

BELMONT FORESHORE PRECINCT PLAN

May 2018





Above: The foreshore from Cracknell Park's public jetty, characterised by a linear woodland of tall fringing vegetation (UDLA).

Cover: Aerial view of the Swan River's winding path from Ascot peninsula to Perth City (City of Belmont).

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FOREWORD

The purpose of the City of Belmont Foreshore Precinct Plan is to provide the City of Belmont, Department of Biodiversity, Conservation and Attractions, Swan River Trust and Western Australian Planning Commission with a detailed planning tool to guide development and uses within the river setting; and ensure that the landscape values of the river system are conserved or enhanced for present and future generations.

The plan guides the future use and management of the Belmont foreshore and the development interface with the Parks and Recreation reserve.

VISION

Our vision for the river and its setting is that it displays its true worth as a sustaining resource to Aboriginal society over many millennia and as the foundation of European settlement in Western Australia.

We are committed to protecting and enhancing the river by respecting its environmental values, social benefits and cultural significance. We will guide adjacent land use, civic design and development to ensure that the value of the river and its setting to the community is maintained.

- Swan and Canning Rivers Precinct Planning Project - Precinct Plan Handbook

WHAT DOES THIS ENTAIL?

It requires that development respect the benefits and reinforce the setting of the river, its tributaries, floodplains and landscape setting. Wildlife and fringing vegetation should be protected, managed, understood and enjoyed by all.

It promotes a clean and healthy river in a setting where activities, buildings and the natural environment are in harmony with one another and with the river landscape.

It ensures the design of buildings (their form, materials and colours and their settings, trees and plants) are all lasting features of the landscape and combine to set the scene, enhance the visual harmony and confirm our sense of place.

It encourages recreation and tourism opportunities compatible with the natural environment.

It emphasises community involvement and participation in future planning and management of the river and its environs.



Popular foreshore parks Cracknell Park and Adachi Park (Parks and Wildlife)

GUIDING PRINCIPLES

The underlying philosophy of the Guiding Principles for the Swan and Canning rivers is that the river system is a complex and dynamic natural landscape that extends beyond the river channel.

A properly functioning river alters the position of its channels and foreshore, frequently spills over its banks and occasionally occupies its floodplain. The vegetation system within it (reeds), beside it (fringing vegetation) and nearby (bushland, wetlands and enclaves) are all important parts of its ecology.

The river should be understood as this larger natural system of directly related elements. Development beside or near the river should be responsive to each of these elements.

The elements can be broadly classified into four themes as follows:

SOCIAL BENEFITS

- Maintaining the river and its setting as a community resource
- Securing public access to the river
- Maintaining a sense of place
- Providing opportunities for water transport

CULTURAL AND NATURAL HERITAGE

- Conserving the cultural and natural heritage of the river and its setting

ENVIRONMENTAL VALUES

- Protecting the natural environment
- Creating and maintaining foreshore reserves
- Protecting fringing vegetation
- Minimising dredging and channel disturbance
- Rehabilitating the river landscape

DESIGN AND DEVELOPMENT

- Promoting sensitive design and built form to complement the river landscape
- Creating linkages and greenways

Further exploration of each theme is provided in Appendix 3 of the *Swan and Canning Rivers Precinct Planning Project - Precinct Plan Handbook* May 2002 .



The Swan River's fringing vegetation is essential to its iconic character (City of Belmont)

INTRODUCTION

SWAN RIVER MANAGEMENT STRATEGY

In 1988, the Swan River Management Strategy was adopted by the Western Australian Government as an overall framework for the conservation, use and development of the river. One of the principal objectives of the Strategy was to “ensure that land use and development on and adjacent to the river maintains or enhances the quality and amenity of the river environment” and to “balance the competing demands for use and development with the need to conserve and enhance the functional healthy river environment for the enjoyment of the present and future generations”.

The amenity and quality of the river environment is influenced substantially by how we use the river, treat its foreshores and develop land nearby. This, in turn, affects the landscape quality of the river and how much we appreciate and enjoy the river environment. The Strategy addresses this issue by recommending that an overall landscape plan (recommendation 14) and a policy statement (recommendation 26) to guide development on and adjacent to the river and foreshores be prepared.

SWAN RIVER SYSTEM LANDSCAPE DESCRIPTION

In 1997, the Swan River Trust published the Swan River System Landscape Description as the first stage in implementing recommendation 14 of the Swan River Management Strategy. The document identified 23 precincts throughout the Swan-Canning river system and recommended that plans be prepared to guide decision-making in relation to development on and adjacent to the river so as to protect the river landscape.

PRECINCT PLANS

In 2002, the Swan River Trust, in partnership with the Western Australian Planning Commission, published the Swan and Canning Rivers Precinct Planning Project - Precinct Plan Handbook. This handbook outlines the methodology for preparing a Precinct Plan for each of the precincts within the Swan Canning Riverpark.

While the Swan River System Landscape Description and Precinct Plan Handbook both identify the need for 23 separate Precinct Plans, over time it has become apparent that preparing Precinct Plans based on local government authority administration boundaries is a more pragmatic approach. Hence this Precinct Plan for the City of Belmont represents one of the first of a number of plans to be developed around the Swan Canning Riverpark.

CITY OF BELMONT PRECINCT

The purpose of this plan is to :

- Provide the City of Belmont, Department of Biodiversity, Conservation and Attractions, Swan River Trust and Western Australian Planning Commission with a detailed planning tool to guide development and uses within the river setting; and
- Ensure that the landscape values of the river system are conserved or enhanced for present and future generations.

The plan guides the future use and management of the Belmont foreshore and the development interface with the Parks and Recreation reserve.



View to Cracknell Park from the river with The Springs redevelopment area beyond (UDLA)

PRECINCT AREA

The precinct area encompasses the whole river front within the City of Belmont from the Graham Farmer Freeway to Ivy Street. It includes all land within the Swan Canning Development Control Area and land abutting or considered to be affecting the Development Control Area (Figure 1).

RELATIONSHIP TO SWAN CANNING DEVELOPMENT CONTROL AREA

Large parts of this precinct fall within the Swan Canning Development Control Area and includes land reserved for Regional Parks and Recreation under the Metropolitan Region Scheme. The precinct involves jurisdictions and statutory responsibilities of the City of Belmont, Department of Biodiversity, Conservation and Attractions, Swan River Trust and Western Australian Planning Commission.

METHODOLOGY

REVIEW OF RELEVANT DOCUMENTS

In preparing this Precinct Plan an overview of various documents, including relevant legislation, local government town planning schemes, state and local government planning policies and guidelines, environmental management plans and strategic planning studies, has been undertaken. These are listed in Appendix 1 (page 29).

The Swan-Canning river system has been the subject of numerous studies and investigations over the years. This Precinct Plan has been prepared having due regard to the key recommendations of the most pertinent and recent of these, including:

- Swan River Management Strategy, 1988
- Swan River Landscape Description, 1997
- Swan and Canning Rivers Foreshore Assessment and Management Strategy, 2008
- Swan Canning Rivers Trails Master Plan, 2013
- Swan Canning River Protection Strategy, 2015
- Land and Waterway Use Plan (Draft)

In 2017, a minor review of the Precinct Plan was undertaken to ensure that it remained current and accurately reflected the on-ground scenario.

PRECINCT DESCRIPTION/ VISUAL LANDSCAPE CHARACTER ASSESSMENT

The methodology used in preparing this Precinct Plan involved a comprehensive description and assessment of the landscape character of the precinct, generally following the approach used in the Swan River System Landscape Description, covering: built form, land use, vegetation and topography, movement and access, and water use. It was subsequently refined to take into account Visual Landscape Planning in Western Australia: A manual for evaluation, assessment, siting and design prepared by the former Department for Planning and Infrastructure (now Department of Planning).

The methodology entailed identification of existing conditions, defining community objectives, identifying constraints and opportunities in association with community values and developing an agreed strategy to achieve those objectives, including recommended actions, time frames and allocation of responsibilities.



The Swan River has played a major recreational role in the lives of generations of Western Australians (City of Belmont)

COMMUNITY AND OTHER STAKEHOLDER CONSULTATION

In preparing this plan, input from a wide range of community, business and government groups and individuals was required to ensure that key issues were addressed and various options to resolve issues were canvassed. This was achieved through the establishment of, and engagement with, a Community Reference Group (CRG). The CRG provided an insight into local concerns and aspirations at key milestones during the project.

In particular the CRG:

- Advised the agencies on what issues were important to the community in the preparation of the plan;
- Generated community interest in the project and supported its objectives;
- Disseminated information to members of their stakeholder/ interest group during the course of the project; and
- Verified local information and provided comment on the project's findings for the agencies' consideration at each step of the process.

The CRG included the following members:

- Councillor Steve Wolff – City of Belmont (Chair)
- Councillor Margie Bass – City of Belmont

and one representative from each of the following groups:

- Ascot Kayak Club
- Belmont Bicycle User Group
- Belmont Business Advisory Group
- Belmont Forum
- Eastern Metropolitan Regional Council
- Perth Racing

During the preparation of this Precinct Plan, the CRG met a number of times, which enabled the community to contribute directly into planning outcomes for the precinct. One of the CRG meetings took place on board a vessel on the river, which gave participants a different perspective of the study area and enabled the foreshore to be viewed as a continuous landscape, which cannot be readily achieved from the land.

Key issues of interest to the CRG raised during the process included:

- Accessibility and tourism
- Economic development opportunities
- Public art foreshore trail
- Heritage
- Priority areas for infrastructure, facilities and development
- Greenways/ conservation areas
- Beautifying and looking after the river/ foreshore
- Ascot Waters bird sanctuary status
- Size of Parks and Recreation Reservations

PUBLIC ADVERTISING AND CONSULTATION

The draft Precinct Plan was advertised for public comment for four weeks, from 17 April – 14 May 2014. In total, 14 submissions were received. Eight were from residents and six were from agencies – Town of Victoria Park, Department of Aboriginal Affairs, Department of Transport – Coastal Infrastructure, Department of Transport – Integrated Transport Planning, Department of Water and Main Roads WA. The plan has been modified to reflect these submissions and incorporate comments and suggestions where possible. A number of submissions were operational in nature and outside the scope of the Precinct Plan. The City of Belmont responded directly to



View to Hill 60 from the river showing introduced bamboo fringing the river (UDLA)

DEVELOPMENT CONTROL

In general terms, the statutory arrangements for development control within the area covered by the City of Belmont Foreshore Precinct Plan is as follows:

Where development is proposed on land (i.e. on a lot) or in waters that are wholly in the Swan Canning Development Control Area (DCA), the Department of Biodiversity, Conservation and Attractions is the primary assessing authority under Part 5 of the Swan and Canning Rivers Management Act 2006. Biodiversity, Conservation and Attractions makes a recommendation to the Minister for Environment, who makes the final determination on the application. Biodiversity, Conservation and Attractions consults the City of Belmont, other State Government agencies and the public before making its recommendation to the Minister. Figure 1 represents the extent of the Swan Canning Development Control Area.

Applications for development on land abutting waters within the DCA or on land partly within the DCA are assessed under Clause 30A(2)a of the Metropolitan Region Scheme. The Western Australian Planning Commission determines these applications on the advice of Biodiversity, Conservation and Attractions, on behalf of the Swan River Trust, and the City of Belmont.

Proposed developments located on land that abuts other land in the DCA, or that are likely to affect waters in the DCA, are subject to Clause 30A(2)b of the Metropolitan Region Scheme. Biodiversity, Conservation and Attractions, on behalf of the Swan River Trust, provides advice on this type of development application to the City of Belmont (who act under delegated authority from the WAPC).

Applications for development on other land within the City of Belmont Foreshore Precinct Plan area are lodged with and determined directly by the

City of Belmont, who may consult with other State Government agencies as necessary.

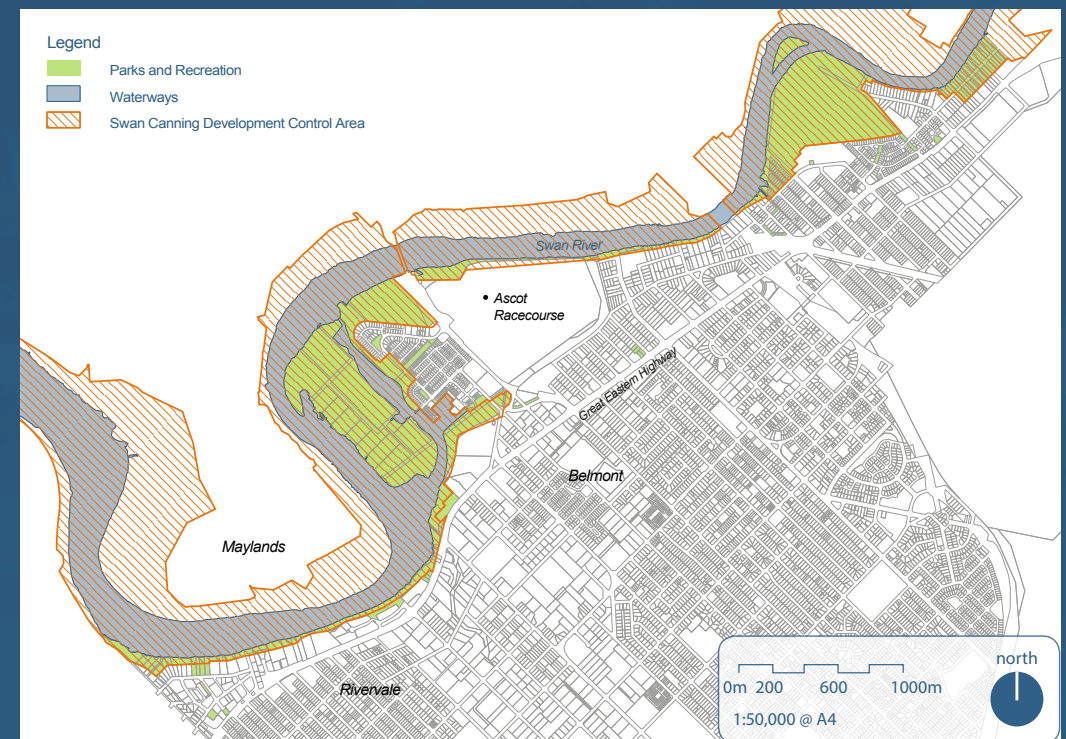


Figure 1: Swan Canning Development Control Area within the City of Belmont

PRECINCT DESCRIPTION

The City of Belmont is located within the area covered by Precincts 8 and 9 of the Swan River System Landscape Description.

Precinct 8 covers Burswood Island to Maylands Peninsula (Causeway Bridge to Bath Street Reserve) and therefore relates to the eastern most third of the Belmont Precinct Plan.

"The Swan River takes the form of broad, graceful regular meanders upstream of Heirisson Island to Maylands Peninsula. The wide channel seasonally inundates the remaining flat alluvial sediments, such as Maylands Peninsula. The landform is particularly attractive as it highlights the river meander bends with the flat peninsulas nesting into steeply sloping escarpments of the opposite banks."

The remainder of the Belmont Precinct Plan is included in Precinct 9, which covers Ascot to the Helena River confluence.

"The Swan River takes an irregularly meandering form with sections of straight channel in this section. The Ascot Peninsula forms an attractive water body with several fingers of land extending into the river channel."

To assist in the preparation of this Precinct Plan, a substantial amount of background information was collated and used to inform the plan, relating to both the area's existing description and character, and the future strategy and direction for the Belmont foreshore. This background information broadly related to the guiding principles that included social benefits, environmental values, cultural and natural heritage and design and development. Included below are some examples of the type of background mapping that was prepared to contribute to this process.

The following pages display some of the spatial information that has informed this study and its recommendations.

Figure 2: Heritage and Culture

Many heritage sites occur along this area of the river. Extensive Aboriginal heritage sites are present as is typical with water bodies, and specific points of European heritage also exist as displayed in figure 2.

Figure 3: Precinct Land use

The land use and zoning of land within and adjacent to the foreshore boundary has a strong influence on the Precinct Plan. The typical land use fringing the river is parks and recreation with residential or commercial zones behind this linear section of parks and recreation. Figure 3 displays the land use within the precinct boundary.









Figure 4: Precinct Path Network

High public amenity along the river relies on a strong network of dual use paths stretching the length of Belmont's foreshore and through to its neighbouring local councils the Town of Victoria Park and City of Swan and via crossings at Garratt Road and Redcliffe Bridge to Bayswater and Bassendean. The existing network was studied to inform planning as displayed in figure 4. Three key areas of disconnection were identified:

- Hardey Park
- Ascot Foreshore
- Garvey Park East

Long term there is a goal of connecting these areas along the foreshore. Due to the challenges this involves the interim measures of improving conditions and way finding along detour routes is recommended, as detailed in the sub-precinct recommendation section.

Legend

-  Aboriginal Heritage Site (Mythological, Ceremonial, Repository/ Cache, Man-made structure, Fish Trap, Burial, Skeletal material, Quarry, Historical, Artefacts/ Scatter)
-  Aboriginal Heritage Site (Artefacts/ Scatter)
-  European Heritage Site (Permanent Register)
-  Hill 60 (1920)
-  Garratt Road Bridge (1935)
-  Nulsen Haven (1904)
-  Tampina (1904)
-  Existing Public Art
-  Proposed Public Art

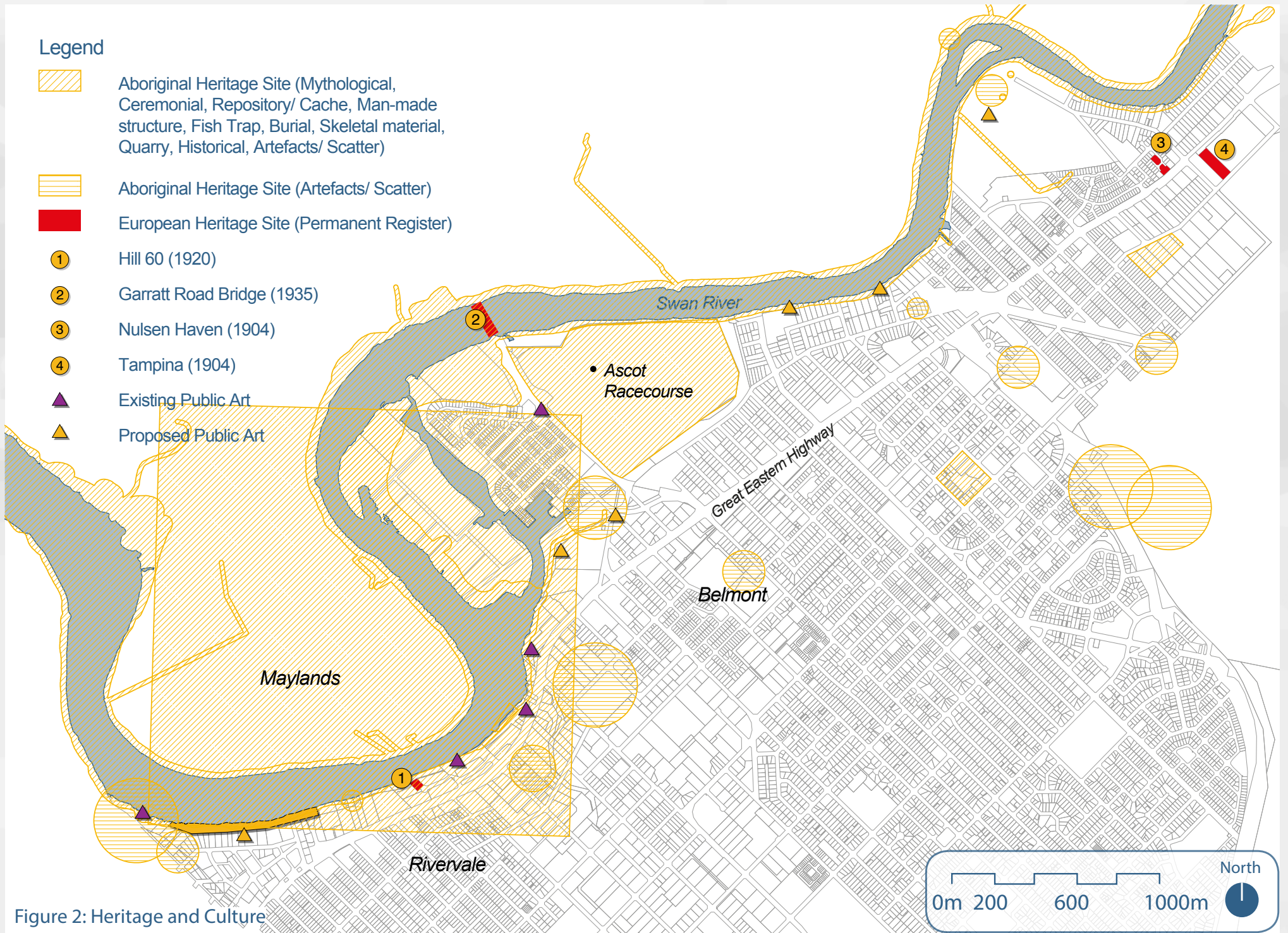


Figure 2: Heritage and Culture

Legend

Metropolitan Region Scheme Reserves

- Parks and Recreation
- Waterways

City of Belmont LPS No 15 Zones/Reserves

- Parks and Recreation
- Residential
- Residential and Stables*
- Mixed Use
- Place of Public Assembly
- Special Development Precinct
- R-Codes

*Provisions relating to 'Residential and Stables Zone' outlined in clause 5.9 of Local Planning Scheme No. 15, including details on minimum lot size requirements.

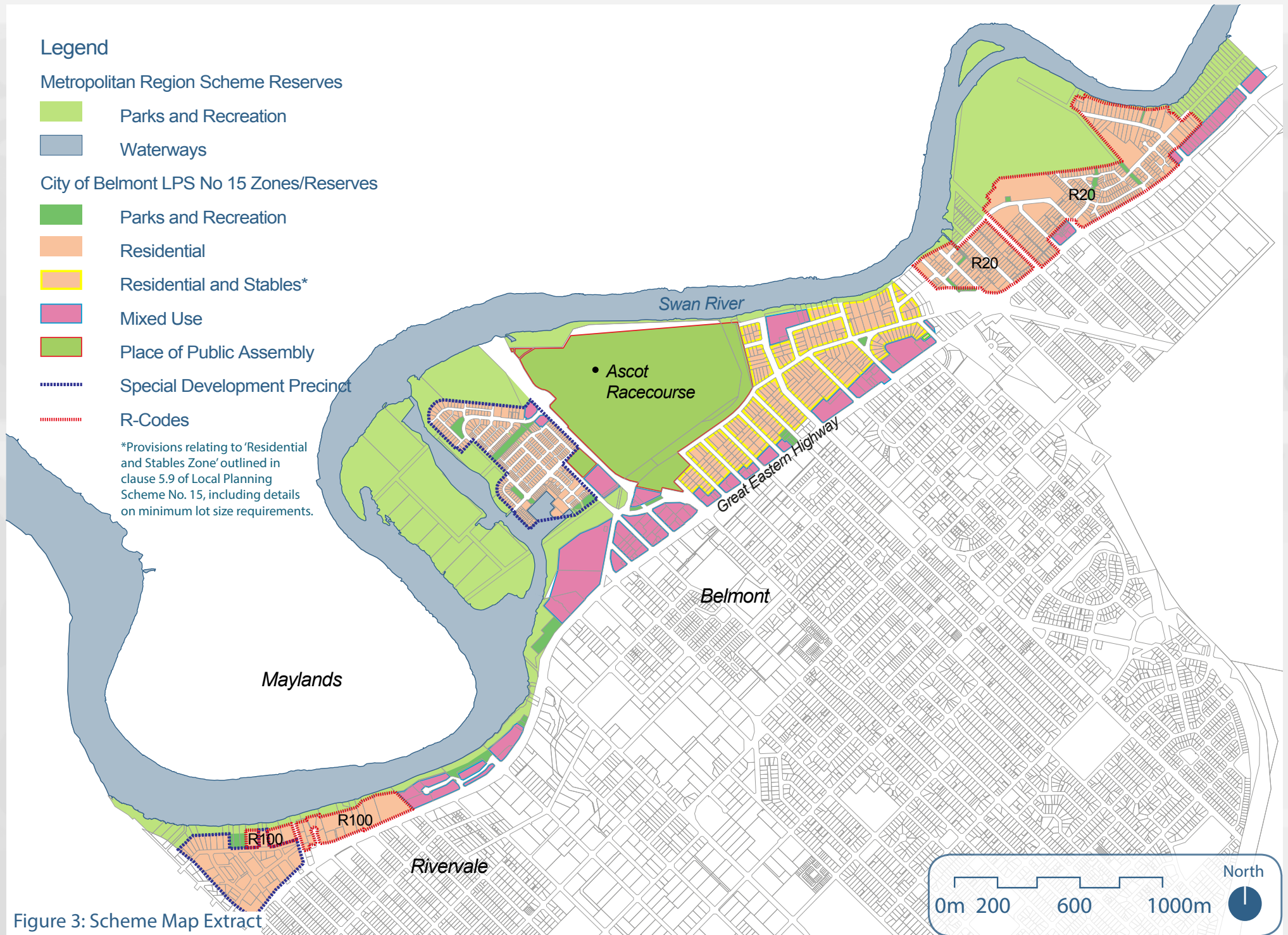


Figure 3: Scheme Map Extract

Legend

- Parks and Recreation
- Waterways
- Other Existing Pathways
- Swan River Recreational Route
- Commuter Route
- Required Foreshore Detour
- River Crossings

Swan River Recreation Route -
 Areas of poor connection:
 1- Ascot Kilns to Garratt Road Bridge
 2- Epsom Avenue to Ford Street
 3- Garvey Park East

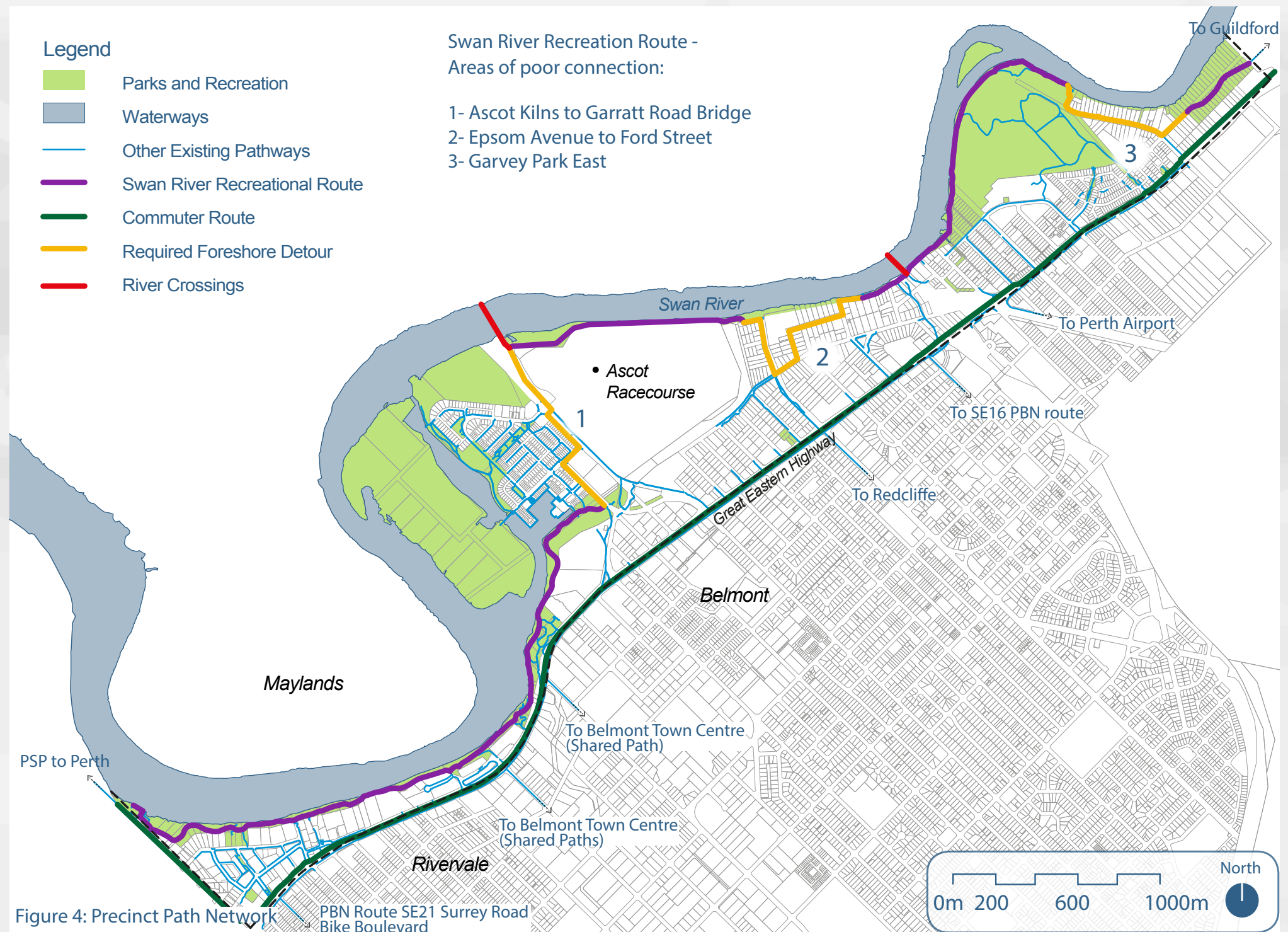


Figure 4: Precinct Path Network PBN Route SE21 Surrey Road Bike Boulevard

EXISTING LANDSCAPE CHARACTER

The majority of the foreshore in the City of Belmont has a naturalistic character of riparian woodlands, sedge dominated wetlands and parkland. These landscape characters combine to create a strong unified landscape character representative of the natural heritage of the river.

Residential land use in the vicinity of the foreshore includes high density apartments, low density suburbs, a marina estate, and two sections of foreshore with residential properties that extend to the river's edge.

The other land use influential to the landscape character of the river is the Ascot Racecourse with a distinctively open and visually sparse character as required by racecourses.

To allow comprehension of the precincts landscape character it has been divided into landscape character units. These units have been created based on landuse, typology, functionality and visual landscape characteristics.

The precinct has been divided into the following seven broad landscape character units:

- 1 - High Density Residential
- 2 - Woodland
- 3 - Parkland
- 4 - Wetland
- 5 - Marina Residential Estate
- 6 - Ascot Racecourse
- 7 - Private Foreshore

The location of these landscape character units are represented in figures 5 and 6.



- 1 High Density Residential
The current high density residential land use in this area will be expanded with the The Springs Development precinct currently in construction.
- 2 Woodland
A linear band of tall riparian vegetation dominated by *Eucalyptus rudis* creates a distinct “naturalistic” character to this area of the foreshore.
- 3 Parkland
Expansive areas of parkland characterised by open lawns surrounding large individual trees (typically *E. rudis*), a thin band of reeds constitutes the majority of the interface between river and parkland.
- 4 Wetland
Low lying areas of reed beds and other vegetation that experience seasonal or permanent inundation. These wetlands are prominent, natural elements and provide many vital ecological functions.
- 5 Marina Estate
Ascot Waters is a residential estate with contemporary medium to high density buildings in very close proximity to the waterway.



Figure 5: Landscape character units Area A



The river and its foreshore is the City of Belmont's key public amenity and provides respite, relaxation and recreation to residents and visitors (UDLA).

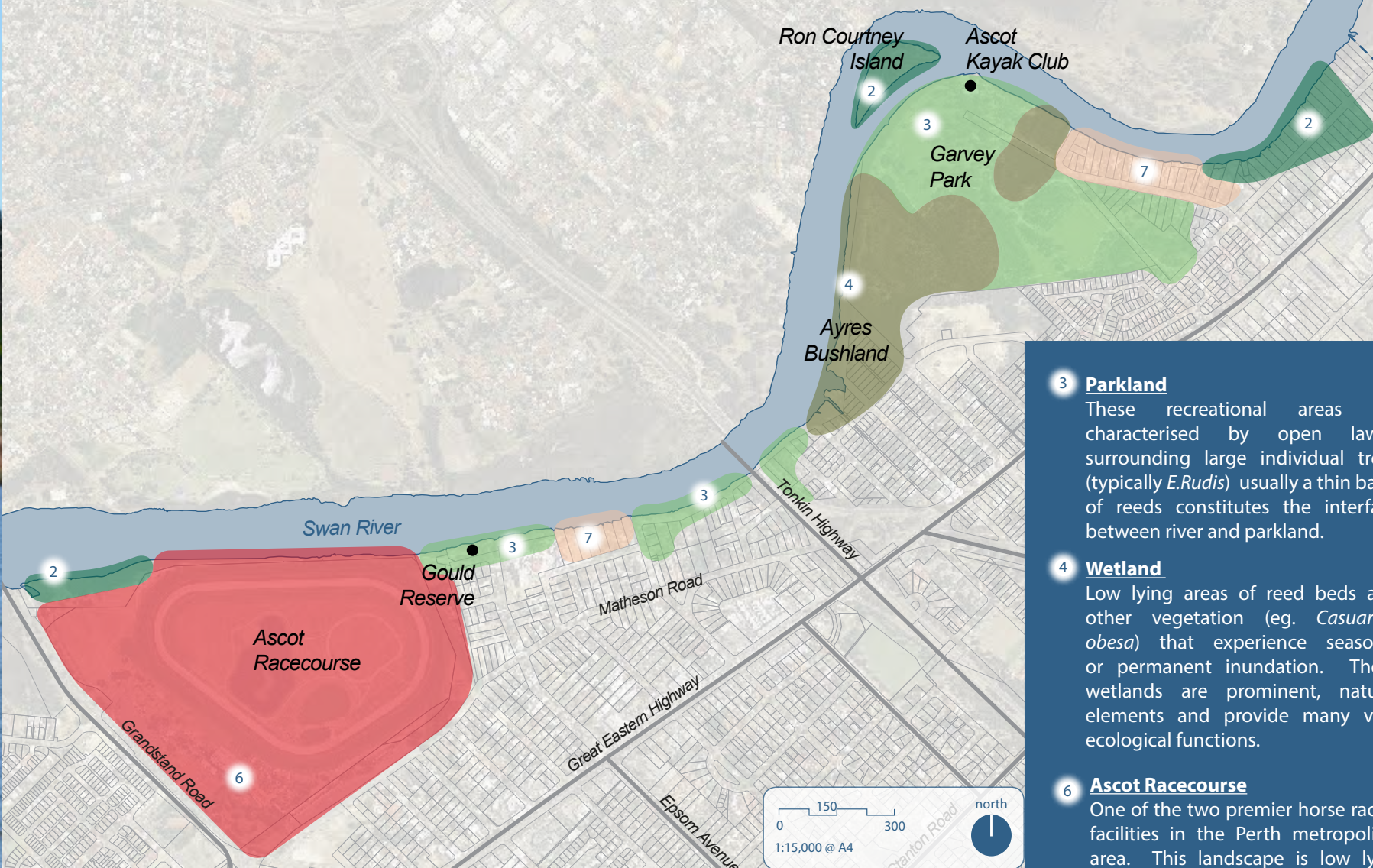


Figure 6: Landscape character units Area B

2 Woodland

Areas dominated by tall local riparian tree species creating partial canopy cover.



3 Parkland

These recreational areas are characterised by open lawns surrounding large individual trees (typically *E.Rudis*) usually a thin band of reeds constitutes the interface between river and parkland.



4 Wetland

Low lying areas of reed beds and other vegetation (eg. *Casuarina obesa*) that experience seasonal or permanent inundation. These wetlands are prominent, natural elements and provide many vital ecological functions.



6 Ascot Racecourse

One of the two premier horse racing facilities in the Perth metropolitan area. This landscape is low lying and expansive with towers and grandstands the prominent features.



7 Private Foreshore

In two areas along the Belmont foreshore a single row of large residential properties fronts directly onto the river's edge. Some have private jetties and a large variation of foreshore edge conditions and styles exists.



PRECINCT STRATEGY

SOCIAL BENEFITS

The foreshore reserve for the majority of the precinct is accessible, naturalistic, and provides for passive and active recreation. The requirement for the social benefits of this reserve are heightened by the intensity of the urban environment surrounding the foreshore. The planned increase in high density residential apartments associated with The Springs Development will draw more residents to the foreshore and, as apartment dwellers, will place increased demand on the foreshore amenity. This should be accounted for through the continued preservation and enhancement of the foreshore reserve as the key public amenity and public asset in the City of Belmont.

ENVIRONMENTAL VALUES

Maintaining and increasing the density of the fringing vegetation whilst allowing public recreational use is the key challenge of foreshore management. Erosion prevention measures will continue to be an ongoing requirement and where possible, vegetation should be included in these works to increase local fringing vegetation.

Areas of remnant fringing vegetation and wetlands require protection from development as the ecological function they provide is vital to the health of the river. Restoration of fringing vegetation in degraded areas is required to enhance the benefits such vegetation provides, and to improve the ecological health and natural heritage of the river.

CULTURAL AND NATURAL HERITAGE

The cultural and natural heritage of the precinct requires continued protection and enhancement to maintain the value of the river. To ensure the continued presence of the characteristic fringing vegetation, succession planting is needed as natural succession is reduced due to the modified environments and reduced distribution of local vegetation (strategy also aligns with environmental value theme).

Development near the foreshore should be sympathetic to the natural heritage and landscape character of the river and foreshore environments and should not detract from this heritage.

Sites of cultural heritage create interest and draw visitors, enriching the foreshore experience. Interpretation of such sites and access to them should be enhanced and can contribute to the value of the river and its foreshore.

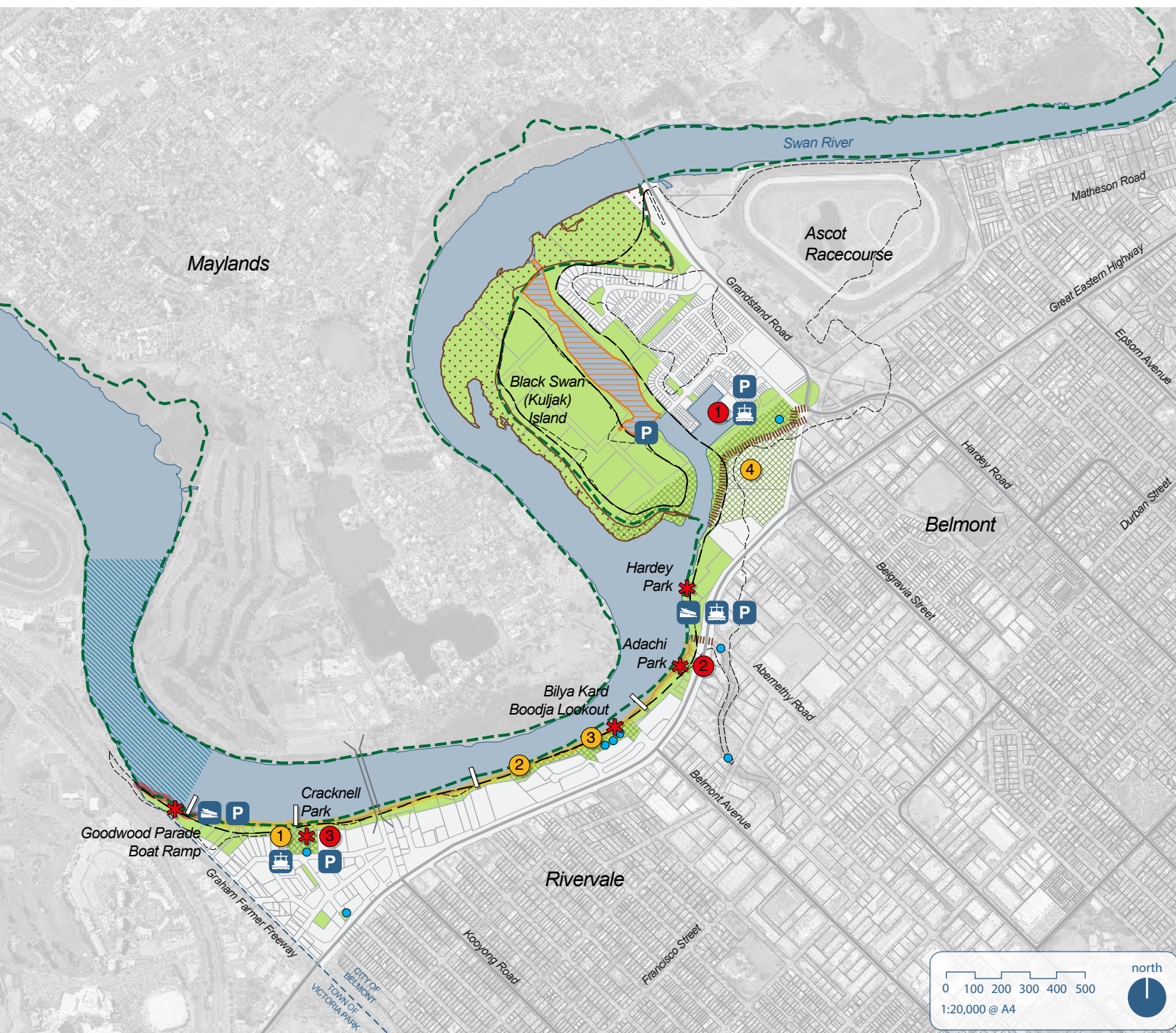
DESIGN AND DEVELOPMENT

Development on and near the river should contribute to improving its value as a key public amenity. To achieve this development must complement the existing natural and cultural heritage of the river.

The river is of high value to the City of Belmont and attempts should continue to showcase the river and foreshore environment and allow it a strong and continual presence.

Development should allow greater interaction with and enjoyment of river and wetland environments. Boardwalks, public jetties, path networks and usable, comfortable, engaging foreshore spaces can all improve the river experience and therefore its value.

Figures 7 and 8 represent a summary of the overall strategy direction of the precinct.



Legend

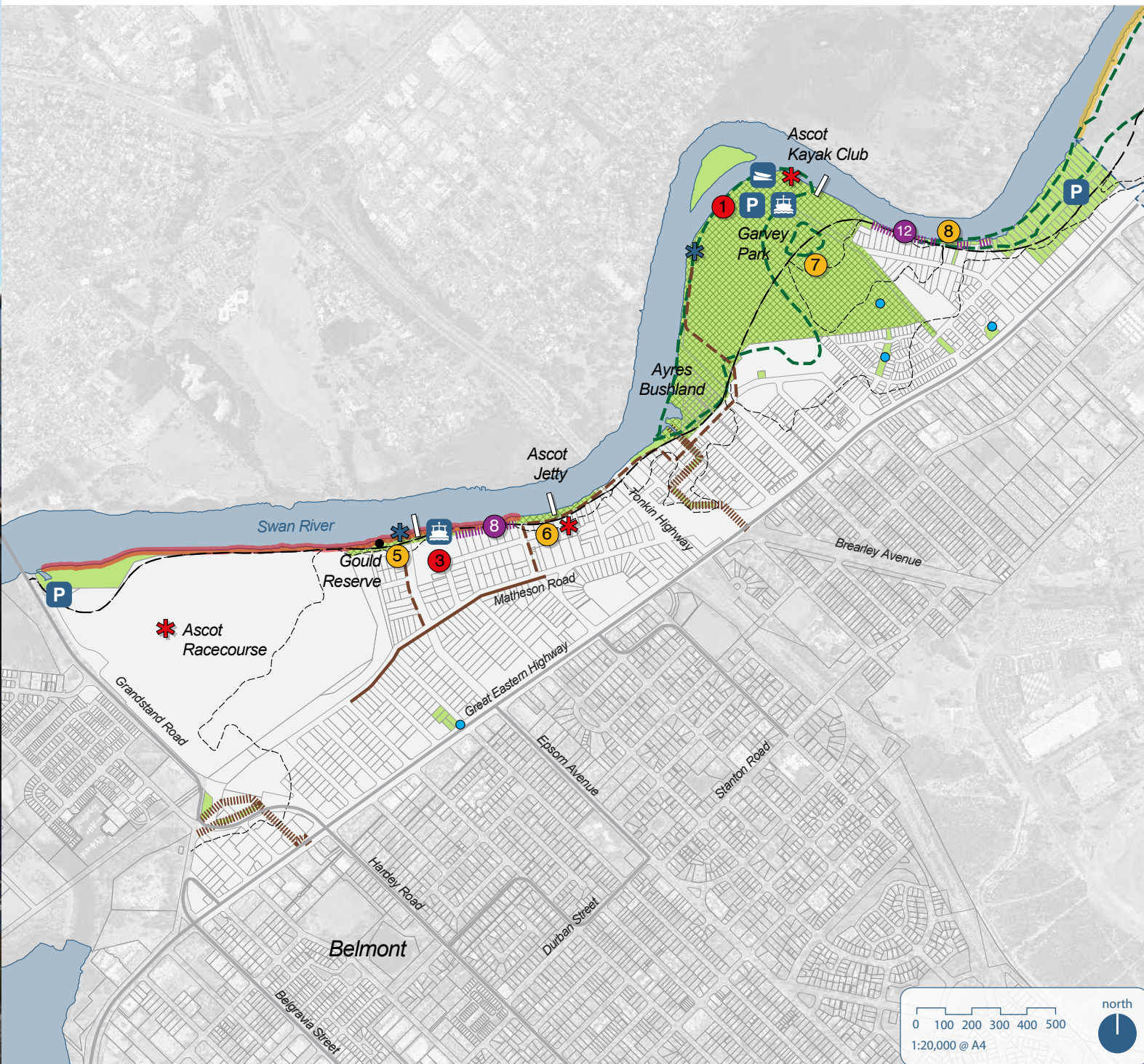
- Parks and Recreation
- Waterways
- ✱ Recreation Nodes
- Public Jetties
- Boat Slipway
- Potential Ferry Stops
- Public Carparking
- Water Ski Area
- Public Transport Links
- Local Government Authority
- Limitations to Continuous Access (No. of privately owned Parks and Recreation areas)
- Floodway
- Floodfringe
- Erosion Priority 1
- Erosion Priority 2
- Activity Nodes Priority 1, 2 or 3
- Water Corporation Open Drains
- Ground/ Stormwater Extraction Point
- Conservation Category Wetlands
- Bush Forever
- Conservation Over Water
- Proposed Pedestrian & Cyclist Bridge
- Future Master Plan Areas
- Cracknell Park
- Hill 60 Restoration Plan
- Former Hardey Park Concept Plan
- Belmont Trust Land

Concept plans for the above proposals are listed in Appendix 1 (page 29)

Figure 7: Precinct Strategy Area A



The historic Garratt Road Bridge (1935) forms the boundary between Area A and Area B used in this study to divide the City of Belmont Precinct (UDLA)



Legend

- Parks and Recreation
- Waterways
- ✱ Recreation Nodes
- Public Jetties
- ✱ Horse Exercise Area
- Bridle Trail (informal)
- Bridle Trail (formal)
- Canoe/ Kayak Slipway
- Potential Ferry Stops
- Public Carparking
- Public Transport Links
- Local Government Authority
- Limitations to Continuous Access (No. of privately owned Parks and Recreation areas)
- Floodway
- Floodfringe
- Erosion Priority 1
- Erosion Priority 2
- Activity Nodes Priority 1, 2 or 3
- Water Corporation Open Drains
- Ground/ Stormwater Extraction Point
- Conservation Category Wetlands
- Future Master Plan Areas
- Gould Park
- The Esplanade Proposed Foreshore Upgrade
- Garvey Park Master Plan
- Lots 85A and 87A Fauntleroy Avenue Concept Design

Figure 8: Precinct Strategy Area B

Concept plans for the above proposals are listed in Appendix 1 (page 29)

SUB-PRECINCT PLANS


The City of Belmont foreshore precinct has been divided into five sub-precinct areas to allow for more specific and appropriate strategies to be proposed.

The creation of these sub-precincts are based upon landscape character, land use and key divisions and features.

The sub-precinct areas are shown in figure 8 and include:

1. Rivervale Foreshore
2. Adachi/ Hardey Parkland
3. Ascot Waters
4. Ascot Foreshore
5. Garvey Park

Key localised strategic recommendations have been suggested and follow the projects guiding principles of:

- | | | | |
|--|----------------------|---|-------------------------------|
|  | Social Benefits |  | Cultural and Natural Heritage |
|  | Environmental Values |  | Design and Development |

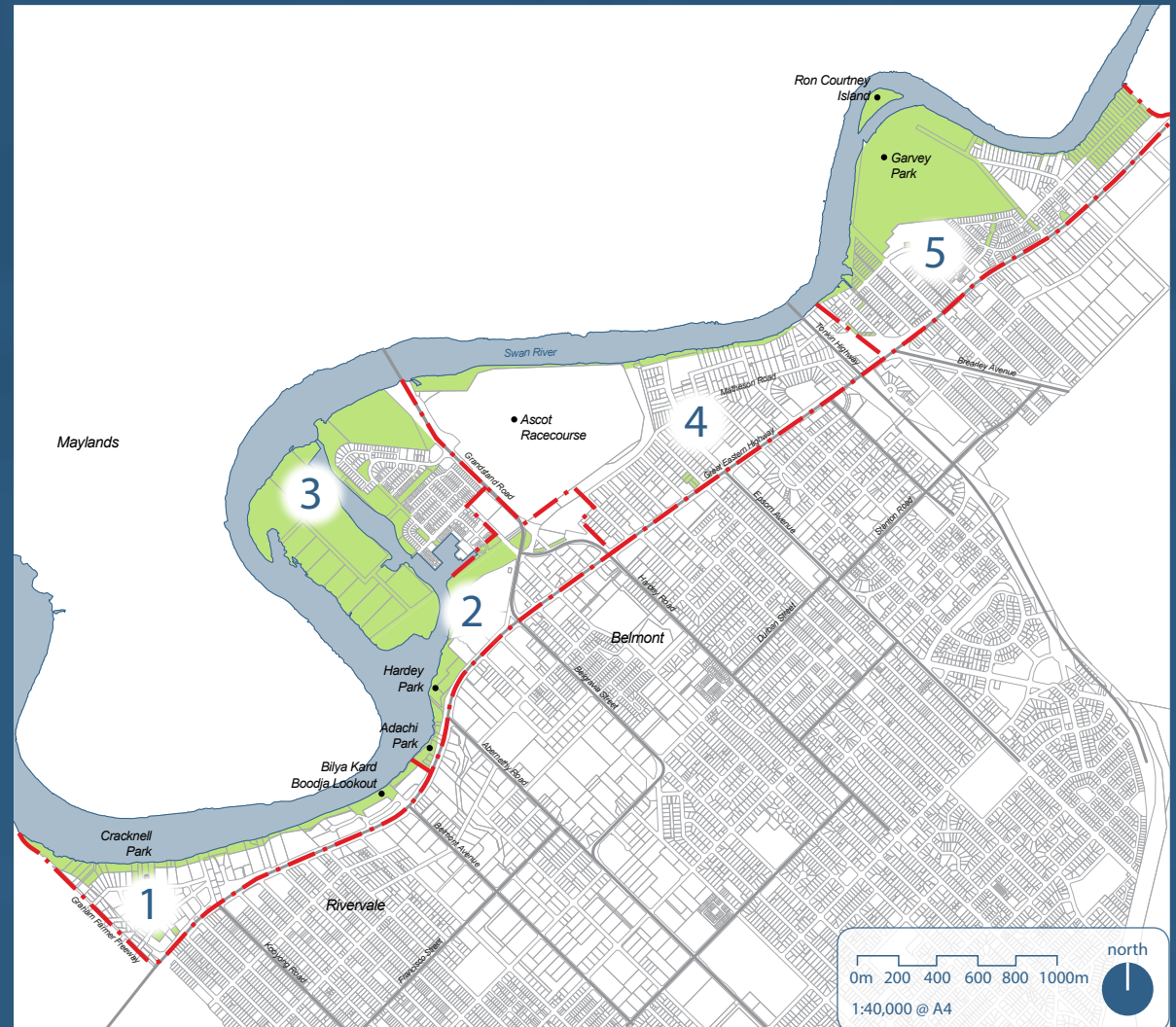


Figure 9: Location of sub precincts

SUB-PRECINCT 1: RIVERVALE FORESHORE

This sub-precinct is characterised by a distinct high density residential area bounded by the Great Eastern Highway, Graham Farmer Freeway and the Swan River. To the west is Belmont Park Racecourse, from which access can be gained to the Goodwood Parade boat ramp. Between the river and the residential area is a tall woodland strip of riparian vegetation with *Eucalyptus rudis* the character defining species. In addition to the ecological benefits, this strip of vegetation separates the intensive urban land use from the river and maintains the river's natural aesthetic. This provides an experience juxtaposing that of the urban surrounds for people using the pathways, on the river in boats or in Cracknell Park. The Springs residential development (Appendix 1 for plans) will see a large increase in the population of this small, somewhat isolated area and there will be an increased requirement for the amenity provided by the foreshore reserve. The existing public jetties within this sub-precinct also provide key experiences as passing through the tall woodland strip creates a rapid escape from the urban environment to the naturalistic environment, allowing ease of interaction with the river.



Figure 10: Sub-precinct 1



1. Preserve current riverine landscape and fringing woodland to soften the high rise architecture and reduce scale contrast.



2. Maintain path safety and serenity by continuing to encourage use by pedestrians and lower-speed recreational cyclists only in this area.



3. Preserve and strengthen the linear woodland strip through succession planting, maintaining this experience.



4. A masterplan for Cracknell Park is recommended to accommodate future increase in demands. This site has been identified as a potential ferry stop, pedestrian bridge location, and activity node.



5. Maintain lawn understorey and understated hard edge in this discrete area as it provides respite, variation in experience and allows close interaction with the river.



6. Potential exists to improve erosion control to the woodland strip, ongoing erosion protection measures are required.



7. Dense bamboo exists on Hill 60, a steep, high erosion area. Transition to long term erosion measures allowing continuation of the woodland strip is recommended. Refer Hill 60 foreshore stabilisation concept - Appendix 1



8. The public jetties in this sub-precinct allow for close interaction with the river and an escape from the urban environment therefore retention and maintenance is recommended. Refer Former Hardey Park Concept Plan - Appendix 1

SUB-PRECINCT 2: ADACHI AND HARDEY PARKLAND

Across Great Eastern Highway from Belmont's main commercial district is a continuous linear foreshore park. The main character of this area is an open parkland with lawn and scattered large trees presenting an idyllic and picturesque scene. The interface between the river and this parkland for the majority constitutes a thin band of local sedges. The idyllic character of the parkland enhances its function as a place for passive recreation and urban respite. Views through this sub-precinct from Great Eastern Highway to the river are significant in giving the river a presence to those travelling the busy airport to city route. This area visually highlights the City of Belmont's important connection to the river which otherwise may not be obvious to those passing through the area.



Figure 11: Sub-precinct 2



1. Succession planting of large trees is recommended for the provision of shade and to contribute to the naturalistic parkland scenery that allows urban respite.



2. This large parkland draws people from throughout the city and features good facilities such as shade shelters, BBQs, bins, etc. These should continue to be well maintained.



3. The views from Great Eastern Highway to the river should be maintained as they promote the beauty of the river and the region to passers by including airport arrivals.



4. The Belmont Trust Land is subject to separate planning processes. Given the site's close proximity to the river, it presents an exciting opportunity for future community benefit.



5. The Ascot Kilns are within the Golden Gateway Local Structure Plan area. There is potential for the site to be a strong feature destination and connect with the parkland. The site could also include a dual use path and rectify a problem area for the current foreshore cycling route. Refer to the Ascot Kilns Draft Design Guidelines and Local Development Plan.



6. Maintaining the vegetated river's edge is important in continuing the character of this section of the river and efforts should continue with considered tree and sedge planting.



7. The trees and other vegetation along the foreshore create powerful naturalistic views of the river and contribute to the scene more than they diminish.



8. Hardey and Adachi Parkland has been identified as a potential ferry stop location and could service both commuters and tourists. A detailed study is recommended to assess potential impacts and appropriateness.

SUB-PRECINCT 3: ASCOT WATERS

Large areas of sedge dominated wetland constitute the river's edge throughout this sub-precinct. Ascot Waters residential estate, the associated marina, and a large parkland on an adjoining island have been created on the site of an old landfill area. Ascot Waters is an exclusive residential estate containing large houses and a marina facility with private moorings. The marina in is contrast to the surrounding landscape character however the island and the nature of the entrance to the marina conceal it from the experience of the majority of river users.

Social Benefits
 Cultural and Natural Heritage
 Environmental Values
 Design and Development

Please note: CoB's Bike Plan has identified restrictions with a shared path below the Garratt Road Bridge and recommends this connection be made when the bridge structures are replaced.



Figure 12: Sub-precinct 3



1. The Ascot Waters development does not significantly influence the visual landscape character of the river because a large area of public open space with thick fringing vegetation creates a buffer.



2. Conservation of the significant rush dominated wetlands in the area (also a Bush Forever site) is of high importance to the character and ecology of the river.



3. The entrance to the marina is concealed by the island landform removing it from the visual landscape experience of the majority of river users. This concealment is valuable in maintaining the river's character.



4. The Island at Ascot Waters is a major element in the river views from tall buildings near the foreshore enhancing the naturalistic character.



5. By formalising the existing trail through the woodland area, the connection to the river, intimacy and comfort of the experience could all be increased.



6. The channel between the island and the estate is a sheltered back water and bird/ nature sanctuary with thick sedge communities and requires preservation.



7. Commercial opportunities associated with the marina are under utilised and would help to increase the public utilisation of this area (e.g. cafe or restaurant). This area is identified as a potential ferry stop location.



8. Kuljak (Black Swan) Island, a portion of which is within the Belmont Trust Land, is a large under-utilised public open space that could be of regional significance. Limitations exist due to its previous use as a landfill site.

SUB-PRECINCT 4: ASCOT FORESHORE

This sub-precinct extends from Garratt Road Bridge to the Tonkin Highway Bridge. The major land use in this sub-precinct and the major attraction for visitors to this area is the Ascot Racecourse. This historic racecourse is in close proximity to the river leaving only a thin strip of land between it and the waterway. This creates a highly distinct open, rather bare element in the river landscape. The foreshore to the south of the racecourse contains a strong stand of *Casuarina obesa* representing the wetland natural heritage of the area. The foreshore to the north of the racecourse is a thin, linear parkland of tall open tree canopy and grass. This public parkland is interrupted for a small section by eight private properties. A foreshore path network continues along the foreshore until meeting these private properties where the user must make their way through the residential area before rejoining the path at the foreshore. The remainder of this sub-precinct has combined residential and stables zoning and facilitates the community associated with the racecourse. A marked bridle trail extends along Matheson Road connecting Ascot Racecourse to the residential and stables properties. An informal bridle trail connects the northern foreshore to the Garvey Park horse exercise area, passing beneath the Tonkin Highway Bridge. A horse swimming area and public jetty are found at Gould Park.

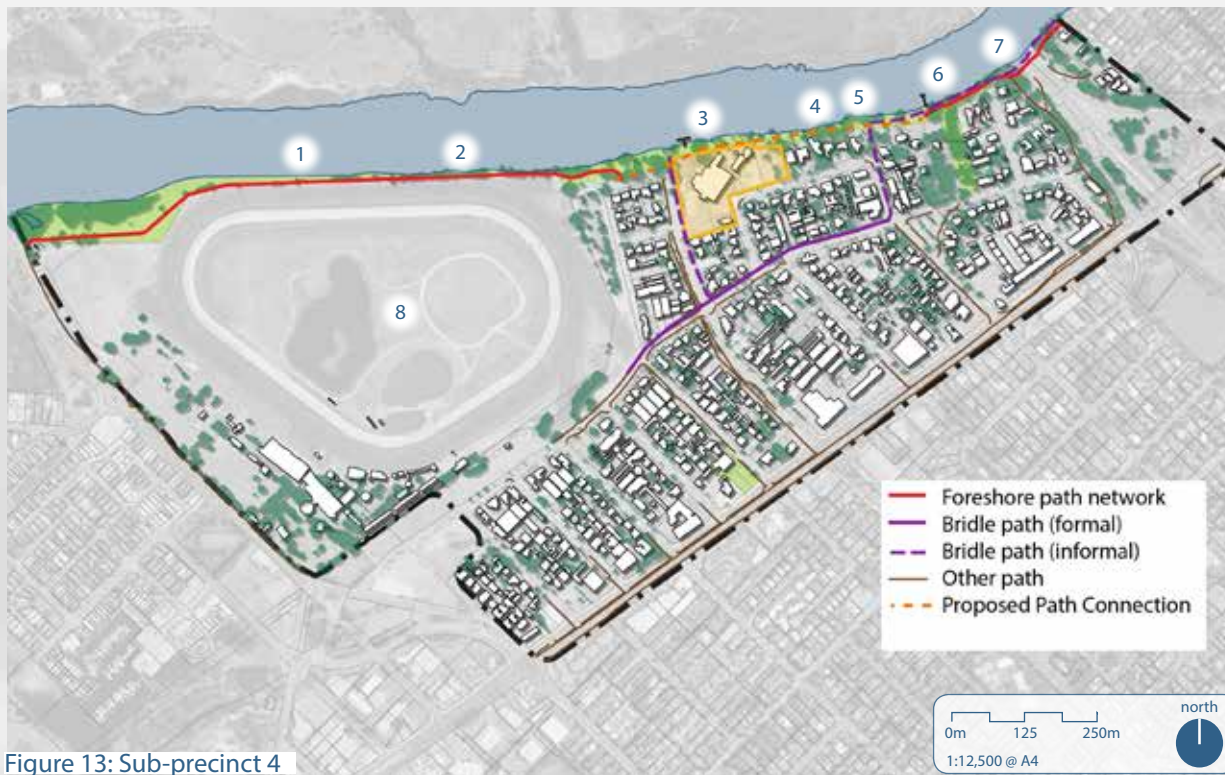


Figure 13: Sub-precinct 4

Social Benefits
 Cultural and Natural Heritage
 Environmental Values
 Design and Development



1. Ascot Racecourse is a prominent and stark visual feature of the foreshore landscape and has been subject to major restoration works. Where (if) possible increasing fringing vegetation would reduce its visual impact.



2. Erosion along the Ascot foreshore is a high priority. Preventative measures are currently underway and will require ongoing efforts.



3. The interface between the foreshore reserve and adjacent hotel property is proposed for future upgrade to improve the visual amenity of the area.



4. Foreshore connectivity is severed by six private properties that front directly on to the river. Establishing connection and stabilising the foreshore are long term goals and are subject to future investigation and feasibility studies.



5. The interface between private properties and the reserve requires a visual softening (vegetative screening, unobtrusive consistent fencing etc.) to reduce the impact of private residences on the visual character of the reserve and foreshore.



6. Development is planned for The Esplanade road reserve, foreshore and the site of the former water park. It is important that the precinct wide principles expressed in the Precinct Plan are incorporated into these concepts. Connectivity and wayfinding for the foreshore pathway could be improved between this site and the Redcliffe Bridge.



7. Beneath the Redcliffe Bridge (Tonkin Highway) is a popular fishing location and the sandy river bank suits this activity. It is recommended that foreshore development allows continuation of this activity. The future Airport Link project may result in some changes to the Redcliffe Bridge and the MRS reservations in this area.



8. The landscape setting of the historic Ascot Racecourse is that of tree filled riverine parklands (mainly provided by views to the Bayswater foreshore parkland). It is recommended that this character be supported through tree planting throughout the periphery of the site.

SUB-PRECINCT 5: GARVEY PARK

This sub-precinct is bounded by Great Eastern Highway, Tonkin Highway, the river, and the City of Belmont's northern boundary of Ivy Street. The river's edge in this sub-precinct is characterised by large wetlands and parklands associated with the extensive Garvey Park presenting a highly naturalistic foreshore scene representative of the river's natural heritage. In one area a small but distinct section of 12 private residences extend to the river's edge along Fauntleroy Avenue. This area is distinct from the surrounding landscape character and prevents public use of the foreshore. A dual use path runs through Garvey Park's parkland and wetland areas along the foreshore before meeting Fauntleroy Avenue, where a roadside path continues behind the row of private residences. The user must then make a left hand turn and travel on Hay Road in order to rejoin the foreshore path network that extends into the City of Swan. The foreshore parkland at Garvey Park is popular with visitors drawn to its facilities that include a kayak club and launching facilities, playground, picnic areas, and horse exercise areas. Residential suburbs surround Garvey Park and two new residential development areas are proposed on its boundaries.



Figure 14: Sub-precinct 5



1. Garvey Park foreshore has recently undergone major upgrades to improve community facilities and address riverbank erosion, successfully achieving a balance between increased river interaction and re-establishment of fringing vegetation.



2. Garvey Park contains large wetland areas of high ecological importance and these should be conserved while allowing low key access eg. dual use paths and boardwalks.



3. The boardwalk at Ayres bushland allows ecologically sensitive interaction with the wetland environment. A concept has been developed for the upgrade of this boardwalk.



4. A stretch of properties front the river near Garvey Park, restricting continuous foreshore access. The inconsistent approach to erosion control and changes in level between lots precludes the establishment of a land-based pathway. As such, establishment of public access is considered a long term goal that should be pursued should new technologies or opportunities arise in future.



5. Due to the difficulty accessing Ron Courtney Island it remains a naturalistic and scenic element in the landscape and requires conservation and ongoing maintenance.



6. Development areas should consider Garvey Park's landscape character and screening planting could be used to define the park's boundary. Development setbacks are to be in accordance with Swan River Trust policy.



7. The cycling experience of Garvey Park could be enhanced by improving the connection to the northern path currently along Fauntleroy Avenue and Hay Road.



8. Garvey Park provides a variety of landscape experiences and with the proposed upgrade of 'Section 2' of the foreshore has the potential to be a major attraction with improved facilities, accessibility and enhanced natural features. Refer to Garvey Park Masterplan (Appendix 1). This area is identified as a potential ferry stop location.

FURTHER DISCUSSIONS AND ACTIONS

Issue	Discussion	Future Work
Development Setbacks	Setbacks for development abutting the foreshore is to comply with Corporate Policy Statement No. 48 Planning for Development Setback Requirements Affecting the Swan Canning Development Control Area (Biodiversity, Conservation and Attractions & SRT).	Future detailed planning requirements for Development Areas 7, 8 and 9 are to examine the required development setbacks in detail. Any variations to policy are to be jointly determined and agreed by the City of Belmont and Department of Biodiversity, Conservation and Attractions, on behalf of the Swan River Trust.
Commercial, recreational and tourism opportunities	The Precinct Plan identifies potential nodes of opportunity.	To assist with the exploration of these opportunities and attract investment where appropriate, the detailed planning of future activity nodes and potential water transportation nodes and links should be determined in consultation with affected stakeholders.
Foreshore path continuity and signage	In the short-term there is the opportunity for improved wayfinding and path improvements.	<ul style="list-style-type: none"> -Potential pedestrian and cycling bridge between Rivervale and Maylands. -WAPC acquisition of missing foreshore links and establishment of river foreshore trail and continual access in accordance with the Trails Master Plan. - Conduct a feasibility investigation into foreshore stabilisation options around the two Ascot locations where foreshore connectivity is severed by private properties and the ability to establish and maintain access/ useable foreshore reserve in these two locations. This is to include a cost-benefit analysis taking into account initial and ongoing costs of land acquisition, stabilisation works, path establishment and maintenance.

Issue	Discussion	Future Work
Land Management	Foreshore reserves are currently vested with a number of different agencies with different management priorities and arrangements.	-Consideration should be given to the appropriate vesting of foreshore reserves. -Consideration should be given to amalgamating lots to assist with ongoing management.
Climate Change	Climate change and potential sea-level rise could impact on some of the initiatives of the Precinct Plan.	The impact of climate change and sea-level rise should be further considered to understand the future impact on infrastructure, public open space, irrigation requirements and development requirements.
Erosion Control	Erosion of the river foreshore requires regular monitoring, ongoing stabilisation and consideration when planning development and acquisition of foreshore missing links.	Regular assessment of erosion priority areas is to be conducted, with consideration of suitability of development and acquisition of foreshore missing links to include risk of erosion.
Funding	Funding management of the foreshore reserve involves significant budget commitments from the land manager, and this should be considered in implementing the initiatives of the Precinct Plan.	Impost of funding the initiatives of the Precinct Plan is to be considered prior to their implementation. Life cycle costs are to be considered, including maintenance/ management costs in addition to initial capital costs.
Shared vision for Perth Water	Consideration of continuity with adjoining Local Government areas is required to achieve a shared vision for Perth Water, in planning infrastructure and setting levels of service.	Future Foreshore Precinct Plans to consider those of adjacent Local Government areas and consult with adjacent authorities.



The Swan River is an icon of Perth, and is highly significant in both pre and post-colonial cultural heritage (City of Belmont)

APPENDIX 1: SUMMARY LIST OF EXISTING PLANS

The following is a list of current plans within the boundaries of the City of Belmont Foreshore Precinct or of potential influence to the precinct. All plans are publicly available from the City of Belmont or Department of Biodiversity, Conservation and Attractions:

- Swan and Canning Rivers Foreshore Assessment and Management Strategy (Swan River Trust, 2008)
- Swan and Helena Rivers Regional Recreational Path Development Plan (Transplan, 2009)
- City of Belmont Local Bike Plan 2013- 2018 (Cardno, 2013)
- Swan Canning Rivers Trails Master Plan (Swan River Trust, 2013)
- Swan Canning River Protection Strategy (Department of Parks and Wildlife, 2015)
- DRAFT Land and Waterway Use Plan (Department of Parks and Wildlife)

Area A (Graham Farmer Freeway to Grandstand Road)

- Balbuk Way Management Plan (Ecologia, January 2004)
- Belmont Foreshore Environmental Management Plan (Goodwood Parade to Sandringham Hotel) - (Ecoscape, December 1995)
- Structure Plan for 'The Springs' (2009)
- 'The Springs' Foreshore Landscape Masterplan (Plan E, January 1998)
- 'The Springs' Foreshore Landscape Masterplan (Plan E, Final version December 2010)
- Hill 60 Foreshore Stabilisation Concept Plan and Report (Syrinx, 2012)
- Former Hardey Park Concept Plan (Ecoscape, 2012)
- Ascot Kilns Draft Design Guidelines and Local Development Plan (Department of Planning, 2016)

Area B (Grandstand Road to Ivy Street)

- Ascot Racecourse Foreshore Remedial Works (M P Rogers & Associates, June 2009) and Concept Designs and Detailed Designs for Location A-C (Damara, 2012) and Location D (Damara, 2013).
- Structure Plan for Development Area 10- Ascot Inn (2012)
- 'The Esplanade' Foreshore Stabilisation (Ford Street to Redcliffe Bridge) Concept Plans and Report (Natural Area Management & Services, 2013) and road upgrade sketch
- Foreshore Stabilisation at Garvey Park, Ascot (Ecoscape and M P Rogers & Associates, February 2008) and Pre-Concepts for Section 3 (Syrinx, 2013)
- Garvey Park Master Plan (Ecoscape, 2011)
- Structure Plans for Development Areas 7, 8 & 9 (2010)
- 85A & 87A Fautleroy Avenue Foreshore Stabilisation Concept Plan (Damara, 2013)
- Fautleroy Erosion Advice (MP Rogers and Associates, 2009)
- Ayres Bushland Boardwalk Upgrade (Ecoscape, 2014)



Department of **Biodiversity,
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**SWAN CANNING
RIVERPARK**



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