

PLACE MATCH



City of Belmont

Golden Gateway Local Structure Plan
Stakeholder engagement key outcomes
7 June 2016

BACKGROUND AND CONTEXT

PROJECT OVERVIEW

The City of Belmont (CoB) is preparing a Local Structure Plan (LSP) for Golden Gateway – bounded by Great Eastern Highway, Stoneham Street, Grandstand Road and Resolution Drive. Objectives for the Golden Gateway LSP are to:

1. Provide planning certainty for landowners
2. Optimise the development value of strategic sites whilst retaining the precinct's heritage values
3. Make provisions for higher density housing and employment
4. Facilitate commercial services for the local community
5. Promote high quality public and private spaces whilst capitalising on access to the Swan River, Ascot Racecourse and transport links
6. Provide a movement network which promotes non vehicular transport options whilst leveraging existing infrastructure

Surrounded by established residential, recreation and commercial uses including nearby Ascot Racecourse and the Swan River, the 27 hectare strategic site is well-placed to accommodate higher density uses. Golden Gateway is home to CoB's future recreational precinct located on the Belmont Trust land as well as the heritage listed Ascot Kilns site, owned by the West Australian Planning Commission (WAPC). The connection and functional relationship between these sites is critical to the long term success of the precinct.

STAKEHOLDER ENGAGEMENT

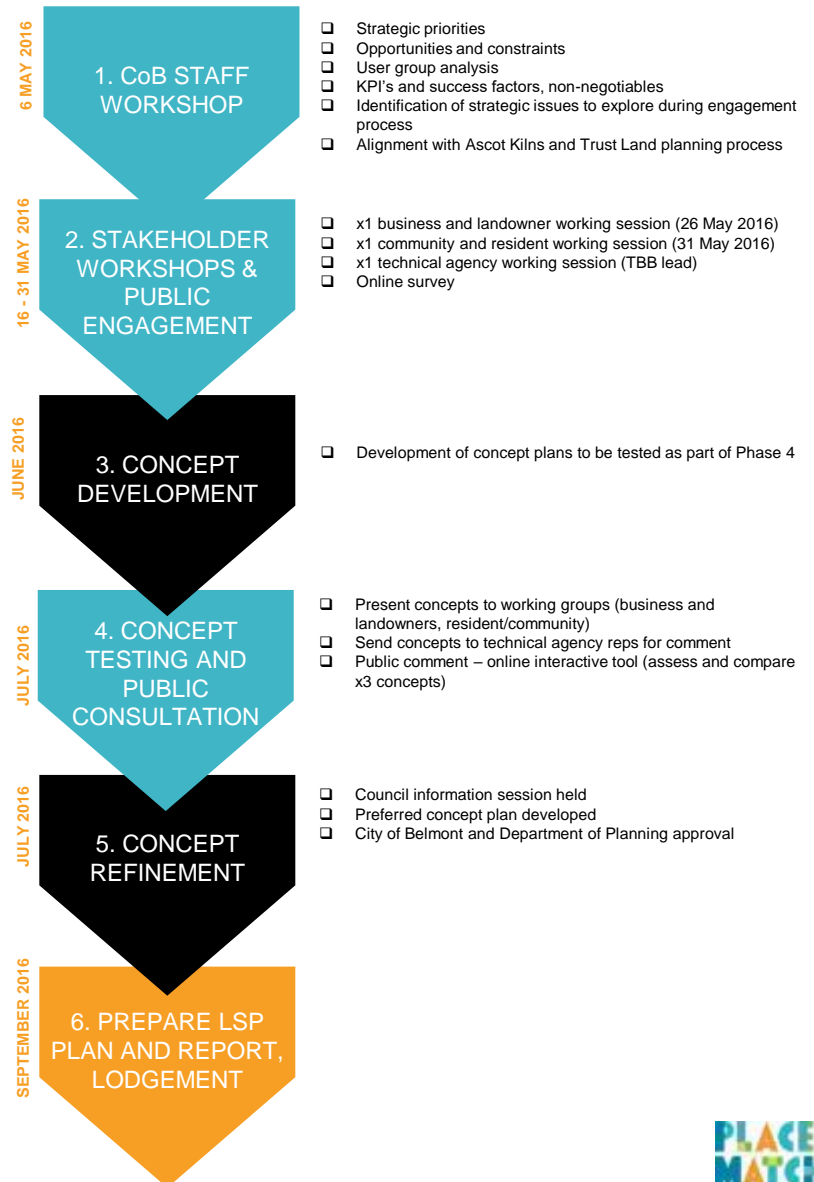
Place Match developed a stakeholder engagement plan for the Golden Gateway precinct to support development of the LSP. The engagement plan aimed to:

1. Create awareness, understanding and participation with stakeholders and the community.
2. Create a logical framework and 'story' for the LSP – ensuring the relationship and interdependencies between Ascot Kilns LDP and Belmont Trust land projects are understood by all stakeholders
3. Manage active stakeholders effectively ensuring representative feedback is incorporated into the LSP
4. Build on community engagement work to date for Ascot Kilns to create efficiencies and minimise stakeholder fatigue
5. Manage stakeholder expectations and effectively address any issues/concerns in a timely and responsive manner
6. Support the statutory process

As part of the engagement strategy, three workshops were held during May 2016 to gather inputs for the LSP:

- CoB internal workshop: 6 May – 22 participants
- Business and landowners workshop: 26 May – 5 participants
- Community and residents workshop: 31 May – 32 participants

ENGAGEMENT OVERVIEW



STAKEHOLDER ENGAGEMENT OVERVIEW

The stakeholder engagement plan for Golden Gateway is being jointly delivered by Place Match and the City of Belmont. As such, the scope of this report extends only to the engagement workshops held across May 2016 and does not include findings from the community survey, nor technical agency liaison which is being managed separately by lead consultant for the LSP – Taylor Burrell Barnett.

		STAKEHOLDER GROUP	ENGAGEMENT PRIORITIES	ENGAGEMENT TOOLS
IAP2 PUBLIC PARTICIPATION GOAL	COLLABORATE	CoB and WAPC <ul style="list-style-type: none"> Staff 	<ul style="list-style-type: none"> Project vision, objectives, strategic direction, function and purpose Alignment of cross-organisation priorities and other existing strategies / initiatives Interface with strategic projects – i.e. Belmont IMNS, Springs Rivervale, Belmont Park, Airport Link, planned development adjacent to the site Addressing local area issues – heritage, recreation and development agendas 	<ul style="list-style-type: none"> Workshop – strategic priorities and outcomes: 6 May 2016 Engagement findings presentation and report Regular project team meetings Briefing meetings / coordination meetings as required
	COLLABORATE	CoB <ul style="list-style-type: none"> Council – elected members 	<ul style="list-style-type: none"> Project vision, objectives, strategic direction Interface with Ascot Kilns and Trust Land concept planning Transparency and accountability regarding community engagement 	<ul style="list-style-type: none"> Engagement findings presentation and report Presentation of preferred concept plans – mid July 2016 Officer and project team briefings and updates to Council as required during strategy development, ahead of formal consideration / approvals
	INVOLVE	Landowners / business associations / developers <ul style="list-style-type: none"> Belmont Trust Great Eastern Highway Traders Association WA Turf Club Major landowners Belmont Business Enterprise Centre representatives 	<ul style="list-style-type: none"> Economic, investment and business needs Development and support of local area economies and employment generation – retail / commercial Land use planning and zoning – development potential Improvements to existing infrastructure / new infrastructure Enhancement of social and economic networks Interface management – residential vs commercial / business Parking – on and off street access Transport connections and connectivity Height, density, yield 	<ul style="list-style-type: none"> Business community working session: 26 May 2016 Online engagement - via Bang the Table and Belmont Connect
	CONSULT	Key Project Influencers (State Govt) <ul style="list-style-type: none"> Main Roads Water Corporation State Heritage Office Swan River Trust Department of Transport Other relevant servicing authorities 	<ul style="list-style-type: none"> Project vision, objectives, strategic direction, alignment with State Government Policy – transport, planning, roads etc Regulatory inputs and agency priorities Functional / technical strategies supporting the LSP Management and maintenance 	<ul style="list-style-type: none"> Technical agencies working session: June (TBC) Presentation of concept plans for review Briefings and updates with CoB and project team as required

STAKEHOLDER ENGAGEMENT OVERVIEW

		STAKEHOLDER GROUP	ENGAGEMENT PRIORITIES	ENGAGEMENT TOOLS
IAP2 PUBLIC PARTICIPATION GOAL	INVOLVE	Residents and community interest groups <ul style="list-style-type: none"> • Historical Society • Friends of Ascot Waters • 150 East Unit Landowners • Residents of Ascot Waters • Belmont Community Group • DA 6 Community Reference Group • Ascot Kilns Heritage Reference Group • Ascot Kilns Community Design Group 	<ul style="list-style-type: none"> • Expectations, needs, desires • Retention of existing heritage assets • Site stories and interpretation in the LSP • Current / future, facilities / amenities, uses and activities – gap analysis for the site • Interface with established residential • Transport connections and connectivity • Swan River interface • Interface with Ascot Kilns and Trust Land concept planning • Retail, food & beverage, transport, residential 	<ul style="list-style-type: none"> • Overview of LSP project given at Ascot Kilns engagement session – 7 May 2016 • Resident and community working session: 31 May 2016 • Online engagement - via “Bang the Table” and Belmont Connect • Direct communication with project database as appropriate
	CONSULT	General community stakeholders <ul style="list-style-type: none"> • General Belmont community including local residents, visitors, business 	<ul style="list-style-type: none"> • Local area issues and priorities such as parking, public transport, interface management, infill development etc • Current / future, facilities / amenities, uses and activities – gap analysis for the site • Infrastructure – quality and access • Development and support of local area economies and employment generation – retail / commercial • Health and wellbeing • Support for social and other networks • Recreation, open space 	<ul style="list-style-type: none"> • Online engagement - via “Bang the Table” and Belmont Connect • Local area advertising, direct mail, social media, media relations etc to support engagement and generate interest from the general community

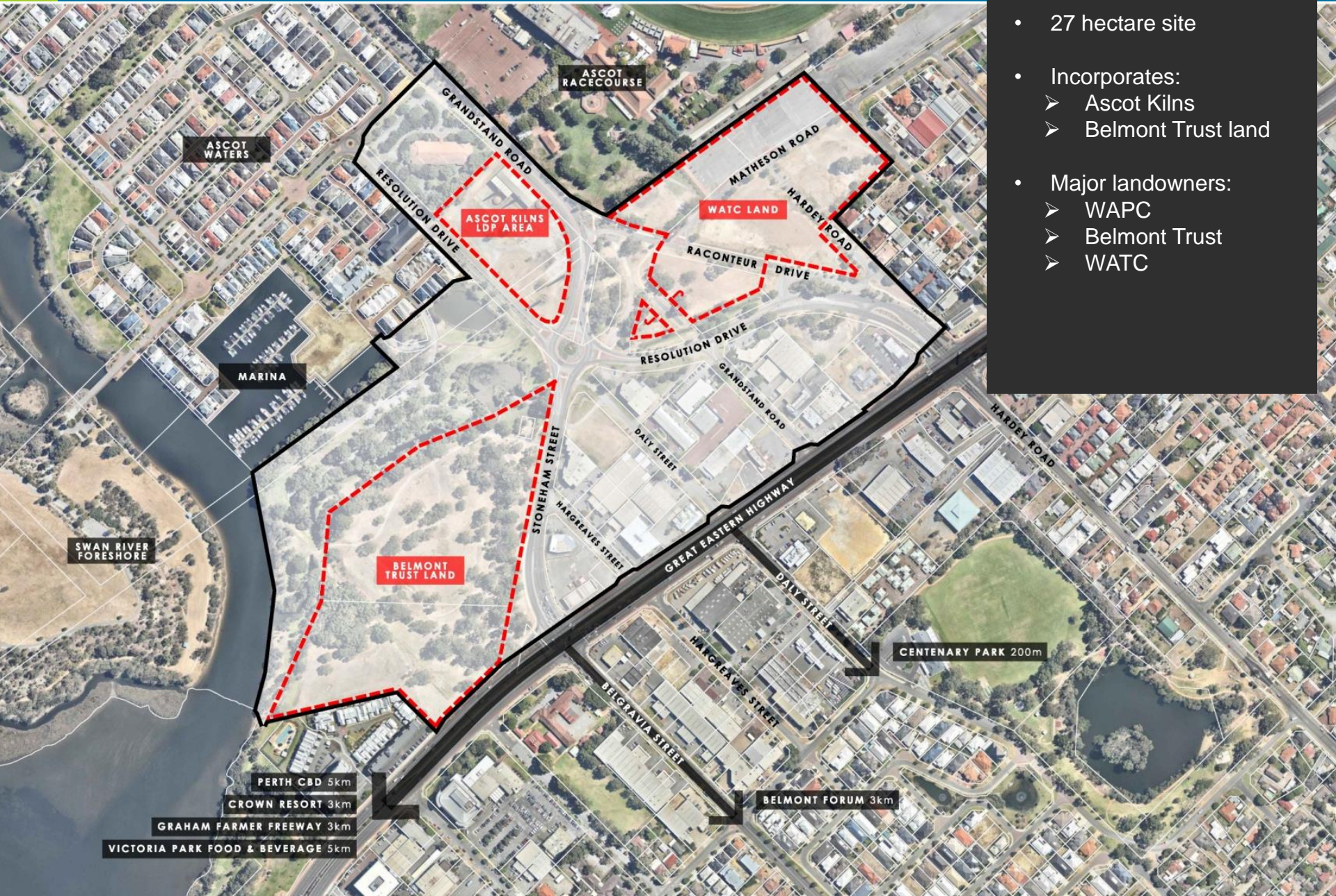
ENGAGEMENT WORKSHOP FINDINGS SUMMARY

Across all three workshops, stakeholders' priority is to see the currently underutilised landholding 'unlocked' for benefit of the local area whilst creating a pedestrian friendly destination precinct which connects people to the river and celebrates open space in an urban context. Leveraging the precinct's existing assets – Ascot Racecourse, marina, heritage listed Kilns, recreational reserve on Belmont Trust Land, Ascot Island and the Swan River is also a high priority, with the view that these currently sit as island sites, underutilised and disconnected from the rest of the precinct and the broader City of Belmont.

Addressing the current disjointed road network and urban form, whilst improving the experience for pedestrians and cyclists was a consistent issue. Great Eastern Highway poses an inevitable challenge for access, but also a major opportunity to creating a sense of arrival for the precinct and achieve amenity uplift through careful planning and public realm design. The proposed realignment of Resolution Drive and downgrading of Stoneham Street (outlined on p11) was acknowledged for its good potential to improve connectivity (in particular to the Belmont Trust Land) and unlock segregated landholdings, however, community stakeholders and residents were particularly concerned about impacts on local traffic as a result of this road reconfiguration – particularly Hardey Road. This will be a critical issue to manage during public consultation.

Workshop participants agreed the precinct requires critical mass of population that will in turn attract investment in amenity and facilities that are lacking within the LSP area. Overall, residential development within the precinct was supported with varying degrees of density and height, however, careful integration with existing residential (stables area, Ascot Waters) is paramount. Business and community workshop participants supported future development and densification of the precinct to attract investment, amenity and retail uses.

Overall, the community's overwhelming priority was the preservation and enhancement of public open space both within the Belmont Trust land and throughout future development. This will need to be given priority during concept development and public consultation, noting an emphasis on the enhancement of active public open space supported by recreation amenity and infrastructure. Closely linked to desired land uses and the creation of destination for the City, internal and business stakeholders identified the need to consider overall 'place' qualities of the precinct and the need for more detailed place planning, design and management noting these important elements are outside the scope of the LSP.



- 27 hectare site
- Incorporates:
 - Ascot Kilns
 - Belmont Trust land
- Major landowners:
 - WAPC
 - Belmont Trust
 - WATC

GOLDEN GATEWAY LSP OPPORTUNITIES AND CONSTRAINTS

Participants across all three workshops were asked to nominate key opportunities and challenges for the LSP in addition to those determined by the project consultant team and are summarised as follows:

STRENGTHS / OPPORTUNITIES EXISTING

1. **Proximity** – CBD, Crown, Graham Farmer Freeway, Victoria Park, Belmont Forum, Swan River
2. North south and east west **connections**
3. **Public transport** access
4. **Amenity** – Ascot Racecourse, Kilns, Marina, Ascot Island, foreshore.
5. Creation of a more legible road network and connections through the site
6. Site densification and **amenity uplift**
7. Character and **history**
8. **Belmont Trust land**
9. Stronger integration of **Ascot Racecourse**
10. **Views** and site lines

ADDITIONAL IDENTIFIED BY CITY OF BELMONT STAFF – WORKSHOP 6 May 2016

1. **Great Eastern Highway:**
 - Creating a sense of arrival for the precinct
 - Amenity uplift along Great Eastern Highway
 - Trust land creates a visual break to the monotony of Great Eastern Highway
 - Connections across Great Eastern Highway (walkways?) – bonuses for developers
2. **Leveraging Swan River, Black Swan Island**
 - Swan River amenity – café, restaurant, function centre etc
 - Site is one of the few landholdings where land is at grade with rivers edge – interaction
 - Black Swan Island – pedestrian connection via a bridge (WAPC owned, City of Belmont managed)
 - Integrated planning and design of Trust land and Black Swan Island
 - Riverfront restaurant on Trust land
 - Water access and ferries
3. **Primary School:**
 - Stoneham Street downgrade creates opportunity for cross of Belgravia and school
 - Primary School amenity from possible road realignment
4. Main drain provides opportunity for living stream on site
5. Adaptable land use

ADDITIONAL IDENTIFIED BY BUSINESS AND COMMUNITY – WORKSHOPS 26, 31 May 2016

1. **Land use, facilities and amenity**
 - Opportunity to deliver amenity to Ascot Waters
 - Opportunity to consider retail / amenity needs at strategic level vs site by site
 - Flexibility of land uses
 - Improve “eyesore” of commercial uses in the precinct – tie in together and create purpose built space for community
 - Relatively blank canvas when it comes to the balance of the site – Kilns & WATC = heritage, Trust = community & recreation
 - Look at development over a long term perspective – 100 years plus
 - Maturing live/work/play philosophy
2. **Garden riverside setting / leveraging site’s natural assets**
 - Opportunity to be the ‘Garden’ in behind GEH development
 - Trust land not currently well utilised – opportunity to bring River & Trust land together; attract people to the area
 - Natural beauty – important to be aware of development pressure on the River
 - Have patches of natural riverine environment that could be a great attraction if done right
 - Look at site in complimentary way from an economic perspective; ways to develop Ec. Plan that supports the vision plan across the site; Trust land vs other holdings
3. **Connectivity**
 - Link to Ascot Raceway
 - Public transport – ferries synchronised with buses as per Brisbane example (or potential for private operators?)
 - Include and improve Matheson Rd access and resolve “privatisation” near equine uses

GOLDEN GATEWAY LSP OPPORTUNITIES AND CONSTRAINTS

CHALLENGES / CONSTRAINTS EXISTING

1. Access and connectivity

- Disjointed networks and urban form
- Pedestrian and cycling amenity / legibility
- Resolution Drive alignment
- Great Eastern Highway interface: pedestrian access, noise, traffic, lack of pedestrian and cycle amenity

2. Lack of amenity – retail, F&B, education etc

3. Fragmented land ownership

4. Complexity of Ascot Kilns and Belmont Trust land planning processes

5. Interface with Ascot Quays and low density stables residential development surrounding Ascot Racecourse

6. Managing heritage implications of Ascot Kilns

ADDITIONAL IDENTIFIED BY CITY OF BELMONT STAFF – WORKSHOP 6 May 2016

1. Land use
 - Balancing short term land uses with ultimate end use when market improves – flexibility will be key
 - Managing short vs long term market interest – development approvals and impacts on land use e.g. service stations
 - Creation of critical mass to support local amenity – market factors (short term land uses – eg basement car parks), transformation of land uses, adaptable ground floor design but will need confidence that critical mass will at some point support use
2. Servicing and infrastructure:
 - Major service infrastructure contained within Grandstand Road and Resolution Drive
 - Trunk mains across Garrett Road Bridge – consider infrastructure northwards
 - Water for public open space – single drain / water source and is at capacity
3. Agency negotiations:
 - Managing short vs long term market interest – development approvals and impacts on land use e.g. service stations
 - Main Roads agenda inconsistent – requires well thought out consultation. Site is a nodal point and gateway / destination. Permeating streets provides ability to attract pedestrians and assist discussion to build a destination
 - Swan River Trust and Water Corporation negotiations
3. Road realignment
 - Strategies to dealing with Stoneham Street downgrade
 - Potential community pushback surrounding Hardey Road traffic load from Resolution Drive realignment

ADDITIONAL IDENTIFIED BY BUSINESS AND COMMUNITY – WORKSHOPS 26, 31 May 2016

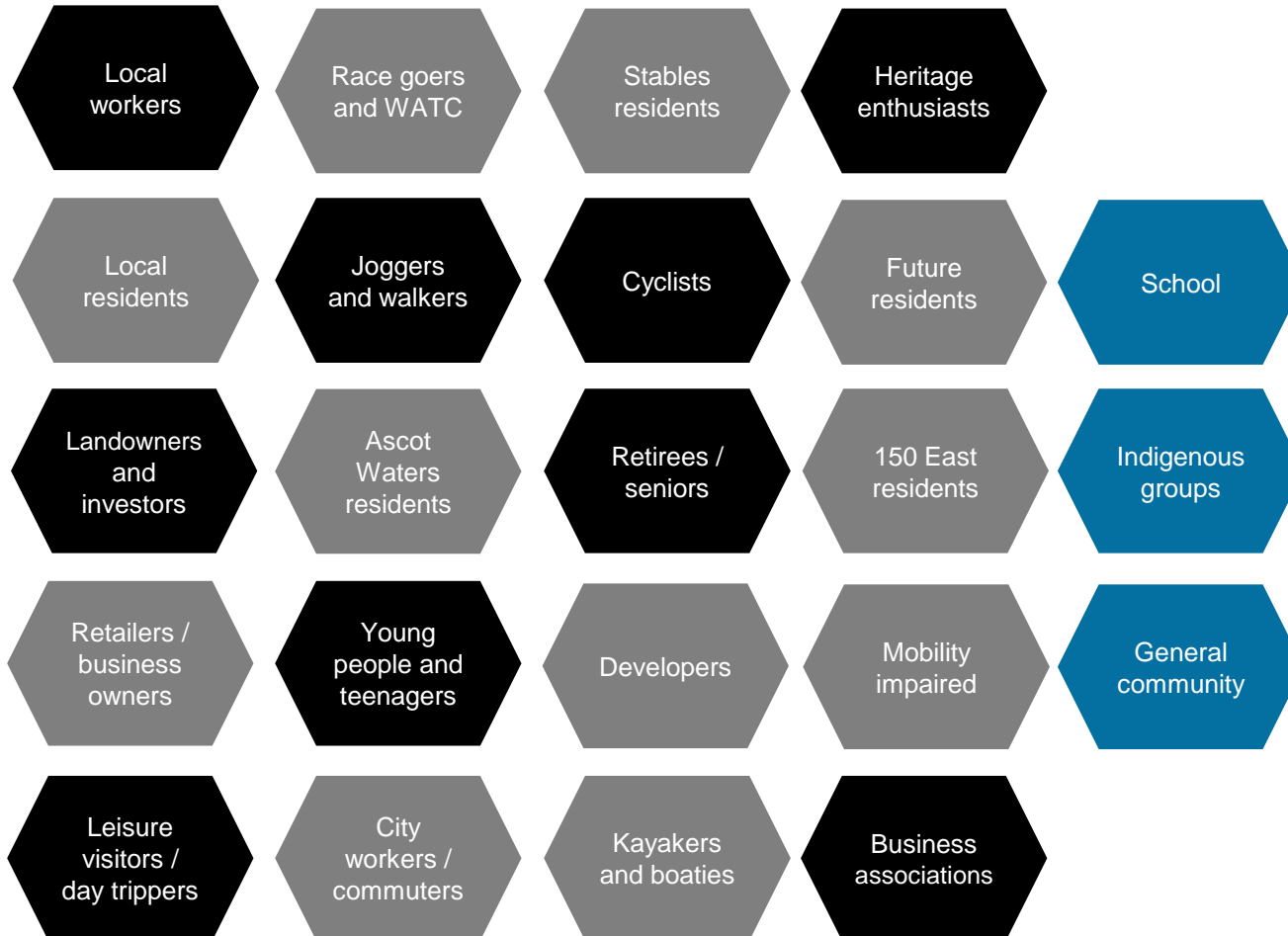
1. Limited public transport services and frequency *** post workshop note - this is deemed to be more of an issue around awareness of service frequency vs actual*
2. Achieving fine balance between any future residential or other development and future demand for public open space and community recreation facilities – footy, cricket, tennis etc to respond to future demand
3. Managing the impact / influence of any other future development areas outside of the precinct
4. Garrat Rd Bridge current and future capacity
5. Funds / capacity to realise potential of Trust land – ability to release the vision
6. Impact of the requirement of the mixed use developments to provide “retail” & “amenity”



User groups analysis

GOLDEN GATEWAY USER GROUP ANALYSIS

Central to the delivery of an engagement approach which focused on identifying and meeting the needs of a diverse community, key user groups were identified during the workshop held with the City of Belmont on 6 May 2016. An analysis of the needs and wants of these user groups was conducted with key findings outlined in the pages that follow. It is important to note that, owing the high level nature of the LSP, some of these will need to be considered during subsequent master planning, precinct planning, place making and management plans for the precinct.



In relation to the LSP, consider:

What will be most important to them? What will they want the LSP to deliver?

Consider:

- Living, working, recreational needs
- Amenity and infrastructure
- Moving around the site
- Things to see and do
- Investment outcomes

GOLDEN GATEWAY USER GROUP NEEDS AND WANTS

LANDOWNERS AND INVESTORS

- Planning certainty
- Flexibility – timing, type of land use
- Place promotion and investment attraction (by City of Belmont) ***
- Value uplift (land values)
- Good accessibility
- Access to amenity and facilities for landowners and workers
- A place / precinct brand – recognisable and desirable location to invest ***
- WATC – income stream, involvement in redevelopment of land
- Indecision on land uses an impediment

RETIRES AND SENIORS

- Meeting places – restaurants, cafes, parkland
- Safe pedestrian environment with leisure and exercise focus
- Places to stop and watch – passer-bys to visit
- Medical facilities
- Multi-functional destination
- Walkable access to Black Swan Island
- Public transport
- Dwelling diversity – apartments, assisted living, age in place opportunities

SURROUNDING RESIDENTS

- Ascot Waters:
 - Parking and through traffic management
 - Ensure crime and safety concerns are addressed
 - Local amenity – milk and bread
- 150 East:
 - Views maintained
 - Public open space – ensure Trust land remains as recreational reserve / open space
 - Reputation and value uplift for the area
- Stables residents
 - Traffic management – no through traffic
 - Access to amenity and activity but not in immediate vicinity
 - Built form interface – ensuring low density housing
 - Public open space – ensure Trust land remains as recreational reserve / open space
 - Acknowledge racing heritage of the area

SURROUNDING RESIDENTS

- All / general:
 - Management of local traffic / increased traffic
 - Access and pedestrian cycling routes
 - Public open space – ensure Trust land remains as recreational reserve / open space

LOCAL WORKERS

- Access and connectivity – public transport, easy road access. Commute price vs time
- Parking
- Diversity of business and employment options
- Amenity:
 - Lunch options – walkable
 - Service amenity – post office, medicare
 - Entertainment, gym, dining
 - Natural amenity

LEISURE VISITORS / DAY TRIPPERS

- Link to the river for recreation
- A focal point for the precinct
- Diversity of uses
- Recreational activity and facilities (canoe, bike hire, outdoor gym equipment, dog fountains) ***
- Food and beverage – somewhere to eat / coffee
- Uses and activities: ***
 - Outdoor cinema / amphitheatre
 - Entertainment for family and groups
 - Playground
 - Camping on Black Swan Island
 - Farmers markets

*** Noted to be beyond scope of the LSP

GOLDEN GATEWAY USER GROUP NEEDS AND WANTS

DEVELOPERS

- Return on investment – maximise potential
- Reputation enhancement – being part of a 'successful' revitalisation
- Developer incentives for delivering quality outcomes
- Council as an enabler
- Certainty and flexibility
- Govt commitment to spending on infrastructure (upfront and pre-funded)
- Place brand and destination offer ***
- Council commitment to place making ***
- Destination facility – function centre or restaurant
- Demonstration project by state or local Govt to create the market ***

FUTURE RESIDENTS

- Connection to open space linking through the site – solve current issues with road network
- Connection to River and across to Black Swan Island – bridge?
- Access to amenity and mixed use (retail, commercial etc)
- Recreational facilities
- Green development – environmental sensitive design
- Better access to public transport
- Improved infrastructure along Great Eastern Highway
- Pop up uses to activate open spaces – markets, car rallies etc ***

BUSINESS OWNERS, RETAILERS / F&B

- Critical mass to support patronage
- Access from Great Eastern Highway and exposure from main roads
- Precinct and place management / activation to support visitation ***
- Clusters (attraction and competition)
- Employee amenity
- Ability to leverage Ascot Racecourse patronage
- Variety of offer to attract a range of user groups (families and groups of different demographics)
- Quality and purpose designed built form to support retailing

NATURE LOVERS

- Connection to River / open space
- Exercise equipment - link via streetscape to useable open space, running track, equipment etc ***
- Water storage in Trust land ***
- Activate Trust land as recreational use
- Marina expansion
- Concerts – floating stage, leverage Swan River ***
- Connection to precinct via water – connect with other Swan River destinations ***

WATC AND RACE GOERS

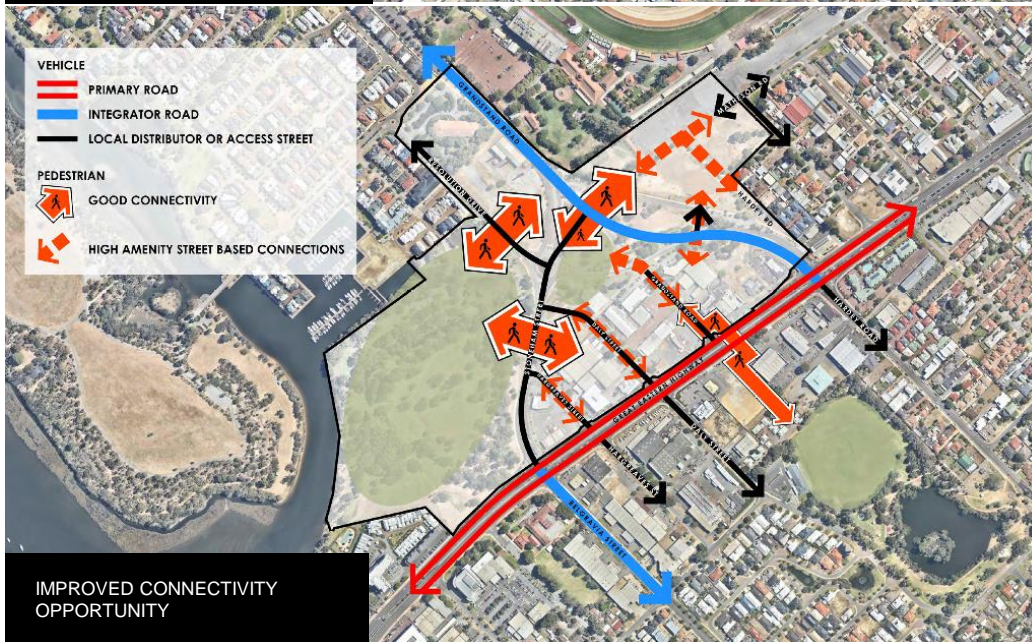
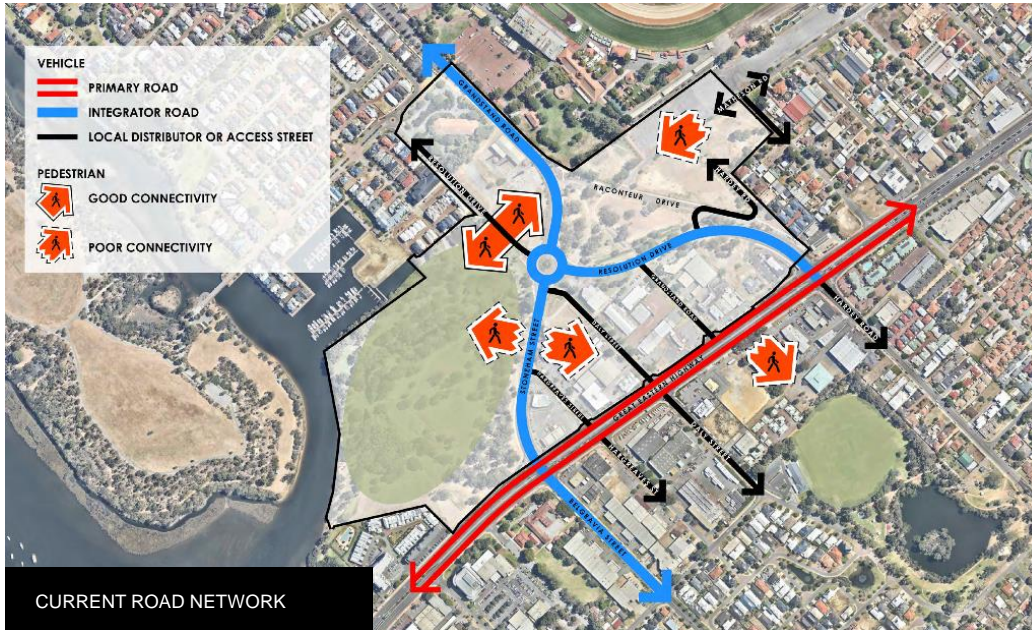
- Parking management – overflow parking to not become an issue
- Development to reflect racing land use
- Maintain visibility and access to the Turf Club
- Maintain landmark feel of the racecourse
- Minimal permeability for vehicles into stables zone
- Attractions and venues for punters to use after big events but also to support minor events – multiple attractions
- Options to build on / leverage existing facilities (kitchen / chefs for functions etc) ***

*** Noted to be beyond scope of the LSP



Access and connectivity

SITE ACCESS AND CONNECTIVITY



One of the critical issues for the LSP is to address the current disjointed road network and urban form as well as pedestrian and cycling amenity and legibility. Great Eastern Highway poses an inevitable challenge from an access perspective (particularly connecting the site with pedestrian population south) but also in relation to non vehicular movement in and around the site.

The proposed realignment of Resolution Drive and downgrading of Stoneham Street provides opportunity to improve connectivity across the site – in particular between Belmont Trust Land and the balance of the site, whilst unlocking currently segregated parcels of land. Impacts on local traffic as a result of this road reconfiguration will need to be considered – particularly in relation to the impact of additional traffic along Hardey Road. A number of consistent issues and priorities were identified across all three workshops as follows with further detail summarised overleaf:

1. Pedestrian and cyclist connectivity to be prioritised with a particular focus on connection with the River and Trust Land.
2. Great Eastern Highway connectivity, amenity, interface and 'linking' the site to the broader City of Belmont population and workforce.
3. Implications of local traffic on Hardey Road from proposed Resolution Drive realignment.
4. Stronger integration of Ascot Racecourse with the remainder of the site to leverage activity.
5. Better access to public transport along Great Eastern Highway.

SITE ACCESS AND CONNECTIVITY

STRATEGIC PRIORITIES CITY OF BELMONT STAFF – WORKSHOP 6 May 2016

Traffic and road network, parking

1. Volume to be maintained in new LSP without impact on local streets
2. Maintain safe and convenient traffic flow
3. Resolve Stoneham Street and Resolution Drive alignment - minimise isolated land parcels
4. Innovation to create new road cross sections incorporating ped and cycle amenity
5. Grandstand Road to Resolution Drive prioritised enabling connection to Trust land, park and river
6. Maintain vehicular flow to Grandstand Road
7. Belmont CBD to Bayswater connection
8. Parking management vs provisions

Pedestrian and cycling amenity

1. Reduce car dominance – improved pedestrian and cycling networks and safety
2. Safe access to and from the precinct
3. Connection to public amenity and open space from development sites
4. Link two sides of Great Eastern Highway

River connections

1. Maintain and create views and access to the river
2. Connect local population and workforce to the river
3. Improve connections between site and Black Swan Island – activation of the island

KEY ISSUES / PRIORITIES BUSINESS AND COMMUNITY – WORKSHOPS 26, 31 May 2016

Road layout and configuration

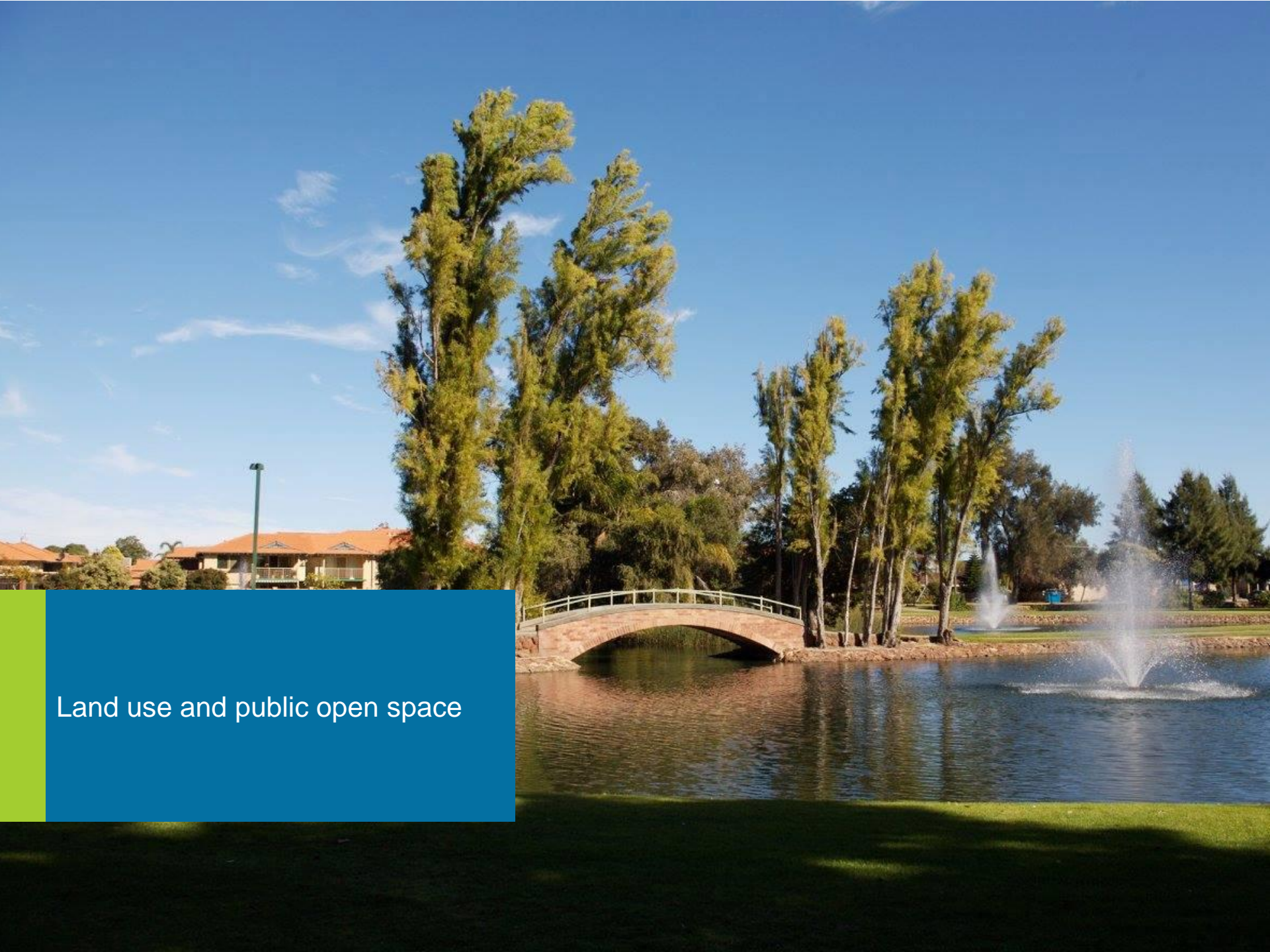
- Mixed views of downgrading Stoneham St – acknowledgement of positive impact on amenity and connections with river, but impact on Hardey Rd will need to be managed including sequencing. Ascot Waters would enjoy Stoneham Street density reduced
- Good opportunity to keep through traffic funnelled along Grandstand
- Future plans need to consider road layout in conjunction with more certainty around future land use
- Move possible Grandstand Rd alignment and use former Raconteur Drive – re-interpret the original site.
- Consideration needs to be given to business area Belgravia St and Belmont business precinct in relation to access, connectivity and traffic volumes
- Matheson Rd vehicle exit point for horse and stables residential area needs to be considered – currently only one way in and out of the precinct
- Alternative suggestions for road reconfiguration: Physical T at Stoneham Street, Change sequence at Hardey Rd. Facilitate access from Belgravia Street

Pedestrian and cyclist connectivity

- Permeability across Great Eastern Highway major issue / priority to be addressed
- Opportunity for quality pedestrian connection between the horse area and parkland / river, encourage resident participation
- Opportunity to connect the river cycleway to Garret Rd Bridge to extend the 'bridges' route
- Dedicated cycling route from Hardey Rd to the River suggested, with wayfinding and signage. Will make land use / café viable near the marina in Ascot Waters
- Retain pedestrian access only around River / Trust land. No roads through Trust land to River.
- Prioritise pedestrian access and connectivity from Kilns to Trust land and across to Ascot Island

Improved connectivity to support amenity uplift

- Movement of people to make F&B viable
- Need to facilitate access from Belgravia St across Great Eastern Highway to River
- Provide better access to recreational areas
- Prioritise better integration and connectivity of Racecourse with remainder of the precinct
- Strong interface and connectivity with Great Eastern Highway to support cafes / restaurant strip
- Ease of access and parking for recreational areas
- A strong narrative for the precinct that will connect it / hook in with main residential south of Great Eastern Highway



Land use and public open space

LAND USE AND PUBLIC OPEN SPACE



Linked to the lack of amenity and infrastructure in the LSP area is the current land use mix which lacks critical population mass to support commercial and retail offerings. Surrounded by established residential of varying densities (including the stables area adjacent to Ascot Racecourse), the careful integration of future development is a key priority for the LSP – particularly for community stakeholders.

City of Belmont determined strategic priorities in relation to planning and land use, amenity and infrastructure and open space during the workshop of 6 May 2016. Closely linked to future desired land use was the need to consider overall destinational qualities of the precinct for future detailed planning, design and place management. Business and community workshop participants supported future development and densification of the precinct to attract investment, amenity and retail uses which are currently lacking.

Overall, residential development within the precinct was supported with varying degrees of density and height, however, the community's overwhelming priority was about the preservation and enhancement of public open space both within the Belmont Trust land and throughout future development. A summary of participant's views on proposed future land use is included on pages 15 - 20.

LAND USE AND PUBLIC OPEN SPACE

STRATEGIC PRIORITIES AND ISSUES CITY OF BELMONT STAFF – WORKSHOP 6 May 2016

Planning and land use

1. Critical mass (residents and workers) to sustain local amenity
2. Promote true mixed use development – built form / density site responsive
3. Ensure land use makes site attractive for residential development
4. Strong nodal development – provision for existing and future community (appropriate use and density)
5. Encourage redevelopment of older individual properties with attractive developments
6. Social inclusion – affordable housing, mix of price points and opened up to adjacent areas

Amenity and infrastructure

1. Community spaces including local amenities including local convenience retail for residents and workers
2. Retail amenity to service hotels and Ascot
3. Landmark infrastructure (what will this be?)
4. Amenity along transport corridors to create a strong sense of place and encourage walking and cycling

Public realm and open space

1. Great Eastern Highway interface, legibility and permeability into LSP
2. Welcoming and permeable feel to invite investigation
3. Creative attractive streetscapes
4. Suitable scale and interface with surrounding development (Ascot Waters and stables area)
5. Purposeful design which connects the site with the Swan River and Trust land
6. Utilisation of Swan River foreshore areas for passive recreation
7. Creation of visual corridor to river with linear open space which is wide enough to create amenity
8. Quality public open spaces that includes water in the design
9. Water for irrigation

Place planning, activation and management

1. Embed fundamentals into design – visitor access and amenity to support commercial viability and attract strong operators to the precinct
2. A fun destination: play, commerce, retail, lifestyle, green oriented
3. Multi functional destination offerings
4. Create vibrancy within the precinct with opportunity for amenity (cafes etc) to support Ascot Racecourse
5. Place branding – an identity for the precinct
6. Place activation – a place for locals to want to congregate
7. Create a range of activities for recreation catering to residents, workers and visitors
8. Embrace heritage through heritage trails etc

KEY ISSUES / PRIORITIES BUSINESS AND COMMUNITY – WORKSHOPS 26, 31 May 2016

- Allow population and density – noting the size of the precinct, need to strike balance with amenity. Mixed views on density amongst key stakeholders. Business and landowners understandably keen for densities to support future retail offerings whilst existing residents and community members keen to minimise height where possible sighting The Springs as an undesirable outcome.
- Integration of new development is a priority – graduate composition and heights with density along Great Eastern Highway
- Future land use should promote self sufficiency – retail, commercial and other uses as well as opportunities for ageing in place
- Business stakeholders keen to see a larger array of retail uses enabled under the current zoning

LAND USE AND PUBLIC OPEN SPACE – COMMUNITY WORKSHOP TABLE 1



LAND USE PRIORITIES

1. Height – Great Eastern Highway
2. Residential East of Stoneham
3. Mixed Use: Commercial, Office, Residential
4. Great Eastern Highway pedestrian crossing / pass
5. Food/Beverage – Kiln site
6. Local Park

CURRENT LAND USE AND PUBLIC OPEN SPACE

Golden Gateway Precinct
A City of Balmatt Project



1: 12/000/0A1
 2: 31 May 2014
 3: 16/008/006A

Taylor Durvall Barnall Town Planning and Design
 187 Brisbane Road, Brisbane, Queensland, Australia 4008
 p: (08) 9062 2911 f: (08) 9382 4566
 e: admin@taylorplanning.com.au

LAND USE AND PUBLIC OPEN SPACE – COMMUNITY WORKSHOP TABLE 2



- LAND USE PRIORITIES**
- Green spaces for all of Perth
 - Cycling links to improve access to the precinct
 - Green spaces linked together – make use of the amenity provided by the River, the trees

T2

LAND USE AND PUBLIC OPEN SPACE – COMMUNITY WORKSHOP TABLE 3



T3

LAND USE AND PUBLIC OPEN SPACE – COMMUNITY WORKSHOP TABLE 4



concerns -> building height. 74

LAND USE AND PUBLIC OPEN SPACE – COMMUNITY WORKSHOP TABLE 5



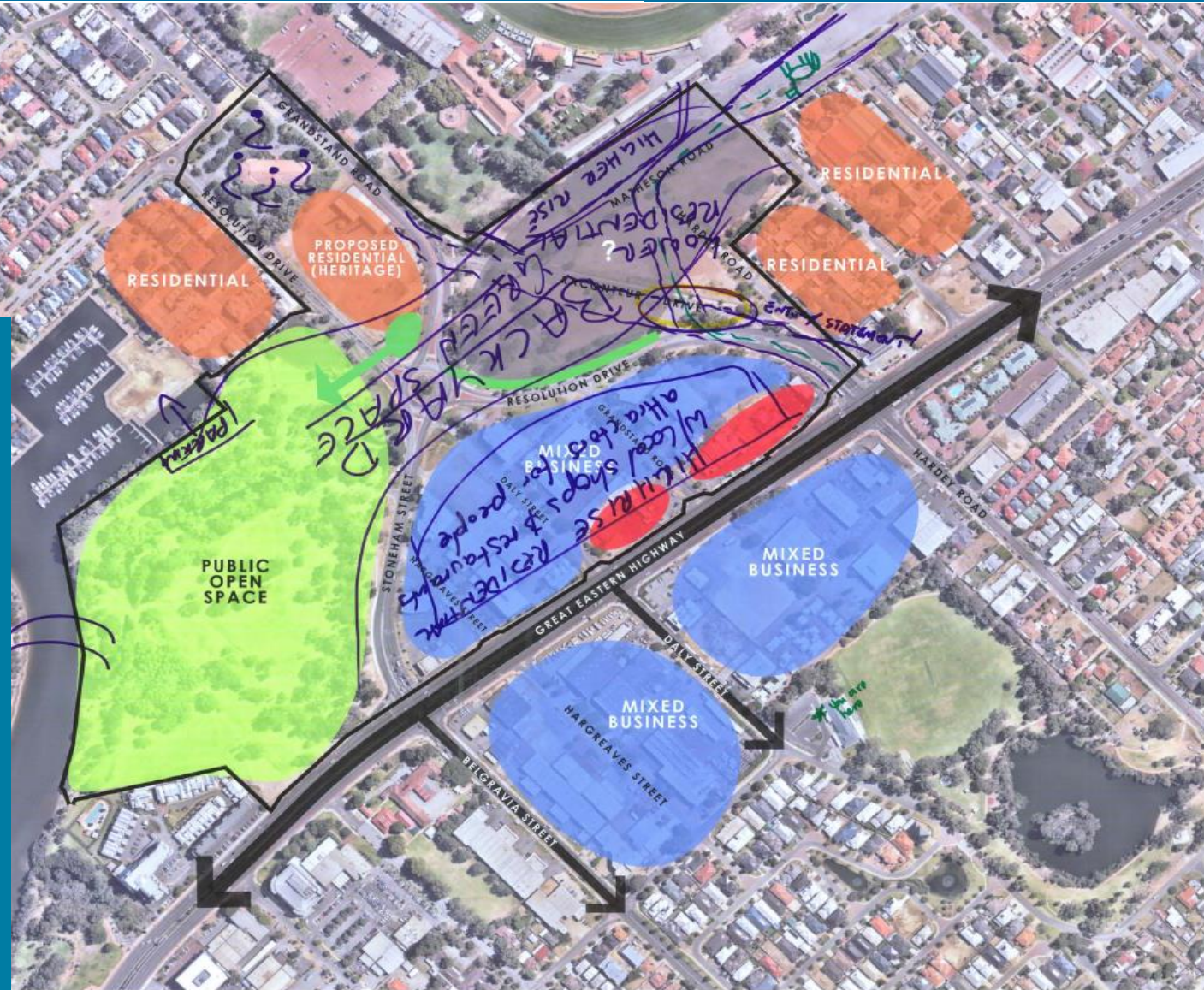
- LAND USE PRIORITIES**
- Protect the sanctuary of nature of the Trust land – less is more – 90% clear
 - Need some more sporting facilities for local residents – land south of Racontuer possible
 - Support for high rise in the Blue Zone – but what do the kids do?
 - Commercial integration of the Kilns

T5

LAND USE AND PUBLIC OPEN SPACE – COMMUNITY WORKSHOP TABLE 6

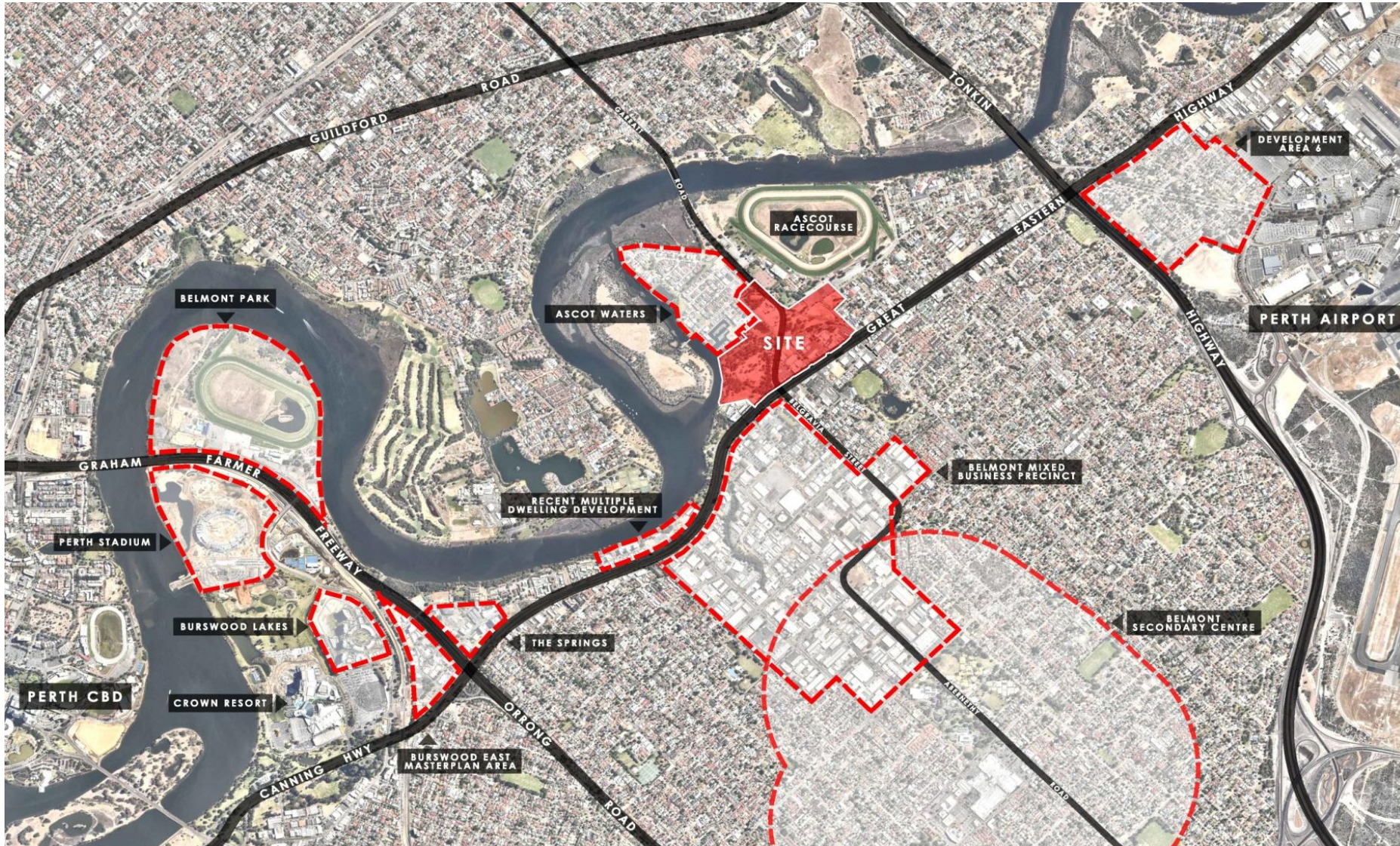
LAND USE PRIORITIES

- Not enough parking in local area due to existing residential development plus additional proposed residential development
- Inadequate local light commercial e.g. supermarkets / bakery / butcher / café / restaurant.
- Podium style development – low high rise residential above light commercial and entertainment, centred in mixed business region, reducing height density on fringes abutting existing residential
- Public transport stops – already identified
- Pedestrian and cycle access north from old Ascot through site to south, access to Trust area and river front – already identified
- WATC HQ – concern over what is likely to replace it

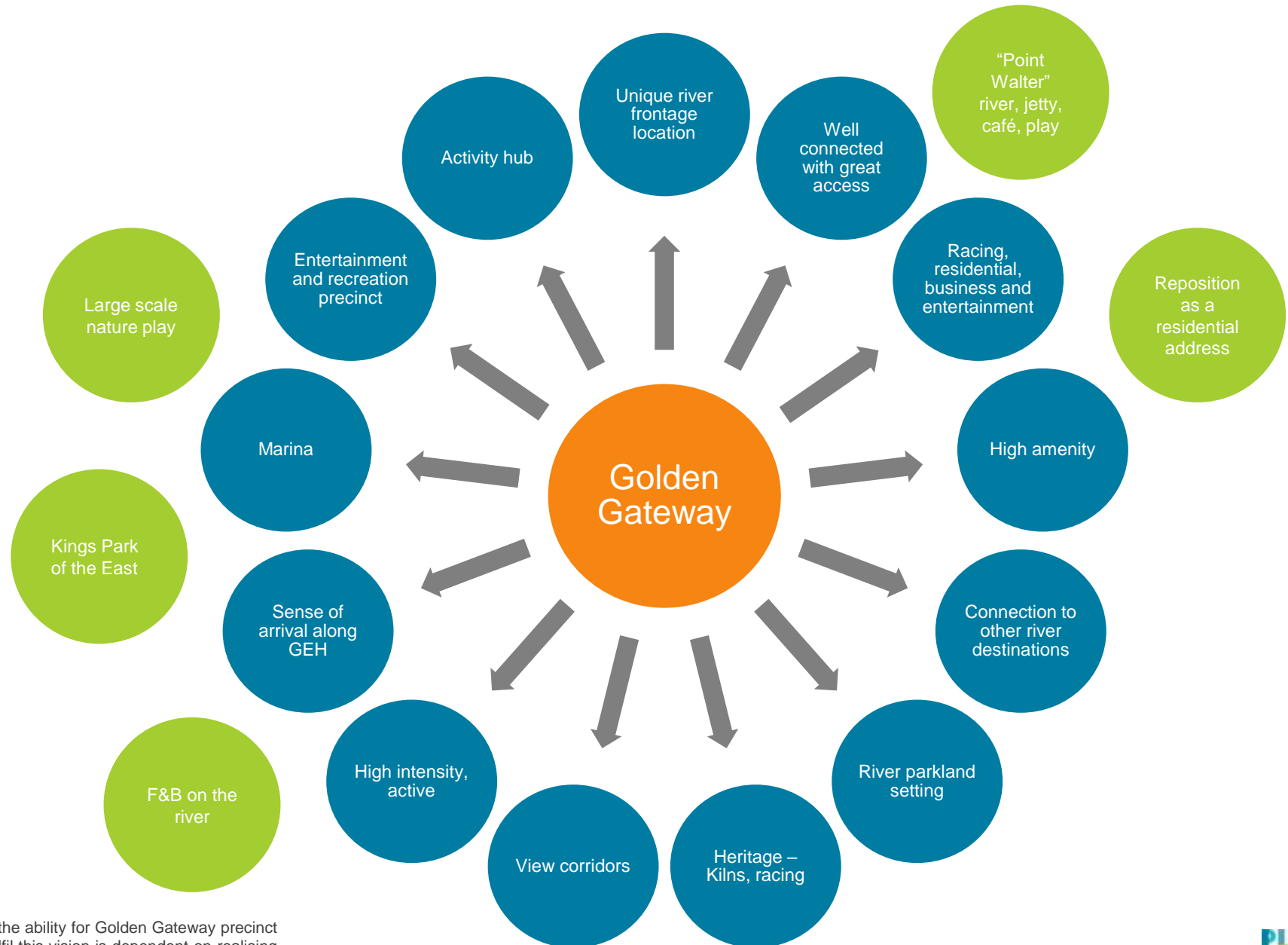


GOLDEN GATEWAY DEFINING ATTRIBUTES

To support planning and design, workshop participants were asked to think holistically about the key defining attributes of the Golden Gateway precinct and its potential 'white space' in the context of Belmont's existing places hierarchy. Leveraging the site's existing natural amenity, connectivity, assets such as Ascot Racecourse and future Kilns redevelopment, stakeholders have defined an opportunity for Golden Gateway to become a major riverfront destination within the City of Belmont – an urban parkland precinct anchored by residential development, with unparalleled access to the Swan River.



GOLDEN GATEWAY DEFINING ATTRIBUTES



NB: the ability for Golden Gateway precinct to fulfil this vision is dependent on realising future plans for Belmont Trust land.



Defining success for Golden Gateway

GOLDEN GATEWAY CRITICAL SUCCESS FACTORS

Analysis of the workshop findings identify several strategic elements critical to success of the Golden Gateway LSP:

1. Achieving critical mass to support amenity uplift
2. Connectivity and site consolidation through realigned road network
3. Great Eastern Highway – amenity, interface, connections, creating a sense of arrival
4. Relationship and integration of the Swan River (Trust land, Black Swan Island)
5. Balancing short vs long term land uses
6. Adopting a destination mind set – flexible planning framework, investment ready, Council as enabler
7. Beyond LSP – place management – branding, activation, place partnerships

LAND USE AND PLANNING

Height and density, facilities and amenity: *Sensitive integration of density with surrounding area with an acknowledgement that height and density is ok if done appropriately and will bring with it sought after amenity for the area.*

Workshop outputs:

- East of Resolution reasonably lower residential with higher along racecourse fence
- Developments to be in context with existing development / residential heights
- Multi-level development with amenity within the precinct to enable self-sufficient living
- Restrict building heights to an acceptable level allowing beautiful views of natural environment
- High rise development not in existing housing areas
- Graded residential development at existing mixed use site
- Step-down in building heights from Great Eastern Highway to meet with public open space
- Limit high rise residential – particularly on northern side of the site
- High rise ok on Highway – even a civic style affair – shops, medical, gym etc
- Adequate parking facilities for all uses
- Shops/business to support residents and encourage use of all areas
- Impact on amenity for residents on South (other) side of Great Eastern Highway

ACCESS AND CONNECTIVITY

Reducing car dominance and site connectivity: *In addition to connections within the LSP area, a key focus is integrating the site with the broader Belmont catchment with priority to address Great Eastern Highway for pedestrians and cyclists. To be truly successful, the precinct must connect existing Belmont community (south of Great Eastern Highway) with future offering at Golden Gateway.*

Workshop outputs:

- Connectivity, pedestrian movement, removal of car dependency
- More walkways linking the River to the Golden Gateway. Fitness and cycling a priority
- More open space and greenery to face Great Eastern Highway
- Pedestrian access to local areas in a safe manner
- Access in & out of West end Matheson
- Pedestrian over/under Great Eastern Highway
- Through-links for cyclists
- Safe & pleasant pedestrian link to horse and residential area
- Mixed business area between Stoneham be linked via open space to Trust land bike paths etc

GOLDEN GATEWAY CRITICAL SUCCESS FACTORS

PUBLIC OPEN SPACE

Retention, preservation and enhancement of open space: *Overwhelmingly, the community's desire is to see enhancement and rejuvenation of public space for future recreation. Across all stakeholder groups, the need to create active, usable open space which is anchored by retail and recreational amenity was critical vs passive, unusable green space.*

Workshop outputs:

- Trust land is kept as public open space and developed accordingly – paths, gardens, trees, seating. Preservation of green areas and enhancement with pedestrian and cycling amenity
- Public amenity in green open space and shops, supermarket, restaurant, bars, activity that encourages participation from surrounding residents and tourists
- Maintain useable public open space that attracts people – “Kings Park” of the River
- Preservation of all greenery - For every tree removed, you need to replace with 2
- Maintain the existing lakes at the public open space. If lakes are polluted work out ways to improve the contamination
- Keeping the open space Trust land as open, natural space
- Public open space is in Trust for us. Clean it up yes but keep it natural – no plastic, no car parks!
- Use of public open space corner Stoneham St & GEH
- Retaining open space, redefining roads without causing more congestion
- Retention of all of the riverside open space for future generations
- Create focus area to enjoy recreation area
- Create hub for community benefit – shops, restaurant, weekend
- Family / child friendly - Natural play areas
- Increase parkland – don't reduce it
- Keep tree canopy
- Create an area with Kilns, racecourse and River that is attractive and has a common thread of fresh outdoor living – all linked.

DESTINATION DEVELOPMENT

Place planning and destination mindset: *Across all workshops it was clear that the statutory planning framework provided by the LSP needs to be supported with more detailed, finer grain planning which incorporates the fundamentals of place planning, investment attraction and place management. Recognition that a planning framework alone will not realise the future potential for the site.*

Workshop outputs:

- Clean, open vibrant community with open, vast welcoming facilities for greater Perth to use
- One of Perth's top destination to visit for a day
- Definition of success: An area that appeals visually to the passing motorists and attracts them to explore the Gateway area