

Deputation in **OPPOSITION**

To: CEO John Christie, Mayor and Councillors of the City of Belmont
 Cc: Belmont Residents and Ratepayers Action Group, Ascot Kilns & Parry Field Action Group
 From: Susanne Carter, 3/10 Marina Drive, Ascot WA 6104
Agenda Briefing Forum Date: 16 June 2020
Report Item No. 12.2
Draft Golden Gateway Local Structure Plan (LSP)

I would like to ask Councillors to defer the motion to accept the Draft Golden Gateway Local Structure Plan for the reasons below which I have set out under headings:

Main Roads Western Australia (MRWA): The Agenda Briefing for the LSP is wholly premised on the relocation of the Resolution Drive, Stoneham Street and Grandstand Road roundabout some several hundred meters from its current location in a north east direction towards Mathieson Road. However, modifications to the location of the roundabout is NOT supported by MRWA. I refer to page 70 of the Agenda Briefing Report wherein it is stated *'It is evident that the precinct's location adjacent to GEH, and dissection by the key distributor roads of Resolution Drive and Stoneham Street, presents a significant constraint to planning in the precinct. To resolve these issues, it is necessary to undertake further investigations and analysis, and in particular seek further input from, and collaboration with MRWA as the custodian of GEH.* (GEH is Great Eastern Highway). The MRWA does not support traffic lights at Resolution Drive because it will result in queuing on GEH. What the Agenda Briefing item does not give significant credence to is that queuing will be a substantial issue when events are held at Ascot Racecourse. It will also create a safety hazard or blackspot for hundreds of residents who live in Ascot Waters and their visitors when they need to make a right hand turn from Grandstand Road or Resolution Drive off Stoneham Street into the Ascot Water's estate whether there are traffic lights or not. Please do not pass a motion with future road works and approvals unsupported by the authorities and requiring as it is stated to be 'resolved at some date in the future'.

Environmental Significance Item 12.2 is also misleading where it states there is no environmental significance. I refer to attachment 4 of the Agenda Briefing – Environmental Report of June 2018, Executive Summary which states there is significant environmental impact. *'The majority of the site has been historically cleared, although a number of significant trees have been established predominantly along driveways and boundaries and within the Grove Farm Reserve. The study area abuts a small section of the Swan River, which is a Bush Forever site, a conservation category wetland, and an environmentally sensitive area.'* The report goes on to specify the species of flora and fauna which will be disturbed by works in relocating the roundabout and covering the existing open drain area which is a homeland and breeding ground for several species of water birds.

Furthermore, on Page 68 of the plan it is advised *'the City's public open space (POS) strategy outlines that the suburb of Ascot is overprovided with POS, particularly in terms of land area to population ratio. Notwithstanding, Ascot relies to a large extent on Regional Open Space and has a shortfall of active space.'* This statement is in direct conflict with the City's statements on its Urban Forest Strategy website of *'The City's Urban Forest Strategy will secure the urban forest as a sustainable asset, which further contributes to the City becoming one of Western Australia's most liveable and desirable inner-city municipalities for current and future generations'*. The LSP is lacking in recognition of the nine key objectives of the City's Canopy Plan, which include sentiments of retention and creation and enhancement of the City's canopy. A single suburb, such as Ascot, cannot be deemed as having a short active space in view of these objectives. Please do not pass a motion which will deem the existing flora and fauna as insignificant in the area.

Perth Racing: The Agenda Briefing item reports the position of Perth Racing ie Western Australia Turf Club (which is run by a Board), giving the indication that Perth Racing supports the Golden Gateway Structure Plan, however this is not an entirely accurate portrayal. Perth Racing has a

constitution to uphold. Colin Brown, Chair of Perth Racing, in the Perth Racing – Annual Report 2018 declared to WATC stakeholders ‘*A recent recommendation by the Governance Committee has resulted in the Board resolving to develop a prohibitive By-Law which will require that the sale of any significant asset of the Club must first be endorsed by the Membership*’.

There is no mention in this WATC Annual Report of planned future development of Lee Steere House and surrounds or the area abutting the Mathieson entrance. Indeed Lee Steere House is a lovely building that has potential for heritage significance in the future, if not demolished in the meantime. Furthermore, the WATC annual report identifies their significant holdings in Ascot include 71 Grandstand Road, 71 Mathieson Road, 1 Raconteur Drive, 70 Grandstand Road, 71 Grandstand Road, 2 Raconteur Drive, 71 Mathieson Road, 96 Grandstand Road, and 2 Carbine Street. The land holdings are identified as ‘*originally crown lease subsequently granted freehold title upon trust to be held solely for the Club’s purposes. This property cannot be disposed of without consent from the Minister of Lands*’.

It should not be presumed the Club is seeking rezoning or would receive support of its members to sell off any portion of its land for development as it was not the intended purpose of its existing trust. This means that there is no urgency to implement the Draft Local Structure Plan.

Ascot Kilns should receive priority attention to avoid ‘demolition by neglect’, a phrase coined by one of our members of Parliament in a media statement. Its development will impact on any future local road and land use in the area ie Resolution Drive and Grandstand Road. Access by the public at large should be of paramount importance and be a driver of the planning for the remainder of the area.

Belmont Trust should receive priority attention, as it has lain vacant for many years. Its treatment will impact on road development and road use, particularly Stoneham Street and Resolution Drive in the future. The Belmont Trust has not met since 2013 and its last meeting was held behind closed doors. The City of Belmont has allocated an annual budget of some \$135,000 for consultancy and legal purposes, all without any public disclosure of outcome thus far.

The intended use of the Belmont Trust land (Parry Field) for public recreation and enjoyment should be clarified to the local community prior to making assumptions about its integration into a planning structure which may well impose restrictions on its use and access.

Water Corporation: On page 69 of the LSP it is stated ‘*The Department of Biodiversity, Conservation and Attractions (DBCA) advised that they are not supportive of the proposal to pipe the drain on the basis that it would not maintain or improve ecological values or water quality of the Swan Canning river system. Whilst the Water Corporation did not raise any concerns with the piping of the drain as part of their submission, subsequent correspondence received advised that they supported the DBCA’s position on the matter, despite their report from 2009 proposing the piping of the drain*’.

Summary:

I ask Councillors to consider the sentiments expressed and to adopt a more enquiring attitude, and cautionary process in order to gain more certainty before accepting any recommendations of this draft LSP. It is not in the community’s interest to approve rezoning without the cooperative support from Main Roads, the Minister of Lands, the Department of Biodiversity, Conservation and Attractions and the Water Corporation for those intentions.

Thank you for your time.