noise, traffic and amenity as a result of the draft Local Structure Plan. Considers that the draft Local Structure Plan does not appropriately address issues relating to motor vehicle access, parking and circulation, in particular in relation to Ascot Waters and the negative impacts that this may have on residents. Requests that these issues be addressed prior to the proposal being formally considered.</p> <p>2) Considers that the proposed dwelling density will increase traffic congestion and place pressure on existing and proposed infrastructure. Raises concerns that this will negatively impact on Ascot Waters residents' motor vehicle access, parking and circulation.</p> <p>3) Considers that a feasibility study (in consultation with Ascot Waters residents) should be completed in relation to traffic congestion, once the aged care and marina developments</p>	<p>1) Refer to comments under the headings Traffic Volumes and Intersection Performance, Car Parking and Ascot Waters Access &amp; Egress in the Officer Comment section of the report.</p> <p>Amenity will form a key consideration in the assessment of any future development application.</p> <p>Noise is controlled by the <i>Environmental Protection (Noise) Regulations 1997</i>.</p> <p>2) An Infrastructure Assessment Report was prepared as part of the draft Local Structure Plan which indicates that there are no servicing impediments to the redevelopment of the area.</p> <p>In relation to access and parking refer to comments under the headings Ascot Waters Access &amp; Egress and Car Parking sections in the Officer Comment section of the report.</p> <p>3) Refer to comments under the heading Traffic Surveys and Modelling in the Officer Comment section of the report.</p>

No.	Name and Address	Summary of Submission	Officer Comment
		<p>have been constructed.</p> <p>4) Considers that the proposed parking requirements outlined in the draft Local Structure Plan for multiple dwellings are not sufficient and will detrimentally impact on existing residents.</p> <p>5) Outlines that the proposed multiple dwelling parking requirements outlined in the draft Local Structure Plan are not consistent with the parking requirements outlined in State Planning Policy 7.3 Residential Design Codes Volume 1. Notes existing parking issues within Ascot Waters, and outlines that these issues are in existence prior to the aged care and marina developments being occupied.</p> <p>6) References a study undertaken in 2016 in relation to car ownership which shows nominal variation between Australian households and those living in Greater Capital Cities. Therefore considers that being close to a high frequency bus route does not impact upon vehicle ownership. Recommends a minimum of one car parking bay for all one bedroom dwellings and two car parking bays for two plus bedroom dwellings to minimise the impact on surrounding properties.</p> <p>7) Does not consider that current and proposed infrastructure is sufficient to be able to cater for the proposed dwelling densities.</p> <p>8) Is not supportive of the proposed dwelling density increases in close proximity to Ascot Waters and prior to the completion of the aged care and marina developments. Considers that the scale and density of these developments exceeded the requirements of Local Planning Policy No. 6 – Ascot Waters Special Development Precinct, which will result in negative impacts, in relation to traffic congestion, motor vehicle access, parking and circulation, on existing residents.</p>	<p>4) Refer to comments under the heading Car Parking in the officer comment section of the report.</p> <p>5) Refer to response to point 4 above.</p> <p>6) Refer to response to point 4 above.</p> <p>7) An Infrastructure Assessment Report was prepared as part of the draft Local Structure Plan which indicates that there are no servicing impediments to the redevelopment of the area.</p> <p>8) Local Planning Policy No. 6 governs land specifically within the Ascot Waters Estate, which is outside of this precinct. Refer to comments under the headings Traffic Volumes and Intersection Performance, Car Parking and Ascot Waters Access &amp; Egress in the Officer Comment section of the report.</p>
77.	R. and C. Hollywood 303/152 Great Eastern Highway Ascot WA 6104	<p>1) Considers that the draft Local Structure Plan is an attempt by developers to line their pockets without consideration for residents or the amenity of the Belmont Trust Land.</p> <p>2) Not supportive of any development on or around the Belmont Trust Land occurring.</p> <p>3) Considers that building heights should be a maximum of two storeys across the precinct.</p>	<p>1) The draft Local Structure Plan has not been prepared by developers, and rather it is a City-led initiative.. There is no evidence to suggest that the draft Local Structure Plan will have a negative impact on the amenity of Belmont Trust Land or residents in the area.</p> <p>2) Refer to comments under the heading Belmont Trust Land in the Officer Comment section of the report.</p> <p>3) Refer to comments under heading Residential Density &amp; Built Form Control in the Officer Comment section of the report.</p>

No.	Name and Address	Summary of Submission	Officer Comment
		4) Requests that Council and Councillors put residents first, as this is their primary responsibility.	4) Noted.
		5) Notes the existing high quality amenity of the area and considers that this will be impacted upon by further development, especially high rise buildings in the area.	5) Refer to response to point 3 above.
		6) Outlines that the amenity of the Belmont Trust Land should not be compromised. Furthermore considers that the appearance of the area when viewed from the Belmont Trust Land will be compromised and therefore not be in line with the intent of the Trust.	6) Refer to response to points 1 and 2 above.
		7) Annotatable building height plan provided.	7) Refer to response to point 3 above.
78.	B. Russell and L. Bremmell 31 Lakewood Avenue Ascot WA 6104	1) Considers that building heights should be kept under five storeys to be in keeping with the existing character of the area.	1) Refer to comments under heading Residential Density & Built Form Control section of the report.
		2) Considers that the Craig Care development is an eyesore.	2) The Craig Care development is not within the draft Local Structure Plan precinct
		3) Concerns in relation to the impact on Ascot Waters.	3) Refer to comments under the headings Lot 452 Grandstand Road, Interface with Ascot Waters and Ascot Waters Access & Egress in the Officer Comment section of the report.
		4) Considers that the Belmont Trust Land and Ascot Kilns and Stacks should be removed from the draft Golden Gateway Local Structure Plan and retained as public open space with BBQ's and landscaped gardens.	4) Refer to comments under the headings Belmont Trust Land and Ascot Kilns in the Officer Comment section of the report.
		5) Raises concerns in relation to crime, noise, pollution, traffic congestion and access/egress to Ascot Waters as a result of high rise development.	5) There is no evidence to suggest that noise and crime will increase as a result of the draft Local Structure Plan. In terms of traffic, refer to comments under the heading Traffic Volumes and Intersection Performance and Ascot Waters Access & Egress in the Officer Comment section of the report.
		6) Does not consider that there is a need for any more service stations in the area, due to the number already existing in the area.	6) Service Stations are a land use considered unacceptable within the precinct, meaning they will not be supported within the Golden Gateway Precinct.
		7) Considers that precincts 5 and 6 should be removed from the draft Golden Gateway Local Structure Plan. Furthermore considers that if these areas are rezoned, that they should be rezoned in line with existing zoning.	7) For information in relation to the zoning of land within precinct 5 refer to comments under the heading Ascot Kilns Site in the Officer Comment section of the report. For information in relation to the zoning of land within precinct 6 refer to comments under the heading Perth Racing Landholdings in the officer comment section of the report.
79.	S. Ferrario	1) Raises concerns in relation to high rise development impacting	1) There is no evidence to suggest that the draft Local Structure



No.	Name and Address	Summary of Submission	Officer Comment
	207/152 Great Eastern Highway Ascot WA 6104	upon the overall amenity and value of the area.	Plan will have a negative impact on amenity of the area. Concerns regarding property values are not a valid planning consideration.
		2) Annotatable building height plan provided.	2) Refer to comments under heading Residential Density & Built Form Control in the Officer Comment section of the report.
80.	B. R. von Konsky 16 Lakewood Avenue Ascot WA 6104	1) Does not support the draft Golden Gateway Local Structure Plan due to concerns in relation to traffic congestion and parking.	1) Refer to comments under the headings Traffic Volumes and Intersection Performance and Car Parking in the Officer Comment section of the report.
		2) Considers that the Belmont Trust Land should be retained as public open green space and incorporated into the adjoining park.	2) Refer to comments under the heading Belmont Trust Land in the Officer Comment section of the report.
		3) Considers that the Kilns should be preserved and maintained with a community space that references the culture and history of Belmont. Does not support commercial development on the Kilns site.	3) Refer to comments under the heading Ascot Kilns Site in the Officer Comment section of the report.
		4) Considers that building height should be restricted to a maximum of five storeys, which is consistent with the precedent established by the Craig Care development.	4) Refer to comments under heading Residential Density & Built Form Control in the Officer Comment section of the report.
81.	J. Kent 16 Lakewood Avenue Ascot WA 6104	1) Not supportive of the draft Golden Gateway Local Structure Plan in its current form.	1) Noted.
		2) Questions the need to develop buildings that may reach heights of 15 storeys in a suburban location. Considers that these buildings are often developed with a lack of distinctive features and negatively impact on the amenity of the streetscape. Furthermore considers that identical buildings will serve little purpose other than a quick profit for developers and limited contribution to the City's budget.  Therefore considers if the draft Local Structure Plan is approved, that there will be nothing to distinguish the City of Belmont from elsewhere.	2) Apartment buildings are assessed in accordance with the development requirements of State Planning Policy 7.3 Residential Design Codes Volume 2 – Apartments. Refer to comments under the heading Quality of Future Development in the Officer Comment section of the report.
		3) Considers that any 'Golden Gateway' concept should be moved away from Great Eastern Highway towards the City of Belmont Civic Centre and Belmont Forum. Considers that this would make greater economic, cultural and environmental sense.	3) The land surrounding Belmont Town Centre and Civic Centre are subject to different planning requirements and are zoned to enable infill development at higher densities.
		4) Is not against development along Great Eastern Highway, however considers that building heights should be limited to a maximum of four storeys. Furthermore requests that consideration be given as to how these buildings are utilised.	4) Refer to comments under heading Residential Density & Built Form Control section of the report.
		5) Considers retaining tree canopy to be important and outlines that additional areas should be listed as parkland.	5) Refer to comments under the heading Public Open Space in

No.	Name and Address	Summary of Submission	Officer Comment
			the Officer Comment section of the report.
		6) Considers that the Belmont Trust Land and the Ascot Kilns should be heritage listed due to their distinguishing characteristics. Furthermore, considers that the land surrounding the Ascot Kilns should be turned into a cultural centre.	6) The Ascot Kilns are currently on the State Heritage List. Refer to comments under the heading Belmont Trust Land and Ascot Kilns Site in the Officer Comment section of the report.
82.	M. Knight 29E Sedgeland Way Ascot WA 6104	1) Raises concerns in relation to traffic, noise and pollution as a result of the draft Local Structure Plan and notes that these are issues in the area already.	1) Refer to comments under the heading Traffic Volumes and Intersection Performance in the Officer Comment section of the report. In terms of noise and pollution, there is no evidence to suggest that the draft Local Structure Plan will create these issues.
		2) Concerned that there will be less trees and considers the City is the worst in the State for tree planting.	2) The draft Local Structure Plan proposes to retain mature trees where appropriate and proposes significant additional tree planting within street reserves, as illustrated in the Public Realm Strategy.
		3) Considers that the plan will benefit developers and not rate payers.	3) There is no evidence to suggest that the draft Local Structure Plan will not benefit existing residents in the area.
		4) Concerned that buildings will be developed similar to the Craig Care building and that the area will become a slum.	4) There is no evidence to suggest that the Golden Gateway Precinct will become a slum. Refer to comments under the heading Quality of Future Development in the Officer Comment section of the report.
		5) Raises concerns in relation to the proposed building heights and considers that fifteen storey buildings are too high.	5) Refer to comments under heading Residential Density & Built Form Control in the Officer Comment section of the report.
		6) Concerns in relation to potential increases in crime and anti-social behaviour.	6) There is no evidence to suggest to that the draft Local Structure Plan will increase anti-social behaviour or crime in the area.
		7) Concerned that construction vehicles will park in Ascot Waters.	7) Developments are usually required to submit construction management plans which often address parking of construction vehicles.
		8) Not supportive of the draft Local Structure Plan and raises concerns that the draft Local Structure Plan will impact property values in the area.	8) Property values are not a valid planning consideration.
83.	D. Salinovich 8 Keymer Street Ascot WA 6104	1) Not supportive of development within precincts 7 and 8.	1) Noted.
		2) Considers that Ascot is in close proximity to a range of amenities. Furthermore notes that Ascot has rare qualities	2) Noted.

No.	Name and Address	Summary of Submission	Officer Comment
		<p>including large blocks and peaceful streets, which is similar to living in the country, however whilst living within the city.</p> <p>3) Considers that development in line with the draft Local Structure Plan will impact on the existing amenity and lifestyle of the area, opposed to enhancing it.</p> <p>4) Notes traffic increases that have occurred overtime in the area, and that a number of drivers do not obey the 40km/h speed limit within the residential and stables zone. Concerned that increasing population in the area will further contribute to the situation and impact on pedestrian, cyclist and horse safety.</p> <p>5) Considers that land to the north-east of the racecourse would be better suited to high rise development, as there is already high rise development to the west. Considers that development in this location would not impact upon existing Ascot residents.</p> <p>6) Notes issues with apartment developments in the eastern states in relation to quality and accountability and does not want to see these issues within the City of Belmont.</p> <p>7) Considers that Rivervale and South Perth are concrete jungles and would like to see Ascot respected, with development that does not impact upon the amenity of the area.</p>	<p></p> <p>3) There is no evidence to suggest that the draft Local Structure Plan will have a negative impact on amenity.</p> <p>4) Refer to comments under the heading Movement Network in the Officer Comment section of the report.</p> <p>5) The area referred to does not form part of the Golden Gateway Precinct. Modifications are recommended to the draft Local Structure Plan to ensure that future development within the precinct, adjacent to existing residential areas, provides an appropriate interface to these properties. For further information refer to comments under the headings Perth Racing Landholdings. Interface with Ascot Waters Estate and Interface with Residential and Stables Area in the Officer Comment section of the report.</p> <p>6) Refer to comments under the heading Quality of Future Development in the Officer Comment section of the report.</p> <p>7) Noted. There is no evidence to suggest that the draft Local Structure Plan will have a negative impact on amenity.</p>
84.	J. West 20 Waterway Crescent Ascot WA 6104	<p>1) Considers that high rise along Great Eastern Highway is a good idea.</p> <p>2) Would like to see the Belmont Trust Land contain a multi-use sporting facility, which could also be used for markets and food vans.</p> <p>3) Is not supportive of building heights exceeding four storeys within the Ascot Kilns precinct.</p> <p>Supportive of the Ascot Kilns precinct containing a bar, restaurant and family area.</p> <p>4) Agrees with other aspects of the plan.</p>	<p>1) Noted.</p> <p>2) Refer to comments under the heading Belmont Trust Land in the Officer Comment section of the report.</p> <p>3) The draft Local Structure Plan does not propose any development standards for the Ascot Kilns precinct, and rather this will be subject to a separate planning process.</p> <p>4) Noted.</p>
85.	A. Cepeda 1 Northerly Avenue Ascot WA 6104	<p>1) Notes Belmont's existing low tree canopy cover and considers that this has resulted in a higher land surface temperature.</p> <p>2) Considers that Belmont's infill targets will concentrate 30% of infill in a small land area in Ascot. Questions why more</p>	<p>1) Noted. It is agreed that canopy coverage does have an effect on urban heat island effect. The draft Local Structure Plan is proposing to increase canopy coverage within the precinct.</p> <p>2) Redcliffe train station precinct is subject to the Redcliffe Station Activity Centre Plan, which also proposes development of a</p>

No.	Name and Address	Summary of Submission	Officer Comment
		apartments are not proposed to be built in close proximity to the future Redcliffe Train Station, due to considering that transport in this area will be superior to the Ascot area.	similar scale to the draft Local Structure Plan.
		3) Considers that the development of the Craig Care facility resulted in the removal of trees and is concerned that more trees will be removed from the WA Turf Club's administration building site if apartments are developed in that location.	3) The City is unable to require that trees be retained on private property. State Planning Policy 7.3 Residential Design Codes Volume 2 – Apartments does however encourage and offer development concessions for mature tree retention.
		4) Raises concerns in relation to the number of trees that have been planted within the Ascot area over time.	4) Noted. Trees are to be retained where possible with additional tree plantings proposed as part of the draft Local Structure Plan.
		5) Considers that the challenge is to provide buildings and infrastructure for people to live and work, in addition to providing greenery to facilitate wellbeing and temperature control.	5) Noted. The draft Local Structure Plan proposes to provide additional tree planting within the road reserve and public realm.
		6) Considers that a lack of tree canopy can be compensated by increased irrigation however notes that the proposal highlights water supply issues and considers dry vegetation. Furthermore notes that no consideration has been given to the use of water trucks.	6) Irrigation is subject to further detailed planning from the City in relation to the development and maintenance of public open space areas.
		7) Notes the community's desire for public open spaces and green areas and that 3.47% of public open space is proposed to be provided under the draft Local Structure Plan. Does not consider that this reflects the community's desires and is therefore not supportive of the 30% infill target for the area.	7) Refer to comments under the heading Public Open Space in the Officer Comment section of the report.
		8) Notes existing congestion on Great Eastern Highway and questions where the entry points to future buildings on Great Eastern Highway will be located. Does not consider that there is room for deaccelerating lanes on Great Eastern Highway and as a result considers that traffic will be directed to local roads, creating congestion in these areas.	8) Detailed access planning for individual developments will be undertaken at the development application stage. Ultimately, access to Great Eastern Highway is controlled by Main Roads WA.
		9) Considers that the proposed traffic lights will generate a bottleneck impacting upon residents of Ascot Waters ability to be able to enter and exit the estate in peak periods.	9) Refer to comments under the heading Traffic Volumes and Intersection Performance in the Officer Comment section of the report.
		10) Outlines that traffic surveys are more than two years old and do not take into consideration the development at 16 Marina Drive, Ascot. Considers that this development will increase the population of Ascot Waters by approximately 20%.	10) Refer to comments under the heading Traffic Surveys and Modelling in the Officer Comment section of the report.
		11) Is not supportive of Stoneham Street being downgraded due to traffic congestion at the Great Eastern Highway intersection.	11) Refer to comments under the headings Traffic Volumes and Intersection Performance and Design of Resolution Drive and

No.	Name and Address	Summary of Submission	Officer Comment
			Stoneham Street in the Officer Comment section of the report.
		<p>12) Concerns in relation to proposed parking standards and considers that families will own more than one car, which will result in street parking or families not living in the area. Furthermore considers that elderly people are car dependent and that innovative parking are therefore discriminatory.</p> <p>Notes that a number of existing residents work within industrial areas such as Kwinana and commence work at an early time when public transport is not frequent. Therefore considers that innovative parking standards are only acceptable to apply to people working in the City and not to people who work early shifts and travel to areas outside of the City.</p>	12) Refer to comments under the heading Car Parking in the Officer Comment section of the report.
		<p>13) Concerns regarding building design and heights. Considers that building heights should not exceed eight storeys. Furthermore considers that there should be no allowance for podiums or additional height due to concerns in relation to building bulk, increasing temperatures, reduction of open spaces, and increased vehicular movements, which have the potential to reduce pedestrian safety along Stoneham Street and Grandstand Road.</p> <p>Furthermore, considers that building heights should not exceed two storeys where in close proximity to existing residential areas and four storeys adjacent to Grandstand Road.</p>	13) Refer to comments under headings Residential Density & Built Form Control and Quality of Future Development in the Officer Comment section of the report.
		14) Is not supportive of iconic buildings if they look similar to the Craig Care building, which was supposed to be an iconic building.	14) Noted.
		15) Requests that the privacy of existing residents be protected. Considers that resident privacy was not protected in relation to the Craig Care development due to there being no shutters or trees providing privacy for existing residents.	15) Visual privacy is considered through the assessment of any development proposal.
		16) Notes that the first bus (999) does not stop on Grandstand Road until 6:50am which does not meet the needs of people commencing work at or before this time. Outlines that as a result of this it is necessary to walk to Great Eastern Highway to catch a bus such as service 36, 40, 295, 296, and 299. Notes that these services will change and only one service (40) will operate along Great Eastern Highway to the City once the new Redcliffe Train Station opens. Considers that this bus service should run at the same frequency as all of the other services to encourage people to utilise public transport to access the City.	16) Buses located on Great Eastern Highway are within 400m of the precinct and are seen to be accessible. Following the completion of Redcliffe Train Station a new bus route along Great Eastern Highway is proposed by the PTA. Refer to comments under the heading Public Transport in the Officer Comment section of the report.
		17) Raises concerns in relation to the impacts of population growth	17) There is no evidence to suggest that infill development will have

No.	Name and Address	Summary of Submission	Officer Comment
		on endangered and vulnerable fauna and therefore requests that infill is managed.	a negative impact on fauna within the area.
		18) Concerned about contaminated land and residents potential exposure to contaminants and dust. Considers that dust was poorly controlled during the construction of Craig Care and therefore questions a developer's ability to manage dust in close proximity to residential areas in order to determine health impacts from contaminants.	18) The Environmental Assessment Report found no sites within the precinct area to be contaminated, with only one site being listed as needing further investigation due to possibly being contaminated. This site is recommended to be investigated prior to any form of development being considered. Each individual development is assessed on its merits with development applications often accompanied by a construction management plan, which includes dust mitigation measures.
		19) Not supportive of shared paths for cyclists and pedestrians due to potential conflicts.	19) It is established practice for shared paths to be designed to accommodate both pedestrians and cyclists. Footpaths however are intended for pedestrians only and are typically narrower for this purpose.
		20) Requests that stainless steel benches be installed opposed to timber benches due to considering that these require less maintenance.	20) Requests for specific street infrastructure are not relevant to the draft Local Structure Plan.
		21) Highlights that the draft Local Structure Plan refers to one food outlet at the BP fuel station, however notes that two more have been constructed at the 7/11 and Caltex petrol stations.	21) Noted. The draft Local Structure Plan was prepared prior to the construction of the 7/11 and Caltex service stations and will be updated accordingly.
		22) Notes that the City of Bayswater has infill pressures similar to the City of Belmont. Considers that in Bayswater, high rise is not targeted in close proximity to the river and is instead located along the train line.  a. Questions why Belmont pushes for high rise in close proximity to the river and cannot respect community sentiment.	22) It is a common planning principle to concentrate development along high frequency public transport lines. Great Eastern Highway is earmarked as an 'urban corridor' and contains a number of high frequency bus services. Concentrating development around urban corridors, similar to train lines, is supported by the State's Perth and Peel @ 3.5 million strategic planning document.
		23) Annotatable building height plan provided.	23) Refer to comments under the heading Residential Density & Built Form Control in the Officer Comment section of the report.
86.	B. Moore 5 Eurythmic Way Ascot WA 6104	1) Is not supportive of building heights above five storeys within the precinct due to amenity and traffic impacts.	1) Refer to comments under the heading Residential Density & Built Form Control in the Officer Comment section of the report.
87.	Belmont Residents and Ratepayer Action Group Inc. PO Box 73 Belmont WA 6104	1) Supportive of the vision of the draft Local Structure Plan.	1) Noted.
		2) Supportive of proposed amendments to the mixed use zoning to prevent inappropriate development.	2) Noted.
		3) Raises concerns in relation to the proposed realignment and upgrading of Resolution Drive between Great Eastern Highway and the proposed new roundabout, at the intersection of Grandstand Road and Stoneham Street. Considers that this	3) Refer to comments under the heading Road Network in the Officer Comment section of the report.

No.	Name and Address	Summary of Submission	Officer Comment
		will encourage more vehicles to use Hardey Road (south) and Frederick Street as an alternative route to access the Belmont Business Park and Forum.	
		4) Considers that this will be further enhanced with the proposed establishment of traffic lights on Stoneham Street, which is a key link to Belgravia Street, the Business Park and Belmont Forum, from the other side of the river. Considers that there are no contingencies in the draft Local Structure Plan to address the potential impact of extra traffic being diverted to Hardey Road (south).	4) Refer to response to point 3 above.
		5) Notes that the Level of Service (LOS) for Hardey Road and Belgravia Street is projected to be LOS F in 2031 for AM and PM peak hour traffic.	5) Refer to response to point 3 above.
		6) Raises concerns in relation to the upgrading of Resolution Drive, encouraging vehicles from across the river to use Epsom Avenue/Stanton Road/Second Street as a short cut to the Domestic Airport. Notes Main Roads WA vision for motorists on the other side of the river to use the upgraded interchange at Guilford Road and Tonkin Highway or public transport to access the airport precinct. Considers that the proposed network may work against the MRWA strategic vision, in addition to adding to future vehicular traffic congestion and loss of amenity for local residents.	6) Main Roads WA is planning to construct the Tonkin Highway Gap Project, which will improve and facilitate traffic from the north accessing Perth Airport and associated developments within this Precinct. Therefore, it is not envisaged that modifications to Resolution Drive will encourage any additional regional traffic accessing the Perth Airport precinct. Refer to response to point 3 above.
		7) Notes that the draft Golden Gateway Local Structure Plan will result in a predicted reduction in road network performance by 2031 at the Resolution Drive and Great Eastern Highway and Stoneham Street and Great Eastern Highway intersections, with additional pressure on the Stoneham Street approach to the intersection and significant increases in intersection delay.	7) Refer to response to point 3 above.
		8) Raises concerns in relation to the proposed building heights and considers that the proposed building heights and resultant bulk are not in keeping with the character of the area. Considers that the Ascot Kilns and Stacks and Ascot Racecourse buildings will be diminished by high rise buildings. Considers that a maximum building height of two storeys would be more sympathetic.	8) Refer to comments under the heading Residential Density & Built Form Control in the Officer Comment section of the report.
		9) Raises concerns in relation to the building heights proposed within precinct 6, due to considering that these heights are not in keeping with the predominant Ascot Waters townhouse style development.	9) Refer to response to point 8 above
		10) Considers that high density development at the two landmark sites along Great Eastern Highway will have an impact on the Stoneham Street/Great Eastern Highway and Resolution Drive/Great Eastern Highway intersections.	10) Refer to comments under the heading Landmark Sites in the Officer Comment section of the report.
		11) Considers that the four remaining landmark sites will set a precedent in their proposed locations. Furthermore does not consider that they accord with community support for tapering	11) Refer to response to point 10 above.

No.	Name and Address	Summary of Submission	Officer Comment
		down building heights from Great Eastern Highway into the precinct.	
		12) Considers that the proposed landmark site at the relocated roundabout is inappropriate, and will result in the loss of mature trees and potential public open space for residents. Suggests that this landmark site and the other three landmark sites be removed and that building heights surrounding the proposed linear park be reduced in height to a maximum of two to three storeys.	12) Refer to response to point 10 above.
		13) Annotatable building height plan provided.	13) Refer to response to point 8 above.
88.	A. Gibb 4 Waterway Crescent Ascot WA 6104	1) Raises concerns in relation to traffic, in particular in relation to the Stoneham Street and Great Eastern Highway intersection. Considers that traffic is already problematic at the Stoneham Street and Great Eastern Highway intersection.	1) Refer to comments under the heading Traffic Volumes and Intersection Performance in the Officer Comment section of the report.
		2) Considers that there will be little or no benefit from relocating the roundabout and installing traffic lights.	2) Traffic lights were proposed to facilitate safer pedestrian access to the Swan river foreshore.
89.	M. Ashton 193-195 Great Eastern Highway Belmont WA 6104	1) Supports 12-15 storey mixed use development along Great Eastern Highway.	1) Noted.
		2) Considers that the draft Local Structure Plan and draft Urban Corridor Strategy provide for the gradual transformation of land along Great Eastern Highway with potential for new homes and economic opportunities.	2) Noted.
		3) Notes the potential for significant redevelopment of larger lots which can capitalise on access and surrounding amenities.	3) Noted.
		4) Annotatable building height plan provided.	4) Refer to comments under the heading Residential Density & Built Form Control in the Officer Comment section of the report.
90.	S. Koch 16 Tidewater Way Ascot WA 6104	1) Is not supportive of any high rise buildings within the precinct due to potential amenity impacts.	1) Refer to comments under the heading Residential Density & Built Form Control in the Officer Comment section of the report.
		2) Notes existing traffic issues in the area, in particular in relation to accessing and egressing Ascot Waters. Is therefore not supportive of traffic increasing in the area.	2) Refer to comments under the heading Ascot Waters Access & Egress, and broadly the Road Network section, in the Officer Comment section of the report.
		3) Concerned that the draft Local Structure Plan will impact on the environment. Does not support the removal of existing parks or wetlands.	3) An Environmental Assessment Report was prepared for the precinct that recommends a 50m buffer be implemented alongside the Swan River and categorised wetland areas. The draft Local Structure Plan is not proposing to remove any parks or wetlands. Refer to comments under the heading Public Open Space in the Officer Comment section of the report.
		4) Concerns in relation to additional fuel stations and retail being located within the precinct. Considers that there are already enough of these land uses located in close proximity to the area.	4) Refer to comments under the heading Proposed Activity Centre and Retail Floorspace in the Officer Comment section of the report. Furthermore it should be noted that Service Stations are listed as 'unacceptable' land uses within the Golden Gateway precinct, meaning they will not be supported within the Golden



No.	Name and Address	Summary of Submission	Officer Comment
		5) Requests additional public spaces, gardens and community facilities.	Gateway Precinct.  5) Refer to comments under the heading Public Open Space in the Officer Comment section of the report. In relation to community facilities it should be noted that community infrastructure planning does not form part of the draft Local Structure Plan, and rather it is a separate exercise that is undertaken holistically by the City and based on projected demand for the wider area.
91.	J. Preston 19 Sedgeland Way Ascot WA 6104	<p>1) Notes two key safety concerns relating to the Environmental Assessment Report and Movement and Access Strategy.</p> <p>2) Considers that the Environmental Assessment Report is limited in its disclosure of contamination found within the Golden Gateway Precinct. Notes being made aware of contamination discovered on the Ascot Kilns site. Considers that this needs to be fully investigated and disclosed to mitigate risk and ensure that it does not extend into surrounding areas. Furthermore requests that appendices be updated to contain recent statistics and contamination findings.</p> <p>3) Requests that the Ascot Kilns and Stacks, due to their current state, be addressed prior to the draft Local Structure Plan progressing.</p> <p>4) Considers that the Movement and Access Strategy contains data that is outdated and underestimated. Furthermore outlines that modelling has not taken into consideration the Craig Care and Marina Drive developments.</p> <p>5) Outlines that due to the Ascot Waters population increasing, that forward planning is required to anticipate traffic congestion. Notes that there are currently only three emergency exit/entry points, with Garret Road being the only way to the other side of the river from Tonkin Highway and the Graham Farmer Freeway.</p> <p>6) Outlines that there has been and continues to be significant movement and access issues in and around Ascot Waters. Considers that this requires a collaborative approach between all tiers of Government to get this right.</p> <p>7) Considers that downgrading Stoneham Street to provide for</p>	<p>1) Noted.</p> <p>2) There is no information to confirm whether the Ascot Kilns site is contaminated. As part of the Local Development Plan prepared for the Ascot Kilns site preliminary investigations into contamination were undertaken. These investigations found that the site contains areas of potential concern due to past industrial functions and processes that occurred on the site. Further investigations are however required, including sampling and analysis to understand the potential presence of contaminants. This would be undertaken prior to any subdivision or development on the site.</p> <p>An Environmental Assessment Report prepared for the precinct did not identify any contaminated sites, with only one site being listed as needing further investigation due to possibly being contaminated. This site is recommended to be investigated further prior to any form of development being considered.</p> <p>3) Refer to comments under the heading Ascot Kilns Site in the Officer Comment section of the report.</p> <p>4) Refer to comments under the heading Traffic Surveys and Modelling in the Officer Comment section of the report.</p> <p>5) Refer to comments under the heading Road Network in the Officer Comment Section of the report.</p> <p>6) Noted.</p> <p>7) Refer to comments under the heading Design of Resolution</p>

No.	Name and Address	Summary of Submission	Officer Comment
		pedestrians will exacerbate the access/egress problems along Resolution Drive and Memorial Drive and impact on quick emergency access to the Ascot Waters neighbourhood.	Drive and Stoneham Street in the Officer Comment section of the report.
		8) Notes that traffic lights were previously located at the intersection of Resolution Drive, Stoneham Street and Grandstand Road and queries why the draft Local Structure Plan proposes to revert back to having traffic lights at this intersection.	8) Refer to comments under the heading Ascot Waters Access/Egress in the Officer Comment section of the report.
		9) Questions how many meetings, petitions, surveys and workshops are required for Council and the State Government to listen to their ratepayers and constituents.	9) All public comments are received and considered on their merits.
		10) Does not want the Council or the JDAP to approve LDP changes for rezoning like what has occurred in Burswood (Belmont Racecourse 38-53 storeys) Booragoon (Amana 15 storeys), Applecross (Sabina 30 storeys), Como (10 storeys), Subiaco (former markets site 24 storeys) and Scarborough (Twin Towers 43 storeys which feel through as non-viable).	10) There are currently no specific building height controls within this precinct. The draft Local Structure Plan is proposed to provide specific development requirements to ensure a level of certainty for the precinct.
		11) Requests that the integrity of the Ascot Waters Special Development Precinct Policy be maintained, to facilitate development outcomes that are consistent with existing residential development within Ascot Waters.	11) Local Planning Policy No. 6 aims to facilitate development within the Ascot Waters Estate. The Policy is not proposed to apply to development within the Golden Gateway Precinct. It should be noted that the need for this Local Planning Policy will be investigated as part of the Local Planning Scheme Review project as it is noted that the majority of land within the Ascot Waters Estate has now been developed.
		12) Queries whether the draft Local Structure Plan could be amended to summarise the pros and cons in keeping with community expectations.	12) The City is required to prepare Local Structure Plans in accordance with the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> . The intent of this request is unclear.
		13) Notes that it is difficult to balance the interests of all stakeholders, however highlights that the impact of decisions are paramount for residents who live with the consequences.	13) Noted. A number of modifications are recommended to the draft Local Structure Plan in light of submissions received from the community during the advertising period.
		14) Annotatable building height plan provided.	14) Refer to comments under the heading Residential Density & Built Form Control in the Officer Comment section of the report.
92.	M. Elkington and G. Turner 101 Bulong Avenue Redcliffe WA 6104	1) Is not supportive of the draft Local Structure Plan.	1) Noted.
		2) Considers that the community information session was not adequately advertised and as a result that residents have not had enough time to understand the draft Local Structure Plan and its implications.	2) The community information session was advertised on the City's website, Facebook page, Connect Belmont, the Southern Gazette and by way of letters to land owners and occupiers in close proximity to the precinct. In addition residents were given 28 days to provide comment on the draft Local Structure Plan.

No.	Name and Address	Summary of Submission	Officer Comment
		<p>3) Raises concerns in relation to the format and structure of the community information session. Furthermore queries how the draft Local Structure Plan was developed due to this not being outlined at the information session.</p> <p>4) Highlights the concerns of the community at the information session in relation to increased housing density, building heights, additional podium heights and increases in traffic.</p> <p>5) Notes that the draft Local Structure Plan is proposing to provide 3.47% public open space (excluding the Belmont Trust land which should not be included) and does not consider this to be acceptable to provide for the proposed population of the precinct.</p> <p>6) Requests that the City be more environmentally responsible by increasing tree canopy, reducing carbon footprint and providing for biodiversity, where possible. Considers that the proposed public open space does not address these matters.</p> <p>7) Considers that building heights ranging between 15-20 storeys are unacceptable and are not consistent with the existing character of the area. Furthermore considers that buildings of this height will change the overall vision of Belmont.</p> <p>8) Notes a key objective of the draft Local Structure Plan as being to ensure that any new development is integrated with existing residential areas.</p> <p>Queries the documentation that outlines that residents are supportive of 15-20 storey buildings and requests that the heights and densities that were discussed with residents and ratepayers at workshops and through surveys be detailed and provided.</p>	<p>3) In 2008 the Golden Gateway precinct was identified as a key strategic area due to its prominent location along Great Eastern Highway and at the north-western gateway to the City of Belmont. It was recognised that there was significant potential for high quality mixed commercial and residential development within the precinct, however existing site access constraints and land fragmentation made apparent that coordinated planning was required. There are currently limited planning controls that apply to land within the precinct and the draft Local Structure Plan therefore contains a range of development controls to guide future subdivision and development within the precinct. Workshops were held to inform the preparation of the draft Local Structure Plan. Several studies, included as appendices, were also undertaken to inform the drafting of the Local Structure Plan.</p> <p>4) Refer to comments under headings Residential Density &amp; Built Form Control and Traffic Volumes and Intersection Performance in the Officer Comment section of the report.</p> <p>5) Refer to comments under the heading Public Open Space in the Officer Comment section of the report.</p> <p>6) Tree canopy is proposed to be increased through the provision of additional tree planting within public open space areas and public realm (including road reserves). This is outlined in the Public Realm Strategy. Environmental sustainability requirements are controlled through State Planning Policy 7.3 Residential Design Codes Volume 2 – Apartments.</p> <p>7) Refer to comments under the heading Residential Density &amp; Built Form Control in the Officer Comment section of the report.</p> <p>8) Refer to response to point 7 above.</p>

No.	Name and Address	Summary of Submission	Officer Comment
		<p>9) Notes that the draft Local Structure Plan wishes to encourage innovative approaches to the provision of car parking. Therefore raises concerns in relation to the amount of parking that will be provided for residents. Furthermore, considers that one car parking bay for a two person dwellings is insufficient.</p> <p>10) Considers that the draft Local Structure Plan should be refused and revised with further consultation undertaken with residents and ratepayers, specifically in relation to building heights, traffic concerns and limited public open space.</p> <p>11) Annotatable building height plan provided.</p>	<p>9) Refer to Comments under the heading Car Parking in the Officer Comment section of the report.</p> <p>10) The draft Local Structure Plan is proposed to be modified where appropriate to address the concerns raised.</p> <p>11) Refer to response to point 7 above.</p>
93.	M. Winston 9/2 Marina Drive Ascot WA 6104	<p>1) Not supportive of the draft Local Structure Plan.</p> <p>2) Notes existing traffic issues in the area. Raises concerns that an increasing population will further exacerbate these traffic problems.</p> <p>3) Notes Great Eastern Highway as being the second most dangerous road.</p> <p>4) Not supportive of mixed residential and commercial development.</p> <p>5) Not supportive of building heights greater than two storeys.</p> <p>6) Concerned that development in line with the draft Local Structure Plan will impact property values in the area.</p>	<p>1) Noted.</p> <p>2) Refer to comments under the heading Traffic Volumes and Intersection Performance in the Officer Comment section of the report.</p> <p>3) Noted.</p> <p>4) Refer to comments under the heading Appropriateness of the Mixed Use Zone in the Officer Comment section of the report.</p> <p>5) Refer to comments under the heading Residential Density &amp; Built Form Control in the Officer Comment section of the report.</p> <p>6) Property values are not a planning consideration.</p>
94.	S.J. L.A. and T.L. McLaren 1 Aurum Street Ascot WA 6104	<p>1) Notes that Matheson Road is proposed to become a through road that connects to Resolution Drive. Highlights that Matheson Road previously connected to Great Eastern Highway and that it was then closed. Assumes that this occurred due to traffic conflicting with the function of the residential and stables area.</p> <p>2) Raises concerns in relation to Matheson Road connecting to Resolution Drive due to potential rat-running and impacts on horse and rider/trainer safety. Considers that drivers will rat-run along Matheson Road, from Resolution Drive to Moreing Street, to miss the Epsom Avenue and Great Eastern Highway lights. Does not consider that a 'dog-leg' in Matheson Road will deter rat running and notes other areas such as Boulder Avenue where this currently occurs.</p> <p>3) Notes existing problems and conflicts with driver behaviour around horses, handlers and riders, within the residential and stables zone and considers that additional people living within</p>	<p>1) Noted.</p> <p>2) Refer to comments under the heading Matheson Road Extension in the Officer Comment section of the report.</p> <p>3) Refer to response to point 2 above.</p>

No.	Name and Address	Summary of Submission	Officer Comment
		the area will further contribute to the problem.	
		4) Notes existing issues with vehicles speeding within the residential and stables area which has a 40km/h speed limit and considers that an increase in traffic, due to Matheson Road being a through road, will further facilitate this issue. Considers that people who are not involved in the horse racing industry do not understand the reasoning behind the 40km/h speed limit and disregard the speed limit due to no speed monitoring occurring. Furthermore considers that people not associated with the horse racing industry do not consider the safety of horses, handlers and riders.	4) Refer to response to point 2 above.
		5) Notes that residents of the residential and stables area live a unique lifestyle and are up extremely early and asleep early. Considers that an increase in traffic will impact upon resident's ability to sleep, which could therefore impact on their work safety.	5) Refer to response to point 2 above.
		6) Furthermore highlights issues with cars not obeying traffic signs in particular at the intersection of Epsom Avenue and Matheson Road, where cars often fail to stop at the sign, nearly hitting horses, riders and their leaders.	6) Drivers disobeying road signs is policing matter.
		7) Raises concerns in relation to traffic congestion and potential road rage as a result of additional cars within the area, in particular within the residential and stables zone and the negative impact that this may have on the racing industry. Considers that the proposed hotel on the corner of Epsom Avenue and Great Eastern Highway having its entry/exit point on Epsom Avenue will also contribute to this.	7) Refer to response to point 2 above. There is no evidence to suggest that an increase in traffic will directly relate to an increase in road rage.
		8) Considers that large volumes of traffic and speeding drivers will destroy the racing area.	8) Refer to response to point 2 above.
		9) Notes existing problems with cyclists riding too close to horses within the area and the impact that this has on the safety of the horse and rider/leader. Considers that increasing the number of cyclists in the area will further contribute to this problem.	9) Matheson Road is identified as a local cycling route by the Department of Transport. As such, it is expected that cycling will occur through the Residential and Stables area irrespective of the Golden Gateway precinct. In any event, cyclist behaviour is not a valid planning consideration and there is no evidence to suggest that an increase in cyclists will increase the conflict between horses and cyclists.
		10) Questions whether entry and exit points to the proposed apartments on Great Eastern Highway will be located on side streets within the precinct. Raises concerns that that this may impact on horse, rider and handler safety as a result of increased traffic and drivers potentially not obeying road rules.	10) Vehicle access is subject to detailed planning of each development and in any event access to Great Eastern Highway is controlled by Main Roads WA.
		11) Considers that there should be strict height restrictions applied to the area to prevent a significant increase in traffic along Matheson Road and other streets within the area.	11) Refer to comments under the headings Residential Density & Built Form Control and Matheson Road Extension in the Officer Comment Section of the report.

No.	Name and Address	Summary of Submission	Officer Comment
		12) Requests that horses, handlers and riders come first and considers that the racing area and people need to be protected by the City of Belmont.	12) A number of modifications are recommended to the draft Local Structure Plan to ensure that future development within the precinct, adjacent to the Residential and Stables area, provides an appropriate interface. Furthermore, to ensure that the road network reduces the ability for traffic movements, associated with development within the precinct, to occur through the Residential and Stables area. For further information refer to comments under the headings Perth Racing Landholdings and Matheson Road Extension in the Officer Comment section of the report.
		13) Annotatable building height plan provided.	13) Refer to comments under the heading Residential Density & Built Form Control in the Officer Comment section of the report.
95.	R. Lanyon 5 Clearwater Way Ascot WA 6104	1) Questions why the City is proposing to install traffic lights in place of the existing roundabout at the Resolution Drive and Stoneham Street intersection, due to Council replacing traffic lights with roundabouts in other areas. Highlights that this should be reconsidered.	1) Refer to comments under the heading Ascot Waters Access & Egress in the Officer Comment section of the report.
		2) Is not supportive of traffic lights in the area and considers that traffic lights will hinder traffic movement, opposed to assist with traffic flow.	2) Refer to response to point 1 above.
96.	Element on behalf of Perron Group 227-267 Belmont Avenue Cloverdale WA 6105	1) Notes that the draft Local Structure Plan makes provision for a local centre which is supported subject to the orderly and proper planning of the centre.	1) Noted.
		2) Notes the following key components of the draft Local Structure Plan: <ul style="list-style-type: none"> <li>• It divides land into eight key precincts to guide development.</li> <li>• Land use permissibility is as per the City's Local Planning Scheme No. 15, however the draft Local Structure Plan outlines a number of unacceptable land uses which should be taken into due regard when assessing future applications.</li> <li>• Precinct 3 is proposed to contain a local centre which contains a small supermarket, specialty shops and restaurants/cafes with active edges to the street.</li> </ul>	2) Noted.
		3) Highlights that Part 1 of the draft Local Structure Plan does not provide an estimate of retail floor space for the local centre. Furthermore notes that the executive summary outlines an estimated retail floor space of 1200m <sup>2</sup> NLA and that Part 2	3) Refer to comments under the heading Proposed Activity Centre and Retail Floorspace in the Officer Comment section of the report.

No.	Name and Address	Summary of Submission	Officer Comment
		<p>outlines an estimated retail floor space of 1500m<sup>2</sup> GFA. Considers that whilst the figures are different that they could be similar due to one being measured in NLA and one in GFA.</p> <p>Notes that Part 2 of the draft Local Structure Plan outlines that a Retail Needs Analysis was undertaken by Colliers in support of the Ascot Kilns Local Development Plan which suggested that each additional 250 apartments would provide support for an additional 80m<sup>2</sup> of retail floor space. Notes that as a result of this analysis that it was envisaged that the Golden Gateway Precinct could support a local centre with a GFA of 1500m<sup>2</sup> and potential additional retail floor space as a result of passing trade from Great Eastern Highway. Furthermore notes the key characteristics of the main street precinct and its strategic location.</p> <p>Notes that the Retail Needs Analysis was undertaken in 2016 based on outdated 2015 data and that there have been significant changes in the retail environment since this time. In addition outlines that the Retail Needs Analysis focuses on the Ascot Kilns site which is influenced by heritage and design constraints. Furthermore, that the Retail Needs Analysis outlines that the Ascot Kilns site could accommodate retail the size of a local centre, notwithstanding that a full line supermarket would not be viable and retail uses should be more consistent with smaller, convenience shopping.</p>	
		4) Highlights that the draft Local Structure Plan implementation section does not require residential dwellings to be constructed prior to the development of retail land uses as relied upon in the Retail Needs Analysis.	4) Refer to response to point 3 above.
		5) Requests that the retail floor space figure of 1200m <sup>2</sup> NLA in addition to more detail in relation to the type of future retail land uses be included in Part 1 of the draft Local Structure Plan. Raises concerns that without this guidance within the statutory (due regard) section of the draft Local Structure Plan that a proliferation of retail development could occur within the precinct.	5) Refer to response to point 3 above.
		<p>6) Notes that Part 1 of the draft Local Structure Plan outlines that retail uses may be permitted along Great Eastern Highway. Considers that this is inconsistent with the remainder of the draft Local Structure Plan and will encourage a scenario where the estimated 1200m<sup>2</sup> NLA retail floor space will be exceeded. Furthermore does not consider that any justification has been provided in Part 2 for the provision of retail uses along Great Eastern Highway.</p> <p>Notes that the City's Local Commercial Strategy outlines that</p>	6) Refer to response to point 3 above.

No.	Name and Address	Summary of Submission	Officer Comment
		<p>no additional supermarkets or convenience stores should be permitted, other than those existing or firmly planned. Furthermore notes that the Strategy outlines that shop retail uses should not be permitted.</p> <p>Therefore considers that the draft Local Structure Plan should not support retail land uses along Great Eastern Highway and that this statement should be removed from the document, to ensure that retail uses only locate along the main street.</p> <p>7) Considers that the Retail Needs Analysis is inappropriately relied on to justify uncapped retail floor space expansion within the draft Local Structure Plan area. Notes that the Retail Needs Analysis was prepared specifically in relation to the Ascot Kilns site and that the report outlined that retail development in line with the size of a local centre could be supported on the Ascot Kilns site. Considers that this justification is being relied upon for the provision of retail floor space within Local Structure Plan area, which could be in addition to any retail floor space proposed on the Ascot Kilns site.</p> <p>Therefore considers that the draft Local Structure Plan should be amended to acknowledge retail floor space proposed for the Ascot Kilns site by specifying that the estimated retail floor space of 1200m<sup>2</sup> NLA includes the total retail floor space of both the draft Local Structure Plan area and the Ascot Kilns Local Development Plan site. Notes that the Ascot Kilns site falls within the draft Local Structure Plan area and is therefore a key consideration of the draft Local Structure Plan.</p> <p>8) Considers that the staging of future development on the site should be addressed in Part 1 of the draft Local Structure Plan and that retail development should not be permitted without demand from residential dwellings as outlined in the Retail Needs Analysis. As a result requests that Part 1 of the draft Local Structure Plan be amended to include a requirement for substantial occupancy of residential developments prior to the development of retail land uses.</p> <p>9) Notes that the Belmont Forum Shopping Centre Pty Ltd supports the draft Local Structure Plan subject to the amendments outlined in the submission. Notwithstanding considers that a proliferation of retail development in excess of 1200m<sup>2</sup> NLA is inappropriate for the Golden Gateway Precinct and has the ability to impact on the Belmont Town Centres ability to provide necessary services and amenity to the community.</p> <p>10) Considers that orderly and proper planning of the precinct is vital to the success of surrounding regions. Therefore does not</p>	<p></p> <p>7) Refer to response to point 3 above.</p> <p>8) Refer to response to point 3 above.</p> <p>9) Refer to response to point 3 above.</p> <p>10) Noted.</p>



No.	Name and Address	Summary of Submission	Officer Comment
		consider it appropriate for the matters raised in the submission to be addressed through future design guidelines and requests that amendments be undertaken to Part 1 of the draft Local Structure Plan prior to being progressed to the Western Australian Planning Commission.	
97.	K. Ryan, S. Ryan, J. Ryan and M. Ryan 4 and 6 Davis Street Ascot WA 6104	1) Considers that cars are a necessity for Perth residents and that every room in a development will result in another car on the road.	1) While private cars play a significant role in the lives of Perth residents, there is a need to change residents travel behaviour to support more sustainable modes of transport. It is commonly accepted and demonstrated that an increase in residential density can have an effect on car ownership and reduces the number of vehicle trips taken by residents.
		2) Notes that it has previously been considered that residents will utilise public transport such as buses on Great Eastern Highway, however does not believe that this occurs.	2) Noted.
		3) Notes apartment developments in the area where the owners have multiple cars in addition to requiring visitor parking. Considers that this in addition to on-street parking is resulting in an increased level of theft and vandalism due to there being additional cars to target. Requests that this be considered as part of the draft Local Structure Plan.	3) There is no evidence to suggest that an increase in residential density and on street parking will result in increased levels of crime.
		4) Notes existing traffic congestion along Great Eastern Highway, Belgravia Street and Grandstand Road during peak periods and on race days. Furthermore notes existing issues for Ascot Waters residents in exiting the Ascot Waters estate during peak periods.  Considers that the proposal and the addition of new traffic lights in close proximity to the roundabout and existing lights on Great Eastern Highway will further impact this existing traffic congestion.  In addition, considers that an increased number of dwellings will further contribute to traffic congestion in the area and as a result considers that development should be kept to the minimum building heights.	4) Refer to comments under the heading Road Network in the Officer Comment section of the report.
		5) Considers that public transport in the area is limited, with timely transport options only provided along Great Eastern Highway to the City. Notes that the Redcliffe Train Station is not within walking distance to the site and as a result considers that residents will drive and park at these stations.  Considers that it should be mandatory to have a train station within walking distance for developments of this proposed	5) Refer to comments under the heading Public Transport in the Officer Comment section of the report.

No.	Name and Address	Summary of Submission	Officer Comment
		<p>scale, and that it has previously been outlined to residents that multiple transport options should be located within 500m of a proposed development.</p> <p>6) Requests that Council consider conflicts that may arise between future plans to rezone Ascot and the Turf Club introducing on-course stabling. Notes that Ascot residents have been requesting changes to the zoning of their properties and considers that this development will impact upon the ability for these properties to be rezoned, in particular due to the number of apartments being proposed in a small area.</p> <p>7) Due to the development being located in Ascot considers that it should be considered with the same scrutiny and planning that is currently being carried out within the greater Ascot area opposed to being treated separately. Considers that Council should give equal development ability to other areas of Ascot or reduce the development ability of the proposed Golden Gateway precinct to the same as other areas of Ascot to be fair to residents.</p> <p>Furthermore considers that developments being approved in close proximity to other properties in Ascot is a double-standard due to current residents being advised that the development of greater Ascot is years away.</p> <p>Considers that key amenities that make an area conducive to development such as green-spaces and future public transport options are more favourable in the northern part of Ascot than in the Golden Gateway precinct area.</p> <p>8) Raises concerns in relation to the number of dwellings proposed in the Golden Gateway precinct due to potential impacts on prospective value, saleability and development ability. Therefore considers that building heights should be a maximum of two to three storeys to be in keeping with the character of the area.</p> <p>9) Highlights that on-course stabling is likely to occur at Ascot Racecourse which is in line with other racecourse standards. Raises concerns that a significant increase in population will impact upon the likelihood of on-course stabling being approved due to associated noise and odour.</p> <p>10) Considers that the area is lacking in green spaces in particular given the number of residents proposed to live in the developments provided for under the draft Local Structure Plan. Raises concerns that new residents will utilise existing green spaces that are set aside for current residents.</p> <p>11) Concerned that development within the precinct will result in established trees being removed and considers that</p>	<p>6) Refer to comments under the heading Zoning and Reservation in the Officer Comment section of the report. The future zoning of the Residential and Stables area will be considered separately as part of the upcoming review of Local Planning Scheme No. 15. There is no foreseeable reason that the draft Local Structure Plan would inhibit this review.</p> <p>7) The purpose of a Local Structure Plan is to provide detailed planning for a focussed precinct. Refer to comments under the heading Zoning and Reservation in the Officer Comment section of the report.</p> <p>8) Property values and resale ability are not a valid planning consideration. Refer to comments under the heading Residential Density &amp; Built Form Control in the Officer Comment section of the report.</p> <p>9) Refer to comments under the heading Remainder of Perth Racing Landholdings in the Officer Comment section of the report.</p> <p>10) Refer to comments under the heading Public Open Space in the Officer Comment section of the report.</p> <p>11) There is currently no planning mechanism for the mandatory retention of trees on private land. State Planning Policy 7.3</p>

No.	Name and Address	Summary of Submission	Officer Comment
		development is proposed over an existing natural stream and greenery.	Residential Design Codes Volume 2 – Apartments makes provision for concessions on landscaping requirements if mature trees are retained. In addition mature trees are proposed to be retained within areas reserved for 'Parks and Recreation'.
		12) Raises concerns in relation to the impact that potential future development within the precinct will have on the amenity of the area, in particular in relation to apartment design, materials and construction.	12) There is no evidence to suggest that an increase in residential density will negatively impact amenity within the area. In relation to apartment developments refer to comments under the heading Quality of Future Development in the Officer Comment section of the report. Furthermore, apartments are required to be designed in accordance with State Planning Policy 7.3 Residential Design Codes Volume 2 – Apartments. The Central Belmont Main Drain is proposed to be piped and remain reserved for 'Parks and Recreation' under the draft Local Structure Plan for safety reasons. Further detailed planning is to be undertaken with the Water Corporation to establish the appropriate future design of the Central Belmont Main Drain. Refer to comments under the heading Water Management in the Officer Comment Section of the report.
		13) Concerned that if high density development occurs within the Golden Gateway precinct that crime will increase and considers that this has already occurred as a result of other high density developments in the area surrounding suburbs.	13) There is no evidence to suggest that an increase in residential density will result in any increase in crime.
		14) Considers that long-standing residents and rate-payers opinions should be more important than those of landowners looking to profit from development without being interested in the long-term future of an area and associated impacts.	14) The City of Belmont is responsible for considering all residents and landowners equally.
		15) Considers that development along Great Eastern Highway is governed by developer wishes and that Council is not open to input from residents which is resulting in inappropriate development (service stations and eight storey buildings) in the area.	15) Each development application is assessed on its merits in accordance with the relevant planning frameworks and legislation. Applications that propose significant variations to the relevant planning frameworks and legislation are generally advertised to surrounding landowners and occupiers for comment prior to determination. Service stations are a use that can currently be considered along Great Eastern Highway, however service stations are proposed to be classified as unacceptable land uses under the draft Golden Gateway Local Structure Plan, meaning they will not be supported within the Golden Gateway precinct. In relation to building heights within the area, it should be noted that overlooking, overshadowing and amenity are all key considerations in the assessment of any development application.
		16) Considers that overall development within the Golden Gateway precinct will impact on resident's day to day lives and that a	16) Refer to response to point 8 above.

No.	Name and Address	Summary of Submission	Officer Comment
		maximum building height of 15 storeys is not in keeping with the character of the area and residents wishes.	
		17) Annotatable building height plan provided.	17) Refer to response to point 8 above.
98.	A. and D. Carter 6 Kulbardi Loop Ascot WA 6104	1) Considers that a tiered approach to building heights is appropriate.	1) Refer to comments under the heading Residential Density & Built Form Control in the Officer Comment section of the report.
		2) Considers that a maximum building height of two to three storeys is appropriate adjacent to the Belmont Trust land and surrounding residential areas to retain amenity Considers that a maximum building height of 10 storeys is appropriate along Great Eastern Highway.	2) Refer to response to point 1 above.
		3) Annotatable building height plan provided.	3) Refer to response to point 1 above.
99.	B. Mackay 6 The Riverwalk Ascot WA 6104	1) Supports the proposed plan.	1) Noted.
		2) Outlines that there are currently no community services within Ascot Waters, resulting in residents driving across Great Eastern Highway. Considers that Daly Street becoming a main street will add to the amenity of the area and reduce traffic, due to residents not needing to cross Great Eastern Highway to shop. In addition considers that residents could walk to the Daly Street shops.	2) Noted.
		3) Requests consideration of the needs of current and future residents. Considers that a larger shopping precinct may be necessary than what is proposed. Requests a supermarket, post office, chemist, and medical offices.	3) The draft Local Structure Plan makes provision for 1,200m <sup>2</sup> of retail floor space within the precinct to service the needs of existing and future residents. It should be noted however that a review is currently being undertaken of the City's Local Commercial Strategy. As part of this review, an assessment of existing activity centres will be undertaken, and in doing so modelling will be undertaken to understand the wider retail needs of the City of Belmont. Whilst the draft Local Structure Plan makes provision for retail floorspace, development of particular land uses such as a supermarket will be dependent on the development intentions of landowners.  Notwithstanding, the draft
		4) Notes that there is an opportunity to improve the amenity of the Ascot Waters/Golden Gateway precinct.	4) Noted.
100.	R. and R. Edmonds 8 Kulbardi Loop Ascot WA 6104	1) Considers that buildings should be highest in the centre of the precinct and reduced in the corners of the precinct and along Great Eastern Highway. Considers that this would allow for residents to not feel enclosed.	1) Refer to comments under the heading Residential Density & Built Form Control in the Officer Comment section in the report.
		2) Considers that buildings facing the Racecourse could all be the same height to allow residents to enjoy the races.	2) Refer to response to point 1 above.

No.	Name and Address	Summary of Submission	Officer Comment
		3) Outlines that if buildings of 15-20 storeys are located along the highway and outside roads that this will result in people feeling enclosed.	3) Refer to response to point 1 above.
		4) Annotatable building height plan provided,	4) Refer to response to point 1 above.
101.	Roberts Day on behalf of Perth Racing Lots 3, 13 and 452 Grandstand Road Lots 51 and 100 Raconteur Drive Lot 7705 Matheson Road, Ascot WA 6104	<p>1) Perth Racing supports the intent of the draft Golden Gateway Local Structure Plan.</p> <p>2) Notes that Perth Racing land is designated as Mixed Use (R-AC0) with the exception of Lot 452 Grandstand Road, which is proposed to be zoned Residential R40 and R100. Supportive of the proposed Mixed Use zoning and considers that the Mixed Use zoning would be more appropriate for the northern portion of Lot 452 fronting Grandstand Road due to:</p> <ul style="list-style-type: none"> <li>• Grandstand Road being projected to accommodate over 10,000 vpd</li> <li>• The site being adjacent to Ascot Racecourse</li> <li>• Grandstand Road carrying a large number of pedestrians on race days</li> </ul> <p>Considers that a Mixed Use zoning along the northern portion of Lot 452 is more conducive to a future commercial building fronting Grandstand Road and Ascot Racecourse's main entry.</p> <p>Considers that it is appropriate for the southern portion of Lot 452 to remain residential to provide an appropriate interface with the adjacent Ascot Waters estate.</p> <p>Supportive of the R-AC0 coding. Considers that specific standards being stipulated in a Local Development Plan represents sound planning given the size and location of the site within the precinct and variable nature of Mixed Use development.</p> <p>3) Notes the proposed buildings heights stipulated in the draft Golden Gateway Local Structure Plan. Is supportive of Lot 13 Grandstand Road and Lots 51 and 100 Raconteur Drive being designated as 'landmark sites', given their location adjacent to Resolution Drive, the projected traffic volumes and distance from any existing residents. Annotatable Building Height Plan provided.</p> <p>4) Notes that the draft Local Structure Plan seeks ground level design flexibility to accommodate future commercial uses. Outlines Perth Racing's support for this due to this reflecting a commercially viable way to undertake planning implementation. Considers that there is a need to ensure that a 'commercial</p>	<p>1) Noted.</p> <p>2) Refer to comments under the heading Perth Racing Landholdings in the Officer Comment Section of the report.</p> <p>3) Noted. Refer to comments under the heading Residential Density &amp; Built Form Control in the Officer Comment section of the report.</p> <p>4) The draft Local Structure Plan outlines a key objective of the 'Mixed Use' zone as being to provide a diversity of land uses and housing types. The draft Local Structure Plan however does not restrict commercial uses from occurring above ground level and stipulates that non-residential development is encouraged</p>

No.	Name and Address	Summary of Submission	Officer Comment
		<p>use' can occur above ground level especially for sites adjacent to Resolution Drive and Great Eastern Highway.</p> <p>Considers that this will provide for commercially viable development in the future.</p> <p>5) Notes that the Grandstand Road/Resolution Drive/Stoneham Street roundabout is proposed to be relocated to the north-east to become a three-arm roundabout.</p> <p>Outlines that the current event connection to Grandstand Road is proposed to be closed as part of the draft Golden Gateway Local Structure Plan, with traffic directed via Matheson Road to the redesigned Resolution Drive. Outlines that Perth Racing is not supportive of the current connection to Grandstand Road being lost.</p> <p>Notes that the relocation of the roundabout is supported, however Perth Racing needs to ensure that the operational nature of Ascot is not impacted.</p> <p>Highlights that Perth Racing requires Matheson Road to be connected to the proposed relocated roundabout, in the form of a fourth leg to provide access for horse trucks and Perth Racing vehicles on race days and ensure viable commercial operations on lots 51, 13, 100 and 7705.</p> <p>Considers that removing the Matheson Road connection to Grandstand Road will negatively impact on the operational nature of the Racecourse. Furthermore considers that proposing to re-direct traffic to a priority controlled, seagull intersection, is a 'secondary' form of vehicle access than what is currently available to Perth Racing. Considers that the creation of the road connection to the proposed relocated roundabout will provide for the efficient dispersal of horse trucks on race days while also ensuring 'landmark mixed use sites' are commercially viable for development.</p>	<p>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.</p> <p>5) Refer to comments under the heading Matheson Road Extension in the Officer Comment section of the report.</p>
102.	B. Scharfenstein 140 Coolgardie Avenue Redcliffe WA 6104	<p>6) General attachments provided.</p> <p>1) Is not supportive of the draft Local Structure Plan and considers that it should be amended and further consulted on.</p> <p>2) Raises concerns in relation to the consultation process. In particular due to no residents from Ascot Waters attending initial consultation workshops on the draft Local Structure Plan and the workshops only being attended by two residents from the Belmont vicinity, business owners, City of Belmont</p>	<p>6) Noted.</p> <p>1) Noted. The report identifies various modifications and recommends that the plan be readvertised.</p> <p>2) In total workshops for businesses and landowners and the wider community and residents undertaken in May 2016 were attended by 37 people. Surveys were also available for the wider community to provide input for the draft Local Structure</p>

No.	Name and Address	Summary of Submission	Officer Comment
		<p>representatives and State Government agencies.</p> <p>Therefore considers that the impacts on local residents, businesses and the primary school have not been taken into consideration.</p>	<p>Plan.</p>
		<p>3) Outlines existing residents wishes for building heights to be restricted to a maximum of two storeys in the area. Notes recent developments (aged care facility and apartments) within Ascot Waters and considers that these are not consistent with the character and amenity of the area. Furthermore considers that the intent of Ascot Waters has been disregarded, which is impacting on the amenity and property values of the area.</p>	<p>3) Refer to comments under the heading Residential Density &amp; Built Form Control in the Officer Comment section of the report. Property values are not a valid planning consideration.</p>
		<p>4) Notes existing traffic issues in the area, in particular in relation to Great Eastern Highway, and considers that development in line with the draft Local Structure Plan will further facilitate these problems, particularly in relation to traffic flow, parking and accessibility to local businesses and the primary school. Does not consider that an appropriate solution to these issues is expecting residents to not own a vehicle and not providing sufficient parking.</p>	<p>4) Refer to comments under the headings Traffic Volumes and Intersection Performance and Car Parking in the Officer Comment section of the report.</p>
		<p>5) Highlights the concerns of the residential and stables area residents in relation to Matheson Road becoming a through road.</p>	<p>5) Refer to comments under the heading Matheson Road Extension in the Officer Comment section of the report.</p>
		<p>6) Considers that the traffic survey in relation to the draft Local Structure Plan is outdated, therefore rendering the draft Local Structure Plan invalid.</p>	<p>6) Refer to comments under the heading Traffic Surveys and Modelling in the Officer Comment section of the report.</p>
		<p>7) Notes that page 32 of the draft Local Structure Plan states the following bus routes as providing public transport to the area: 998/999, 36, 40, 295, 296 and 299. Furthermore outlines that page 66 states that routes 36, 295, 296 and 299 will be re-routed, therefore not providing a service to the precinct.</p> <p>Considers that only two viable bus routes will remain including the 40 and 940 Superbus. Therefore considers that public transport will not be high frequency, in particular on weekends and non-peak periods, which is contrary to what is outlined in the draft Local Structure Plan. In addition, raises concerns in relation to the speed, efficiency and quality of buses.</p> <p>Furthermore, raises concerns in relation to residents catching one of two bus routes to the City from Great Eastern Highway, due to the required walking distance (in excess of 250m), and the need to cross six lanes of traffic after waiting for eight light changes to occur prior to being given a three second crossing opportunity.</p>	<p>7) Refer to comments under the heading Public Transport in the Officer Comment section of the report.</p>
		<p>8) Concerns in relation to the parking provision outlined in the</p>	<p>8) Refer to comments under the heading Car Parking in the Officer</p>

No.	Name and Address	Summary of Submission	Officer Comment
		draft Local Structure Plan. Considers that as result of a lack of public transport in the area that the minimum parking requirements outlined in the draft Local Structure Plan are unrealistic. Raises concerns in relation to presuming that residents will car pool to work or for leisure purposes and considers that there are no entertainment precincts in Belmont, with the closest being located in Victoria Park, Maylands, Guilford or Perth.	Comment section of the report. The proposed 'Mixed Use' zoning is intended to reduce the need for residents to travel to other areas for goods and services and social uses.
		9) Considers that if a level of amenity expected by 21 <sup>st</sup> century urban residents cannot be achieved, that these developments should not be proposed. Outlines that Ascot Waters has waited 10 years for a coffee shop and still does not have one.	9) Refer to comments under the heading Proposed Activity Centre and Retail Floorspace in the Officer Comment section of the report.
		10) Notes resident wishes to preserve Parry Field. Requests that any reference to the future redevelopment of Parry Field be removed from the draft Local Structure Plan. Furthermore requests that the draft Local Structure Plan be amended to show the Parry Field area as a heritage reserve for public open space.	10) Refer to comments under the heading Belmont Trust Land in the Officer Comment section of the report.
103.	S. Carter 3/10 Marina Drive Ascot WA 6104	1) Considers that the annotatable building height plan has misrepresented the current roundabout which is located at the intersection of Resolution Drive, Stoneham Street and the Garratt Road Bridge. Considers that the annotatable building height plan showing Resolution Drive becoming Garratt Road and Daly Street becoming Resolution Drive will be confusing to the public and objects to the proposal for this reason.	1) The annotatable building height plan reflects at a high level the proposed modifications to the road network, notwithstanding the plan does not illustrate future intersection controls. The purpose of the annotatable building height plan was to obtain feedback on building heights and it was therefore not considered necessary for the plan to contain further details in relation to the road network.
		2) Objects to the relocation of the existing roundabout.	2) Refer to comments under the heading Ascot Waters Access & Egress in the Officer Comment section of the report.
		3) Objects to an increase in building height if setbacks are ignored.	3) Each development application is subject to setback requirements.
104.	B. Rowe on behalf of the Belmont Community Group 145 Fisher Street Cloverdale WA 6105	1) Does not consider that the current proposed draft Local Structure Plan should be progressed. Considers that a new Local Structure Plan should be devised.	1) Noted. The report proposes that a number of modifications be made to the plan.
		2) Considers that the draft Local Structure Plan is unnecessary in terms of the City's requirement to meet State Government set infill targets.	2) The draft Local Structure Plan is seen as the necessary planning tool to guide future development within the Golden Gateway precinct. The City is required to provide a total of 10,410 dwellings by 2031, with approximately 400 of these to be within the Golden Gateway precinct. The State Government has detailed that increased residential densities should be proposed around high frequency public transport and along designated urban corridors, such as Great Eastern Highway.
		3) Considers that a new plan should be developed with the	3) Refer to comments under the headings Zoning and Reservation



No.	Name and Address	Summary of Submission	Officer Comment
		<p>following guidelines:</p> <ul style="list-style-type: none"> <li>• infill and density in accordance with the Ascot Waters residential area.</li> <li>• retention of Le Steere House for future generations as a community facility.</li> <li>• re-appraisal and integration of the Kilns site into the plan for community and recreational use.</li> </ul>	<p>and Ascot Kilns in the Officer Comment section of the report.</p>
		4) Objects to high-rise development similar to that located within The Springs.	4) Refer to comments under the heading Residential Density & Built Form Control in the Officer Comment section of the report.
105.	<p>C. Rowe and S. Rowe PO Box 268 Cloverdale WA 6985</p> <p>6/268 Belmont Avenue Cloverdale WA 6105</p>	<p>1) Notes residents' interests and concerns in relation to the draft Golden Gateway Local Structure Plan, with particular concerns in relation to; mixed zoning, building heights, traffic, Parry Fields and Ascot Kilns.</p> <p>2) Notes that Ascot Waters residents are looking for more lifestyle options in the area and that resident's would like to see a liveable balance between residential and Mixed Use zoning achieved.</p> <p>Outlines resident's concerns in relation to Mixed Use zoning being exploited by developers of businesses such as service stations and fast food outlets, which are prominent in close proximity to the precinct on Great Eastern Highway. Furthermore considers that there is an oversupply of these developments across the City of Belmont.</p> <p>3) Notes resident concerns in relation to the proposed building heights and the potential impact on the amenity of the area. Considers that in order to preserve the areas amenity and to restrict traffic and noise, that a limit should be placed on building heights.</p> <p>Outlines that residents consider that there is already an adequate amount of high rise located across the City of Belmont and that other areas such as the western suburbs are significantly behind. Furthermore, notes resident's concerns in relation to high rise developments, in particular impacts on the amenity of an area.</p> <p>Highlights that residents consider that high rise development is an attempt for additional rates for the City of Belmont, with no apparent positive outcome for locals. Considers that there is a current oversupply of apartments in the area and that there is therefore little demand for such complexes.</p> <p>4) Notes that residents seek clarification in relation to the City</p>	<p>1) Noted</p> <p>2) Refer to comments under the heading Zoning and Reservation in the Officer Comment section of the report. In addition the draft Local Structure Plan outlines that service stations and fast food outlets are unacceptable land uses, meaning they will not be supported within the Golden Gateway Precinct.</p> <p>3) There is no evidence to suggest that an increase in residential density will negatively impact on the amenity of the residents of Ascot Waters. Refer to comments under the heading Residential Density &amp; Built Form Control in the Officer Comment section of the report. The State Government requires a total of 10,410 dwellings to be within the City of Belmont by 2031. The City is therefore required to provide additional dwellings to meet this target. Golden Gateway is seen as an appropriate location for additional dwellings given its proximity to the Great Eastern Highway Urban Corridor and high-frequency public transport. Additional rate revenue is not a valid planning consideration. The draft Local Structure Plan is responsible for setting out the planning framework for the future of the Golden Gateway precinct. The current market is not a valid planning consideration.</p> <p>4) Refer to comments under the headings Ascot Waters Access</p>

No.	Name and Address	Summary of Submission	Officer Comment
		<p>requiring additional dwellings to be constructed in order to meet infill housing targets set by the Western Australian Planning Commission. Considers that development within The Springs and DA6 would ensure that the City achieves the required infill housing targets.</p> <p>Raises concerns in relation to additional developments exacerbating existing traffic issues experienced by Ascot Waters residents. Notes that residents currently experience issues entering and exiting Ascot Waters presently, especially during peak hours. Considers that additional dwellings' being constructed is ludicrous. Notes that residents consider that these matters should be sufficient for Council to rethink this proposal.</p> <p>5) Notes the character and heritage value of the Ascot Kilns. Furthermore notes the importance of restoring the Kilns for residents and the history of Belmont. Outlines residents desire for the Kilns to be restored and protected as a heritage site, encompassed in any proposed development in the Golden Gateway area.</p> <p>6) Notes the importance to residents of the Belmont Trust land being transformed into a vibrant, open and inclusive green space. Outlines resident wishes for the Belmont Trust land to strictly remain as permanent green public space in perpetuity, as the original owner expected when bequeathing the land to the City.</p> <p>Residents seek assurance that the site will be classified as open green space in perpetuity and not used for residential or business development.</p> <p>Notes the environmental value of the site which contains significant mature tree canopy providing a haven for bird life. Furthermore notes that a number of local residents use the site and would like to see the land developed only with improved access and enhanced park and play facilities. Considers that the Belmont Trust land will add to residential market value.</p> <p>7) Considers that it is critical for the built environment of Golden Gateway to be developed in harmony with the river and current green spaces in the area.</p>	<p>and Egress and Traffic Volumes and Intersection Performance in the Officer Comment section of the report.</p> <p>5) Refer to comments under the heading Ascot Kilns Site in the Officer Comment section of the report.</p> <p>6) Refer to comments under the heading Belmont Trust Land in the Officer Comment section of the report.</p> <p>7) The draft Local Structure Plan takes into account the current context of the precinct in respect to the river and green space. Refer to comments under the heading Public Open Space in the Officer Comment section of the report.</p>
106.	S. L. and C. J. Piantadosi 17 Sedgeland Way Ascot WA 6104	<p>1) Object to the draft Golden Gateway Local Structure Plan due to concerns in relation to:</p> <ul style="list-style-type: none"> <li>– Environmental impacts</li> </ul>	<p>1 During the preparation of the draft Local Structure Plan an Environmental Assessment Report was prepared which contains a range of management strategies intended to mitigate potential environmental impacts as a result of future</p>

No.	Name and Address	Summary of Submission	Officer Comment
		<ul style="list-style-type: none"> <li>- Traffic and road safety impacts</li> <li>- Amenity impacts</li> </ul>	<p>development within the precinct.</p> <p>For information on traffic refer to comments under the heading Road Network in the Officer Comment section of the report. The detailed design of modifications to the road network within the precinct is still required to be undertaken, which will examine road safety. Notwithstanding, roads within the precinct will be monitored and traffic calming measures will be investigated where required.</p> <p>Any potential impact on amenity will be considered at the time of each individual development application to ensure that any impacts are reduced.</p>
		<p>2) Raises concerns in relation to the proposed building heights, in particular the building heights able to be considered on 'landmark sites' (up to 20 storeys). Considers that this type of development will not be in keeping with the character or scale of development within Ascot Waters.</p> <p>Furthermore raises visual privacy concerns as a result of the building heights proposed and considers that development in line with the proposal will have a detrimental impact upon residential amenity.</p> <p>Notes that development permitted under Local Planning Policy No. 6 – Ascot Waters Special Development Precinct is predominately two-three storey semi-detached houses, and apartments up to five to eight storeys.</p> <p>Considers that building heights between 10 to 20 storeys should be reserved for along Great Eastern Highway and not in close proximity to Ascot Waters and that building heights should reduce towards Ascot Waters.</p>	<p>2) Refer to comments under the headings Residential Density &amp; Built Form Control and Landmark Sites in the Officer Comment section of the report. Visual privacy is considered through the assessment of any development proposal. There is no evidence to suggest that an increase in residential density will negatively impact on amenity.</p>
		<p>3) Notes existing traffic congestion and queueing that occurs past the Stoneham Street roundabout to Great Eastern Highway during peak periods, which affects Ascot Waters residents' ability to be able to exit the estate. Furthermore notes that this is occurring prior Craig Care and the Marina East apartments opening and development occurring on the Ascot Kilns site.</p> <p>Raises concerns in relation to developments up to 20 storeys further contributing to traffic congestion in the area.</p> <p>Considers that locating taller buildings along Great Eastern Highway will remove traffic congestion issues from the local area by providing a direct link to Great Eastern Highway for people using vehicles or buses.</p>	<p>3) Refer to comments under the heading Road Network in the Officer Comment section of the report. Development within the precinct is within a short walking distance of high frequency public transport and is seen to benefit from the same level of accessibility as properties fronting Great Eastern Highway.</p>

No.	Name and Address	Summary of Submission	Officer Comment
		<p>4) Considers that the draft Local Structure Plan will also impact upon safe and available on-street parking, valuable green space, privacy and the existing quiet and safe environment of the area, and should therefore be amended.</p>	<p>4) Refer to comments under the heading Car Parking in the Officer Comment section of the report. There is no evidence to suggest that the proposed draft Local Structure Plan will impact on the safety and amenity within the precinct.</p>
		<p>5) Notes that section 3.8.6 of the draft Local Structure Plan, relating to the Water Corporation Main Drain, proposes that the drain be converted to a pipe as recommended by Water Corporation in 2009, after a review of the system. Considers that this recommendation is outdated and not consistent with the Water Corporation's current 'Water Sensitive Cities concept', which focuses on converting air drains to living streams. Questions why this drain cannot be converted into a living stream to complement public open space.</p> <p>Furthermore notes Water Corporation's 'Drainage for Liveability Program' which complements the Water Sensitive Cities concept and aims to highlight how water can make communities more sustainable, productive, resilient and liveable.</p> <p>Highlights that the draft Local Structure Plan stipulates that any change to the Water Corporation drain will need to be undertaken in consultation with Water Corporation and will require further detailed design, justification and agreement. Considers that it would be difficult to request conversion to a piped drain, when Water Corporation is moving towards natural drainage solutions. Therefore considers that the draft Local Structure Plan is outdated and requires amending.</p>	<p>5) Refer to comments under the heading Water Management in the Officer Comment section of the report.</p>
		<p>6) Notes that the Movement and Access Strategy uses data from 2009-2016 and therefore considers it to be outdated. Furthermore does not consider that the Movement and Access Strategy adequately modelled the impact of the Marina East development or Craig Care facility in its calculations.</p> <p>Outlines errors in the Movement and Access Strategy. Notes that section 3.5.2 refers to Resolution Drive as a four-lane road, which is clearly a two lane road. Therefore considers that the modelling is inappropriate and loses its credibility.</p> <p>Furthermore considers that figure 48 misrepresents the situation due to outlining the proposed roundabout and not the current roundabout. Therefore considers that due care has not been taken and that the modelling is likely inaccurate.</p> <p>Notes that the modelling does not reference traffic flows to Ascot Waters and special events at Ascot Racecourse which</p>	<p>6) Refer to comments under the heading Traffic Surveys and Modelling in the Officer Comment section of the report.</p>

No.	Name and Address	Summary of Submission	Officer Comment
		<p>require the closing of local roads.</p> <p>Considers that photos outlining limited queuing during peak periods misrepresent the situation, due to traffic regularly queueing from the Great Eastern Highway lights, past the Resolution/Stoneham Street roundabout. Notes issues with vehicles blocking the roundabout which prevents vehicles from Resolution Drive being able to turn onto Grandstand Road. Notes that these issues occur regularly without Craig Care and the Marina East apartments being open.</p> <p>Notes that excluding additional traffic, that section 10.2.2 outlines an increase in delays at the Stoneham/Great Eastern Highway intersection from 152 seconds to 270 seconds (almost a five minute delay) in AM peak traffic. Considers that excessive development heights will only further contribute to the issue.</p>	
		7) Considers an appropriate solution would be to only locate buildings of 10 storeys and above along Great Eastern Highway, with reduced building heights (six to eight storeys) located along the south-eastern edges of Stoneham Street and Resolution Drive, to allow for traffic to directly access Great Eastern Highway opposed to using local roads.	7) Refer to comments under the heading Residential Density & Built Form Control in the Officer Comment section of the report.
		8) Annotatable building height plan provided.	8) Refer to comments under the heading Residential Density & Built Form Control in the Officer Comment section of the report.
107.	S. A. Quinn 15 Durban Street Belmont WA 6104	<p>1) Notes attending previous workshops and information sessions in relation to the draft Local Structure Plan, due to being concerned about potential traffic impacts on the wider Belmont area.</p> <p>Highlights that at the workshop the desire to improve the amenity of the area was expressed, and that it was considered that this could be facilitated by downgrading Stoneham Street and opening the site to adjacent parkland and the river. Furthermore notes that the sites future potential to accommodate high density development was outlined.</p> <p>2) Notes Council's previous resolution to defer advertising of the draft Golden Gateway Local Structure Plan to allow for development of a community engagement strategy and consideration of implications on the horse racing industry, residents and businesses. Notes that this was to ensure that the draft Local Structure Plan produced the best outcome for the wider community.</p> <p>3) Notes that 3.47% public open space is proposed to be provided in the precinct, in lieu of the standard 10% requirement. Highlights that the allowance given for this is the proximity of the precinct to the Belmont Trust Land. Concerned that the</p>	<p>1) Noted.</p> <p>2) The draft Local Structure Plan was endorsed for advertising by Council in 2019 and advertising was undertaken in accordance with a community engagement strategy.</p> <p>3) Refer to comments under the heading Public Open Space in the Officer Comment section of the report.</p>

No.	Name and Address	Summary of Submission	Officer Comment
		<p>Belmont Trust Land is located across Stoneham Street which has not yet been downgraded to a local street, therefore remaining as a visual and physical barrier to pedestrian access.</p> <p>Considers that removing proposed development sites between the relocated roundabout and the proposed road between Daly Street and Grandstand Road would allow for the public open space requirement to be met, whilst also providing a focal point for the precinct, opposed to providing a green link connecting the residential and stables area to the Swan River. Considers that the scale, aesthetics and character of the area would be retained and enhanced to improve amenity.</p>	
		<p>4) Considers that the precinct will not be attractive for future residents due to being bound by roads containing numerous lanes. Furthermore is of the opinion that the site appears to be designed by traffic engineers opposed for urban planners and for developers rather than residents.</p> <p>Considers that this is due to Main Roads not being amenable to downgrading Stoneham Street. Outlines that at the information session the existing roundabout was described as being over-engineered and constrained by several roads. Does not consider that the proposed draft Local Structure Plan will provide anything significantly different.</p> <p>Highlights that the proposed vision for the area is commendable, however considers that the proposed road changes are a poor compromise to what was a flawed traffic concept from the beginning.</p> <p>Does not consider that the proposed downgrading of Stoneham Street takes into consideration potential traffic congestion at the Hardey Road and Great Eastern Highway intersection. Furthermore does not consider that the impact on residents as a result of the potential traffic increase on Hardey Road has been taken into consideration.</p> <p>Notes that this was acknowledged as a concern to be addressed as part of the August 2018 Ordinary Council meeting report. Raises concerns that despite this statement the draft Local Structure Plan outlines that the existing Grandstand Road configuration will be continued along that Raconteur Drive section of the road.</p> <p>As a result, raises concerns that Raconteur/Resolution Drive will be upgraded, resulting in more traffic onto the Hardey</p>	<p>4) Refer to comments under the heading Road Network in the Officer Comment section of the report.</p>

No.	Name and Address	Summary of Submission	Officer Comment
		<p>Road/Great Eastern Highway intersection. In addition, considers that relocating the roundabout and installing traffic lights on Stoneham Street will further contribute to this occurring. Furthermore notes that page 32 of the Movement and Access Strategy outlines that the Grandstand Road/Resolution Drive corridor will be the primary route through the Golden Gateway precinct.</p> <p>Notes the key characteristics of Stoneham Street as a being a Distributor A road that provides a primary route through the precinct and links Bayswater and the Belmont Business District. Furthermore notes that the road carries an average of 14,259 vehicles on a week day.</p> <p>Notes the key characteristics of Resolution Drive, as being a Distributor A road that continues over Great Eastern Highway into Hardey Road and carries 6,634 vehicles on a week day.</p> <p>Furthermore notes that Hardey Road is a Distributor B road, running through a predominately residential area (increasing in housing density), which carries an average of 8,260 vehicles on a week day. Notes that the desired range for Hardey Road is between 6000 and 8000 vehicles per day. Notes that page 14 of attachment 4 outlines that according to Main Roads WA, "Hardey Road is an older road which has a traffic demand in excess of that originally intended." Outlines that there is no room to expand Hardey Road or for street trees and bicycle lanes.</p> <p>Does not consider that the draft Local Structure Plan outlines any mitigation strategies against the likely future increase in traffic along Hardey Road. Considers that making Resolution Drive the primary route through the Golden Gateway precinct will result in additional traffic pressure on the intersection at Great Eastern Highway and further along Hardey Road. As a result, questions Council's ongoing mantra of creating friendly streets and spaces for people.</p>	
		5) Highlights that development will result in the removal of several significant trees.	5) There is no current mechanism that enables trees to be retained on private properties. State Planning Policy 7.3 Residential Design Codes Volume 2 – Apartments does however allow for some incentive to maintain existing trees by reducing the amount of required landscaping.
		6) Notes at initial community workshops that there was support for residential development that was in keeping with the character and scale of the Ascot Waters precinct. Outlines that it was understood that high rise residential development might occur	6) Noted. For information in relation to building heights refer to comments under the heading Residential Density & Built Form Control in the Officer Comment section of the report.

No.	Name and Address	Summary of Submission	Officer Comment
		<p>along, and in close proximity to Great Eastern Highway. Furthermore highlights that mixed use zoning that excluded inappropriate development was also supported.</p> <p>Notes that the draft Local Structure Plan makes provision for building heights ranging between 3-15 storeys, with the ability for an additional five storeys to be considered at landmark sites.</p> <p>Considers that this could change the existing character of the area and result in traffic congestion, overshadowing and overlooking. Notes that high rise developments have been constructed in other locations along Great Eastern Highway, however considers that these have direct access to the river and are better served by public transport (e.g. train station next to Rivervale).</p>	<p>For information in relation to traffic refer to comments under the heading Road Network.</p> <p>Visual privacy and overshadowing will form key considerations in the assessment of any future development application within the precinct.</p> <p>The Golden Gateway precinct was identified as a key strategic area due to its prominent position on Great Eastern Highway and at the north-western 'gateway' of the City of Belmont in 2008. It was recognised that there was significant potential for high quality mixed commercial and residential development in this location that benefits from its close proximity to the Swan River. Existing site access constraints and land fragmentation however made apparent that coordinated planning was required for the precinct. The draft Local Structure Plan therefore contains a range of development controls to guide future subdivision and development within the precinct. It is considered that the Golden Gateway precinct is adequately serviced by public transport refer to comments under the heading Public Transport in the Officer Comment section of the report.</p>
108.	J. Dunnette 8 Cygnus Road Ascot WA 6104	<p>1) Objects to buildings heights in excess of five storeys due to potential impacts on existing buildings and the amenity of the area.</p> <p>2) Highlights the importance of public open space in a community. Considers that high-rise or other buildings will negate from the phrase in perpetuity.</p> <p>3) Notes that there was previously two exits towards the north of the Ascot Waters precinct onto Resolution Drive, the first exit consisted of a give way sign for traffic turning towards the Garrett Road Bridge and the second exit consisted of a stop sign for traffic continuing towards Grandstand Road.</p> <p>Notes that the proposed traffic layout for the precinct and raises concerns in relation to a one lane exit onto Grandstand Road being proposed instead of two.</p> <p>4) Notes existing traffic congestion/queueing in the area. Considers that the existing two exits within the Ascot Waters precinct will not be able to accommodate the levels of traffic produced from the Craig Care and 16 Marina Drive developments.</p>	<p>1) Refer to comments under the heading Residential Density &amp; Built Form Control in the Officer Comment section of the report.</p> <p>2) Noted.</p> <p>3) Refer to comments under the heading Ascot Waters Access/Egress in the Officer Comment section of the report.</p> <p>4) Refer to comments under the heading Ascot Waters Access/Egress in the Officer Comment section of the report</p>



No.	Name and Address	Summary of Submission	Officer Comment
		<p>Considers that proposed high-rise buildings will further impact upon existing traffic congestion issues and flows out of the Ascot Waters estate.</p>	
		5) Considers that the traffic flows outlined by Main Roads WA are outdated.	5) Refer to comments under the heading Traffic Surveys and Modelling in the Officer Comment section of the report.
		6) Highlights that Ascot Waters residents should not be disadvantaged by inferior and short-sightedness.	6) The draft Local Structure Plan is intended to set the long term vision of the area.
109.	Motwill Pty Ltd as Trustee for the CIP Trust 72-74 Daly Street Ascot WA 6104	1) Fully supportive of the draft Local Structure Plan.	1) Noted
		2) Suggests increasing building heights as marked on the annotatable building height plan.	2) Refer to comments under the heading Residential Density & Built Form Control in the Officer Comments section of the report.
		3) Concerned that the realignment of Grandstand Road through private property will increase opposition to the draft Local Structure Plan.	3) Refer to comments under the heading Grandstand Road Realignment & Extension.
		4) Considers that traffic calming devices may be required along Daly Street, to reduce the speed of through traffic.	4) It should be noted that the detailed design of road upgrades is still required to be undertaken that will examine road safety. Notwithstanding, ongoing monitoring of vehicle speed will be undertaken and traffic calming measures will be investigated where required.
110.	S. Cotton 9 Cygnus Road Ascot WA 6104	1) Raises concerns in relation to proposed building heights. Considers that buildings should be a maximum of six storeys in height along Great Eastern Highway and a maximum of two to four storeys in height across the remainder of the precinct.	1) Refer to comments under the heading Residential Density & Built Form Control in the Officer Comment section of the report.
		2) Concerns in relation to increased traffic, pollution, noise, crime, accidents and construction vehicles.	2) For information in relation to traffic refer to comments under the heading Traffic Volumes and Intersection Performance in the Officer Comment section of the report.
			Noise is controlled by the Environmental Protection (Noise) Regulations.
			There is no evidence to suggest that the building heights will increase crime and pollution in the area.
		3) Considers that the Ascot Kilns site should be fixed as a priority due to their current impact on the amenity of the area.	3) The Ascot Kilns are owned by the Western Australian Planning Commission. Refer to comments under the heading Ascot Kilns in the Officer Comment section of the report.
		4) Considers that the impacts on the environment need to be taken into account.	4) An Environmental Assessment Report was prepared to inform the draft Local Structure Plan.

No.	Name and Address	Summary of Submission	Officer Comment
		5) Outlines the need for the draft Local Structure Plan to consider pedestrian and cyclist safety. Notes the current limited pedestrian and cyclist safety in the area.	5) Refer to comments under the heading Pedestrian and Cyclist Connections in the Officer Comment section of the report.
		6) Not supportive of the draft Local Structure Plan and considers that it needs to be amended. Considers that there needs to be more effective outreach and planning with residents.	6) Noted.
		7) Annotatable building height plan provided.	7) Refer to response to point 1 above.
111.	J. Cotton 51 Waterway Crescent Ascot WA 6104	1) Raises concerns in relation to proposed building heights of up to six, 10 and 15 storeys. Questions why building heights cannot be a maximum of two to five storeys across the precinct.	1) Refer to comments under the heading Residential Density & Built Form Control in the Officer Comment section of the report.
		2) Considers that these building heights will impact on the amenity of the area by increasing traffic, noise, people and crime and reducing road safety. Notes that traffic and noise are existing issues in the area.	2) For information in relation to traffic refer to comments under the heading Traffic Volumes and Intersection Performance in the Officer Comment section of the report. It should be noted that detailed design of road upgrades is still required to be undertaken that will examine road safety. Notwithstanding, ongoing monitoring of vehicle speed will be undertaken and traffic calming measures will be investigated where required.  Noise is controlled by the <i>Environmental Protection (Noise) Regulations 1997</i> .  There is no evidence to suggest that the building heights will increase crime in the area.
		3) Notes that Ascot Waters is a peaceful, high amenity area and is concerned that the area will become over populated.	3) There is no evidence to suggest that an increase in population will have a negative impact on the amenity of the area.
		4) Considers that pedestrian overpasses should be constructed over the roundabouts on Grandstand Road.	4) Refer to comments under the heading Pedestrian and Cycling Connections in the Officer Comment section of the report.
		5) Raises concerns in relation to the state of the Ascot Kilns site.	5) Refer to comments under the heading Ascot Kilns in the Officer Comment section of the report.
		6) Annotatable building height plan provided.	6) Refer to response to point 1 above.
112.	J. L. Cotton 9 Cygnus Road Ascot WA 6104	1) Is not supportive of the draft Local Structure Plan and considers that it should be revised with additional input from residents. Furthermore considers that the draft Local Structure Plan favours developers and commercial interests.	1) Community involvement formed a critical component in the preparation of the draft Golden Gateway Local Structure Plan and included workshops with Council officers, businesses/landowners and the community/residents and surveys for the wider community to provide additional comments. It should be noted that community consultation for local structure plans is required to be undertaken in

No.	Name and Address	Summary of Submission	Officer Comment
			<p>accordance with the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i>, which do not require consultation with the community prior to the lodgement of a structure plan. It should also be noted that the consultation undertaken for the draft Golden Gateway Local Structure Plan exceeded the requirements of the abovementioned regulations.</p>
		2) Raises concerns in relation to proposed building heights of six, 10 and 15 storeys and considers that building heights should be a maximum of two, four and six storeys.	2) Refer to comments under the heading Residential Density & Built Form Control in the Officer Comment section of the report.
		3) Considers that the draft Local Structure Plan will increase traffic and people which will result in an increase in accidents, crime, noise and pollution.	3) There is no evidence to suggest that an increase in population will result in a loss of amenity.
		4) Considers that the City should create a peaceful, safe and green neighbourhood.	4) There is no evidence to suggest that the draft Local Structure Plan will not create a safe and peaceful environment. The draft Local Structure Plan proposes to increase public open space and tree planting within the precinct, contributing to the overall green feel.
		5) Is not supportive of any additional service stations and fast food outlets being located within the area.	5) Service stations and fast food outlets are proposed to be classified as unacceptable land uses under the draft Local Structure Plan, meaning they will not be supported within the Golden Gateway Precinct.
113.	N. A. Johnston 24 Waterway Crescent Ascot WA 6104	<p>1) Considers that the draft Local Structure Plan should be amended.</p> <p>2) Notes that residents have created a safe, sedate and attractive area to live in.</p> <p>3) Concerned that the development of high rise buildings in a small area will result in an increase in noise, traffic, and parking.</p> <p>4) Notes existing anti-social behaviour that occurs in the area and considers that the City has no control over this behaviour.</p> <p>5) Considers that the City should stop making high density living important.</p>	<p>1) Noted.</p> <p>2) Noted.</p> <p>3) Refer to comments under the headings Traffic Volumes and Intersection Performance and Car Parking in the Officer Comment section of the report. <i>Noise is controlled by the Environmental Protection (Noise) Regulations 1997.</i></p> <p>4) Anti-social behaviour is the responsibility of WA Police, and in any event there is no evidence to suggest that anti-social behaviour would increase as a result of the draft Local Structure Plan.</p> <p>5) Perth and Peel @ 3.5 Million is a State Government strategic planning document. The document outlines that the Perth and Peel region will need to accommodate significant population growth by 2050 and that a substantial portion of this growth will need to be delivered through infill developments. The</p>

No.	Name and Address	Summary of Submission	Officer Comment
			document outlines that an additional 10, 410 dwellings will be required within the City of Belmont to accommodate an increase in population to 60,260 people by 2050.
		6) Notes the existing service station strip.	6) Noted. Service stations are identified as unacceptable land uses within the draft Local Structure Plan area, meaning they will not be supported within the Golden Gateway Precinct.
		7) Is not supportive of high rise in Ascot.	7) Refer to comments under the heading Residential Density and Built Form Control in the Officer Comment section of the report.
114.	I. Noorman and L. Sertorini 133 Grandstand Road Ascot WA 6104	<p>1) Highlights that the subject property (133 Grandstand Road) was purchased with a 25-year business plan. Notes that the type of business currently operating at the site is successful, due to its location and road access. Considers that demolishing the building would also demolish the business value.</p> <p>2) Notes that two new service stations have been constructed, with three in total within 350m of each other. Considers that these businesses would have a long-term plan to remain within the precinct. Raises concerns in relation to residents living within close proximity to these existing developments, due to odour produced by the businesses.</p> <p>3) Considers that the proposed changes to the road network will inhibit free-flowing entry and exit to businesses, making it harder for staff and customers to access. Considers that this will result in a loss to the businesses and impact upon selling and/or leasing the property.</p> <p>4) Notes that there are currently no height restrictions for properties within the precinct. Highlights that under the draft Local Structure Plan, the subject site is limited to a maximum of 15 storeys, and neighbouring properties to 20 storeys. Considers that these properties should be allowed to develop in accordance with the same height restrictions, due to their proximity to Great Eastern Highway.</p> <p>5) Is not supportive of road upgrades or amendments occurring until 50% of residential development has commenced. Considers that the proposed road changes will facilitate small businesses going out of business, 20 years prior to the real need for change occurring.</p> <p>6) Considers that the City is trying to shift current business operations from the precinct without consulting with the actual businesses.</p>	<p>1) Noted. There is no requirement for the demolition of the building currently located at 133 Grandstand Road within the draft Local Structure Plan.</p> <p>2) The 'Mixed Use' zoned land is deemed appropriate. Refer to comments under the heading Zoning and Reservation in the Officer Comment section of the report.</p> <p>3) All existing businesses within the precinct will still be provided with access to a road.</p> <p>4) Refer to comments under the headings Residential Density &amp; Built Form Control and Landmark Sites in the Officer Comment section of the report.</p> <p>5) The timing of infrastructure works (including modifications to the road network) has not yet been confirmed and will be considered at a later date. A staging and implementation plan will need to be prepared having regard to access for existing businesses, the timing of development and funding.</p> <p>6) Business owners were provided with the opportunity to provide comment on the draft Local Structure Plan. There is no requirement under the draft Local Structure Plan for existing businesses to shift their operations. Any existing</p>

No.	Name and Address	Summary of Submission	Officer Comment
			business operation that is proposed to be classified as unacceptable under the draft Local Structure Plan, subject to having a relevant development approval, will be afforded non-conforming use rights thereby providing for their continued operation albeit limiting their ability to expand their operations.
		7) Notes new commercial developments and upgrades that have occurred within the precinct over the years. Considers that as a result of these upgrades, landowners would not be interested in selling their properties, and losing the value of their upgrade to build high-rise. Considers that if the high-rise buildings are not in place, that there is no need to amend the road network in the near future.	7) Refer to response to point 5 above.
		8) Questions how increasing the residential population in the area will assist with traffic flow, in particular as a result of the draft Local Structure Plan proposing the addition of more traffic lights. Notes existing traffic access issues in the area, in particular in relation to Ascot Waters.	8) Refer to comments under the heading Road Network in the Officer Comment section of the report.
115.	M. Naicker 27A Sedgeland Way Ascot WA 6104	1) Annotatable building height plan provided.	1) Refer to comments under the heading Residential Density & Built Form Control in the Officer Comment section of the report.
116.	S-A James 34 Tibbradden Circle Ascot WA 6104	1) Concerned that ad-hoc planning is occurring within the Ascot area.	1) Landowners are able to develop their land in accordance with relevant planning legislation and frameworks. It should be noted however that a range of structure plans have been prepared for specific areas of Ascot to guide subdivision and development.
		2) Notes that there is already a large number of take-away outlets, service stations and massage shops within the area.	2) Noted.
		3) Notes and is concerned with the clearing of remnant bushland in close proximity to the river and at the former Belmont Water Park.	3) Land surrounding the river and within the former Belmont Water Park is not within the area outlined by the draft Local Structure Plan.
		4) Considers that there should be a covenant applied across the residential and stables and riverside areas which restricts high rise development.	4) The draft Local Structure Plan does not cover the areas within the Residential and Stables zone and riverside areas.
		5) Considers that there has been no thought into green and river areas and is concerned that this fragile area is being filled with concrete.	5) The precinct currently comprises land zoned 'Mixed Use' under Local Planning Scheme No. 15, most of which is occupied by existing commercial and light industrial businesses. An Environmental Assessment Report was prepared for the draft Local Structure Plan and there is no proposed reduction in land reserved for 'Parks and Recreation'.

No.	Name and Address	Summary of Submission	Officer Comment
		6) Annotatable building height plan provided.	6) Refer to comments under the heading Residential Density & Built Form Control in the Officer Comment section of the report.
117.	G. McLeod Legal on behalf of SMC Corporation Pty Ltd 63-69 Daly Street Ascot WA 6104	<p>1) Notes that the draft Local Structure Plan proposes to extend Grandstand Road through private property to connect to Daly Street. Considers that this extension will likely require a portion of 63-69 Daly Street (subject site), along the south-eastern boundary.</p> <p>Objects to the proposed extension of Grandstand Road due to:</p> <p>2 It being contrary to the City's Strategic Community Plan's key result area Business Belmont</p> <p>3 It jeopardising SMC's future operations at 63-69 Daly Street (subject site)</p> <p>4 It not being sufficiently justified</p> <p>5 It being illogical</p> <p>6 It disproportionately and unreasonably burdening SMC</p> <p>2) Considers that a better approach would be to maintain the current road network surrounding the subject site, as this would:</p> <ul style="list-style-type: none"> <li>Result in a more justifiable road layout</li> <li>Protect SMC's future operations on the subject site</li> </ul> <p>3) Notes that the site is zoned Mixed Use under the City's Local Planning Scheme and Urban under the Metropolitan Region Scheme and has been used by SMC for 20 years for sales, administration and storage.</p> <p>Furthermore outlines that the site is located between Daly Street and Grandstand Road, with access provided by a right hand turn from Daly Street or Grandstand Road.</p> <p>4) Notes an objective of the draft Local Structure Plan as being to maximise business development opportunities in the area, in accordance with the Strategic Community Plan.</p> <p>Notes that the Strategic Community Plan outlines a strategy to maximise business development opportunities, which is to enhance the relationship and interaction with existing business entities within the City. Considers that contrary to the Strategic</p>	<p>1) Refer to comments under the heading Grandstand Road Realignment &amp; Extension in the Officer Comment section of the report.</p> <p>2) The road network is being amended in the area to create a more consolidated approach and allow for the provision of more public open space. SMC will still be provided with a form of access to and from the site, notwithstanding further investigation is proposed to be undertaken on the road network surrounding SMC's site. Refer to comments under the heading Grandstand Road Realignment and Extension in the Officer Comment section of the report.</p> <p>3) Noted. It is noted that the property currently has access to Resolution Drive. Despite the proposed realignment of Resolution Drive SMC will be provided with adequate access to and from their site.</p> <p>4) The draft Local Structure Plan forms the future planning framework for the precinct and does not require existing businesses to relocate at any time. The future relationship between the City and SMC has no bearing on the outcome of the draft Local Structure Plan.</p>

No.	Name and Address	Summary of Submission	Officer Comment
		Community Plan, the draft Local Structure Plan will jeopardise rather than enhance the relationship between SMC and the City.	
		<p>5) Notes that SMC's warehouse facility is currently accessed by an internal road running along the south-eastern boundary of the subject site, and through two roller doors located on the south-eastern face of the main building.</p> <p>Considers that if part of the site is required to allow for the Grandstand Road extension, that the current warehouse access arrangements will not be possible. Notes that SMC relies upon the warehouse access arrangements for the safe delivery of product. Considers that the removal of the warehouse access arrangements for the Grandstand Road extension casts doubt over SMC's long term tenure at the subject site.</p>	5) Refer to response to point 1 above.
		6) Considers that the vision for Daly Street, as a main street, described as a community centre and leafy boulevard, with a supermarket and restaurants and cafes, casts doubt over SMC's future tenure at the subject site, as SMC's operations are arguably inconsistent with the vision for Daly Street.	6) It is anticipated that the area will transform over a number of years. The site obtained previous planning approval and there is no requirement under the draft Local Structure Plan for existing businesses to relocate. Non-conforming use rights will allow SMC to continue to operate at the current site until such a time that the use is no longer in operation.
		<p>7) Does not consider that the draft Local Structure Plan or supporting documents adequately justify the need for the Grandstand Road extension. Furthermore considers that the Grandstand road extension is illogical for the following reasons:</p> <ul style="list-style-type: none"> <li>Collected traffic data shows that Grandstand Road (south) carries higher volumes of traffic than Hargreaves Street and Daly Street combined</li> <li>Daly Street is proposed to be a 'retail hub' being transformed into a main street with a small local shopping centre</li> <li>Due to Grandstand Road (south) carrying high volumes of traffic it is illogical to direct this traffic onto the 'retail hub' of Daly Street</li> <li>A better planning outcome would be to direct traffic away from Daly Street to encourage pedestrian movements</li> </ul>	7) It is recommended in the report that the future alignment of Grandstand Road will be investigated further.
		8) Considers that the Grandstand Road extension through the subject site places a disproportionate and unreasonable burden on SMC to give up land for public purpose without sufficient justification.	8) Noted. It is recommended in the report that the future alignment of Grandstand Road will be investigated further.
		9) Considers that the draft Local Structure Plan should be refused	9) Refer to comments under the heading Grandstand Road

No.	Name and Address	Summary of Submission	Officer Comment
		in its entirety or modified to maintain the current road network surrounding the subject site.	Realignment and Extension in the Officer Comment section of the report.



Referral Agencies/Departments		Submission	Officer Comment
118.	Western Power 363 Wellington Street Perth WA 6000	1) The structure plan, future subdivision and development processes must protect the transmission line corridor and associated assets from encroachment, mitigating public safety and network reliability risks and ensuring there is no impediment to routine and emergency land access to the network.	1) Noted.
		2) Prior to subdivision, Western Power will need to review, assess and provide prior written consent to any proposals below or within the registered easement, in accordance with the easement conditions, including; <ul style="list-style-type: none"> <li>• Landscaping plans (including mature heights and location of species);</li> <li>• Ground level changes;</li> <li>• Permanent structures;</li> <li>• Drainage plans;</li> <li>• Conservation controls.</li> </ul>	2) Noted.
		3) In respect to point 2 above, the proponent must submit detailed design plans for any development or change in land use proposed within the electricity infrastructure corridor to allow determination of its suitability in respect to public safety, routine emergency land access and future network plans. Regarding public safety assessment, the requirements of the detailed study are summarised below and are required to form part of the servicing strategy: <ul style="list-style-type: none"> <li>• Soil Resistivity Report outlining on-site measurement of the soil resistivity, using the Wenner method.</li> <li>• An Earth Potential Rise study to determine touch, step and transfer potentials, including documentation of all calculations.</li> <li>• A Low Frequency Induction study to investigate the effects of induced voltages from the power line for step, touch and transfer potentials, during both construction and operation of the site.</li> <li>• An Electrostatic Induction study to investigate the potential of hazardous charging of metallic objects in the vicinity of the line, such as fences, gates and other services.</li> <li>• An Electromagnetic Field Study to determine the impacts of Electric and Magnetic Fields as per ARPANSA guidelines.</li> </ul> <p>The studies should identify any mitigation required and be submitted to Western Power for review, record-keeping and to confirm the appropriateness of the proposal prior to subdivision. Please be advised that Western Power can provide data to assist in the preparation of the report, which will attract a fee. Costs will be estimated and funds must be received prior to assessment commencing. Generally assessments will take between three to five weeks, from receipt of funds.</p>	3) Any application for development approval within the electricity infrastructure corridor will be referred to Western Power for comment. Subdivision applications are generally referred to Western Power for comment by the Western Australian Planning Commission.

Referral Agencies/Departments		Submission	Officer Comment
		<p>4) Western Power requires the following additional provisions to be included in the Structure Plan for consideration at the subdivision and development stages:</p> <ul style="list-style-type: none"> <li>• Provision of Section 70A Notifications on all proposed lots adjoining the existing Western Power registered easement prior to subdivision clearance advising prospective purchasers that they are in close proximity to power infrastructure which will be maintained, upgraded and expanded on a regular basis.</li> <li>• All development shall be designed and constructed to protect Western Power infrastructure and interests from potential land use conflict.</li> <li>• No development (including fill, fencing, storage or parking) will be permitted within Western Power registered easements without the prior written approval of Western Power or the relevant power line operator.</li> </ul>	<p>4) It is not considered necessary for these provisions to form part of the draft Local Structure Plan. Conditions of subdivision or development approval can require Section 70A Notifications and any applications for development proposed within a Western Power Restriction Zone or Easement can be referred to Western Power for comment, prior to determination.</p>
		<p>5) Note: The above advice should not be construed as Western Power's support or otherwise of the land use or development proposed in the existing electricity corridors and associated registered easements. Further detailed studies will be required to determine the suitability of subdivision and development within the easement corridors.</p>	<p>5) Noted.</p>
119.	Department of Planning, Lands and Heritage Heritage Services Locked Bag 2506 Perth WA 6001	<p>1) The Golden Gateway Local Structure Plan area includes the State Registered Heritage Place <i>Old Bristle Kilns</i>. It is noted that the area identified as Precinct 5 – Ascot Kilns – will be subject to a separate planning process including a Local Planning Policy and Local Development Plan.</p> <p>The Heritage Council previously provided conditional support for the <i>Ascot Kilns Draft Design Guidelines and Local Development Plan</i> in February 2017. The zoning identified for the Ascot Kilns in the current document is 'Mixed Use (R-AC0)', which is consistent with the Local Development Plan.</p> <p>In light of the above information we have no further comment to make in relation to the draft Golden Gateway Local Structure Plan.</p>	<p>1) Refer to comments under the heading Ascot Kilns Site in the Officer Comment section of the report.</p>
120.	ATCO Gas Australia Locked Bag 2 Bibra Lake DC WA 6965	<p>1) ATCO Gas Australia Pty Ltd has no objection with the City for the proposed Structure Plan and supports the formalisation of the Structure Plan to guide future development of the Precinct, based on the information provided and documentation publicly available on the City of Belmont's webpage.</p>	<p>1) Noted.</p>

Referral Agencies/Departments		Submission	Officer Comment
		<p>2) The content of Section 5.1 of the Infrastructure Assessment Report for the Golden Gateway precinct by Cardno, dated 5 May 2017, describes ATCO existing gas infrastructure as Medium Low Pressure however it should be noted that our gas mains in this area are predominantly Medium pressure. This is also noted as being described as Medium-Low within Section 2.8.4 Gas Supply of the draft Golden Gateway Local Structure Plan prepared by Taylor Burrell Barnett in March 2019.</p> <p>Medium Low pressure gas mains operate at 7kPa and the Medium pressure gas mains operate at 70kPa, which 70kPa was referenced as the operating pressure in the Report, and within the Appendix A the gas mains are described as Medium pressure.</p>	<p>2) It is recommended that section 2.8.4 of the draft Local Structure Plan and section 5.1 of the Infrastructure Assessment Report be amended to reflect this information. Refer to Attachment 11 – Proposed Amendments to Draft Local Structure Plan.</p>
121.	Department of Transport 140 William Street Perth WA 6000	1) No comment.	1) Noted.
122.	Department of Water and Environmental Regulation 7 Ellam Street Victoria Park WA 6100	1) Revision 2 of the Local Water Management Strategy (LWMS) for the Golden Gateway area dated June 2018 meets the requirements of the Department.	1) Noted.
		2) The Department notes that water for irrigation is taken from the Ascot Water Compensating Basin. It is unclear from the document if the water for irrigation is licenced by the Department, or if a licence for additional irrigation will be required. The proponent is encouraged to contact the Swan Avon Regions licensing team for further information.	2) Noted. Irrigation of public open space areas will be considered through future detailed design.
		3) The Department's acceptance of the LWMS does not provide exemption from the need to gain approvals that may be required under legislation administered by the Department.	3) Noted.
123.	Department of Jobs, Tourism, Science and Innovation Level 6, 1 Adelaide Terrace East Perth WA 6004	1) No comment.	1) Noted.

Referral Agencies/Departments		Submission	Officer Comment
124.	Water Corporation Locked Bag 2 Osborne Park Delivery Centre Osborne Park WA 6916	<u>Water Services</u>	
		1) Some existing cast iron water mains will need to be replaced because they are ageing and also to increase capacity necessitated by increased demand arising from the proposed higher density development. These may need to be replaced by the developer or alternatively a request can be put to the Water Corporation cast iron replacement program.	1) It is recommended that the Infrastructure Assessment Report be amended to incorporate this information. Refer to Attachment 11 – Proposed Amendments to Draft Local Structure Plan.
		2) There are a number of areas which will need to be provided with DN150 size reticulation mains. This is to increase flows and pressure to accommodate higher demand arising from the high density development so as to meet fire flow requirements. Current Water Corporation policy is that upgrading of reticulation mains is to be undertaken by the developer. Developers should be advised to contact the Corporation's Land Servicing section to identify requirements. Alternatively this may be coordinated through a Development Contribution Plan.	2) The Infrastructure Assessment Report outlines that minor reticulation works, typically pipework less than 300mm in diameter, are to be funded directly by the developer.
		<u>Wastewater Services</u>	
		3) Because of wastewater flows increasing due to the high density development, a number of upgrades will be required to headworks infrastructure in the area. These include increasing the capacity of the Stoneham Street Wastewater Pump Station as well as a number of sewer mains. These will be scheduled in the Water Corporation Capital Investment Program at the appropriate time.	3) It is recommended that the Infrastructure Assessment Report be amended to incorporate this information. Refer to Attachment 11 – Proposed Amendments to Draft Local Structure Plan.
		<u>Drainage</u>	
		4) The draft Golden Gateway Local Structure Plan meets drainage planning requirements. Some minor modifications to Section 5.3.2 and 5.3.3 of the Local Water Management Strategy are recommended: <ul style="list-style-type: none"> <li>It is proposed to pipe the existing Central Belmont MD through the east-west linear park "Greenlink" of the Public Realm Strategy but a flowpath for the major storm event also needs to be provided through this future pedestrian area.</li> </ul>	4) As a result of conflicting advice being received from the Water Corporation in relation to the Central Belmont Main Drain, further investigations are required to be undertaken prior to any modifications to the draft Local Structure Plan being recommended.
125.	Perth Airport Pty Ltd Level 2, 2 George Wiencke Drive Perth Airport WA 6105	1) The proposal is located outside the 2019 Australian Noise Exposure Forecast, therefore no assessment under State Planning Policy 5.1 is required.	1) Noted.
		2) The draft Local Structure Plan proposes to increase the resident population in an area which is not impacted by aircraft noise based on these metrics; this is broadly supported.	2) Noted.

Referral Agencies/Departments		Submission	Officer Comment
		3) The lowest level of Perth Airport's prescribed airspace over the subject area is at 61m AHD. Any structure exceeding this level will be subject to assessment by Airservices, CASA and the Department of Infrastructure, Transport Cities and Regional Development. The outcomes of these assessments, if successful, would likely include conditions on the approval to ensure visibility to aircraft operating in the area such as obstacle lighting.	3) The draft Local Structure Plan outlines that maximum building heights are subject to compliance with the <i>Airports (Protection of Airspace) Regulations 1996</i> .
		4) Cranes used in the construction are also a height consideration. Cranes are generally assessed separately, closer to construction, when accurate information regarding crane operating heights and locations is available. Information regarding the Perth Airport crane assessment and permit process is available on our website perthairport.com.au.	4) Noted.
		5) Given the assessment, Perth Airport supports to the proposal subject to the advice provided.	5) Noted.
126.	Main Roads WA Don Aitken Centre Waterloo Crescent East Perth WA 6004	1) MRWA objects to the Local Structure Plan in its current form and provides the following comments:	1) Noted.
		2) Great Eastern Highway (GEH) is an important transport route providing connection to the eastern states. It is one of the main east-west links within the Perth metropolitan transport network. Vehicles utilising this route include Restrictive Access Vehicles (RAV's).	2) Noted.
		3) Main Roads WA key issues relate to access, traffic lights, function and capacity of the Road Network and pedestrian/vehicular conflict.	3) Noted.
		4) Main Roads is unable to support the proposed structure plan in its current form. As the impact upon the operation and function of the State Road network is uncertain. Based on the information presented it is uncertain if the road network can accommodate the proposed structure plan. A revised and robust TIA is necessary to be undertaken. This information is to understand the anticipated impact of growth as a result of the proposed structure plan along the Great Eastern Highway.	4) Noted.
		5) A revised and robust TIA must be provided addressing the following matters:	

Referral Agencies/Departments	Submission	Officer Comment
	<p>5.1) Trip Generation: Further justification is required regarding the trip generation rates adopted. All trip generation rates must appropriately reference the source data (e.g. Institute of Transport Engineers Trip Generation Manual ITE (Land Use Code) or RMS Guide to Traffic Generating Developments (section reference and date)). The TIA assumes that no trips will be generated by the proposed retail land use. The TIA must demonstrate why no trips are generated by the proposed land use with further explanation required regarding:</p> <ul style="list-style-type: none"> <li>• The difference between commercial and retail land uses.</li> <li>• Why the split between the commercial and retail land uses is appropriate in this instance. It is noted that the structure plan refers to Mixed Use.</li> <li>• Planning merit needs to be demonstrated as to why the methodology adopted is appropriate to use for this structure plan.</li> </ul> <p>5.2) The calibration of ROM data should be used on 2019 traffic surveys or validated SCATS traffic volumes. The traffic impact assessment uses 5-8 year old traffic volume data from TrafficMap. This data is out of date and not reflective of the current road environment due to the significant GEH upgrades. Applicant to review and use appropriate data sets.</p> <p>5.3) The Traffic Impact Assessment does not consider event traffic and parking from Ascot Racecourse. The modelling should include an event scenario when traffic volumes are significantly higher.</p>	<p>5.1) It is recommended that the Movement and Access Strategy be updated to provide further justification and explanation in relation to trip generation rates. Furthermore it is also recommended that the Movement and Access Strategy be updated to ensure that all trip generation rates appropriately reference source data. Refer to Attachment 11 – Proposed Amendments to Draft Local Structure Plan.</p> <p>5.2) It is recommended that the Movement and Access Strategy be modified to reflect modelling using up to date data sets. Refer to Attachment 11 – Proposed Amendments to Draft Local Structure Plan.</p> <p>5.3) It is recommended that the Movement and Access Strategy be modified to reflect modelling that takes into consideration event traffic and parking from Ascot Racecourse. Refer to Attachment 11 – Proposed Amendments to Draft Local Structure Plan.</p>
	<p>6) The following SIDRA modelling comments are required to be addressed by the proponent:</p> <p><b>General Comments</b></p> <p>6.1) Bus lanes require modelling as GEH is a high frequency bus route. In addition network modelling is required for all intersections given their close proximity and co-ordination also demonstrates the network impacts.</p>	<p>6) Noted.</p> <p>6.1) It is recommended that the Movement and Access Strategy be amended to incorporate modelling for all intersections and the bus lanes along Great Eastern Highway. Refer to Attachment 11 – Proposed Amendments to Draft Local Structure Plan.</p>

Referral Agencies/Departments	Submission	Officer Comment
	<p><b>Stoneham/Belgravia LM 106:</b></p> <p>6.2) Layout does not match existing scenario/incorrect configuration used:</p> <ul style="list-style-type: none"> <li>• GEH has three through lanes and a bus lane.</li> <li>• U turn permitted at signals on GEH.</li> <li>• Belgravia Street northbound approach has a shared through and right.</li> <li>• D phase is missing the left turning movement from GEH westbound approach (bonus left).</li> <li>• Given the tidal flows for each peak period the alternative phase for the diamond movement runs in the exiting scenario, it will also provide a better level of service in future years if alternative phasing was included.</li> </ul> <p><b>Resolution/Hardey LM 96:</b></p> <p>6.3) Layout does not match existing scenario/incorrect configuration used:</p> <ul style="list-style-type: none"> <li>• GEH has three through lanes and a bus lane.</li> <li>• U turn permitted at signals on GEH.</li> <li>• Resolution Drive southbound approach has a single right turn only.</li> <li>• Given the tidal flows for each peak period the alternative phases for the diamond movement runs in the exiting scenario, it will also provide a better level of service in future years if alternative phasing was included.</li> </ul> <p>7) Main Roads does not support the proposed mid-block pedestrian crossing on GEH due to its proximity to the adjacent signalised intersections with Belgravia Street/Stoneham Street and Resolution Drive/Hardey Road. Both of these signalised intersections provide pedestrian crossing facilities.</p>	<p>6.2) It is recommended that amended modelling be undertaken at the intersection of Stoneham Street/Belgravia Street/Great Eastern Highway that reflects the existing configuration of the road network and includes correct phasing. Refer to Attachment 11 – Proposed Amendments to Draft Local Structure Plan.</p> <p>It is however noted that page 60 of the Movement and Access Strategy already illustrates the Belgravia Street northbound approach containing a shared through and right.</p> <p>6.3) It is recommended that amended modelling be undertaken at the intersection of Resolution Drive/Hardey Road/Great Eastern Highway that reflects the existing configuration of the road network and includes correct phasing. Refer to Attachment 11 – Proposed Amendments to Draft Local Structure Plan.</p> <p>It is however noted that page 65 of the Movement and Access Strategy already illustrates the Resolution Drive southbound approach containing a single right turn only.</p> <p>7) Refer to comments under the heading Pedestrian and Cyclist Connections in the Officer Comment section of the report.</p>

Referral Agencies/Departments		Submission	Officer Comment
		8) The proposed signals at Stoneham Street/Daly Street are not supported. The location is too close to the existing intersection of Stoneham Street and GEH and any additional demand on Daly Street (which is currently a left only give way into Stoneham Street) will result in queuing and blockage of the main through movement on GEH. Main Roads is unable to approve such modifications to the network. It is preferred that this intersection remains as a left in/left out. The signals will also impact on the operation of the proposed roundabout due to proximity of approximately 100 metres. This is also inconsistent with the Vehicle Access Strategy, which identified Daly Street as a cul-de-sac.	8) Refer to comments under the heading Ascot Waters Access & Egress in the Officer Comment section of the report
		9) All vehicle access should be as per the agreed Vehicle Access Strategy.	9) Any applications for development approval will be assessed on a case by case basis and referred to Main Roads WA for comment.
		10) In accordance with Policy No DC 5.1 Regional Roads (Vehicular Access) all access must be provided from a local road. No direct or new access to Great Eastern Highway shall be permitted.	10) Main Roads WA are ultimately responsible for approving access to Great Eastern Highway.
		11) Main Roads preference is for allotments to not have direct access onto the Primary Regional Road. This position is reflected within Development Control Policy 5.1 Regional Roads (Vehicular Access). Main Roads formally requests that the City consider introducing a statutory clause into the Town planning Scheme (in the future) requiring lots that front a Primary Regional Road to be accessed via a laneway, easement, PAW or the like. Where no such access currently exists then provision is to be made to enable access to be achieved through development of the subject and adjacent sites. The City may consider implementing a Local Plan of Development to control access on constrained sites.	11) Refer to comment under point 10 above.
		12) Any future noise sensitive development adjacent to GEH, being a major transport corridor, must implement measures to ameliorate the impact of transport noise and comply with WAPC State Planning Policy 5.4 Road and Rail Noise.	12) The draft Local Structure Plan identifies that any subdivision or development proposed adjacent to Great Eastern Highway as likely needing consideration under SPP 5.4.
		13) No waste collection will be permitted on GEH. The strategy must provide for waste collection via laneways or collected onsite.	13) Noted. Waste collection will be assessed at development application stage.
		14) It is recommended that City consult with Public Transport Authority regarding location of bus stops.	14) The Public Transport Authority were referred the draft Local Structure Plan for comment.



Referral Agencies/Departments		Submission	Officer Comment
		15) Main Roads Planning Branch is currently reviewing long term planning from Tonkin Highway to just east of the Great Eastern bypass. There are three Great Eastern Highway options being considered. Main Roads will liaise further with the City of Belmont in relation to the road planning review. It is noted that this area is outside the structure plan area however, this comment is made for completeness.	15) Noted.
127.	Department of Biodiversity, Conservation and Attractions Locked Bag 104 Bentley Delivery Centre WA 6983	<p>1) The Department of Biodiversity Conservation and Attractions (DBCA) has considered the proposal against State Planning Policy 2.10: Swan-Canning River System and Swan Canning Development Control Area Policies and provides the following comments.</p> <p>2) The proposed structure plan should not progress as proposed. DBCA is concerned that the rezoning of 'Place of Public Assembly: Racecourse' (Lots 452, 13, 100, 7705 and 3) may impact on the operation of Ascot Racecourse. This should only occur where it is demonstrated that the function and operation of the racecourse will not be compromised. As an example, it is noted that a significant portion of land currently allocated to car parking is to be removed. It is suggested that any proposal to remove portions of the 'Place of Public Assembly: Racecourse' should be supported by a broader master planning process. This will assist with understanding any impacts of the rezoning on the intensification of the current facility and the subsequent impacts on the adjoining river reserve.</p> <p>3) Whilst it is noted that the Metropolitan Region Scheme reserve for Parks and Recreation is recognised within the structure plan, only 3.47% of local Public Open Space (POS) is proposed. Provision of adequate quantities of POS is necessary within the structure plan area to accommodate the proposed increase in residential and business activities. Approximately 5.1ha of land currently zoned 'Place of Public Assembly: Racecourse' is proposed to be rezoned to accommodate significant commercial and residential development (mixed use). In addition, a significant proportion of road reserve is to be rationalised and made available for mixed use development. It is recommended that at least 10% of the area that is transitioning from 'Place of Public Assembly: Racecourse' and from road reserve should be allocated for POS. In that regard it is considered that the additional POS should be located to provide for:</p> <ul style="list-style-type: none"> <li>• improved access to the foreshore of the Swan River;</li> <li>• widening of the foreshore;</li> <li>• retention of significant vegetation that is currently located within Lot 5 on Diagram 64041 and Lot 642 on Plan 66341; and/or</li> </ul>	<p>1) Noted.</p> <p>2) If these lots were to be redeveloped in the future, it would need to be demonstrated how the proposed development would not impact upon the operations of the racecourse. This would include outlining alternative car parking areas to ensure that car parking for the racecourse complies with the requirements of the Local Planning Scheme. It is acknowledged that it may be appropriate for a Master Plan/Local Development Plan to be prepared for Perth Racing's landholdings, to guide future development. This will however require further discussions with Perth Racing.</p> <p>3) Refer to comments under the heading Public Open Space in the Officer Comment section of the report.</p>

Referral Agencies/Departments	Submission	Officer Comment
	<ul style="list-style-type: none"> <li>located adjacent to the current drainage reserve to capitalise on opportunities for development of a living stream as part of the environmental improvements for the Belmont Main Drain (as discussed below).</li> </ul> <p>4) It is noted that the structure plan encompasses the Belmont Trust Land (Lot 5 on Diagram 64041 and Lot 642 on Plan 66341) and identifies it as subject to future planning by the Belmont Trust. Comprehensive planning of Lot 5 and Lot 642 should not be deferred and should be included in this structure plan.</p> <p>5) The structure plan proposes to convert the open drain that runs along Resolution Drive to a 1500mm pipe, which was based on a recommendation in a 2009 Water Corporation report. Conversion of the open drain to a piped system would not maintain or improve ecological values or water quality of the Swan Canning river system and is therefore not supported.</p> <p>The Water Corporation and Department of Water and Environmental Regulation's (DWER) Drainage for Liveability Program was launched in 2016 and designed to enhance the value to the community of stormwater drains and basins, which includes converting drains to living streams, where appropriate. Additionally, replacement of an overland flow drainage system with a piped drainage system is not consistent with the current approaches outlined in DWER's Decision Process for Stormwater Management in WA, the Drainage for Liveability Fact Sheets: Managing Small Rainfall Events At Source and Living Streams in Water Corporation Assets, and DBCA'S Corporate Policy 49: Planning for Stormwater Management Affecting The Swan Canning Development Control Area, which include providing vegetated overland flow paths where practical.</p> <p>It is noted that a Public Open Space and Water Supply and Drainage zoning is proposed for the piped drain area; providing opportunity for an 'urban green link' from the Swan River foreshore through the structure plan area connecting to local parks. Integrating a living stream within the public open space area will improve ecological values, amenity and drainage water quality conveying through the structure plan area and discharging into the Swan River.</p> <p>It is recommended that Water Corporation, DWER, City of Belmont and DBCA discuss the open drain and the opportunity for a living stream to be created instead.</p> <p>6) Additionally, the subject open drain (proposed to be piped) discharges to a compensation basin and drain within the Parks and Recreation reserve (Lot 5 on Diagram 64041), which discharges into the Swan River. It is noted that the</p>	<p>4) There is a Trust Deed associated with the 'Belmont Trust' land that requires the land to be provided for public enjoyment and recreation. While the land forms a significant interface with other sub-precincts within the Golden Gateway, it is not appropriate to prescribe development provisions at this point as the Trust Deed does not provide for development of the land.</p> <p>5) Refer to comments under the heading Water Management in the Officer Comment section of the report.</p>

Referral Agencies/Departments		Submission	Officer Comment								
		<p>bushfire risk and management outlined in the Bushfire Management Plan was based on retaining the existing 'parkland' setting of trees over grass within Lot 5. It has therefore been assumed that revegetation is not proposed to occur around/within the compensation basin and adjacent to/within the drain within the Parks and Recreation reserve. This is a missed opportunity and would not be supported. It is recommended that the compensation basin and drain are also retrofitted through appropriate revegetation (including understorey vegetation) to improve drainage water quality and increase ecological values and amenity. Subsequently, it is recommended that a Bushfire Management Plan is prepared on the basis that the drainage infrastructure and Swan River foreshore are revegetated. It is also recommended that a Foreshore Management Plan is prepared for the subject lots that are located within the Parks and Recreation reserve.</p> <p>7) Opportunities to retrofit the compensation basin and drain located within the Parks and Recreation reserve (Lot 5) and preparation of a Foreshore Management Plan should be discussed.</p> <p>8) <u>Recommended Text Changes</u></p> <table><tr><th>Page</th><th>Original</th><th>Revised</th><th>Comment</th></tr><tr><td>30</td><td>The subject land also abuts the Swan Canning River Development Control Area.</td><td>The subject land also abuts the Swan Canning Development Control Area. The Department of Biodiversity, Conservation and Attractions' Corporate Policy 49: Planning For Stormwater Affecting The Swan Canning Development Control Area provides further planning provisions to improve the water quality, habitat, community benefits and amenity of the river system through stormwater management.</td><td>Corporate Policy 49 should be included as a reference. Correcting the term used for the Swan Canning DCA.</td></tr></table>	Page	Original	Revised	Comment	30	The subject land also abuts the Swan Canning River Development Control Area.	The subject land also abuts the Swan Canning Development Control Area. The Department of Biodiversity, Conservation and Attractions' Corporate Policy 49: Planning For Stormwater Affecting The Swan Canning Development Control Area provides further planning provisions to improve the water quality, habitat, community benefits and amenity of the river system through stormwater management.	Corporate Policy 49 should be included as a reference. Correcting the term used for the Swan Canning DCA.	<p>6) The Ascot Wates Compensation Basin (AWCB) is currently vegetated to a maximum extent for a drainage basin. Due to the contamination status associated with the land (capped and contained asbestos, heavy metals and hydrocarbons), the cost of expansion and remediation of the basin to implement further nutrient stripping elements far outweighs the benefits. Furthermore, in 2010 an investigation identified greater benefit through upgrading an up-stream basin (Centenary Park Lake). This has since been undertaken and the City to continues to monitor nutrient values in the AWCB. Therefore the City would not undertake to implement further nutrient stripping within the AWCB.</p> <p>7) A foreshore management plan is not considered necessary or appropriate to be prepared at this stage. Table 4 of the draft Local Structure Plan outlines that a Foreshore Management Plan will be a required as a condition of subdivision/development (if required).</p> <p>8.1) This is recommended to be modified. Refer to Attachment 11 – Proposed Amendments to Draft Local Structure Plan.</p>
Page	Original	Revised	Comment								
30	The subject land also abuts the Swan Canning River Development Control Area.	The subject land also abuts the Swan Canning Development Control Area. The Department of Biodiversity, Conservation and Attractions' Corporate Policy 49: Planning For Stormwater Affecting The Swan Canning Development Control Area provides further planning provisions to improve the water quality, habitat, community benefits and amenity of the river system through stormwater management.	Corporate Policy 49 should be included as a reference. Correcting the term used for the Swan Canning DCA.								

Referral Agencies/Departments		Submission				Officer Comment	
		8.2)	60	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).	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, with local native plant species used wherever possible and deciduous trees not to be planted (refer Figure 22).	Encourage the use of native plant species to increase ecological (local habitat) values.  Deciduous trees should be avoided due to its lack of canopy cover during winter (resulting in larger stormwater volumes and flow rates) and high leaf litter load over a short period (which blocks stormwater systems and releases nutrients in receiving water bodies).	8.2) This is recommended to be modified. Refer to Attachment 11 – Proposed Amendments to Draft Local Structure Plan.  <

Referral Agencies/Departments		Submission				Officer Comment
				the basis of the surface water quantity management strategy for minor events.		

**Petition**

Name and Address	Petition Content	Officer Comment
Petition received from C Rowe and S Rowe with 109 Signatories  6/268 Belmont Avenue Cloverdale WA 6105	1) Request that Parry Fields remains as public green open space in perpetuity, the purpose for which it was originally bequeathed in trust to the City and immediately become open and available to the public	1) Refer to comments under the heading Belmont Trust Land in the Officer Comment section of the report.
	2) Propose that the Golden Gateway Local Structure Plan does not include high rise dwellings and limited zoning for mixed use purposes.	2) Refer to comments under the headings Zoning and Reservation and Residential Density & Built Form Control in the Officer Comment section of the report.
	3) Requests that the historical Ascot Kilns be restored and preserved for future generations in public open space.	3) Refer to comments under the heading Ascot Kilns Site in the Officer Comment section of the report.