

Wilson Residents and Ratepayers Association

Kent Street Weir Precinct Position Paper As at 8th June 2020

Wilson Residents and Ratepayers' Association (WRRRA) presents an updated position paper for the future of the Kent Street Weir Precinct (KSWP).

WRRRA supports the priorities and responsibilities to

- The residents of Wilson.
- The environment and environmental education.
- Passive recreation.

KSWP aspects covered in this paper include

- Physical appearance of the precinct entry.
- Underground Power
- Car Parking
- Children's Playgrounds and BMX Track
- Buildings and Fences
- Noise issues and utilisation of facilities.

WRRRA Supports the City of Canning having a development plan for the Kent Street Weir Precinct. WRRRA supports the Kent Street Weir being an area where people can enjoy family events and be involved in passive recreation as has been the case for many decades.

WRRRA represents the interests of the residents of the Kent Street Weir precinct and reflect that the current plan, if fully implemented, will result in the quality of lifestyle for residents being diminished and an impact on the environment.

An additional purpose of the position paper is to seek a revision of the City of Canning KSWP Master Plan to improve the presentation of the park landscape and significantly reduce bitumen areas.

Aesthetics of the KSWP

There has been significant improvement with the landscaping of the grassed area along the river in the last decade.

Significant improvement is also required for the entry to the precinct from Kent Street and some minor improvements along Queens Park Road.

The Kent Street access should be enhanced by:

- Utilising reticulation to 'green' the area in a similar manner as the Riverton and Rossmoyne foreshores, the new landscaping at the entrance to the City of Canning Works Depot in Fleming Street and many parks throughout the City of Canning.
- Add trees and shrubs to the area, but not in the same density as Queens Park Road.
- Provide intermittent access, including seating, to view the Wilson Lake. This will also provide a fire break.
- Remove the bike track and use the road base with mesh to allow grass growth to be used for overflow parking. There should be no permanent bitumen overflow car park as this will not only detract from the environmental nature of the area but will also increase the heat of the area.

The park entry is impacted by out of date buildings. This space would be better utilised for a children's adventure playground, and the public toilets be relocated.

Underground Power

The City of Canning have made at least two applications to the WA Government for underground power for the East Wilson zone, which was not included when West Wilson was converted to underground power around ten years ago.

WRRRA has previously presented a petition to the City of Canning from residents supporting the underground power project.

For reasons of road safety, reliability of power supply and aesthetics WRRRA requests the City of Canning to continue to apply for Underground power for the East Wilson zone.

Parking and traffic flow.

Currently the KSWP is subject to regular traffic issues:

- Castledare Train - Third Sunday of the month when
- Parkrun – Saturday mornings
- And a handful of other major annual events

When the grassed area off Kent Street is open there is adequate parking, but there is a traffic flow problem. Access to the park from Kent Street and via Queens Park Road is not suitable for current traffic and will definitely not handle an increase of activity in the future.

Carparks detract from the residential and environmental objectives. They are prone to increased use by:

- Being utilised by local car retailers for test driving.
- Use by professional driving schools.
- Car test driving after servicing by motor mechanics.
- Hoon drivers.
- Heavy and noisier vehicles, more suited to industrial and major retail areas.

Large carparks do not align with the concept of environmental focus being primary in park design.

The planned roundabout is too close to the house on the corner of Kent Street and Queens Park Road and the design seems to show that it is located where a power pole now stands.

WRRRA requests that traffic flow and car park design be given considerable thought to promote safe driving in the area. This can be achieved by distributing cars through less densely through the carpark and providing easy accessible entrance to the facilities for people with disability, and families with young children whilst giving consideration to the local residents.

To reduce the impact of carparks WRRRA seeks:

- That there be no additional bitumen car parks in the precinct, but allow for an overflow carpark where the bike track is currently located by using the bike track's road base and enhanced with mesh, which will allow for a grass coverage.
- Additional small car park be constructed within easy walking distance for disabled access to Castledare Miniature Rail Station and BBQs.

- Verge parking be constructed along the park side of Queens Park Road together with Kent Street.

Passive Recreation

WRRRA **does not** support or see that the Kent Street Weir Precinct can sustain organised recreational pursuits or high activity recreation without significantly compromising the priority and responsibility to residents, the environment and passive recreation areas. Allocating facilities to high activity recreation will further change the character and nature of riverside tranquillity and detract from the natural environment features.

Given this there is still feeling by members of WRRRA that the plans are too great a magnitude too be sustained in such a relatively fragile river and residential area.

Impact of Noise

In recent years, with a few of exceptions, the City of Canning has supported residents with ensuring that events held in the park have no noise impact. When the City of Canning built the Eco-Education Centre, including the Café there was any undertaking that it was not intended for social activities. WRRRA supports the City of Canning with ensuring that there is no impact of noise from events.

WRRRA understands that heavy vehicles have to access the park for maintenance and deliveries. In the spirit of recognising the residential nature of the park, that such vehicles be restricted from entering the park from 7.00am to 4.00pm on weekdays. At times the park takes on the characteristics of an industrial or retail area.

Since the addition of the dog area there has been a significant impact on noise levels caused by dogs, more owners allowing dogs off leashes and dogs tangling with walkers and bike riders on dual use parks. WRRRA wishes to work with the City of Canning to reduce the impact of dogs to levels that existed before the dog area was created.

Reconstructed BMX Track

WRRRA asks that the BMX track be removed to relocate the car park fronting Kent Street, thus enabling a more attractive landscape for the approach to the Kent Street Weir Precinct and the residents of Kent Street.

The current BMX track has been an expensive project for the City of Canning, considering the limited use. Initially costing \$20 000 in the 1990/2000 maintenance is reportedly \$15,000 a year. Thus \$300 000 has been spent on the track.

It is extremely rare to have a person of skill and fitness, and the bike that the track was designed for, to complete a lap or even consider extended use of the track. When it is used it is usually by a parents with early primary aged children starting at the top of the ramp and travelling down the slope.

Owners of remote control motor vehicles use the track, creating noise and throwing up fine blue metal dust which is blown over the houses on Kent Street or the Wilson lake area.

WRRRA recommends that bike track on a significantly reduced scale be constructed for children as part of the play ground facility.,

Fitness Equipment

The size of and proposed location of the fitness equipment should be reassessed and the equipment relocated to a number of locations distributed along the route of the existing dual use path, running parallel to Queens Park Road and Kent Street.

Pathways

WRRRA strongly supports the proposed path connecting the rail station, through the Canning River Regional Park lands, with the dual use path in Fern Rd.

Canoe Activities

WRRRA believes that there is significantly excessive emphasis in providing vehicle access for canoe set down and pick up.

The rail station car park would be a better option for used for Canoe set down in lieu of paved car access loop that predominantly occupies the major portion of the pedestrian passage way that provides access from both of the major car parks to :

- The rail station.
- The designated BBQ / picnic area.
- The weir. And,
- Junior playground.

If allowed canoe activities in this area will grow significantly with time as will the number of weekend canoeists requiring access across the area between the proposed canoe set down and launch facilities on both sides of the Weir. This is an activity that is carried out over most of the year and will involve several weekends a year in which the canoe club will be carrying out arranged competition events impact on the use of the park by families for passive recreation.

Seating

There should be adequate seating provided at areas such as the adventure children's play area and fitness stations and other features to for the frail, parents with strollers and those requiring a rest or appreciating the tranquillity of the park.

Conclusion

WRRRA wishes to continue working with the City of Canning to modify the current Kent Street Weir Master Plan, to consider the needs of nearby residents, the environment and passive recreation users.

WRRRA understands that the plan is a significant concept plan elements are open to re-design in the construction or installation phase. Given this WRRRA is keen that significant features such as parking, traffic flow and are altered on the plan and the BMX bike track is deleted in the current form, to convey a clear statement of need to those entrusted with the future management of the plan.

WRRRA welcomes the opportunity to further discuss the issues raised in this discussion Paper at the AGM and our regular committee meetings.