


LIST OF PROPOSED AMENDMENTS

No.	Section of draft Local Structure Plan/Technical Report	Recommended Modification	Reason
1	4.1 – Land Use Zones/Reserves and 3.3.2.2 – Retail	Address inconsistencies between terminology and provide clarity on the provision of retail floorspace within the precinct.	<p>To address concerns raised in the submissions.</p> <p>Refer to discussion under the heading Proposed Activity Centre & Retail Floorspace in the Officer Comment section of the report.</p>
2	Plan 1 – Structure Plan	Zone Lot 452 Grandstand Road, Ascot 'Place of Public Assembly'.	<p>To provide Perth Racing with an opportunity to determine their future intentions for the site prior to the draft LSP identifying an alternative zoning for the land.</p> <p>Refer to discussion under the heading Zoning and Reservation in the Officer Comment section of the report.</p>
3	Plan 1 – Structure Plan	Zone the north-eastern portion of Lot 100 Raconteur Drive, Ascot, bound by Matheson Road, Carbine Street and Hardey Road 'Residential and Stables'.	<p>The site forms part of a wider cell of properties zoned 'Residential and Stables' and similarly applying this zoning over the site would provide for appropriate development within this cell.</p> <p>Refer to discussion under the heading Zoning and Reservation in the Officer Comment section of the report.</p>
		Zone the portion of Lot 100 Raconteur Drive, Ascot bound by Hardey Road, public open space 2 and the realigned Matheson Road 'Residential'.	<p>The site is located between an area of land recommended to be zoned 'Mixed Use' and an area of land recommended to be zoned 'Residential and Stables'. A 'Residential' zoning in this location could therefore act as an appropriate transition area between the two zones.</p> <p>Refer to discussion under the heading Zoning and Reservation in the Officer Comment section of the report.</p>

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		Zone Lot 13 Grandstand Road, Ascot and Lot 7705 Matheson Road, Ascot 'Place of Public Assembly'.	<p>To provide Perth Racing with an opportunity to determine their future intentions for the site prior to the draft LSP identifying an alternative zoning for the land.</p> <p>Refer to discussion under the heading Zoning and Reservation in the Officer Comment section of the report.</p>
4	Plan 1 – Structure Plan	Reflect the Ascot Kilns site as requiring a Local Development Plan to be prepared and to identify the requirement for a minimum 10% public open space on the site.	<p>To allow for further detailed planning to be undertaken for the Ascot Kilns site that incorporates a level of public open space for use by the community.</p> <p>Refer to discussion under the heading Ascot Kilns Site in the Officer Comment section of the report.</p>
5	Plan 1 – Structure Plan	Apply an R-AC1 density coding to land within the Great Eastern Highway Precinct.	<p>To provide an adequate level of control over building bulk.</p> <p>Refer to discussion under the heading Residential Density & Built Form Control in the Officer Comment section of the report.</p>
6	Part 1 – Structure Plan	Apply an R-AC2 coding to land within the Stoneham Street, Main Street and Resolution Drive Precincts.	<p>To provide an adequate level of control over building bulk.</p> <p>Refer to discussion under the heading Residential Density & Built Form Control in the Officer Comment section of the report.</p>
7	Part 1 – Structure Plan and Plan 3 – Building Height Plan	Remove density coding's of R40 and R100 over Lot 452 Grandstand Road, Ascot (Precinct 6).	In light of it being recommended that Lot 452 be zoned 'Place of Public Assembly', and this zoning not providing for residential development, it is not considered necessary or

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		<p>Amend the building heights that apply to Lot 452 Grandstand Road, Ascot as illustrated in the image below.</p> 	<p>appropriate for an R-Coding to be applied to the land.</p> <p>Refer to discussion under the heading Residential Density & Built Form Control in the Officer Comment section of the report.</p> <p>To be consistent with adjacent development within the Ascot Waters Estate and Council's resolution in relation to building height on the Ascot Kilns Site.</p> <p>Refer to discussion under the heading Residential Density & Built Form Control in the Officer Comment section of the report.</p>

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8	Part 1 – Structure Plan	Apply an R10 density coding to the north-eastern portion of Lot 100 Raconteur Drive, which is bound by Matheson Road, Carbine Street and Hardey Road and suggested to be zoned 'Residential and Stables' under the draft LSP.	<p>On the basis that the land is proposed to be zoned 'Residential and Stables' and existing development controls, applicable to development within the 'Residential and Stables' zone being consistent with an R10 density coding.</p> <p>Refer to discussion under the heading Residential Density & Built Form Control in the Officer Comment section of the report.</p>
9	Part 1 – Structure Plan	Apply an R50 and R100 density coding to the northern portion of Lot 100 Raconteur Drive, which is bound by Hardey Road and the realigned Matheson Road and recommended to be zoned 'Residential' under the draft LSP.	<p>To provide a graduation in density between the Residential and Stables area and the wider Golden Gateway precinct.</p> <p>Refer to discussion under the heading Residential Density & Built Form Control in the Officer Comment section of the report.</p>
10	Part 1 – Structure Plan	Remove the R-AC0 density coding over Lot 13 Grandstand Road, Ascot and Lot 7705 Matheson Road, Ascot.	<p>In light of it being recommended that Lot 13 Grandstand Road and Lot 7705 Matheson Road, Ascot be zoned 'Place of Public Assembly', and this zoning not providing for residential development, it is not considered necessary or appropriate for an R-Coding to be applied to the land.</p> <p>Refer to discussion under the heading Residential Density & Built Form Control in the Officer Comment section of the report.</p>
11	Plan 1 – Structure Plan	Investigate and analyse road network options pertaining to:	To address concerns raised in the submissions.

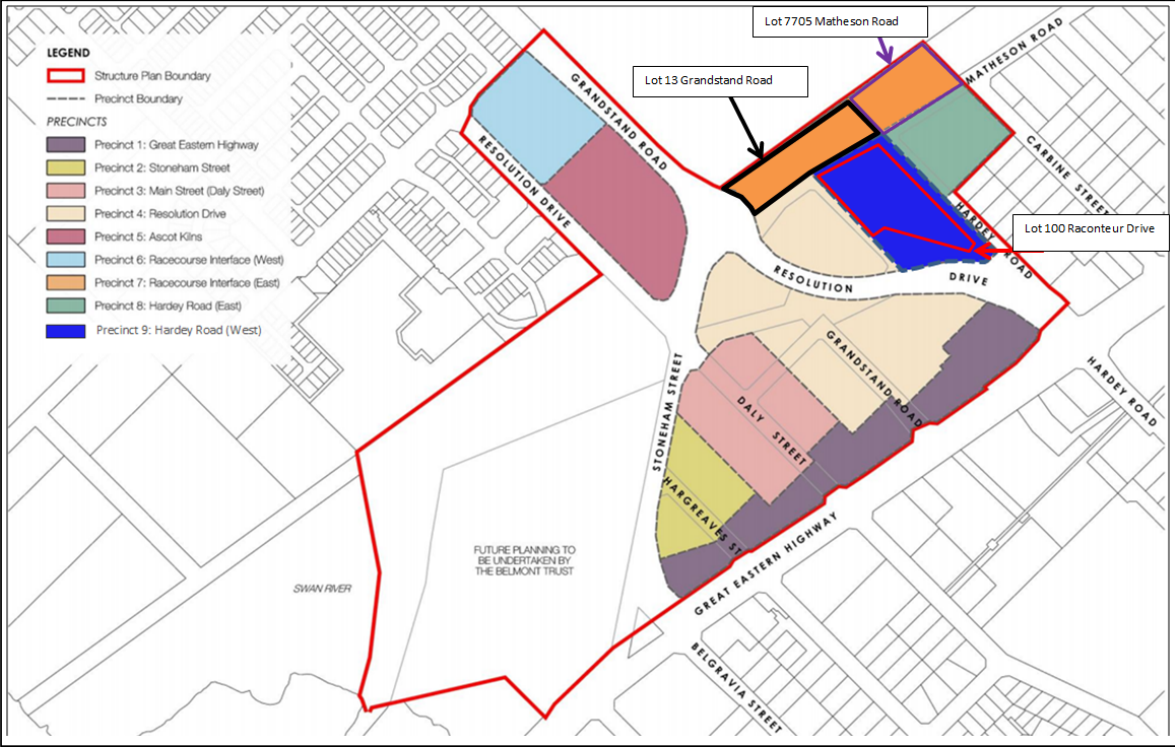
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No.	Section of draft Local Structure Plan/Technical Report	Recommended Modification	Reason
	Plan 2 – Precinct Plan Plan 3 – Building Height Plan Plan 14 – Development Concept Plan Figure 15 – Open Space Provision Figure 16 – Landscape Master Plan 3.4 – Movement Network Figure 23 – Movement Network Figure 24 – Implementation Movement and Access Strategy	<ul style="list-style-type: none"> • Access to Perth Racing's landholdings and Ascot Racecourse • Access and egress on Matheson Road. • The intersection of Resolution Drive (north), Stoneham Street and Daly Street. • The alignment of Grandstand Road (south). <p>Following investigations and analysis, the draft LSP and relevant technical reports shall be modified accordingly. This includes modifying the Movement and Access Strategy as follows:</p> <ul style="list-style-type: none"> • Undertake modelling using up-to-date data sets. • Provide further justification and explanation in relation to trip generation rates. • Appropriately reference source data for trip generation rates. • Undertake modelling that takes into consideration traffic from Ascot Racecourse. • Assess traffic movements along Matheson Road, including the anticipated trip distribution on the northern side of Resolution Drive. • Undertake modelling for all intersections and bus lanes along Great Eastern Highway. • Undertake amended modelling for the intersection of Stoneham Street/Belgravia Street/Great Eastern Highway that reflects the existing configuration of the road network and includes the correct phasing. • Undertake amended modelling for the Resolution Drive/Hardey Road/Great Eastern Highway intersection that reflects the existing configuration of the road network and includes the correct phasing. 	<p>Refer to discussion under the heading Movement Network in the Officer Comment section of the report.</p>
12	3.4.3 – Pedestrian and Cyclist Network	Remove reference to the proposed signal controlled mid-block shared pedestrian/bike crossing at the Stoneham Street/Daly Street intersection and across Great Eastern Highway.	Main Roads WA have outlined that they are not supportive of an at-grade-signal-controlled intersection at these locations.
13	3.4.3 – Pedestrian and Cyclist Network	<p>Remove the following text from dot point 3:</p> <p><i>'It is expected that the Stoneham Street/Daly Street/Resolution Drive signalised intersection will include a priority controlled pedestrian crossing phase across all four approaches.'</i></p>	Main Roads WA have outlined that they are not supportive of traffic signals at the intersection of Stoneham Street/Daly Street/Resolution Drive.

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14	Plan 2 – Precinct Plan	<p>Amend Plan 2 – Precinct Plan in response to recommended modifications to zoning as follows:</p> <p><u>Precinct 4</u> Reduce the size of precinct 4 to no longer incorporate Lot 13 Grandstand Road, Ascot in light of it being recommended that this lot be zoned 'Place of Public Assembly' and remaining land within this precinct being zoned 'Mixed Use'.</p> <p><u>Precinct 7</u> Include Lot 13 Grandstand Road, Ascot in precinct 7 as it is recommended that this lot in, addition to Lot 7705 Matheson Road, Ascot be zoned 'Place of Public Assembly'.</p> <p>Remove the portion of Lot 100 Raconteur Drive, Ascot bound by Hardey Road and the realigned Matheson Road from precinct 7 in light of it being recommended that this lot be zoned 'Residential' and remaining land within this precinct being zoned 'Place of Public Assembly'.</p> <p><u>New Precinct – Precinct 9</u> Create a new precinct that incorporates the portion of Lot 100 Raconteur Drive, Ascot bound by Hardey Road and the realigned Matheson Road that is recommended to be zoned 'Residential'.</p>	<p>In light of the recommended modifications to zoning, it is acknowledged that the precinct areas will need to be amended to ensure that relevant development controls apply to land within each precinct.</p>

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15	Table 2 – Precinct Development Table	<p>Amend the development controls relating to setbacks, R-Code and plot ratio for precincts 5, 7 and 8 in light of recommended modifications to zoning and density.</p> <p>Amend the building heights and R-Code relating to Precinct 6, Racecourse Interface (West) in light of the recommended modifications to building height and density stipulated in Modification 7.</p> <p>Amend the R-Code and plot ratio controls relating to precincts 1, 2, 3 and 4 in light of the modifications proposed to the R-Coding of these properties outlined in Modifications 5 and 6.</p>	<p>In light of the recommended modifications to zoning and density and building height the development controls for all precincts will need to be reviewed. In addition, new development controls may need to be established for any new precincts created.</p>

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		Establish development controls for any new precincts that are required to be created. It should be noted that these would not relate to building height.	
16	Table 2 – Precinct Development Table	Amend the statements and notes that relate to Precinct 5 – Ascot Kilns in light of the recommendation to require a Local Development Plan to be prepared and to identify the requirement for a minimum 10% public open space on the site.	To allow for further detailed planning to be undertaken for the Ascot Kilns site that incorporates a level of public open space for use by the community. Refer to discussion under the heading Ascot Kilns Site in the Officer Comment section of the report.
17	4 – Subdivision and Development Requirements	Amend text in light of recommended modifications to zoning, density and precinct areas.	To reflect recommended modifications to zoning, precinct areas and density.
18	Plan 1 – Structure Plan	Amend the colour of the 'Mixed Use' and 'Residential' zones illustrated in Figure 1 - Structure Plan to align with the colours used in LPS 15.	To ensure that the colourings of the zones are consistent with the colours used in LPS 15.
19	Table 2 – Precinct Development Table	Remove reference to Apartment Design Guidelines and replace with reference to the Residential Design Codes.	To reflect State Planning Policy 7.3 – Residential Design Codes – Volume 2 – Apartments being adopted.
	3.3.1 – Residential Development	Replacing reference to State Planning Policy 3.1 with reference to State Planning Policy 7.3.	
	3.3.6 Car Parking	Remove reference to the draft Design WA 'Apartment Design' (Draft for public comment – WAPC, October 2016). Replace with State Planning Policy 7.3 – Residential Design Codes – Volume 2 – Apartments	
20	Table 2 – Precinct Development Table	Amend the maximum podium height able to be considered for Precinct 4 (Resolution Drive) within Table 2 from 3-5 storeys to 3 storeys.	To be consistent with the maximum podium height reflected in Plan 3 – Building Height Plan that is able to be considered for the Precinct, with the exception of landmark sites.
21	Figure 14 – Development Concept Plan	<ul style="list-style-type: none"> Remove the road illustrated on Lot 452 Grandstand Road. Remove the road illustrated on No. 80 Grandstand Road. 	To ensure that the road network reflected in all figures is consistent with Plan 1 – Structure Plan.
	Figure 15 – Public	<ul style="list-style-type: none"> Remove the laneway running parallel to Matheson Road and Hardey Road on Lot 100 Raconteur Drive. 	

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	Open Space Plan Figure 16 – Landscape Master Plan Figure 23 – Movement Network Plan		
22	3.3.4 – Building Height	Amend paragraph four to remove reference to there being no minimum podium height that applies to development within the precinct.	To ensure that the text is consistent with Table 2 – Precinct Development Table which does contain minimum podium heights that development within the precinct would need to meet.
		Amend paragraph four to clarify that a maximum podium height of 5 storeys applies to development at landmark sites and along Great Eastern Highway.	To clarify that a maximum podium height of 5 storeys can be considered adjacent to Great Eastern Highway as is illustrated on Plan 3 – Building Height Plan.
23	3.3.3 – Unacceptable Land Uses and 4.1.1 – Land Use Permissibility	Include 'Industry - Service' as an unacceptable land use in the Mixed Use zone.	Due to the nature of the activities associated with an 'Industry – Service' land use and the potential for these activities to conflict with future development within the precinct, i.e. residential development.
24	3.3.3 – Unacceptable Land Uses and 4.1.1 – Land Use Permissibility	Remove reference to Single Houses within Precinct 7 and outline that Single Houses can be considered within Precinct 9.	Due to it being recommended that Precinct 7 be zoned 'Place of Public Assembly', and single houses not being able to be considered within this zone under Local Planning Scheme No. 15, it is suggested that reference be removed to Single Houses within this Precinct. Due to it being suggested that Precinct 9 be zoned 'Residential' it is considered appropriate for Single Houses to be able to locate within this Precinct.

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25	2.8.4 – Gas Supply	Replace the existing text with the following: <i>'Correspondence from ATCO Gas identifies Medium Pressure gas mains (pressure indicated at 70kPa) along the majority of roads within the subject land.'</i>	To reflect advice received from ATCO Gas Australia.
26	5 - Other Requirements	Include the following text: <i>'5.7 Design Review Panel Any application for development within the Golden Gateway Precinct will be referred to the City of Belmont Design Review Panel for evaluation.'</i>	To outline the requirement for development within the Precinct to be referred to the City's Design Review Panel.
27	4.2.2 – General Development Requirements	Modify the associated text to read as follows: <i>'Development within the subject precinct shall be generally in accordance with the standards and requirements of LPS 15 and any relevant State Planning Policy and LPP, having regard to the provisions contained within this LSP. Proposed variations to the standards and requirements of LPS 15, any relevant State Planning Policy and Local Planning Policy or the provisions of this LSP are to be outlined within a development application and will be considered by the Responsible Authority with due regard to the intent and purpose of the standards.'</i>	To make it explicit that where applicable, development within the Golden Gateway precinct shall also be in accordance with the requirements of any relevant State Planning Policy.
28	4.2.2.1 – Parking	Modify the first sentence of the associated text to read as follows: <i>'Car parking should be provided in accordance with LPS 15 and/or State Planning Policy 7.3 – Residential Design Codes, subject to the following variations:...'</i>	To make it explicit that car parking should be provided in accordance with LPS 15 and/or the Residential Design Codes.
29	3.3.8 – Local Streets	Amend the first sentence to read as follows: <i>'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).'</i>	To be consistent with advice received from the Department of Biodiversity, Conservation and Attractions who outlined that the text changes are recommended for the following reasons: <ul style="list-style-type: none"> • To encourage the use of native plant species to increase ecological (local habitat) values. • Deciduous trees should be avoided due to their lack of canopy cover during winter (resulting in larger stormwater volumes and flow rates)

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			and high leaf litter load over a short period (which blocks stormwater systems and releases nutrients in receiving water bodies.
30	3.5.2 – Stormwater Management	Amend the last dot point to read as follows: <i>'WSUD and best management practices promoting on-site retention of the run-off generated from the first 15mm of rainfall for small rainfall events.'</i>	To address the Department of Biodiversity, Conservations and Attractions request that the text be modified to be consistent with Department of Water and Environmental Regulation criteria.
31	3.4.1 – Road Network and Traffic Management Devices	Amend the fourth dot point to read as follows: <i>'The existing lane arrangements along the Grandstand Road and Resolution Drive corridors will be retained. As such, the Grandstand Road configuration of a four lane divided road (2 lanes in each direction) will be retained and the Resolution Drive two lane divided road (1 lane in each direction) will be retained – with additional lanes on the approach and exit from the Great Eastern Highway intersection, as per the existing lane arrangement.'</i>	To be consistent with statements contained within the Movement and Access Strategy.
32	3.3 – Land Use	Amend section in response to recommended modifications to zoning.	To be reflective of recommended zoning changes.
33	3.4.2 – Traffic Forecasts	Amend as required in response to updated Movement and Access Strategy.	In light of recommended modifications to the Movement and Access Strategy.
34	2.3.2 – Surface Water	Amend the third paragraph to read as follows: <i>'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.'</i>	To address the Department of Biodiversity, Conservations and Attractions' request that reference be made to their Corporate Policy 49.
35	Entire document	Further investigate heritage aspects within the precinct and where appropriate, modify the draft Local Structure Plan accordingly to reference these aspects.	To address considerations raised in the submissions.
36	Figures and text in entire document	Update images and text where necessary to reflect all existing pedestrian/cyclist paths that are proposed to be retained within the Golden Gateway Precinct.	To address concerns raised in the submissions.

Attachment 11 – LIST OF PROPOSED AMENDMENTS TO DRAFT LSP

No.	Section of Infrastructure Assessment Report	Recommended Modification	Reason
37	5.1 – Existing Infrastructure	<p>Replace the existing text with the following:</p> <p><i>'Gas infrastructure and distribution in Western Australia is managed by ATCO Gas Australia.</i></p> <p><i>Correspondence from ATCO Gas identifies Medium Pressure gas mains (pressure indicated at 70kPa) along most roads within the subject site.</i></p> <p><i>Cardno Drawing CW942300-CI-SK4 in Appendix A contains information on gas infrastructure in the vicinity of the area.'</i></p>	To reflect advice received from ATCO Gas Australia.
38	2.2 - Required Infrastructure	<p>Add the following text:</p> <p><i>'Some existing cast iron water mains will need to be replaced as they are ageing and 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.'</i></p>	To reflect advice received from the Water Corporation.
39	3.3 – Required Infrastructure	<p>Amend the text to read as follows:</p> <p><i>'Due to 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.'</i></p>	To reflect advice received from the Water Corporation.