Golden Gateway
PUBLIC REALM STRATEGY

July 2024

Document Set ID: 5882086
Version: 1, Version Date: 11/09/2024

DOCUMENT HISTORY AND STATUS

Golden Gateway - Public Realm Strategy

THIS REPORT WAS ORIGINALLY PRODUCED BY TAYLOR BURRELL BARNETT (TBB) ON BEHALF OF THE CITY OF BELMONT (COB). THIS HAS SINCE BEEN AMENDED BY THE CITY OF BELMONT.

Revision	Reviewer	Date Issued
15/100-0	LB	
15/100-1	LB	04.05.18
15/100-2	ST	24.05.18
15/100-3	LB	02.07.18
15/100-4	CG	30.07.24

Document Set ID: 5882086
Version: 1, Version Date: 11/09/2024

EXECUTIVE SUMMARY

This Public Realm Strategy has been prepared as part of the suite of detailed strategies and studies supporting the Local Structure Plan (LSP) for the Golden Gateway precinct in Belmont.

The purpose of this Strategy is to develop a clear vision, principles and objectives to inform development of the public realm. The design intent and functional requirements for elements of the public realm as articulated in this overarching framework will inform further detailed planning, design and management. Any graphical representations included in this Strategy are indicative only and demonstrate how the public realm could be developed.

The strategy creates an approach to the public realm that will create a distinctive urban character. The public realm will accommodate pedestrians and vehicles in a safe uncluttered manner and the streets and spaces will be shaded by trees that will form a strong visual landscape framework.

Existing local streetscapes are predominantly reflective of the commercial environment, particularly within the commercial 'triangle'. The standard of verge maintenance ranges from good quality reticulated lawns through to poorly maintained verges damaged by random, uncontrolled, overflow parking.

The extent and quality of the existing pedestrian infrastructure within, and surrounding, the site is of a standard commensurate with the nature of existing development across the subject land (i.e. primarily light industrial/commercial unit style development). Each of the major road corridors running through the precinct (Grandstand Road, Resolution Drive and Stoneham Street) include footpaths along one side of the street. The extent and quality of the existing cycling infrastructure within and surrounding the site is of a high standard, partly as a result of the Great Eastern Highway upgrades.

The Strategy sets out to provide a high quality urban framework that promotes pedestrian circulation, accommodates vehicles in a safe and logical manner and is an environment that presents a desirable destination to live, work and recreate. Placemaking should inform the detailed design of spaces throughout the precinct. The spaces need to be able to facilitate and accommodate diverse uses that may emerge from community social investment.

Places across the site will achieve a successful balance between physical attributes, the vehicle circulation and dynamic social, cultural and economic vitality. Its inherent qualities are strongly related to its proximity to the Swan River and its heritage related to the Ascot Kilns.

In accordance with best practice, the public realm should be designed to maximise universal access for all members of the community. Designs will need to comply with prevailing legislation but should also strive to safely accommodate ease of safe use encouraging full accessibility through all areas.

The strategy for the site comprises a number of different public realm space types ranging from the public open space (POS) area in the redundant portion of the Daly Street road reserve, boulevard high-use roads, and small streets. A cohesive approach across the public realm will consist of an urban landscape that reinforces a fluid and flowing spatial arrangement starting from the river parklands and extending this character throughout the subject land.

In terms of implementation, under normal circumstances, the development of the public realm is typically undertaken by a private developer/s as part of their private land subdivision process; however, given that the majority of the public realm already exists in the form of Crown Reserves (e.g. existing road reserves and Parks and Recreation reserved land) and the private land is under fragmented ownership, the City of Belmont will need to assume responsibility for implementing the Public Realm Strategy. The cost of this work and any mechanism to recover cost from private landowners through a Developer

Document Set ID: 5882086
Version: 1, Version Date: 11/09/2024

Contribution Plan or alternative funding mechanism to be determined by the City will require further consideration.

It is not anticipated that public realm improvements will be implemented at once, rather it should be progressively rolled out commensurately with the delivery of other key infrastructure particularly the modification of Daly Street into a cul-de-sac and subdivision works that may be required to create the environment for private redevelopment.

Document Set ID: 5882086
Version: 1, Version Date: 11/09/2024

TABLE OF CONTENTS

EXECUTIVE SUMMARY 1
1. INTRODUCTION 4
1.1 PURPOSE 4
1.2 SITE CONTEXT 6
2. SITE ANALYSIS 7
2.1 URBAN FORM 7
2.2 STREETSCAPE 7
2.3 MOVEMENT AND ACCESS 9
2.3.1 VEHICLE MOVEMENT 9
2.3.2 PEDESTRIAN NETWORK 9
2.3.3 CYCLING 9
3. DESIGN OBJECTIVES 10
3.1 AN URBAN LANDSCAPE 10
3.2 IDENTIFIABLE CHARACTER 10
3.3 VALUABLE LANDSCAPES 10
3.4 ENVIRONMENTAL/SUSTAINABILITY 10
4. PUBLIC REALM OVERALL APPROACH 11
5. PARKS 12
5.1 FORESHORE RESERVE 13
5.2 DALY STREET PARK 13
6. ROADS AND STREET TREATMENTS 14
6.1 GENERAL 14
6.2 ROAD TREATMENTS 14
6.3 RESOLUTION DRIVE AND STONEHAM STREET 15
6.4 CENTRAL STREETS 16
6.5 GATEWAYS 16
7. INTEGRATED DRAINAGE MANAGEMENT 17
8. STREET FURNISHING 19
9. PUBLIC ART 20
10. GOLDEN GATEWAY TREE SPECIES 21
10.1 PARK AND CIVIC SPACE SPECIES 21
10.2 STONEHAM STREET AND RESOLUTION DRIVE 21
10.3 CENTRAL STREETS 21
10.4 HIGHLIGHT SPECIES (GATEWAYS) 22
11. IMPLEMENTATION 23
11.1 LANDSCAPE CONSTRUCTION AND MANAGEMENT 23
11.2 WATER MANAGEMENT 23
11.3 STAGING 23

Document Set ID: 5882086
Version: 1, Version Date: 11/09/2024

1. INTRODUCTION

1.1 PURPOSE

This Public Realm Strategy has been prepared as part of the suite of detailed strategies and studies supporting the Local Structure Plan (LSP) for the Golden Gateway precinct in Belmont (refer **Figure 1**). The Public Realm Strategy does not apply to land designated as subject to further detailed planning by the Structure Plan. It is expected that the public realm for these land parcels will be carefully considered through further detailed planning.

The creation of a high quality and functional public realm, in the streets and open spaces, is a pivotal element in planning for a more intensified urban environment to create a liveable and well connected community.

The Public Realm Strategy has been developed in conjunction with the Golden Gateway Development Concept Plan that ultimately forms the cornerstone of the Golden Gateway LSP.

This document summarises the main issues/opportunities and design outcomes for the creation of a public realm, similar to the concept of an urban village. The purpose of this report is to inform the LSP and should be read in conjunction with it.

Document Set ID: 5882086
Version: 1, Version Date: 11/09/2024

Figure 1 - Local Structure Plan (Plan 1)

Document Set ID: 5882086
Version: 1, Version Date: 11/09/2024

1.2 SITE CONTEXT

The subject land is located approximately 5 kilometres (km) north east of the Perth Central Business District (CBD), 3 km north of Belmont Forum and 5 km north east of Victoria Park entertainment precinct (refer **Figure 2**). It is close to the Swan River and Ascot Racecourse and forms a triangular land parcel that is well connected to the regional roads. Further details on the planning context and background can be found in the LSP Part Two, Section 1 Planning Background.

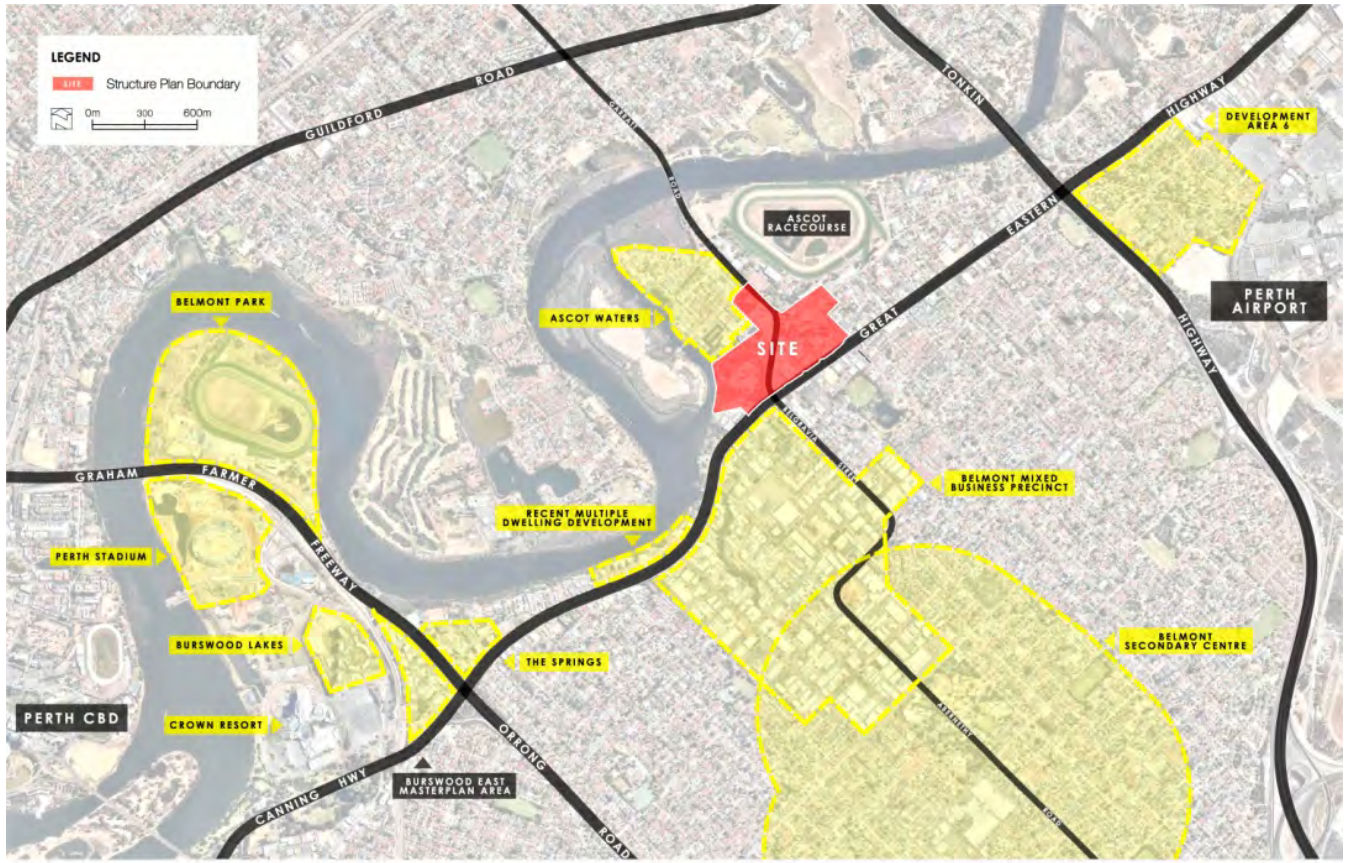


Figure 2 - Site Context Plan

Document Set ID: 5882086
Version: 1, Version Date: 11/09/2024

2. SITE ANALYSIS

2.1 URBAN FORM

The existing urban form of the site is very much influenced by its strategic location at the axis of a number of key movement corridors, dominated by Great Eastern Highway, Stoneham Street and Resolution Drive. The 'triangle' of land bounded by these roads contains a mix of office and commercial uses, including some more intensive retail/food and beverage outlets towards the eastern edge at Resolution Drive and Great Eastern Highway.

Outside of the 'triangle', the remainder of the LSP area consists of a number of different sub-precincts with very diverse functions and characteristics. These include a mix of land uses, including the administration headquarters of the WA Turf Club (WATC), the Ascot Kilns, overflow parking for the Ascot Racecourse, a substantial riverfront area held by the Belmont Trust, and a patchwork of residual government landholdings created by the past realignment of Resolution Drive and Stoneham Street.

While the existing urban form is largely unremarkable, the key features that are notable, in terms of future planning, include:

1. The Ascot Kilns, in particular the chimneys, which present an important visual and historical reference point in the precinct (refer **Figure 3**); and

2. The Belmont Trust land, which presents an opportunity for a strong public link to the Swan River, albeit presently isolated by Stoneham Street (refer **Figure 4**).

2.2 STREETSCAPE

Existing local streetscapes are predominantly reflective of the commercial environment, particularly within the commercial 'triangle' (refer **Figure 5**). The existing road reserves are typically 20m wide with wide carriageways to accommodate commercial vehicle movement as well as on-street parking. The standard of verge maintenance ranges from good quality reticulated lawns through to poorly maintained verges damaged by uncontrolled overflow parking.

Figure 3 - The Ascot Kilns Chimneys

Figure 4 - Belmont Trust Land

Figure 5 - Typical 'Commercial' Streetscape

Document Set ID: 5882086
Version: 1, Version Date: 11/09/2024

In 2014 Great Eastern Highway was widened/upgraded to improve regional traffic movement. The result is a heavily engineered, highly efficient arterial road, with four lanes of through-traffic, increasing to 6-7 lanes in places where there are long turning pockets and bus/cycle lanes at the intersections.

The footpath is approximately 3m wide and occupies the whole verge from kerb to boundary, with no street trees or other landscaping, as illustrated in **Figure 6**. This combined with the significant traffic activity immediately adjacent, presents an unappealing environment for pedestrians.

Resolution Drive and Stoneham Street are also heavily engineered arterial roads that offer little attraction to the pedestrian, although the Stoneham Street environment is somewhat softened by its interface with heavy vegetation along the periphery of the Belmont Trust land and the landscaped drainage area to the north.

Figure 6 - Great Eastern Highway

Document Set ID: 5882086
Version: 1, Version Date: 11/09/2024

2.3 MOVEMENT AND ACCESS

2.3.1 VEHICLE MOVEMENT

The LSP report provides a detailed analysis of the existing and proposed vehicle movement network. From a public realm perspective the key factors are as follows:

- The regional road system, comprising Great Eastern Highway, Stoneham Street, Resolution Drive and Grandstand Road, offer excellent connections in all directions; however, they also serve to segregate parts of the precinct, and isolate the site from the most attractive existing public realm asset, being the Swan River foreshore.
- The local road system, particularly through the commercial 'triangle', provide a high level of access and permeability for both vehicles and pedestrians, and offers an effective framework for future development of the site; and
- The local road system features wide (20m) road reserves, which, if retained, offer opportunities to design high standard streetscapes, with generous space available to devote to landscaping, pedestrians, street parking etc.
- Local access streets (Hargreaves Street and Grandstand Road (southern section) providing access in a northerly direction from Great Eastern Highway with poor pedestrian amenity and no existing footpaths present.

2.3.2 PEDESTRIAN NETWORK

The extent and quality of the existing pedestrian infrastructure within, and surrounding, the site (with the exception of Great Eastern Highway) is poor and of a standard commensurate with the nature of existing development across the subject land (i.e. primarily light industrial/commercial unit style development).

However, Great Eastern Highway bordering the site to the south features good quality footpaths on both sides of the corridor, although as previously mentioned, it is not a particularly appealing environment for pedestrians.

Within the vicinity of the site, the safe crossing of Great Eastern Highway by pedestrians is facilitated via traffic signal controlled intersections at both Stoneham Street/Belgravia Street and Resolution Drive/Hardey Road intersections with Great Eastern Highway.

Each of the major road corridors running through the precinct (Grandstand Road, Resolution Drive and Stoneham Street) include footpaths along one side of the street – Grandstand Road along the eastern side adjacent to the Ascot Racecourse, Raconteur Drive along the northern side to connect to Grandstand Road, Resolution Drive along the eastern side adjacent to the Ascot Waters development and Stoneham Street along the western side adjacent to the Belmont Trust land.

2.3.3 CYCLING

The extent and quality of the existing cycling infrastructure within and surrounding the site is of a high standard, partly as a result of the Great Eastern Highway upgrades.

A number of existing shared paths and cycling connections are located along primary routes, including Stoneham Street, Raconteur Drive and Grandstand Road providing local connections. There is demand to upgrade facilities on Stoneham Street and Resolution Drive. Protected bicycle lanes and a shared path on Resolution Drive is essential.

A number of shared paths are also located within the Ascot Waters development directly to the north-west of the site. The Graham Farmer Freeway Principal Shared Path (PSP) provides regional cycling connections and can be accessed via the shared path along the southern side of the Swan River.

Document Set ID: 5882086
Version: 1, Version Date: 11/09/2024

3. DESIGN OBJECTIVES

3.1 AN URBAN LANDSCAPE

The site forms an important gateway announcing the City of Belmont when approached from the south-west and north-east. The site is traversed with major roads and as discussed, its triangular form presents challenges in vehicular circulation and pedestrian accessibility. This location currently presents as a transient place that is passed through, however the design of the public realm will result in the creation of a cohesive network of spaces enabling the locality to be an identifiable place.

As a busy location, the public realm offers the opportunity to be transformative, linking uses and people to the nearby valued Swan River, its parklands and the heritage and interest of the Ascot Kilns.

The public realm spaces made up of streets and a park, combine to be a defining element of this location, that importantly the users, employees and residents will experience and define the qualities of the public realm.

The overall landscape design objectives for the public spaces are set out below:

3.2 IDENTIFIABLE CHARACTER

- Create a contemporary urban environment that promotes safe and easy pedestrian experiences.
- Create new diverse urban landscapes that reflect the subject land's unique characteristics and close links to the river parklands.
- Create spaces that encourage and accommodate local community use and engagement.
- Establish an aesthetic that promotes positive development and investment in the location.
- Celebrate the heritage significance of the Ascot Kilns.

3.3 VALUABLE LANDSCAPES

- Create a microclimate in public realm spaces and streets which encourages use and enjoyment.
- Provide key views and relationships that assist in orientation and legibility.
- Create highly utilised and valued public realm streets and spaces.

3.4 ENVIRONMENTAL/SUSTAINABILITY

- Create a durable urban landscape.
- Reduce urban heat sink characteristics.
- Create urban tree canopy (in compliance with The City of Belmont's Urban Forest Strategy 2014 and The Canopy Plan 2019-2024).
- Retain vegetation wherever practical.
- Promote the use of low water demand plants.
- Pursue water harvesting, passive irrigation and integrated urban water management.

Document Set ID: 5882086
Version: 1, Version Date: 11/09/2024

4. PUBLIC REALM OVERALL APPROACH

The site comprises a number of different public realm space types ranging from the POS area in the redundant portion of the Daly Street road reserve, boulevard high-use roads, and small streets.

A cohesive approach across the public realm will consist of an urban landscape that reinforces a fluid and flowing spatial arrangement starting from the river parklands and extending this character throughout the subject land. The creation of smaller pockets of activity and open space will be defined by street trees, tree groups and sinuous tree lines. Pedestrian spaces will be sheltered by a substantial tree canopy and vehicular routes flanked by boulevard plantings. A unified paving design and materials for pedestrian areas will extend throughout the subject land. This will both unify and delineate the different pedestrian and vehicular spaces.

Placemaking should inform the detailed design of spaces throughout the precinct. The spaces need to be able to facilitate and accommodate diverse activities that may emerge from community social investment. The location and development of the public spaces will be achieved through the successful balance between physical attributes, the vehicle circulation and dynamic social, cultural and economic vitality. The site's inherent qualities are strongly related to its proximity to the Swan River and its heritage related to the Ascot Kilns. It is the intention that distinctive physical spaces will be encouraged to evolve beyond the design, responding to the growing community and social and commercial opportunities. Spaces will consolidate a strong identity and character that is easily recognised by local users and visitors.

In accordance with best practice, the public realm should be designed to maximise universal access for all members of the community. Designs will need to comply with prevailing legislation but should also strive to safely accommodate ease of safe use encouraging full accessibility through all areas.

To reduce maintenance and water consumption, where possible, consideration should be made as to the use of hard surfaces or low water alternatives instead of turf. Water harvesting of hard surfaces is also exploited where possible using swales, channels and ground amendments to reduce the need for overall water consumption.

Document Set ID: 5882086
Version: 1, Version Date: 11/09/2024

5. PARKS

POS is to be provided generally in accordance with the development Concept Plan included as **Figure 7** and should be vested in the Crown and managed by the local government. The development of land included within the Swan River Trust Development Control Area will be subject to the approval of the Department of Biodiversity, Conservation and Attractions (DBCA). The POS is to provide for both informal active and passive recreation uses. These uses will not utilise large spaces for sports but provide activities for the community that may include a children's play area, walking paths, and grassed spaces for recreation purposes. The POS areas may accommodate stormwater generated from the proposed development of the site and this will be designed in such a manner that its function as local open space is not compromised.

Figure 7 - Development Concept Plan

Document Set ID: 5882086
Version: 1, Version Date: 11/09/2024

5.1 FORESHORE RESERVE

The 'Foreshore Reserve' creates a valued open space adjacent to the Swan River. The nature of the space, its future and development, is controlled largely by the Belmont Trust and is not the subject of this Public Realm Strategy but will be addressed by a separate study.

5.2 DALY STREET PARK

Daly Street is proposed to be converted into a cul-de-sac, in line with the Main Roads Western Australia vehicle access strategy for this section of Great Eastern Highway. This change presents a unique opportunity to create a POS area over the now redundant road reserve, as depicted in **Figure 7** on the previous page.

The new park will establish a vital connection to the Foreshore Reserve, enhancing the recreational space available to residents. This area may consist of native planting, walkways, children's play areas, and space for recreational activities. This transformation will not only improve local amenities but also strengthen the integration between the residential area and the natural beauty and POS function of the Foreshore Reserve.

Document Set ID: 5882086
Version: 1, Version Date: 11/09/2024

6. ROADS AND STREET TREATMENTS

6.1 GENERAL

Road hierarchies and overall legibility of the subject land will be reinforced by the type of tree planting associated with the scale of the road. The paving treatments within all streets and roads will feature a consistent material palette to reinforce the distinctive character of the area.

The scale and robust nature of proposed street tree species relate to the potential scale and height of built form. Street trees have an important role in the urban environment, improving microclimate and urban heat sink characteristics, reducing storm runoff rates and contributing to the character and qualities of neighbourhoods. The detailed design of roads will need to ensure the provision of adequate soil volumes within road reserves to ensure sufficient root development for street trees.

6.2 ROAD TREATMENTS

Road hierarchies and overall legibility of the precinct can be enhanced with the use of varied road and footpath paving treatments. Consideration should be given to the use of block pavers at road junctions or to create varying precincts within the development.

The selected paving treatments of local streets should emphasise the overall precinct character. All paving detailing at junctions and associated with pedestrian circulation should address both the need to reduce traffic speeds, manage drainage and create a distinctive character. Raised tables can be used to provide traffic calming and to add texture to the urban streetscape reinforcing a character that promotes pedestrian safety.

Cycle lanes throughout the site will be red asphalt except where they are incorporated into areas of feature pedestrian paving where colour differentials will relate to paving patterns, and if necessary, lanes defined by studs. Paving material changes will be used to accentuate areas such as major pedestrian road crossings, civic areas and hazards. Parking bays should be differentiated from the road reserve through the use of alternative paving treatments as shown in **Figure 8**.

The materials used for road pavement can assist with drainage management within the area. This may include the use of permeable paving and/or porous brick paving and/or porous asphalt. These materials can play a significant role in managing drainage in a water sensitive manner and where 'soft' open space is not an extensive feature of this location.

Figure 8 - Material Palette (illustration of indicative paving material palette, colour, type)

Document Set ID: 5882086
Version: 1, Version Date: 11/09/2024

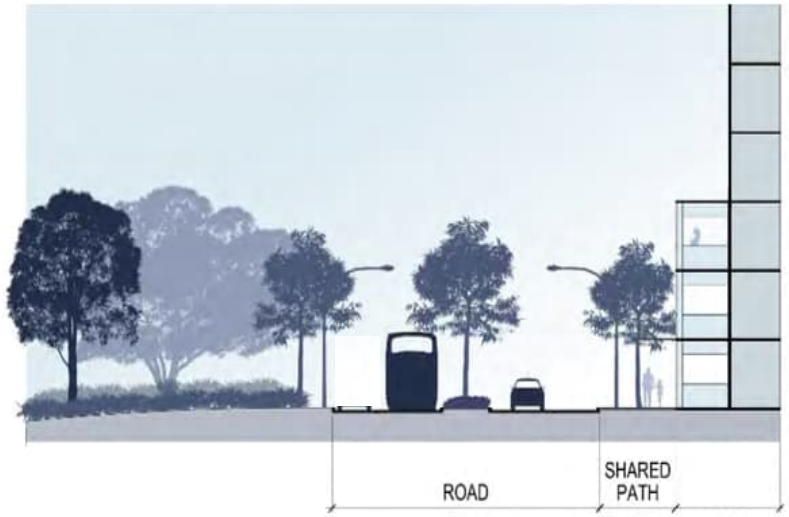
6.3 RESOLUTION DRIVE AND STONEHAM STREET

Whilst Resolution Drive and Stoneham Street will be largely vehicle dominated, the landscape aesthetic will be dominated by tree planting of larger species, creating a canopy boulevard along its length. Verge and median planting will create a formalised sinuous corridor of canopy trees that are recognisably different to the scale and nature of other landscapes in the area (refer **Figure 9**). Street trees will be planted to create a boulevard aesthetic the length of the street, aiding in wayfinding (refer to section 10.2 for proposed tree species).

Resolution Drive

Stoneham Street

Resolution Drive



Stoneham Street

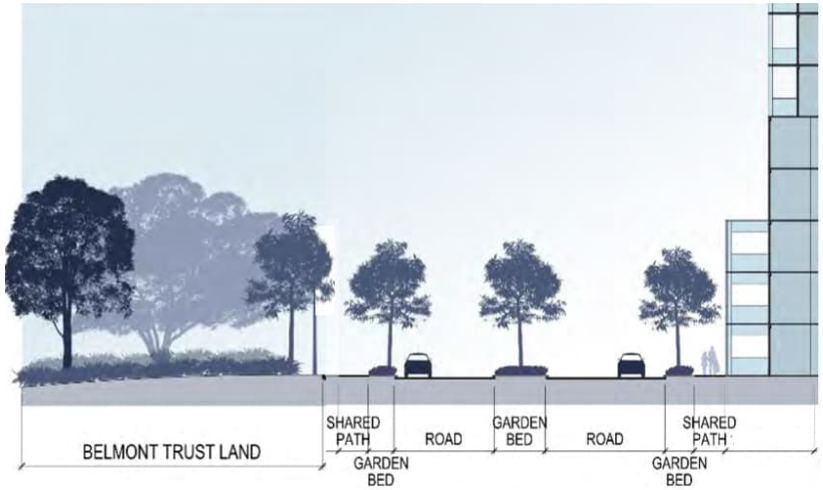


Figure 9 - Resolution Drive and Stoneham Street (Plan Extract and Indicative Section)

Document Set ID: 5882086
Version: 1, Version Date: 11/09/2024

6.4 CENTRAL STREETS

Hargreaves Street, Daly Street and Grandstand Road will comprise street tree planting that is not a monoculture but uses a mix of street trees (refer **Figure 10**) in varying combinations, to provide a dynamic and varied street tree canopy (refer to section 10.3 for proposed tree species). These streets will extend the overall public realm character established within the precinct but in a simpler manner. Street tree planting is proposed to create a canopied streetscape and to be positioned abutting the parallel parking embayments.

6.5 GATEWAYS

In key locations within the streetscape and public realm, highlight tree species will be used to create a visual accent. This can aid in creating distinctive spaces, and provide physical cues within a legible street network. These highlight species will be used to create gateways, focal points or to emphasise uses. The specific location for these gateways will be subject to more detailed investigation and planning at a later stage. Refer to section 10.4 for proposed tree species.

Figure 10 - Central Streets (Plan Extract and Indicative Section)

Document Set ID: 5882086
Version: 1, Version Date: 11/09/2024

7. INTEGRATED DRAINAGE MANAGEMENT

The use and promotion of Water Sensitive Urban Design (WSUD) techniques and approaches are to be utilised wherever possible throughout the site. The space for nutrient stripping is limited. As the urban area is not producing a nutrient load, the focus is on slowing runoff and reducing hydrocarbons. The use of linear and incidental 'rain gardens' and 'nutrient sinks' as demonstrated below and overleaf can be implemented discretely within paving in streets and areas of open space. These devices should be fully integrated with the road drainage promoting passive irrigation of street tree vegetation and controlling hydrocarbon runoff.

Within the context of a dense inner urban area, the design of these WSUD devices need not be natural in appearance but can be incorporated within the urban public realm infrastructure as a contemporary feature as demonstrated below and overleaf.

It is intended that the POS space within the redundant portion of the Daly Street road reserve will contain soft landscape areas. These areas present an opportunity to accommodate local drainage that is managed through swale type structures that infiltrate water and passively irrigate trees and other vegetation used in the public realm. This will be subject to further investigation and more detailed design at a later stage.

The use of permeable pavements and porous asphalt treatments in key locations is recommended, possibly associated with lower level threshold treatments of road junctions, should be incorporated as a component of the approach to integrated drainage management.

Examples of Rain Gardens & Swale Designs in an Urban Context (Jolimont Parkside Walk)

Document Set ID: 5882086
Version: 1, Version Date: 11/09/2024

Source: https://watersensitivecities.org.au/content/evolving-concept-wsud-statutory-land-planning/

Source: http://www.water.wa.gov.au/urban-water/urban-development/urban-water-design

Source: http://tclf.org/sites/default/files/microsites/landscape-patronage/riverbank-park.html

Source: https://landscapeperformance.org/case-study-briefs/randall-childrens-hospital

Source: http://www.landezine.com/index.php/2012/10/edinburgh-gardens-raingarden-by-ghd-pty-ltd/edinburgh-gardens-raingarden-by-ghd-pty-ltd-01/

Source: http://www.sfestuary.org/projects/detail.php?projectID=41

Examples of Rain Gardens and Swale Designs in an Urban Context

Document Set ID: 5882086
Version: 1, Version Date: 11/09/2024

8. STREET FURNISHING

Street furniture should be a selected single suite of items that are consistent across the site. The furniture should be reflective of the heritage and character of the area and located where it can function as more than a single use. For example, seats and benches should be located in a manner to restrict undesired errant access to protect and guide pedestrians as well as performing their obvious use. All furnishing will be from the same suite so that bicycle storage, seats and bollards are seen as one cohesive design style.

Source : EPCAD image library – Public access way by Hassel

Source : EPCAD image library

Source : EPCAD image library

Source : EPCAD image library – artwork by Marcus Canning and Christian de Vietri

Document Set ID: 5882086
Version: 1, Version Date: 11/09/2024

9. PUBLIC ART

Public art enhances spaces, makes places, adds to the community enjoyment of space and has a significant role to play within the Precinct. Public art can be of a scale that in itself is a focal point of interest, defining character and being a reason for space. Public art can also be an intimate smaller installation that relates to people when using areas of rest and repose, such as seating areas. The creation of 'place' can be enhanced through a sense of identity provided by the artworks. The creation of identifiable landmarks that can be observed and experienced as both a pedestrian and vehicle user can aid in legibility of the development. Importantly, in this location, creative installations could interpret the cultural and historic narrative of the area and enable strong connections with its context.

Source: EPCAD image library – Jolimont Parkside Walk

Source : EPCAD image library – Public access way by Hassel

Source : EPCAD image library

Source : EPCAD image library – artwork by Marcus Canning and Christian de Vietri

Source : EPCAD image library

Document Set ID: 5882086
Version: 1, Version Date: 11/09/2024

10. GOLDEN GATEWAY TREE SPECIES

10.1 PARK AND CIVIC SPACE SPECIES

Corymbia calophylla: Marri (large fruiting nuts) 30m+H	
Eucalyptus sideroxylon "Rosea" : Red Ironbark 15 -25m H	
Pheonix canariensis: Canary Palm 15m+	
Platanus x acerifolia: Spanish or London Plane 20 – 30m	
Tipuana tipu: South American Rosewood 7m	

10.2 STONEHAM STREET AND RESOLUTION DRIVE

Angophora costata: Smooth barked apple 15 – 25m high	
Eucalyptus sideroxylon "Rosea" : Red Ironbark 15 - 25m H	
Corymbia calophylla: Marri (large fruiting nuts) 30m+H	

10.3 CENTRAL STREETS

American Sweetgum or Liquidambar 12 – 18m high	
Eucalyptus torquate:	
Corymbia ficifolia: Red flowering Gum 8-15m	
Eucalyptus caesia	
Jacaranda mimosaefolia: Jacaranda	

Document Set ID: 5882086
Version: 1, Version Date: 11/09/2024

10.4 HIGHLIGHT SPECIES (GATEWAYS)

Lophostemon confertus: Queensland Box	
Pheonix canariensis: Canary Palm 15m+	
Platanus x acerifolia: Spanish or London Plane 20 – 30m	
Tipuana tipu: South American Rosewood 7m	

Document Set ID: 5882086
Version: 1, Version Date: 11/09/2024

11. IMPLEMENTATION

11.1 LANDSCAPE CONSTRUCTION AND MANAGEMENT

The public realm areas in the Golden Gateway area, will primarily be in government ownership; consequently, the City of Belmont will need to assume responsibility for implementing the Public Realm Strategy. However, given the significant potential for private redevelopment that is to be generated through the Golden Gateway LSP, it may be possible to recover some or all of the implementation cost from private development through development contributions or other funding mechanisms.

The LSP states that the City of Belmont could establish a funding strategy for the LSP Area. As part of the strategy, a Development Contribution Area (DCA) within LPS 15, under which a Development Contribution Plan (DCP) may be implemented to contribute to the funding of the public infrastructure requirements to facilitate development in the LSP Area would be considered.

Infrastructure items that would be eligible to be funded under a DCP should be in accordance with State Planning Policy 3.6 Development Contributions for Infrastructure (SPP 3.6) and may include:

- Land for POS and community facilities; and
- Landscape treatment for all public realm areas, including local roads.

Furthermore, detailed design of spaces throughout the precinct is encouraged through placemaking opportunities that emerge from community social investment.

11.2 WATER MANAGEMENT

Further to the recommendations of Section 7, in order to deliver wider environmental sustainability objectives, as well as providing attractive places in which residents and visitors can enjoy, consideration should be given to the conservation of water resources and quality of groundwater. The use of water efficiency measures is encouraged and should promote the investigation of best management practices for irrigation of POS.

The availability and quality of groundwater within the LSP area is limited at this stage. This will affect the ability of the City of Belmont to irrigate the proposed vegetation within the public realm areas. Therefore, due to the limitation of groundwater for irrigation purposes, the future irrigation of vegetation within the POS and public realm areas will need to be supplied by other sources. This may include scheme water, stormwater, irrigation (by agreement) from the Western Australian Turf Club's (now operating as Perth Racing) artesian groundwater licence, a new irrigation lake or other irrigation strategies will need to be investigated in the future. The City may encourage developers to consider the irrigation of abutting verge vegetation and street trees to ensure the high quality natural amenity of the public realm is maintained. Alternatively, non-irrigated (dry) landscape may need to be considered for the public realm areas.

11.3 STAGING

It is not anticipated that the entire landscape masterplan be implemented at once. It is anticipated that the work will be undertaken in stages and progressively rolled out commensurately with the delivery of other key infrastructure, particularly the various road realignments and subdivision works that are required to create the environment for private redevelopment.

Document Set ID: 5882086
Version: 1, Version Date: 11/09/2024

These works would create the framework enabling the public realm works to be implemented. Priority should be given to establishing Daly Street as a cul-de-sac and developing the redundant portion of the road reserve as POS. Following that, streetscape upgrades should occur to set the scene for future redevelopment.

The Golden Gateway LSP includes an indicative staging strategy. The public realm delivery should work in parallel with this program.

A Landscape Management Plan will be prepared at each stage of the infrastructure works. Each Landscape Management Plan will address the landscape design, implementation and ongoing maintenance of landscape elements within the site, and should reflect the public realm principles contained in this Strategy.

Document Set ID: 5882086
Version: 1, Version Date: 11/09/2024