



**CITY OF BAYSWATER**

# **MINUTES**

**FOR THE  
PLANNING AND DEVELOPMENT  
SERVICES COMMITTEE MEETING**

**8 May 2018**



# PLANNING AND DEVELOPMENT SERVICES COMMITTEE MINUTES

## TABLE OF CONTENTS

ITEM	SUBJECT	PAGE NO
1.	<b>OFFICIAL OPENING</b>	4
1.1	Traditional Owners Acknowledgement	4
1.2	Declaration of Due Consideration	4
2.	<b>ATTENDANCE, APOLOGIES, LEAVE OF ABSENCE (PREVIOUSLY APPROVED) &amp; ABSENCE</b>	4
3.	<b>DELEGATED AUTHORITY BY COUNCIL</b>	5
4.	<b>PUBLIC QUESTION TIME</b>	6
4.1	Responses to Public Questions Taken 'On Notice'	6
4.2	Public Question Time	6
5.	<b>DECLARATION OF INTEREST</b>	8
6.	<b>CONFIRMATION OF MINUTES</b>	9
7.	<b>DEPUTATIONS</b>	9
8.	<b>PETITIONS</b>	11
9.	<b>REPORTS BY OFFICERS (COMMITTEE DELEGATION)</b>	13
9.1	Proposed Amendment to Fencing along Lennon Street and Pedestrian Access Way at Coventry Village Location: Lot 1, 243-253 Walter Road West, Morley <i>Confidential Attachment(s)</i>	13
9.2	Proposed General Industry (Food Manufacturing), Warehouse and Office Location: Lot 165, 13 Wicks Street, Bayswater	30
9.3	Proposed Amendment to Local Planning Scheme No 24 - Lot 11, 215-217 Grand Promenade, Bedford Location: Lot 11, 215-217 Grand Promenade, Bedford	43
9.4	Proposed Amendment to Town Planning Scheme No. 24 - Lot 22, 454 Guildford Road, Bayswater Location: Lot 22, 454 Guildford Road, Bayswater <i>Confidential Attachment(s)</i>	44
9.5	Bayswater Town Centre Structure Plan - Final Adoption <i>CR SALLY PALMER DECLARED AN IMPARTIAL INTEREST</i> <i>CR SALLY PALMER DECLARED AN INDIRECT FINANCIAL INTEREST</i> <i>CR BARRY MCKENNA DECLARED AN IMPARTIAL INTEREST</i> <i>CR GIORGIA JOHNSON DECLARED AN IMPARTIAL INTEREST</i> <i>CR LORNA CLARKE DECLARED AN IMPARTIAL INTEREST</i> <i>CR CATHERINE EHRHARDT DECLARED AN IMPARTIAL INTEREST</i>	100

9.6	Request for Lease of Telecommunications Facility Land at Crimea Park Location: Park 29473, Lot 9087, 2 McArthur Street, Morley <i>Confidential Attachment</i>	283
<b>10.</b>	<b>REPORTS BY OFFICERS (COUNCIL DECISION)</b>	<b>293</b>
<b>11.</b>	<b>REPORTS FOR NOTING</b>	<b>293</b>
<b>12.</b>	<b>LATE ITEMS</b>	<b>293</b>
<b>13.</b>	<b>CONFIDENTIAL ITEMS</b>	<b>293</b>
13.1	Reports by Officers (Committee Delegation)	293
13.2	Reports by Officers (Council Decision)	293
<b>14.</b>	<b>NEXT MEETING</b>	<b>293</b>
<b>15.</b>	<b>CLOSURE</b>	<b>293</b>

**CITY OF BAYSWATER**

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**MINUTES** of the meeting of the Planning and Development Services Committee which was held in Council Chambers, City of Bayswater Civic Centre, 61 Broun Avenue, Morley on 8 May 2018 commencing at 6:30pm.

**MINUTES****1. OFFICIAL OPENING**

Notice is hereby given that the Meeting will be audio recorded in accordance with the resolution of Council of 17 May 2016.

Persons are not permitted to record (visual or audio) at the Committee meeting without prior approval of the Council.

The Chairperson, Cr Brent Fleeton, welcomed those in attendance and declared the meeting open for the ordinary business of Committee at 6:30pm.

**1.1 Traditional Owners Acknowledgement**

The Chairperson, Cr Brent Fleeton, respectfully acknowledged the past, present and future traditional custodians of the land on which we are meeting, the Whadjuk (Perth) region people of the Noongar nation. Cr Brent Fleeton acknowledged and respected their continuing culture and the contribution they make to the life of this city and this region.

**1.2 Declaration of Due Consideration**

*That Councillors who have given due consideration to all matters contained in the Minutes presently before the meeting raise their hands.*

*The Chairperson read the Declaration of Due Consideration and all Councillors present raised their hands to indicate that due consideration was given to all matters contained in the Agenda.*

**2. ATTENDANCE, APOLOGIES, LEAVE OF ABSENCE (PREVIOUSLY APPROVED) & ABSENCE****Members****West Ward**

Cr Dan Bull, Mayor

Cr Lorna Clarke

Cr Giorgia Johnson

**Central Ward**

Cr Chris Cornish, Deputy Mayor

Cr Barry McKenna

Cr Sally Palmer

North Ward

Cr Brent Fleeton (Chairperson)

Cr Stephanie Gray

Cr Filomena Piffaretti

South Ward

Cr Catherine Ehrhardt

Cr Elli Petersen-Pik

**Officers**

Mr Andrew Brien

Mr Des Abel

Ms Helen Smith

Mr Matt Turner

Ms Karen D'Cunha

Ms Madison Parsons

Chief Executive Officer

Director Planning and Development Services

Manager Planning Services

Manager Strategic Planning and Place

A/Personal Assistant

Building Surveying Administrator

**Observers**

Public - 28

Press - 1

**Apologies**

Nil.

**Leave of Absence**

Nil.

**3. DELEGATED AUTHORITY BY COUNCIL**

Delegated Authority

In accordance with section 5.16(1) of the Local Government Act 1995 and Council's resolution at its Special Council Meeting held on 31 October 2017 (Item 8.2) the Planning and Development Services Committee has been granted delegated authority by Council, subject to the limitations on delegation of powers and duties contained in section 5.17 of the Local Government Act 1995, therefore, in accordance with section 5.23(1)(b) of the Local Government Act 1995, this meeting is open to the public.

Terms of Reference

*Planning and Development Services:*

To receive reports and make decisions in accordance with delegated authority and to consider reports and make recommendations to Council in respect to issues relating to the delivery of services within the areas of:

- Planning,
- Building,
- Development,
- Planning and Development Policies,
- Regulations and enforcement; and

- all other aspects of the Planning and Development Services of the City of Bayswater.

#### 4. PUBLIC QUESTION TIME

In accordance with section 5.24(1)(b) of the *Local Government Act 1995* and regulation 5(b) of the *Local Government (Administration) Regulations 1996*, time is allocated for questions to be raised by members of the public, as follows:

- (1) The minimum time to be allocated for the asking of and responding to questions raised by members of the public at ordinary meetings of councils and meetings referred to in regulation 5 is 15 minutes.
- (2) Once all the questions raised by members of the public have been asked and responded to at a meeting referred to in sub regulation (1), nothing in these regulations prevents the unused part of the minimum question time period from being used for other matters.

Pursuant to regulation 7(4)(c) of the *Local Government (Administration) Regulations 1996*, questions from the public must relate to a matter affecting a function of the Committee.

In accordance with section 5.25(1)(f) of the *Local Government Act 1995* and the *Local Government (Administration) Regulations 1996* regulation 11(e) a summary of each question raised by members of the public at the meeting and a summary of the response to the question will be included in the minutes of the meeting.

Where a question is taken on notice at the meeting, in accordance with clause 5.6(7)(b) of the *City of Bayswater Standing Orders Local Law 2013* a summary of the response to the question will be included in the minutes for the following meeting of the Committee at which the questions were raised.

#### 4.1 Responses to Public Questions Taken 'On Notice'

Nil.

#### 4.2 Public Question Time

Public Question Time commenced at 6:32pm.

The following questions were submitted verbally:

Tessa Hopkins - 7 Lawrence St, Bayswater.

##### Question 1

Would a development proposal to amalgamate Lots 1-3 King William Street to build a five storey apartment block with a green roof and meeting the single mandatory development standard called quality design and involving the demolition of the building at number one King William Street be eligible for approvable under the structure plan being considered here tonight?

The Manager Strategic Planning and Place replied that development applications are considered on their merits at the time. The structure plan provides protection as does the Municipal Heritage Inventory for properties that are listed on the inventory.

### **Question 2**

**18 of the 24 buildings located in the King William Core were built before the mid 1950's, the majority of these buildings are Classification 2 on the Council's MHI, can you please clarify if Classification 2 buildings, the second highest ranking, can be demolished?**

The Manager Strategic Planning and Place advised that Category 2 on the current MHI is the second highest category, it is just below State Heritage (which is generally Category 1), so it is the most significant protection that we give under MHI. There is a general presumption that those buildings are not demolished and that any development which occurs on those sites, whether it be under the Structure Plan or otherwise, accommodates the buildings that are there.

### **Question 3**

**Can you qualify and go into more detail about what is a general presumption and whether a general presumption is actually guaranteed protection or is just a general presumption?**

The Manager Strategic Planning and Place advised that it is the highest level of protection the City has in its MHI, other than the state register, so they are the buildings that have significant local heritage weight, and that is a very significant factor in any development application consideration.

***Cr Giorgia Johnson withdrew from the meeting at 6:35 pm***

**Keith Clements - 8 Beech Street, Bayswater**

### **Question 1**

**Does Council consider that the cart has been put before the horse by not ensuring the MHI Review, completed and handed to Council almost six months ago, has not been considered prior to the Structure Plan?**

The Manager Strategic Planning and Place advised there is a current MHI and that the Structure Plan precludes changes in the MHI. When that review of the MHI comes forward, the two documents will work together, so the MHI Review does not need to happen before the Structure Plan is considered.

### **Question 2**

**Is it not likely the MHI Review will, like the 2006 MHI Review, recommend further investigation of the King William Core as a heritage area, worthy of state heritage listing, given the whole is always greater than the sum of its parts, meaning that individual buildings should not be considered in isolation, but in the context of the whole precinct?**

The Manager Strategic Planning and Place replied the City has received nominations around the King William Street core and therefore consideration of a heritage area is one of the matters that has been considered in the review of the MHI.

### **Question 3**

**Will the Council tonight consider the motion moved at the Councillor's AGM in December and successfully passed that the King William Core be registered on the State's Heritage Register as a Heritage Precinct?**

The Chairperson Cr Brent Fleeton advised that Council has heard the question and this would be part of the deliberation during the debate of the item.

**Greg Smith - 16 Rose Ave, Bayswater.**

**Question 1**

**Given the proposed developments for 9 and 11 King William Street were heritage listed but the Council failed to refer it to the Heritage Council but those listings were either 3 or 4 classification and those classification lists, as I see it, provide virtually zero opportunity for conservation, is that true?**

The Manager Planning Services replied the City's Officers in dealing with any application with a property listed under the MHI, does enter into discussions with the applicant to consider retention of the buildings, and incorporation of the buildings into the overall redevelopment. Each application is dealt with on its own merit. Category 4 applications can be considered for demolition and appropriate representation of the site considered as a memorial type situation, Category 3 applications we look at how that can be incorporated into the overall development proposal. In the instance of 9 and 11 King William St, the façade of the category 3 property has been incorporated into the redevelopment proposal.

**Question 2**

**And number 9 - total demolition? And number 9 and 11 no specific heritage assessment prior to your approving demolition.**

The Manager Planning Services advised number 9 was approved for demolition. Both properties have a Statement of Significance which was carried out as part of the original Municipal Heritage Inventory.

***Cr Georgia Johnson returned to the meeting at 6:40pm.***

**Public Question Time was closed at 6:40pm.**

**5. DECLARATION OF INTEREST**

**5.1 Disclosures at the Planning and Development Services**

In accordance with section 5.60A and 5.65 of the *Local Government Act 1995* the following disclosures of financial interest were made at the meeting:

Nil.

In accordance with section 5.61 of the *Local Government Act 1995* the following disclosures of indirect financial interest were made at the meeting:

Date	Name	Item No.	Item Name
8 May 2018	Cr Sally Palmer	9.5	Bayswater Town Centre Structure Plan - Final Adoption

In accordance with section 5.60B and 5.65 of the *Local Government Act 1995* the following disclosures of proximity interest were made at the meeting:

Nil.



In accordance with regulation 11 of the *Local Government (Rules of Conduct) Regulations 2007* the following disclosure of interests affecting impartiality (Elected Members) were made at the meeting:

Date	Name	Item No.	Item Name
8 May 2018	Cr Sally Palmer	9.5	Bayswater Town Centre Structure Plan - Final Adoption
8 May 2018	Cr Barry McKenna	9.5	Bayswater Town Centre Structure Plan - Final Adoption
8 May 2018	Cr Giorgia Johnson	9.5	Bayswater Town Centre Structure Plan - Final Adoption
8 May 2018	Cr Lorna Clarke	9.5	Bayswater Town Centre Structure Plan - Final Adoption
8 May 2018	Cr Catherine Ehrhardt	9.5	Bayswater Town Centre Structure Plan - Final Adoption

In accordance with regulation 34C of the *Local Government (Administration) Regulations 1996* and clause 5.5 of the City of Bayswater's Code of Ethics, the following disclosure of interests affecting impartiality (Officers) were made at the meeting:

Nil.

In accordance with regulation 34C of the *Local Government (Administration) Regulations 1996* and clause 5.5 of the City of Bayswater's Code of Ethics, the following disclosure of interests affecting impartiality (Officers) were made at the meeting:

Nil.

**6. CONFIRMATION OF MINUTES**

**COMMITTEE RESOLUTION**

The Minutes of the Planning and Development Services Committee held on 10 April 2018, which have been distributed, be confirmed as a true and correct record.

**CR BRENT FLEETON MOVED, CR DAN BULL, MAYOR SECONDED  
CARRIED UNANIMOUSLY: 11/0**

**7. DEPUTATIONS**

**7.1 Proposed Amendment to Town Planning Scheme No 24 - Lot 22, 454 Guildford Road, Bayswater  
Location: Lot 22, 454 Guildford Road, Bayswater**

In relation to Item 9.4, Mr Ben Doyle (Applicant - Director, Planning Solutions, Level 1, 251 St Georges Terrace, Perth) was in attendance, speaking against the officer's recommendation (*refer page 60*).

**7.2 Bayswater Town Centre Structure Plan - Final Adoption**

***CR SALLY PALMER DECLARED AN INDIRECT FINANCIAL INTEREST***

***During the deputation Cr Palmer noted that the Deputee made mention of a property that the Councillor had sold on his behalf and in accordance with section 5.61 of the Local Government Act 1995, Cr Sally Palmer declared an indirect financial interest in this deputation and withdrew from the meeting at 6:54pm.***

In relation to Item 9.5, Mr Michael Morteza Khadembashi (Resident - 24 Raleigh Road, Bayswater) was in attendance, speaking on the item (*refer page 115*).

***Cr Sally Palmer returned to the meeting at 6:56pm***

**7.3 Bayswater Town Centre Structure Plan - Final Adoption**

In relation to Item 9.5, Mr Kevin Kidd (Resident - 23A Shaftesbury Avenue, Bayswater) was in attendance, speaking on the item (*refer page 115*).

**7.4 Bayswater Town Centre Structure Plan - Final Adoption**

In relation to Item 9.5, Mr Andrew Watt and Mrs Dinah Watt (Resident(s) - 5 Grafton Road, Bayswater) were in attendance, speaking on the item (*refer page 115*).

**7.5 Bayswater Town Centre Structure Plan - Final Adoption**

In relation to Item 9.5, Mr Andrew Watt (Resident - 5 Grafton Road, Bayswater on behalf of Resident - Ms Nancy Bineham, 40 Milne Street, Bayswater) was in attendance, speaking on the item (*refer page 115*).

**7.6 Bayswater Town Centre Structure Plan - Final Adoption**

In relation to Item 9.5, Ms Simone O'Reilly (Resident - 12 Grafton Road, Bayswater) was in attendance, speaking on the item (*refer page 115*).

**7.7 Bayswater Town Centre Structure Plan - Final Adoption**

In relation to Item 9.5, Mr Gautam Nansey (Resident - 135 Morley Drive, Nollamara) was in attendance, speaking on the item (*refer page 115*).

**7.8 Bayswater Town Centre Structure Plan - Final Adoption**

In relation to Item 9.5, Mr Andrew Watt (Resident - 5 Grafton Road, Bayswater on behalf of Resident - Mr Josh Eveson, 400 Guildford Road, Bayswater) was in attendance, speaking on the item (*refer page 115*).

***Cr Lorna Clarke withdrew from the meeting at 7:21pm.***

***Cr Elli Petersen-Pik withdrew from the meeting at 7:22pm.***

***Cr Lorna Clarke returned to the meeting at 7:23pm.***

***Cr Elli Petersen-Pik returned to the meeting at 7:26pm.***

**7.9 Bayswater Town Centre Structure Plan - Final Adoption**

In relation to Item 9.5, Mr Jay Hardison (Resident - 27A Kenilworth Street, Bayswater) was in attendance, speaking on the item (*refer page 115*).

***Cr Catherine Ehrhardt withdrew from the meeting at 7:28pm.***

**7.10 Bayswater Town Centre Structure Plan - Final Adoption**

In relation to Item 9.5, Mr Kevin Kidd (Resident - 23A Shaftesbury Avenue, Bayswater on behalf of Resident - Mr Greg Da Rui, 1 King William Street,

Bayswater) was in attendance, speaking on the item (*refer page 115*).

**7.11 Bayswater Town Centre Structure Plan - Final Adoption**

In relation to Item 9.5, Mr Peter Buchanan (Resident - 12 Grafton Road, Bayswater on behalf of Resident - Paul Shanahan, 35 Grosvenor Road, Bayswater) was in attendance, speaking on the item (*refer page 115*).

***Cr Catherine Ehrhardt returned to the meeting at 7:33pm***

**7.12 Bayswater Town Centre Structure Plan - Final Adoption**

In relation to Item 9.5, Mr Jay Hardison (Resident - 27A Kenilworth Street, Bayswater on behalf of Resident - Mr Craig Mariano, 19 Station Street, Bayswater) was in attendance, speaking on the item (*refer page 115*).

**7.13 Bayswater Town Centre Structure Plan - Final Adoption**

In relation to Item 9.5, Ms Monica Main (Resident - 20 King William Street, Bayswater) was in attendance, speaking on the item (*refer page 115*).

**7.14 Bayswater Town Centre Structure Plan - Final Adoption**

In relation to Item 9.5, Mr Greg Smith (Resident - 16 Rose Avenue, Bayswater) was in attendance, speaking on the item (*refer page 115*).

***Cr Chris Cornish, Deputy Mayor, withdrew from the meeting at 7:48pm.***

**7.15 Bayswater Town Centre Structure Plan - Final Adoption**

In relation to Item 9.5, Mr Kevin Kidd (Resident - 23A Shaftesbury Avenue, Bayswater on behalf of Resident - Mr Paul Prior, 64A Hotham Street, Bayswater) was in attendance, speaking on the item (*refer page 115*).

***Cr Chris Cornish, Deputy Mayor, returned to the meeting at 7:51pm.***

**7.16 Bayswater Town Centre Structure Plan - Final Adoption**

In relation to Item 9.5, Ms Lynn Deering (Resident - 3 Murray Street, Bayswater) was in attendance, speaking on the item (*refer page 115*).

**7.17 Bayswater Town Centre Structure Plan - Final Adoption**

In relation to Item 9.5, Ms Tessa Hopkins (Resident - 7 Lawrence Street, Bayswater) was in attendance, speaking on the item (*refer page 115*).

**7.18 Bayswater Town Centre Structure Plan - Final Adoption**

In relation to Item 9.5, Mr Keith Clements (Resident - 8 Veitch Street, Bayswater) was in attendance, however chose not to speak on the item.

**8. PETITIONS**

Nil.

**ORDER OF BUSINESS**

Items were dealt with in the following order: Items 9.4, 9.5, 9.1 and 9.6.

All remaining items were carried by en bloc resolution.

**9. REPORTS BY OFFICERS (COMMITTEE DELEGATION)**

**9.1 Proposed Amendment to Fencing along Lennon Street and Pedestrian Access Way at Coventry Village**

**Location:** Lot 1, 243-253 Walter Road West, Morley  
**File Number:** DA15-0732.01  
**Applicant:** Peter Webb & Associates  
**Owner:** Coventry Village Pty Ltd  
**Reporting Branch:** Statutory Planning Services  
**Responsible Directorate:** Planning and Development Services  
**Refer:** Item 10.4: OCM 23.8.2016  
 Item 11.1.7 OCM 24.7.2012  
 Item 15.1.2 OCM 24.4.2012  
 Item 8.1: SCM 8.11.2011  
 Item 11.1.8: OCM 25.5.2010

*Confidential Attachment(s) - in accordance with Section 5.23(2)(b) of the Local Government Act 1995 - personal affairs of any person.*

**EXECUTIVE SUMMARY**

**Application:**

A planning application dated 15 March 2018 and plans dated 16 March 2018 have been received for proposed amendment to fencing along Lennon Street and the pedestrian access way (PAW) at Lot 1, 243-253 Walter Road West, Morley (Coventry Village).

**Key Issues:**

- Consideration whether the proposed revised 1.8m high, autoclaved aerated concrete panel fence to the Lennon Street frontage is an acceptable departure from the previous approved 2.1m high, Colorbond framed composite masonry panel fence.
- The impact on the amenity and streetscape of the Morley City Centre.

**BACKGROUND**

<b>Town Planning Scheme No. 24 Zoning:</b>	Morley Activity Centre - Precinct 1 'Central Core'
<b>Use Class:</b>	Market, Shop, Restaurant, Fast Food Outlet
<b>Lot Area:</b>	46,678m <sup>2</sup>
<b>Existing Land Use:</b>	Market, Shop, Restaurant, Fast Food Outlet
<b>Surrounding Land Use:</b>	Commercial, Residential, and Morley Sport and Recreation Centre
<b>Size/Nature of Proposed Development:</b>	Amendment to Fencing along Lennon Street and PAW

The initial development application and plans for Coventry Village were approved by Council at its Ordinary Meeting held on 25 May 2010. The approval included a 2.4m high masonry pier and pre-cast concrete panel fence to be constructed along the entire north-western boundary of the property (Lennon Street and PAW).

The project architect (John L Silbert and Associates Pty Ltd) wrote to the City on 14 October 2011 enclosing plans showing various *"changes that have occurred during construction for various reasons and which are in variance to the original planning approval"*.

The letter sought the City's approval to a number of aspects of the original plans including changing the rear boundary fence along Lennon Street from the approved masonry structure to a Colorbond fence. At a Special Council Meeting held on 8 November 2011 Council resolved to endorse amended plans subject to an additional condition as follows:

"3. *Add an additional condition 45 to the planning approval dated 25 May 2010 to read:*

*"A precast panel and masonry pier fence in accordance with the development approval dated 25 May 2010, and plans dated 8 April 2010 is to be constructed to the Lennon Street and PAW lot boundary. The fence is to be installed and completed by the 1 March 2012 to the satisfaction of the City of Bayswater. A temporary colorbond fence to be installed in the intervening period".*

An application for retrospective approval of the indefinite retention of the temporary Colorbond fence was refused by Council at its Ordinary Meeting held on 24 April 2012 and included authorisation for the City to commence legal action for non-compliance with the associated development approval as follows:

"1. *Council refuse the request dated 10 April 2012 to amend Condition 45 of the planning approval DA09-0503 and DA09-0503.01 dated 26 May 2010 and amended 14 November 2011 for the Coventry Square Market Redevelopment at Lot 1, Nos. 243-253 Walter Road West, Morley, for the following reasons:*

- (a) The previously approved precast panel and masonry pier fence is considered to be more appropriate than the colorbond fence in relation to the scale and nature of the development and the amenity of the area;*
- (b) The colorbond fence is considered to unduly affect the amenity of the area; and*
- (c) The colorbond fence is considered to be inconsistent with the orderly and proper planning of the area.*

2. *Council authorise the City to pursue legal action in accordance with the Planning and Development Act 2005 and/or the Local Government Act 1995 on advice from the City's solicitors in relation to non-compliance with the conditions of planning approval dated 26 May 2010 and amended 14 November 2011, for the Coventry Square Market Redevelopment and all other unauthorised matters of the development at Lot 1, Nos. 243-253 Walter Road West, Morley."*

A second application for retrospective approval of the indefinite retention of the temporary Colorbond fence was also refused by Council at its Ordinary Meeting held on 24 July 2012 as follows:

"1. *Planning application be refused for colorbond fence to Lennon Street and the Pedestrian Access Way (PAW) boundary for the Coventry Square Market redevelopment at Lot 1, Nos. 243-253 Walter Road West, Morley, in accordance with application DA12-0370 dated 18 June 2012, and plans dated 18 June 2012 for the following reasons:*

- (a) The previously approved precast panel and masonry pier fence is considered to be more appropriate than the colorbond fence in relation to the scale and nature of the development and the amenity of the area.*
- (b) The colorbond fence is considered to unduly affect the amenity of the area.*
- (c) The colorbond fence is considered to be inconsistent with the orderly and proper planning of the area.*

- (d) *The precast panel and masonry pier fence forms an integral component of the development and is considered to be more consistent with the City's vision for the Morley city centre.*
2. *The City advise the applicant that it has no power to rescind Condition 45 of the approval for the Coventry Square Market redevelopment as granted by Council on 25 May 2010 (and issued 26 May 2010) and amended by Council on 8 November 2011 (and issued 14 November 2011), as that determination has been communicated and the development enacted."*

The above determination was appealed to the State Administrative Tribunal (SAT), and a decision was delivered on 13 November 2013 confirming Council's determination, concluding *"The Tribunal decided to dismiss the application because the Colorbond fence would be inconsistent with orderly and proper planning. This is because the Colorbond fence along this boundary of the site does not satisfy the amenity objectives of the planning instruments prepared for this locality and the Morley City Centre"*. The following orders were made:

- "1. *The application for review is dismissed.*
2. *The refusal of the planning application by the City of Bayswater, dated 25 July 2012, is endorsed."*

The landowner sought review of the above SAT determination on question of law, and a decision was delivered on 17 January 2014 revoking the SAT's original determination and concluding *"The Tribunal erred in law in its determination... The matter should be remitted to the Tribunal as originally constituted for determination in accordance with law. The parties should have the opportunity to file any further submissions before the Tribunal determines the application for review"*. The following orders were made:

- "1. *The application for review by a judicial member is allowed.*
2. *The determination of the Tribunal made on 13 November 2013 dismissing the application for review in proceeding DR 275 of 2012 is revoked.*
3. *The application for review in proceeding DR 275 of 2012 is remitted to Member Mr J Jordan for determination in accordance with law.*
4. *By 7 February 2014, each party may file, and if so must serve, any supplementary written submissions in proceeding DR 275 of 2012.*
5. *By 14 February 2014, each party may file, and if so must serve, any written submissions in reply to the other party's submissions filed in accordance with the preceding order.*
6. *Subject to my order in DR 275 of 2012, that proceeding is to be determined on the basis of the evidence, submissions and view at the hearing on 28 and 29 August 2013 and any written submissions filed in accordance with the preceding orders, without any further hearing."*

In accordance with the above orders, the original determination was reconsidered by the SAT, and a decision was delivered on 3 July 2014 affirming Council's refusal dated 25 July 2012, concluding *"...the fence is 'a long, high, straight, utilitarian structure and does not include a 'level of interest'. The Tribunal has found that the fence along Lennon Street and the walkway, was not consistent with orderly and proper planning, because the planning objectives of the planning framework would not be achieved"*. The following orders were made:

- "1. *The application for review is dismissed.*
2. *The refusal of the planning application by the City of Bayswater, dated 25 July 2012, is endorsed."*

The landowner also sought review of the above SAT determination on question of law, and a decision was delivered on 6 October 2014 affirming the determination and concluding *"The Tribunal did not err in law in any of the respects contended by Coventry. The application for*

review by a judicial member should therefore be dismissed and the determination of the Tribunal should be affirmed". The following orders were made:

- "1. The application for review by a judicial member is dismissed.
2. The determination of the Tribunal made on 3 July 2014 in DR 275 of 2012 is affirmed."

At its Ordinary Meeting held on 23 August 2016, Council considered a proposal to amend the approved 2.4m high precast panel and masonry brick pier fence to a 2.1m high, Colorbond framed composite masonry panel fence. The officer recommendation was for refusal; however the amended fencing was conditionally approved by Council as follows:

- "2. Grants planning approval for the proposed revised fencing to Lennon Street to Coventry Village at Lot 1, 243-253 Walter Road West, Morley, in accordance with planning application dated 30 November 2015 and plans dated 24 May 2016, subject to the following planning conditions:
  - (a) The development shall be carried out only in accordance with the terms of the application as approved herein, and any approved plan..
  - (b) An anti-graffiti protective coating shall be applied to both sides of the fencing to Lennon Street, to the satisfaction of the City of Bayswater.
  - (c) The fencing to Lennon Street shall be kept in a neat and tidy condition and adequately maintained to the satisfaction of the City of Bayswater. Any damage including vandalism and graffiti sustained by the fencing shall be immediately repaired by the applicant/owner, to the satisfaction of the City of Bayswater.
  - (d) On completion of construction, all excess articles, equipment, rubbish and materials being removed from the site and the site left in an orderly and tidy condition, to the satisfaction of the City of Bayswater.
  - (e) The subject fence along Lennon Street be built by the end of 2016."

Council's reason stated for the change was as follows:

*"Council considered the officer's recommendation and were of the opinion that approval be given for the proposed fence along Lennon Street, particularly given the potential impact of a pre-cast concrete panel and masonry pier fence on the adjacent street trees and the proposed fence to be completed by the end of 2016."*

The applicant has advised that an initial shipment of the pre-cast concrete panels to be used in the approved revised fencing was found to contain chrysotile asbestos and destroyed by the Australian Border Force. A second shipment of the pre-cast concrete panels was subsequently ordered and also found to contain chrysotile asbestos and destroyed by the Australian Border Force. Given the issues in sourcing the approved materials, the applicant is now proposing to further amend the fencing.

The current application for amendments to the fencing, lodged with the City on 16 March 2018 includes the following key elements:

- Construction from 75mm thick autoclaved aerated concrete (AAC) panels, which typically comprise sand, calcined gypsum, lime and/or cement and water as a binding agent.
- Each section of fencing will comprise three panels 600mm high, stacked to a total height of 1.8m. The panels will be painted in light green (Dulux Spring Green), with an anti-graffiti coating applied on both sides.
- Footings designed to ensure no damage or removal of the existing mature trees within Lennon Street.



- A single 2.35m wide opening within the ACC panel fence secured by a powder coated aluminium fence containing a 1.2m wide gate, providing a direct pedestrian connection between Lennon Street and Coventry Village.
- Landscaping along the fence line internally within the site.

The primary consideration in relation to this application is the impact of the proposed development on the amenity of the locality given the proposed revised fencing to Lennon Street comprises a 1.8m high ACC panel fence in lieu of a 2.1m high Colorbond framed composite masonry panel fence.





**CONSULTATION**

The City sought comment on the proposed amendment to the approved fencing from the adjacent affected property owners for a period of 14 days. At the completion of the advertising period, 1 objection was received. Details of the objection, applicant's response and officer's comment are stated below.

NATURE OF CONCERN	APPLICANT RESPONSE	OFFICER COMMENT
<p>The pedestrian gate to Lennon Street is contrary to the original approval and objections from the local community. Pedestrian access is already available via the public access way on Wellington Street and the gate encourages people to park on Lennon Street. This is already occurring and it becomes dangerous for two vehicles to pass each other.</p>	<p>The pedestrian access and gate formed part of the August 2016 fence approval issued by the City.</p> <p>A meeting held at Coventry Village on January 15, 2018 with interested residents informed the design of the proposed revised fence, which retains the pedestrian access and gate (following the support of the local residents that attended that meeting). (This meeting was organised by Coventry Village, with approximately 150 letters dropped to residential dwellings along and around Lennon Street which invited residents to the meeting. Approximately 25 residents attended.)</p> <p>The pedestrian access and gate is considered an important component of the fence design as it will ensure direct access to the Morley City Centre is formalised, whilst the gate (to remain unlocked but closed) will ensure the privacy of residents is maintained. The temporary Colorbond fence has continued to be vandalised with panels damaged and removed so that access to the commercial area of Morley</p>	<p>The pedestrian gate proposed is considered to provide a convenient point of access to the site from the adjoining residential precinct. In the event of issues due to parking on Lennon Street occur the City's Rangers Services can investigate potential solutions, such as increased parking restrictions.</p>

	<p>can be obtained via Coventry Village. By formalising pedestrian access, the issue of continued unsafe and uncontrolled pedestrian movement over the fence is removed.</p> <p>Parking on Lennon Street by members of the community wishing to access the City Centre should be able to be managed by the City through the application of parking restrictions and resident visitor parking permits. This is a matter for the City to implement.</p>	
--	---	--

In addition to the above, a petition to enforce the erection of permanent masonry fencing (as per the original development plans) was lodged with the City on 27 March 2018, and contained 169 signatures. The petition called on the City to:

1. *Enforce the replacement of temporary fencing at Lennon Street boundary with permanent masonry fencing as promised in the development plans for Coventry Market as soon as possible; and*
2. *Ensure Centre Management, Coventry Market fully consult with local residents on any future development proposals for this boundary."*

Whilst Council has already approved amendment to the original masonry fencing, the City is undertaking consultation with local residents on proposed amendments to the fence through the development application process.

The City is working to ensure the fencing is installed as soon as practically possible, and has been advised by the applicant that the fencing is anticipated to be installed within three months of the Building Permit being issued should the amended fencing be approved.

**ANALYSIS**

Since the most recent determination relating to the fence on 23 August 2016, the City's Town Planning Scheme No. 23 has been rescinded and the development site has since been incorporated into the City's Town Planning Scheme No. 24 (TPS 24). The site is now within Precinct 1 'Central Core' of the Morley Centre Zone under TPS 24.

The Morley Activity Centre Structure Plan indicates nine objectives for the Central Core precinct, the objectives considered relevant to the fence proposal are as follows:

- *Encourage a retail environment with active street frontages and high quality streetscapes which provide a strong sense of place.*
- *Reduce the amount and visual dominance of expansive at grade parking areas.*
- *Ensure appropriate transition in development form and intensity between the Central Core precinct and adjacent Inner City Residential precincts.*

The fence location is highly visible from within the both the Central Core precinct and the Inner City Residential precinct opposite Lennon Street. The existing Colorbond fence which was supported as a temporary measure until March 2012 still remains on site. The Colorbond fence is in a poor state and negatively impacts on both the Central Core precinct and Inner City Residential precinct which it adjoins.

The impact of the existing fence is considered to be primarily visual, however complaints received from adjoining residents also indicate noise, rubbish, and safety impacts. The fence has

failed in multiple locations, resulting in areas along the boundary with no fencing, and it is alleged that this has contributed to rubbish from Coventry Village being spilling into the adjoining residential precinct. Users of Coventry Village are also alleged to be utilising Lennon Street for parking, resulting in reduced sight lines and obstruction to the flow of traffic. Lightweight fences such as the existing Colorbond fence are typically not considered suitable for sound attenuation and will provide reduced benefit compared with solid walls constructed of heavier materials.

Compared with the amended fence approved by Council at its Ordinary Meeting held on 23 August 2016, the key difference is the proposed fence will be 0.3m lower (1.8m from 2.1m). Both the approved composite masonry panels and the proposed ACC panels are considered lightweight and less expensive alternates to the originally approved fence with a similar appearance. Both fences feature minimal visual articulation and are separated by posts 2.4m apart. State Planning Policy 5.4 suggests as a general rule that a reduction in noise of 5dB can be achieved by eliminating line of sight from the source, and an additional noise reduction of 1.5dB can be achieved for every metre added to the barrier height.

The proposed ACC panels are considered an improvement to the existing visual amenity of the site, and are expected to be less susceptible to damage, requiring less maintenance. Installation of the new fence will eliminate the spill of rubbish from the site into the adjoining residential precinct, and is also considered to offer a considerable improvement to sound attenuation, although reducing the height from 2.1m to 1.8m will slightly reduce sound attenuation provided.

The fence opening (2.35m wide) and gate (1.2m wide) is considered to provide a convenient connection between Coventry Village and the residential precinct, however may contribute to the likelihood of visitors to Coventry Village parking within Lennon Street instead of the on-site parking. Should this be an ongoing matter following installation of the fence, an increase to parking restrictions on Lennon Street could be investigated as a potential means to address any resultant issues.

Protection of the numerous established street trees within the Lennon Street road reserve will need to be addressed for the period of construction given the fence location on the lot boundary adjoining the road reserve. The applicant has advised that the fence footings have been designed to ensure no damage or removal of the existing mature trees within Lennon Street, and the City's arborist has recommended any ground works and/or digging be undertaken by hand where possible to minimise root damage. In addition, the City is recommending the provision of tree protection zones during the construction period to further mitigate any potential damage.

The temporary fencing has been an ongoing issue since 2012, and subject to numerous Council and SAT decisions as outlined in the background detailed above. The proposed amended fencing provides an opportunity to resolve this matter and is considered to result in notable improvements to the existing situation on site. Installation of the new fencing will address the primary concerns raised by adjoining residents and is also considered to generally align with the objectives of the Central Core precinct to provide high quality streetscapes, reduce the visual dominance of at-grade parking and provide an appropriate transition between the Central Core and Inner City Residential precincts.

**OPTIONS**

The following options are available to Council:

1. Council approves the proposal with or without conditions.
2. Council refuses the proposal.

**CONCLUSION**

In light of the above assessment of the proposed development, the application is recommended for approval subject to appropriate conditions.

**FINANCIAL IMPLICATIONS**

Not applicable.

**STRATEGIC LINK**

In accordance with the City of Bayswater Strategic Community Plan 2017-2027, the following applies:

Theme: Our Built Environment  
Aspiration: A quality and connected built environment.  
Outcome B1: Appealing streetscapes.  
Outcome B3: Quality built environment.

Theme: Our Local Economy  
Aspiration: A business and employment destination.  
Outcome E2: Active and engaging town and city centres.

**COUNCIL POLICY AND LEGISLATIVE IMPLICATIONS**

- Planning and Development Act 2005;
- Planning and Development (Local Planning Schemes) Regulations 2015;
- City of Bayswater Town Planning Scheme No. 24; and
- Morley Activity Centre Structure Plan Policy.

**VOTING REQUIREMENTS**

Simply Majority required.

**ATTACHMENTS**

1. Plans for Development
2. Submission Location Plan (Confidential)

**OFFICER'S RECOMMENDATION**

That Council grants planning approval for the proposed amendment to fencing at Lot 1, 243-253 Walter Road West, Morley, in accordance with planning application dated 15 March 2018 and plans dated 16 March 2018, subject to the following planning conditions:

1. The development shall be carried out only in accordance with the terms of the application as approved herein, and any approved plan.
2. This approval is for amendments to the fencing on site along the Lennon Street road reserve and the pedestrian access way connecting Wellington Road to Lennon Street only. Any other works or modifications do not form part of this amended development approval.

3. Within 90 days of the date of this 'approval to commence development', the owner(s) or the applicant on behalf of the owner(s) shall comply with the following requirements to the satisfaction of the City of Bayswater:
  - (a) Remove the existing Colorbond fence on site along the Lennon Street road reserve and the pedestrian access way connecting Wellington Road to Lennon Street; and
  - (b) Obtain Building Permit approval for and fully install the autoclaved aerated concrete panel fence as detailed in the approved plans.
4. A detailed landscape plan shall be submitted to and approved by the City of Bayswater, prior to the submission of a building permit application. For the purpose of this condition, the plan shall show the following:
  - (a) The location, size and species of all trees and shrubs proposed.
  - (b) The landscaped areas being reticulated or irrigated.

Landscaping and reticulation shall be completed in accordance with the approved detailed landscape plan within 14 days of full installation of the subject fence, and maintained to the satisfaction of the City of Bayswater.
5. The fence shall be painted in a complementary colour(s) with the existing building and surrounds to the satisfaction of the City of Bayswater.
6. The fence shall be finished in an anti-graffiti protective coating on both sides in its entirety, to the satisfaction of the City of Bayswater.
7. The approved fence and footings abutting the lot boundaries must be constructed wholly within the subject allotment.
8. All street tree(s) within the verge adjoining the subject property are to be retained and protected from any damage including unauthorised pruning. Measures consistent with AS4970 shall be undertaken where reasonably possible to ensure protection of street trees during construction, to the satisfaction of the City, including but not limited to the following:
  - (a) All activities related to construction of the subject development, including parking of vehicles, storage of materials, and washing of concreting tools and equipment is prohibited within 2.0m of the base of any street tree, within the road reserve.
  - (b) Any required ground preparation and digging shall be undertaken by hand where possible to minimise potential root damage to the adjoining street trees. Should the pruning of any major roots be required, the City of Bayswater shall be contacted to inspect and determine if pruning is appropriate.
9. The fencing shall be kept in a neat and tidy condition and adequately maintained to the satisfaction of the City of Bayswater. Any damage including vandalism and graffiti sustained by the fencing shall be immediately repaired by the landowner, to the satisfaction of the City of Bayswater.
10. On completion of construction, all excess articles, equipment, rubbish and materials being removed from the site and the site left in an orderly and tidy condition, to the satisfaction of the City of Bayswater.

Advice Notes:

1. To activate the planning approval, the development/use subject of this approval must be substantially commenced within a period of two years of the date of this approval notice. If the development is not substantially commenced within this period, this approval shall lapse and be of no further effect. Where an approval has lapsed, no development/use shall be carried out without the further approval of the City having first been sought and obtained.
2. This approval is not a building permit or an approval under any law other than the *Planning and Development Act 2005*. It is the responsibility of the applicant/owner to obtain any other necessary approvals, consents and/or licenses required under any other law, and to commence and carry out development in accordance with all relevant laws.
3. Kerbs, roadways, footpaths, open drains, stormwater pits, service authority pits and verge areas including any verge trees must be adequately protected, maintained and reinstated if required, during and as a result of carting and all works associated with this development.
4. This approval is not an authority to ignore any constraint to development on the land, which may exist through contract or on title, such as but not limited to an easement or restrictive covenant. It is the responsibility of the applicant/owner to investigate any such constraints before commencing development.
5. This approval does not authorise any interference with dividing fences, nor entry onto neighbouring land. Accordingly, should you wish to remove or replace any portion of a dividing fence, or enter onto neighbouring land, you must first come to a satisfactory arrangement with the adjoining property owner. Please refer to the *Dividing Fences Act 1961*.

***Cr Catherine Ehrhardt withdrew from the meeting at 9:11pm.***

***Cr Stephanie Gray withdrew from the meeting at 9:12pm.***

**COMMITTEE RESOLUTION**

**That Council grants planning approval for the proposed amendment to fencing at Lot 1, 243-253 Walter Road West, Morley, in accordance with planning application dated 15 March 2018 and plans dated 16 March 2018, subject to the following planning conditions:**

1. **The development shall be carried out only in accordance with the terms of the application as approved herein, and any approved plan.**
2. **This approval is for amendments to the fencing on site along the Lennon Street road reserve and the pedestrian access way connecting Wellington Road to Lennon Street only. Any other works or modifications do not form part of this amended development approval.**
3. **Within 90 days of the date of this ‘approval to commence development’, the owner(s) or the applicant on behalf of the owner(s) shall comply with the following requirements to the satisfaction of the City of Bayswater:**
  - (a) **Remove the existing Colorbond fence on site along the Lennon Street road reserve and the pedestrian access way connecting Wellington Road to Lennon Street; and**
  - (b) **Obtain Building Permit approval for and fully install the autoclaved aerated concrete panel fence as detailed in the approved plans.**
4. **A detailed landscape plan shall be submitted to and approved by the City of Bayswater, prior to the submission of a building permit application. For the purpose of this condition, the plan shall show the following:**
  - (c) **The location, size and species of all trees and shrubs proposed.**

(d) The landscaped areas being reticulated or irrigated.

Landscaping and reticulation shall be completed in accordance with the approved detailed landscape plan within 14 days of full installation of the subject fence, and maintained to the satisfaction of the City of Bayswater.

5. The fence shall be painted in a complementary colour(s) with the existing building and surrounds to the satisfaction of the City of Bayswater.
6. The fence shall be finished in an anti-graffiti protective coating on both sides in its entirety, to the satisfaction of the City of Bayswater.
7. The approved fence and footings abutting the lot boundaries must be constructed wholly within the subject allotment.
8. All street tree(s) within the verge adjoining the subject property are to be retained and protected from any damage including unauthorised pruning. Measures consistent with AS4970 shall be undertaken where reasonably possible to ensure protection of street trees during construction, to the satisfaction of the City, including but not limited to the following:
  - (a) All activities related to construction of the subject development, including parking of vehicles, storage of materials, and washing of concreting tools and equipment is prohibited within 2.0m of the base of any street tree, within the road reserve.
  - (b) Any required ground preparation and digging shall be undertaken by hand where possible to minimise potential root damage to the adjoining street trees. Should the pruning of any major roots be required, the City of Bayswater shall be contacted to inspect and determine if pruning is appropriate.
9. The fencing shall be kept in a neat and tidy condition and adequately maintained to the satisfaction of the City of Bayswater. Any damage including vandalism and graffiti sustained by the fencing shall be immediately repaired by the landowner, to the satisfaction of the City of Bayswater.
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**Advice Notes:**

1. To activate the planning approval, the development/use subject of this approval must be substantially commenced within a period of two years of the date of this approval notice. If the development is not substantially commenced within this period, this approval shall lapse and be of no further effect. Where an approval has lapsed, no development/use shall be carried out without the further approval of the City having first been sought and obtained.
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3. Kerbs, roadways, footpaths, open drains, stormwater pits, service authority pits and verge areas including any verge trees must be adequately protected, maintained and reinstated if required, during and as a result of carting and all works associated with this development.
4. This approval is not an authority to ignore any constraint to development on the land, which may exist through contract or on title, such as but not limited to an



easement or restrictive covenant. It is the responsibility of the applicant/owner to investigate any such constraints before commencing development.

5. This approval does not authorise any interference with dividing fences, nor entry onto neighbouring land. Accordingly, should you wish to remove or replace any portion of a dividing fence, or enter onto neighbouring land, you must first come to a satisfactory arrangement with the adjoining property owner. Please refer to the *Dividing Fences Act 1961*.
6. The materials used in the construction of the fence must comply with the requirements of the Health (Asbestos) Regulations 1992.

CR LORNA CLARKE MOVED, CR BRENT FLEETON SECONDED

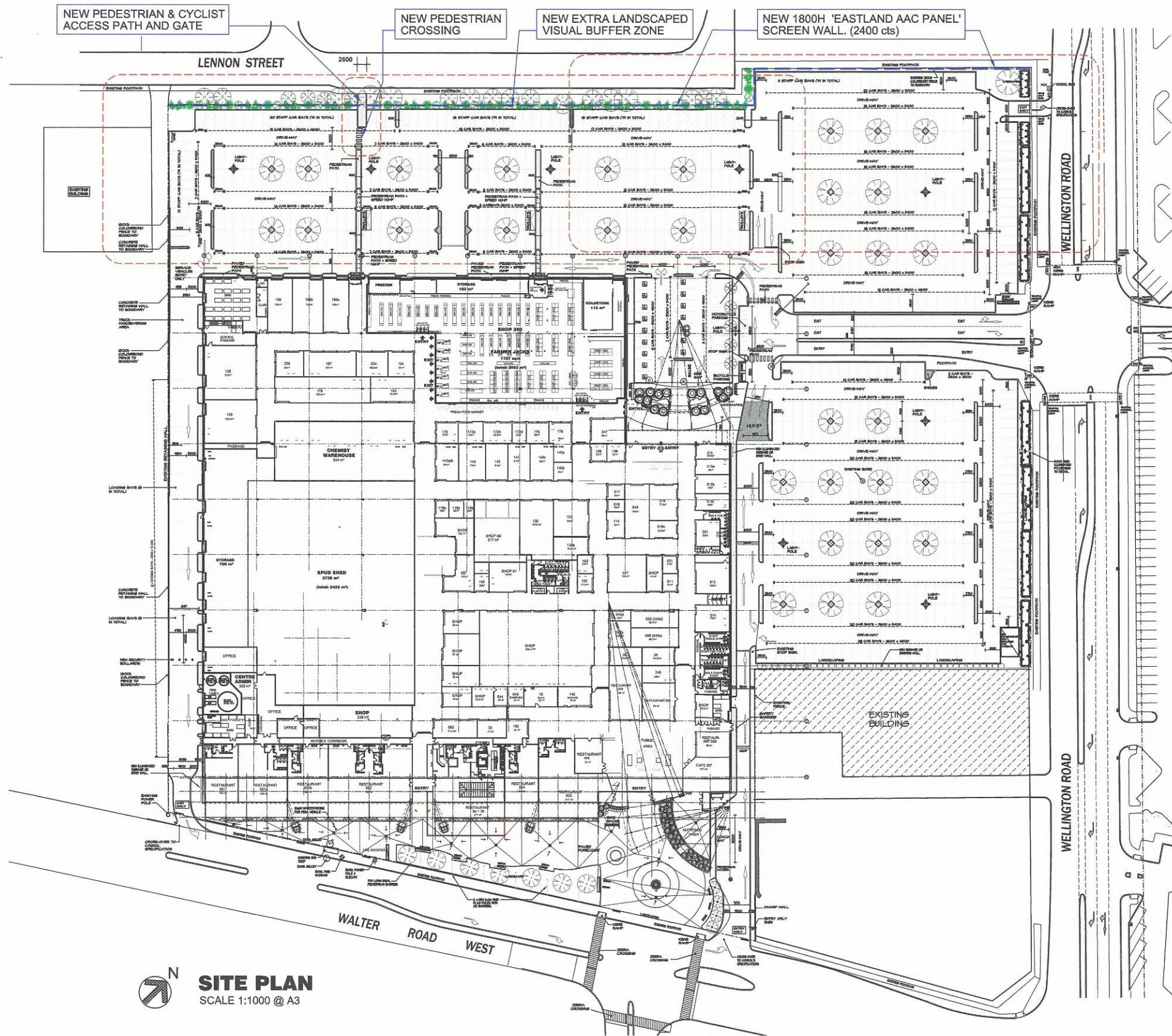
CARRIED UNANIMOUSLY: 9/0

**REASON FOR CHANGE**

*The Committee changed the Officer's Recommendation as it was of the view that it is highly important to ensure the fence complies with the Health (Asbestos) Regulations 1992, to protect the community from any potential hazards should the fence not comply.*

*Cr Stephanie Gray returned to the meeting at 9:12pm.*

Attachment 1



CITY OF BAYSWATER  
 16 MAR 2018

REV	DATE	DESCRIPTION

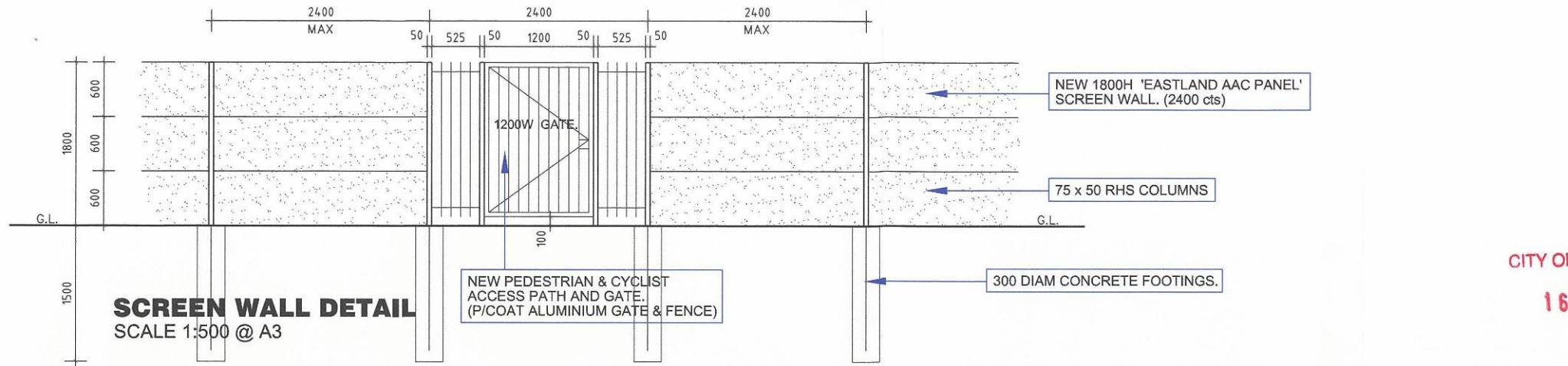
John L. Silbert & ASSOCIATES  
 Architect

Suite 63 PLAISTOWE LANE  
 102 RAILWAY STREET  
 WEST PERTH 8005 W.A.  
 Telephone (08) 9322 4300

Client:  
**Coventry Village WA Pty Ltd**  
 Job Title:  
**COVENTRY VILLAGE**  
 Location:  
 COVENTRY VILLAGE  
 243-253 WALTER ROAD  
 MORLEY, WEST AUSTRALIA.  
 Drawing Title:  
**PROPOSED NEW SCREEN  
 WALL & PEDESTRIAN &  
 CYCLIST ACCESS TO  
 LENNON STREET.**

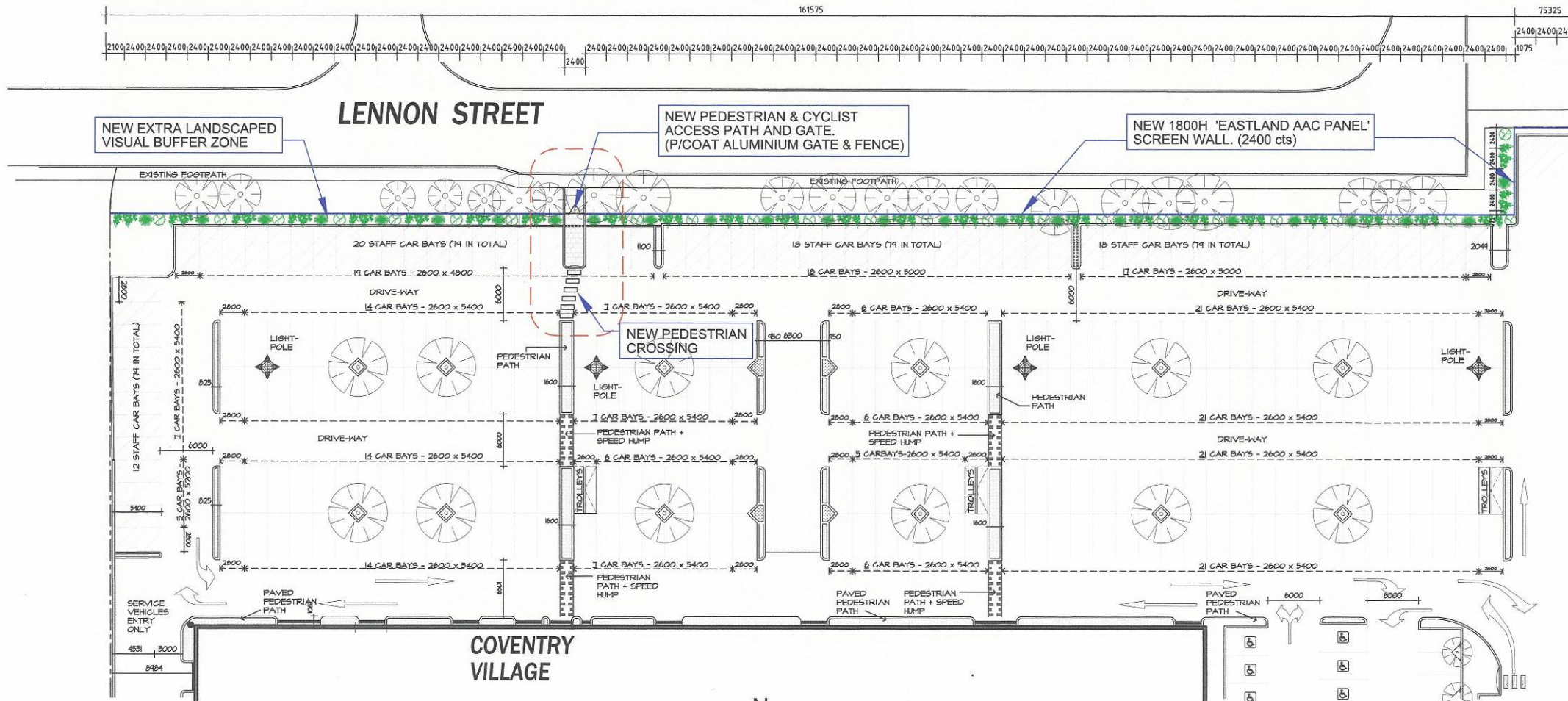
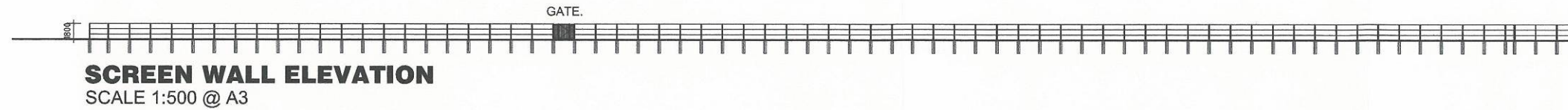
Job No: \_\_\_\_\_ Sheet No: \_\_\_\_\_  
 Date: MAR 2018 **A1**  
 Scale: 1:500 @ A3  
 Drawn: NAH  
 Cad File: GOV-FENCE Plot Date: 12/03/2018

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 CONTRACTOR  
 CONTRACTOR TO CHECK ALL DIMENSIONS ON SITE  
 BEFORE COMMENCING ANY WORK OR SHOP DWGS.



CITY OF BAYSWATER

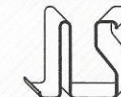
16 MAR 2018



**PART PLAN 'A'**  
SCALE 1:500 @ A3

REV DATE DESCRIPTION

John L Silbert & ASSOCIATES  
Architect



Suite 63 PLAISTOWE LANE  
102 RAILWAY STREET  
WEST PERTH 6005 W.A.  
Telephone (08) 9322 4300

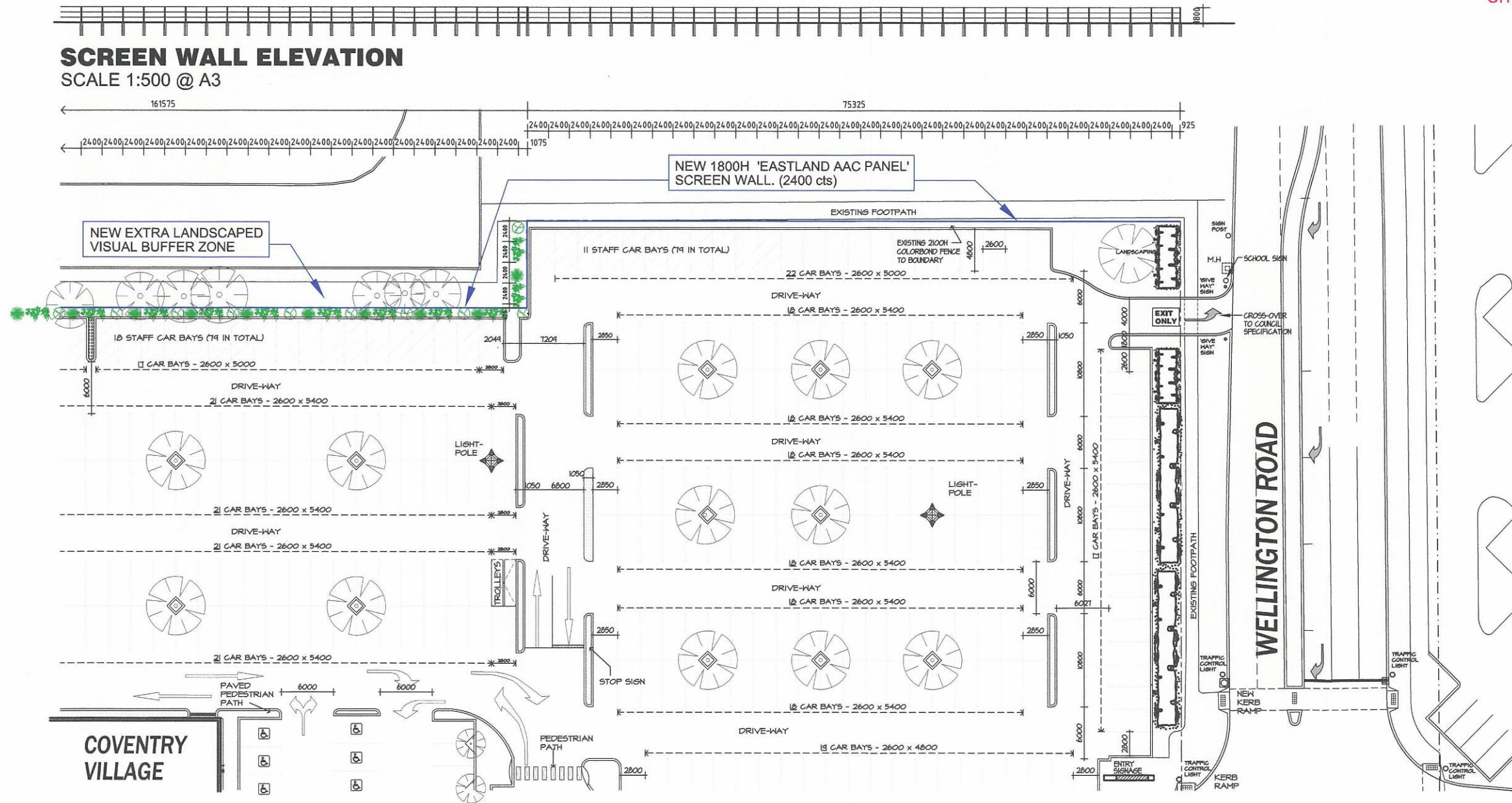
Client:  
Coventry Village WA Pty Ltd  
Job Title:  
**COVENTRY VILLAGE**  
Location:  
COVENTRY VILLAGE  
243-253 WALTER ROAD  
MORLEY, WEST AUSTRALIA.  
Drawing Title:  
**PROPOSED NEW SCREEN  
WALL & PEDESTRIAN &  
CYCLIST ACCESS TO  
LENNON STREET.**

Job No: \_\_\_\_\_ Sheet No: **A2**  
Date: MAR 2018  
Scale: 1:500 @ A3  
Drawn: NAH  
Cad File: COV-FENCE Plot Date: 12/03/2018

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CITY OF BAYSWATER

16 MAR 2018



**PART PLAN 'B'**  
SCALE 1:500 @ A3

REV	DATE	DESCRIPTION

John L. Silbert & ASSOCIATES  
Architect



Suite 63 PLAISTOWE LANE  
102 RAILWAY STREET  
WEST PERTH 6005 W.A.  
Telephone (08) 9322 4300

Client: **Coventry Village WA Pty Ltd**

Job Title: **COVENTRY VILLAGE**

Location:  
**COVENTRY VILLAGE**  
243-253 WALTER ROAD  
MORLEY, WEST AUSTRALIA.

Drawing Title:  
**PROPOSED NEW SCREEN WALL & PEDESTRIAN & CYCLIST ACCESS TO LENNON STREET.**

Job No.:	Sheet No.:
Date: MAR 2018	<b>A3</b>
Scale: 1:500 @ A3	
Drawn: NAH	
Cad File: COV-FENCE	Plot Date: 12/03/2018

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CONTRACTOR TO CHECK ALL DIMENSIONS ON SITE BEFORE COMMENCING ANY WORK OR SHOP DWGS.

**GENERAL:**

1. COMPLY WITH THE LATEST BCA AND AS CODES AND AMENDMENTS.
2. DO NOT SCALE FROM DRAWINGS.
3. CHECK DIMENSIONS PRIOR TO COMMENCEMENT.
4. THE BUILDER SHALL BE RESPONSIBLE FOR MAINTAINING THE STRUCTURE IN A STABLE CONDITION AT ALL TIMES ENSURING THAT NO PART IS OVERSTRESSED DURING CONSTRUCTION.
5. A FORMAL GEOTECHNICAL INVESTIGATION HAS NOT BEEN CARRIED OUT FOR THIS PROJECT. DETAILS SHOWN ARE SUITABLE FOR CLASS A SITE IN ACCORDANCE WITH AS2870.

**DESIGN LOADS:**

1. WIND LOADS TO AS1170.2
2. IMPORTANCE LEVEL 1
3. REGION A1
4. TERRAIN CAT. 3

**AUTOCLAVED AERATED CONCRETE PANELS (AAC):**

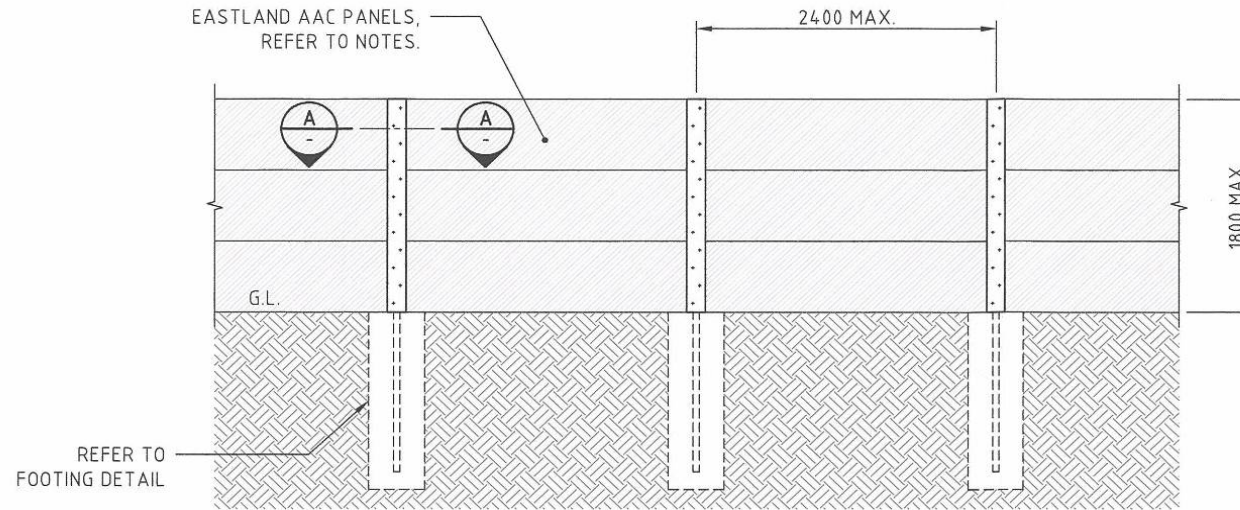
1. AAC PANELS TO COMPLY WITH THE REQUIREMENTS OF AS3600-2009 - CONCRETE STRUCTURES AND OTHER RELEVANT AUSTRALIAN STANDARDS.
2. PANEL THICKNESS 75mm.
3. PANEL DIMENSIONS 2400mm x 600mm.
4. PANELS TO BE SUPPLIED EITHER PLAIN EDGED OR TONGUE AND GROOVE, AS REQUESTED BY THE CONTRACTOR.
5. AAC PANELS TO BE ADEQUATE TO CARRY WIND PRESSURE 1.0kPa (DESIGNED BY OTHERS).
6. AAC PANEL WEIGHT TO BE SUPPORTED ON GROUND. POSTS ARE ADEQUATE TO CARRY LATERAL WIND LOADS ONLY.

**CONCRETE FOOTINGS:**

1. COMPACT GROUND TO MINIMUM 7 BLOWS PER 300mm WITH PERTH SAND PENETROMETER.
2. FOOTINGS MUST BE AUGERED AND CONCRETE CAST INTO COMPACTED GROUND.
3. COMPLY WITH AS3600.
4. COMPACT CONCRETE WITH INTERNAL VIBRATORS.
5. KEEP ALL CONCRETE MOIST FOR THREE DAYS AFTER POURING BY PONDING WITH 20MM WATER OR OTHER APPROPRIATE MEANS.
6. CONCRETE GRADE N20.

**STRUCTURAL STEEL:**

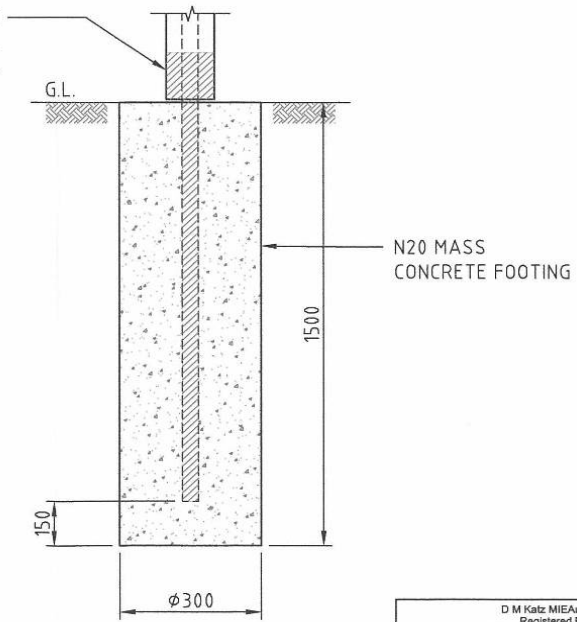
1. FABRICATION TO ALL RELEVANT AUSTRALIAN STANDARDS INCLUDING AS4100, AS4600, AS1554.1 AND AS1554.7.
2. ALL STEELWORK SHALL BE NEW.
3. OBTAIN APPROVAL OF ALTERNATIVE DETAILS BEFORE FABRICATION.
4. HOLLOW SECTIONS TO AS1163, GALVANISED TO AS4680.
5. COLD FORMED STEEL TO HAVE MINIMUM YIELD STRENGTH 450MPa.
6. COLD FORMED STEEL TO BE ZINC COATED TO Z275, 275g/m<sup>2</sup> MINIMUM COATING MASS.
7. SURFACE TREATMENT FOR BELOW GROUND STEELWORK TO BE GALVANISED (AS ABOVE) PLUS 2 COATS OF ASPHALTIC PAINT TO 250 MICRONS MINIMUM DRY FILM THICKNESS.
8. ERECT ALL MEMBERS FREE FROM TWISTS AND DISTORTIONS.



**ELEVATION**  
SCALE 1:50

CITY OF BAYSWATER  
16 MAR 2018

COAT FENCE POST WITH ASPHALTIC PAINT TO 100mm ABOVE FOOTING. (SHOWN AS HATCHED). REFER TO NOTES.

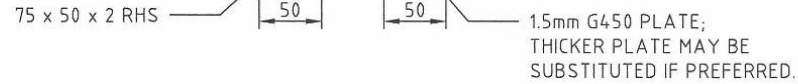


**FOOTING DETAIL**  
SCALE 1:10

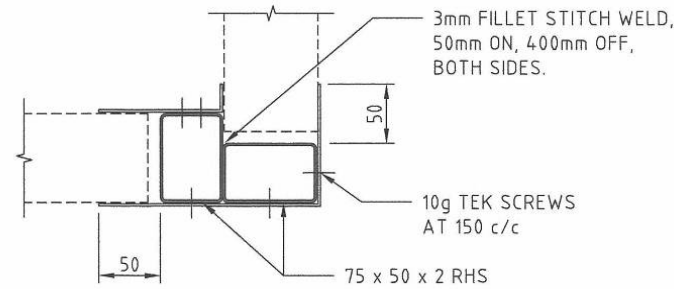
D M Katz MIEAust, NER  
Registered Engineer  
Membership No. 33892694  
Signed: [Signature]  
Date: 0/03/2018  
On behalf of Inter Engineering Pty Ltd

10g TEK SCREWS AT 150c/c,  
STAGGERED. ALTERNATIVELY,  
PROVIDE 2mm SEAL WELD.

75mm BETWEEN PLATES TO SUIT AAC  
PANEL. PACK BETWEEN RHS AND  
RETAINING PLATE IF PANELS ARE  
THICKER THAN 75mm, UP TO 78mm.



**BACK TO BACK ARRANGEMENT - SECTION A**  
SCALE: 1:5



**CORNER ARRANGEMENT**  
SCALE 1:5

ISSUED FOR  
BUILDING PERMIT

REVISIONS:	NO.	REVISION DESCRIPTION	DATE
B	ISSUED FOR BUILDING PERMIT	AP	05/03/18
A	ISSUED FOR COMMENT	AP	22/02/18

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CLIENT  
**DOUBLE QUICK SERVICES PTY T/A Q2 HOMES**

PROJECT TITLE  
**COVENTRY VILLAGE MORLEY, WA 6062**

DRAWING TITLE  
**SCREEN WALL - ELEVATION AND DETAILS**

PROJECT LEADER:	DATE:
GEOFF GAYNOR	MARCH 2018
DESIGNER:	SCALE:
DAVID KATZ	A3
SUPervisor:	DRAWING No.:
ADAM PEARCE	2808
SCALE:	REVISION:
AS SHOWN	SK-01 B

**9.2 Proposed General Industry (Food Manufacturing), Warehouse and Office**

**Location:** Lot 165, 13 Wicks Street, Bayswater  
**File Number:** DA18-0071  
**Applicant:** Modus Design Pty Ltd  
**Owner:** Gupt Pty Ltd  
**Reporting Branch:** Statutory Planning Services  
**Responsible Directorate:** Planning and Development Services

**EXECUTIVE SUMMARY**

**Application:**

A planning application dated 7 February 2018 and plans dated 13 April 2018 have been received for proposed general industry (food manufacturing), warehouse and office at Lot 165, 13 Wicks Street, Bayswater.

**Key Issues:**

- The application is compliant with the provisions of Special Control Area No.10 within the City of Bayswater Town Planning Scheme 24 (TPS 24).
- The cost of the proposed development is \$4,077,286.05 which is beyond the delegated authority limit of less than \$2 million (where the proposal is not a development assessment panel application).

**BACKGROUND**

<b>Town Planning Scheme No. 24 Zoning:</b>	General Industry
<b>Use Class:</b>	General Industry (Food Manufacturing) - 'P', Warehouse - 'P' and Office - 'D'
<b>Lot Area:</b>	4,929m <sup>2</sup>
<b>Existing Land Use:</b>	Vacant
<b>Surrounding Land Use:</b>	General Industry
<b>Size/Nature of Proposed Development:</b>	General Industry (Food Manufacturing), Warehouse and Office

The applicant on behalf of their client Gourmania is proposing to construct a food factory, warehouse and office at 13 Wicks Street, Bayswater which is located within Precinct C of the Tonkin Highway Industrial Estate. The proposed factory and warehouse will contain commercial kitchens, refrigeration, freezers, food packing and goods dispatch facilities. In addition, an office will be constructed at the front of the building to provide staff facilities and space for business administration and management.

The proposed development has been assessed against the relevant TPS 24 Special Control Area 10 requirements for Precinct C of the Tonkin Highway Industrial Estate and was found to be compliant.

The reason the application is being referred to Council for determination is due to the estimated cost of the proposed development being \$4,077,286.05, which is beyond the delegated authority limit of less than \$2 million (where the proposal is not a development assessment panel application).



**CONSULTATION**

The application was not required to be advertised.

Consultation with other Agencies

The City sought comment from the Department of Water and Environmental Regulation (DWER) in relation to the development being located within the Tonkin Highway Industrial Estate which is subject to the *Contaminated Sites Act 2003* due to the former use of the site by Cresco for fertilizer manufacturing. Comments and advice received from DWER have been incorporated onto the recommended conditions of approval.

**ANALYSIS**

Key Scheme Provisions	Required	Provided	Assessment
Minimum Setbacks:			
Front	3m	20m	Compliant
Side (North)	Nil	Nil	Compliant
Side (South)	Nil	Nil	Compliant
Rear	Nil	Nil	Compliant
Maximum Building Height	3 storeys	1 storey	Compliant
Landscaping	Minimum 5% of the total	6.83% of the lot is	Compliant

	lot area including a 2m wide landscaping strip along the street frontage.	proposed to be landscaped including a 2m wide landscaping strip along the street frontage.	
	One tree shall be planted every 15m of lot frontage within the landscaping strip.	Two street trees per 15m of lot frontage within the landscaping strip.	Compliant
	Trees are to be planted within uncovered car parking areas at the rate of 1 per 6 car parking spaces.	Not detailed on plans.	Condition
Fencing	Fencing located on the front lot boundary is to be black powder coated Garrison or Palisade fencing to a maximum height of 1.8m	1.8m black coated palisade fencing along the front boundary.	Compliant
	Fencing located behind the front boundary (side and rear fencing) is to have a minimum standard of 1800mm rail-less chain link or steel mesh incorporating black coloured PVC coating with black gates, posts and fittings.	1.8m high chain link fencing behind building line.  The poles are black with PVC coating.	Compliant
	Barbed wire must not be installed forward of the building line.	Barbed wire proposed behind the building line.	Compliant
Built Form	The buildings shall be designed to address the street, providing a well-articulated administration/office area at the front of the main building which will contribute to the streetscape.	The office area projects forward of the main building.  The office has been articulated by a large awning, parapet, colour scheme and large windows.	Compliant
	The main entrance is to be on the front elevation or close to the front of the building, being clearly visible from the street.	The main entrance is clearly visible from the street.	Compliant



	The primary street facade shall avoid large unbroken expanses of wall.	The front façade has been articulated by the awning, parapet, windows, colour scheme and the walls feature colourful steel extrusions.	Compliant
	Building frontages are to be designed to promote surveillance of the street and/or public open space.	The office contains large windows that overlook the street.	Compliant
Minimum Parking:			
Car Parking Bays	33 car bays	41 car bays	Compliant
Bicycle Parking Bays	6 bicycle bays	6 bicycle bays	

Other Planning Matters

The Tonkin Highway Industrial Estate is subject to the *Contaminated Sites Act 2003* due to the former use of the site by Cresco for fertilizer manufacturing. As a result Precinct C, which the subject lot is located within, has special requirements for landscaping and drainage as reticulation, groundwater extraction and disturbance of soils is not permitted. As a result landscaping is restricted to non-irrigated trees only and areas not used for car parking are to be treated with gravel or an alternative impermeable hard or paved surface.

**OPTIONS**

The following options are available to Council:

1. Council approves the proposal with or without conditions.
2. Council refuses the proposal.

**CONCLUSION**

In light of the above assessment of the proposed development, the application is recommended for approval subject to appropriate conditions.

**FINANCIAL IMPLICATIONS**

Not applicable.

**STRATEGIC LINK**

In accordance with the City of Bayswater Strategic Community Plan 2017-2027, the following applies:

- Theme: Our Built Environment
- Aspiration: A quality and connected built environment.
- Outcome B1: Appealing streetscapes.
- Outcome B3: Quality built environment.

**COUNCIL POLICY AND LEGISLATIVE IMPLICATIONS**

- City of Bayswater Town Planning Scheme 24.

**VOTING REQUIREMENTS**

Simple Majority required.

**ATTACHMENTS**

1. Plans for Development

**COMMITTEE RESOLUTION**  
**(OFFICER'S RECOMMENDATION)**

That Council grants planning approval for the proposed general industry (food manufacturing), warehouse and office at Lot 165, 13 Wicks Street, Bayswater, in accordance with planning application dated 7 February 2018 and plans dated 13 April 2018, subject to the following planning conditions:

1. The development shall be carried out only in accordance with the terms of the application as approved herein, and any approved plan.
2. The owner, or the applicant on behalf of the owner, shall comply with the City of Bayswater policy relating to Percent for Public Art, and provide public art with a minimum value of 1% (\$40,772.86) of the estimated total construction cost of the development. Details of the public art, including plans of the artwork, its cost and construction, and other matters relating to the artwork's on-going maintenance and acknowledgements in accordance with the City's Percent for Public Art Policy shall be submitted to and approved by the City prior to the lodgement of a building permit application.

Alternatively, the owner/applicant could choose a cash-in-lieu option. The cash in lieu amount is to be no less than 1% of the estimated total construction cost of the development and is to be paid to the City prior to the submission of a building permit application in accordance with the City's Percent for Public Art Policy. If the applicant chooses this option then detailed plans for the installation of the artwork will not be required.

3. Detailed plans of the electrical transformer demonstrating how its visual impact is to be mitigated shall be submitted to and approved by the City of Bayswater, prior to the submission of a building permit application and implemented thereafter to the satisfaction of the City of Bayswater.
4. A detailed landscape plan shall be submitted to and approved by the City of Bayswater, prior to the submission of a building permit application. For the purpose of this condition, the plan shall be drawn with a view to reduce large areas of hard stand in passive areas and show the following:
  - (a) A minimum of one shade tree for each six car bays being provided to punctuate the on-site car bays.
  - (b) In addition to the trees required under (a), a minimum of four trees being provided within the landscaping strip along the street boundary and the trees shall be minimum 50L pot size and not irrigated.
  - (c) The size and number of new plants to be planted.
  - (d) Areas not used for car parking are to be treated with gravel or an alternative impermeable hard or paved surface.

Landscaping shall be completed in accordance with the approved detailed landscape plan prior to occupation of the development and thereafter maintained to the satisfaction of the City of Bayswater.

5. A construction management plan, detailing how the construction of the development will be managed to minimise the impact on the surrounding area, shall be submitted to and approved by the City of Bayswater, prior to the submission of a building permit application.
6. An acoustic report (including a noise prediction model) prepared by a suitably qualified acoustic engineer to ascertain the impact of the development has on the surround premises (noise sensitive/commercial/industrial premises) located within a 500m radius of the subject site shall be submitted to and approved by the City of Bayswater prior to the submission of a building permit application, and the recommendations of the report are to be implemented thereafter to the satisfaction of the City.
7. A refuse and recycling management plan shall be submitted to and approved by the City of Bayswater, prior to commencement of any works. The plan shall include details of refuse bin location, number of rubbish and recycling receptacles, vehicle access and manoeuvring.
8. A facility with a minimum of six bicycle parking bays shall be provided and protected from the weather, and contain bicycle parking devices that allow users to lock the bicycles frame and both wheels, to the satisfaction of the City of Bayswater.
9. A suitably ventilated and screened refuse bulk bin area of an adequate size shall be provided to the satisfaction of the City of Bayswater. The bin area is to be provided with a permanent water supply and drainage facility for wash-down and is to be screened by a gate and brick walls or other suitable material to a height of not less than 1.8m. The bin area shall be accessible via a suitably constructed service road that will allow heavy vehicle movement.  
  
The bin store shall be constructed in complementary materials, colours and design with the building to the satisfaction of the City of Bayswater. Details shall be submitted to and approved by the City of Bayswater, prior to the submission of a building permit application.
10. All vehicle crossovers being designed and constructed to the satisfaction of the City of Bayswater.
11. The vehicle parking area shall be constructed in asphalt, concrete or brick paving, drained, kerbed and line-marked, together with suitable directional signs, and thereafter maintained to the satisfaction of the City of Bayswater.
12. The approved parapet/boundary wall(s) and footings abutting the lot boundaries must be constructed wholly within the subject allotment. The external surface of the parapet/boundary wall(s) shall be finished to a professional standard, to the satisfaction of the City of Bayswater.
13. Any proposed vehicular entry gates shall be a minimum 50% visually permeable, and shall be open at all times during operation.
14. Any proposed fencing forward of the main building line shall not include barbed wire or any other potentially harmful projection or material, to the satisfaction of the City of Bayswater.
15. The use of reflective or obscure glazing is not permitted on ground floor windows and/or openings.
16. All external fixtures, such as television antennas (of a non-standard type), radio and other antennas, satellite dishes, external hot water heaters, air conditioners, and the like, shall not be visible from the street, or designed integrally with the building and be located so as not to be visually obtrusive from the street.
17. Prior to the submission of a building permit application, detailed drainage plans demonstrating compliance with the Tonkin Highway Industrial Estate requirements

shall be submitted to and approved by the City of Bayswater. The drainage plan is to be implemented in its entirety and maintained thereafter to the satisfaction of the City of Bayswater.

18. All street tree(s) within the verge adjoining the subject property are to be retained, unless written approval has been granted by the City of Bayswater for their removal, and shall have measures consistent with AS 4970-2009 undertaken to ensure its/their protection during construction of the subject development to the satisfaction of the City, including but not limited to the following:
  - (a) A minimum 2.0m radius tree protection zone (TPZ) shall be provided through 1.8m high fencing around the verge trees (chain mesh panels or other suitable material) during construction of the subject development.
  - (b) The above fencing is not to be moved or removed at any period during construction, and this zone is not to be entered for any reason; signage notifying people of the TPZ and the associated requirements is to be placed on each side of the fencing.
  - (c) All activities related to construction of the subject development, including parking of vehicles, storage of materials, and washing of concreting tools and equipment is prohibited within the designated TPZ.
  - (d) Any roots identified to be pruned shall be pruned with a final cut to undamaged wood outside of the TPZ. Pruning cuts shall be made with sharp tools such as secateurs, pruners, handsaws or chainsaws. Pruning wounds shall not be treated with dressings or paints. It is not acceptable for roots to be 'pruned' with machinery such as backhoes or excavators.
  - (e) The tree(s) shall be provided with supplemental water during any construction period falling over summer, with a minimum of 150 litres being provided per week.
  - (f) Should any works be required to be undertaken within the TPZ, approval must be given by the City prior to entering this zone. You may be required to seek advice from an Arborist in regard to the type of works being undertaken, this information is to be assessed by the City as part of the approvals to enter.
  - (g) Any new crossover shall maintain a minimum clearance of 2.0m from the base of a street tree(s).
19. On completion of construction, all excess articles, equipment, rubbish and materials being removed from the site and the site left in an orderly and tidy condition, to the satisfaction of the City of Bayswater.

**Advice Notes:**

1. To activate the planning approval, the development/use subject of this approval must be substantially commenced within a period of two years of the date of this approval notice. If the development is not substantially commenced within this period, this approval shall lapse and be of no further effect. Where an approval has lapsed, no development/use shall be carried out without the further approval of the City having first been sought and obtained.
2. This approval is not a building permit or an approval under any law other than the *Planning and Development Act 2005*. It is the responsibility of the applicant/owner to obtain any other necessary approvals, consents and/or licenses required under any other law, and to commence and carry out development in accordance with all relevant laws.
3. Kerbs, roadways, footpaths, open drains, stormwater pits, service authority pits and verge areas including any verge trees must be adequately protected, maintained and

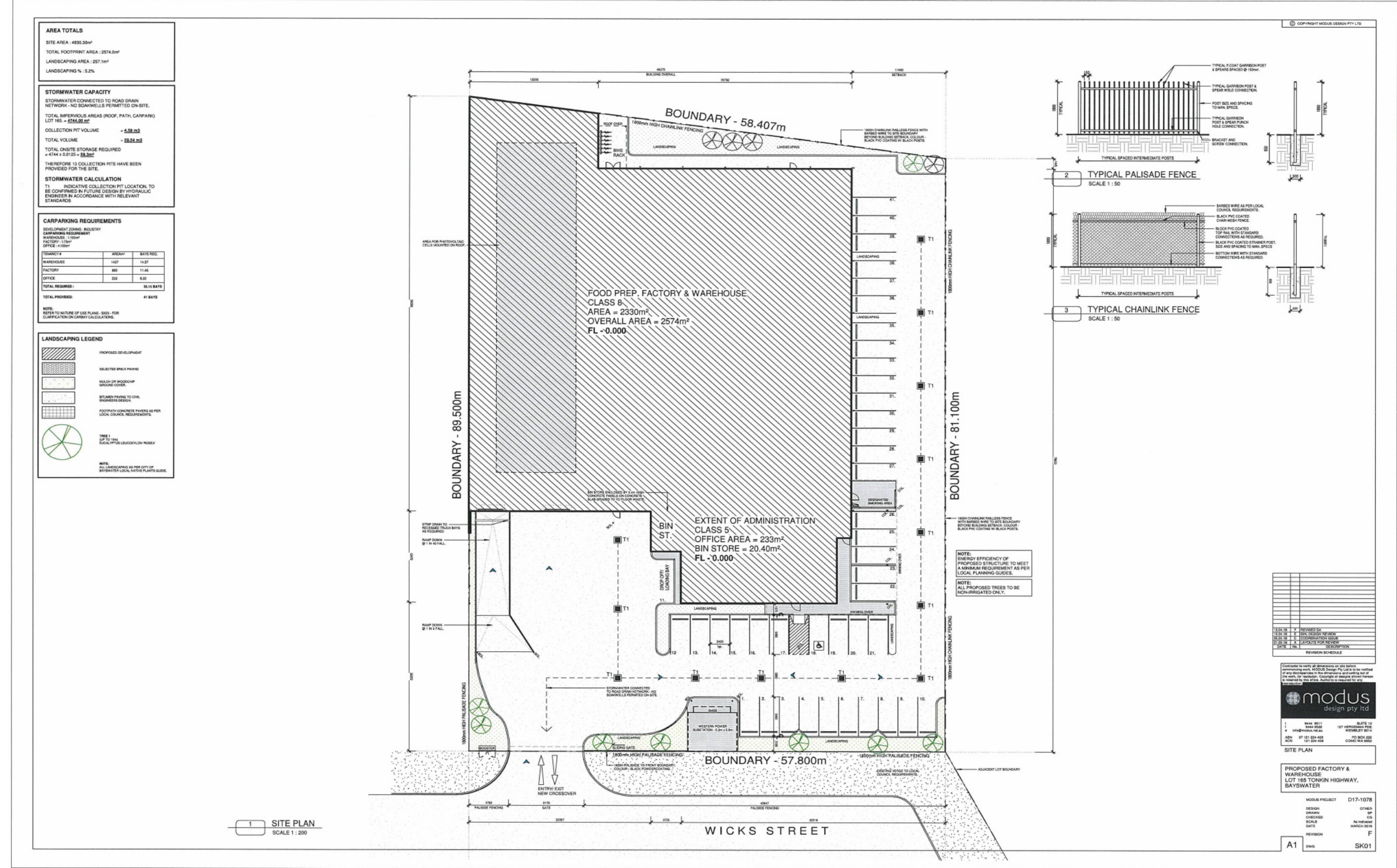
reinstated if required, during and as a result of carting and all works associated with this development.

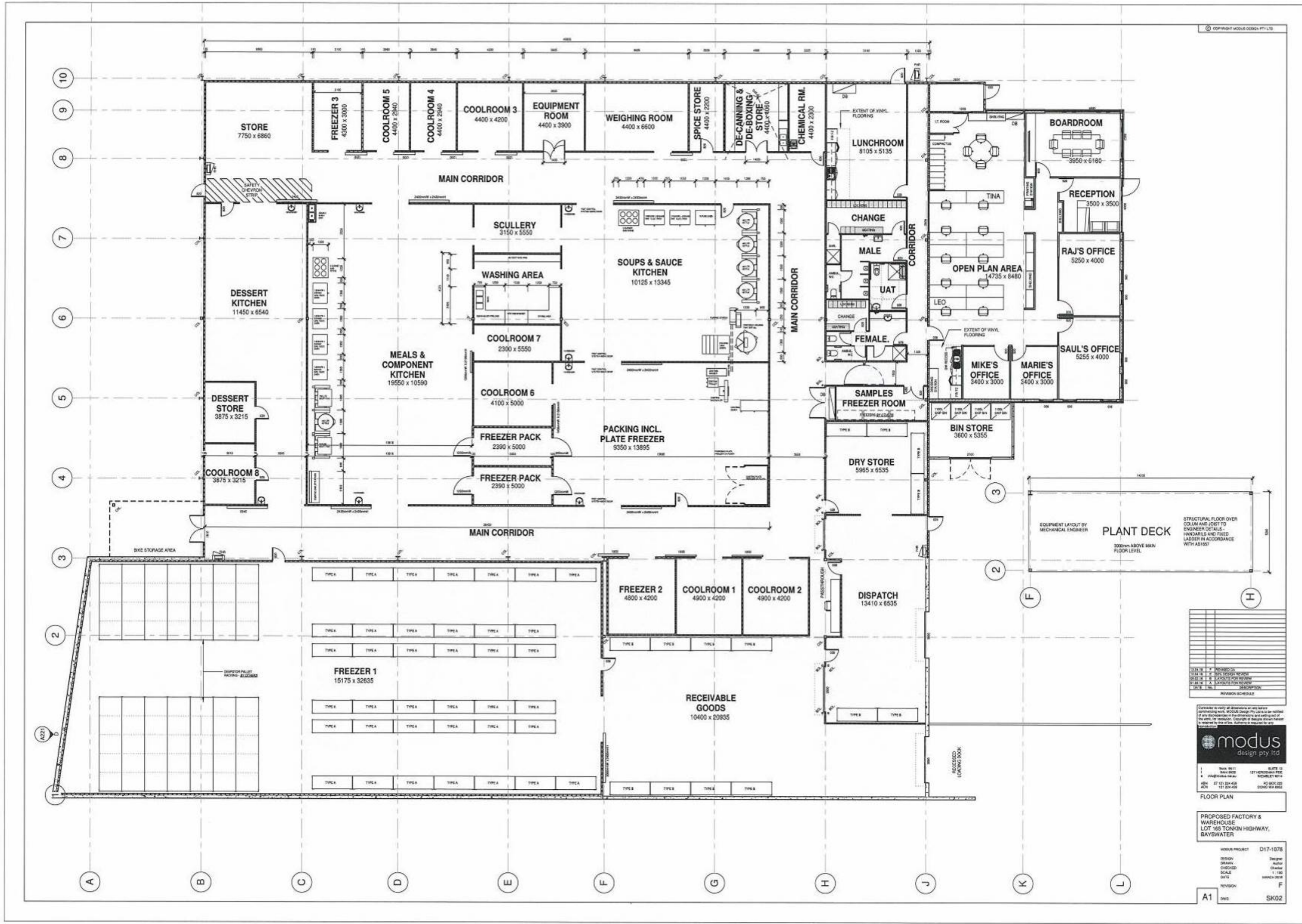
4. This approval is not an authority to ignore any constraint to development on the land, which may exist through contract or on title, such as but not limited to an easement or restrictive covenant. It is the responsibility of the applicant/owner to investigate any such constraints before commencing development.
5. This approval does not authorise any interference with dividing fences, nor entry onto neighbouring land. Accordingly, should you wish to remove or replace any portion of a dividing fence, or enter onto neighbouring land, you must first come to a satisfactory arrangement with the adjoining property owner. Please refer to the *Dividing Fences Act 1961*.
6. Development of the site is required to be managed in accordance with the provisions outlined in the relevant contaminated sites auditor-approved site management plan.
7. In regard to Condition 17, localised stormwater disposal via soakage shall not occur within Precinct C and soakwells are not permitted.
8. The development/use hereby permitted shall comply with the *Environmental Protection Act 1986*, the *Health Act 1911* and any relevant environmental protection or health regulations, including but not limited to the following:
  - *Environmental Protection Act 1986*;
  - *Health (Miscellaneous Provisions) Act 1911*;
  - *Food Act 2008 and the Australian*; and
  - *Health (Air Handling and Water Systems) Regulations 1994*.

CR BRENT FLEETON MOVED, CR ELLI PETERSEN-PIK SECONDED

CARRIED UNANIMOUSLY BY EN BLOC RESOLUTION: 11/0

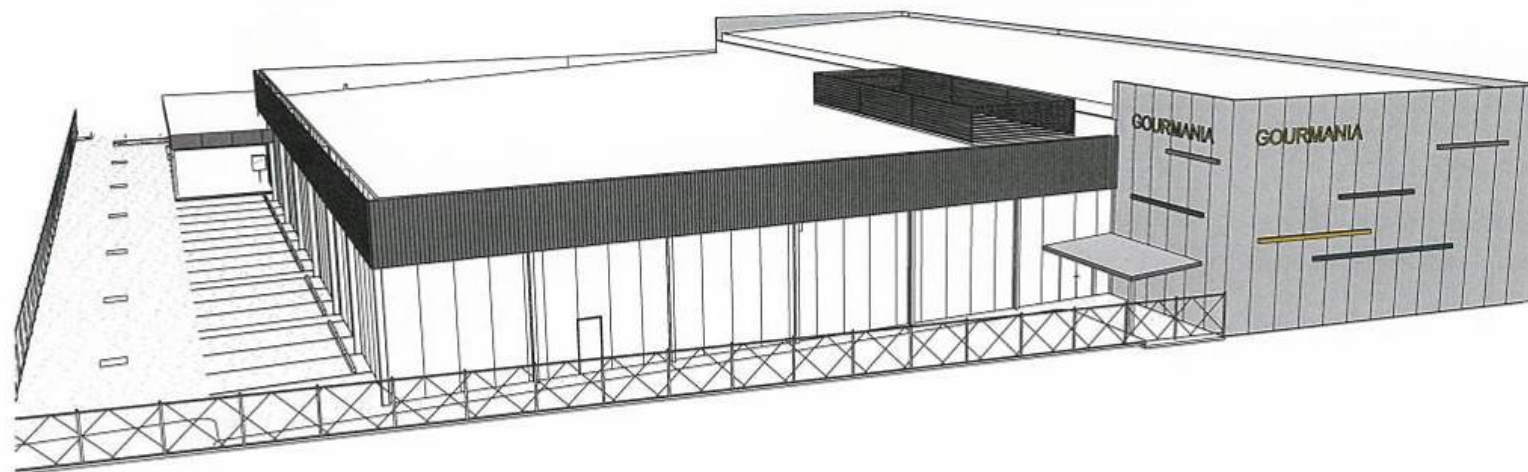
Attachment 1











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2	REVISED FOR REVIEW	15/05/2018
3	REVISED FOR PERMIT	15/05/2018
4	REVISED FOR REVIEW	15/05/2018
5	REVISED FOR PERMIT	15/05/2018

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1000 BAYVIEW RD  
 BAYVIEW VIC 3185  
 PH: 03 9494 4444  
 FAX: 03 9494 4444

PROPOSED FACTORY & WAREHOUSE  
 LOT 155 TONKIN HIGHWAY,  
 BAYSWATER

MODUS PROJECT	D17-1078
DESIGN	SP
DATE	15/05/2018
SCALE	AS SHOWN
REVISION	F

A1 DWG SK05



**9.3 Proposed Amendment to Local Planning Scheme No 24 - Lot 11, 215-217 Grand Promenade, Bedford**

**Location:** Lot 11, 215-217 Grand Promenade, Bedford  
**Applicant:** CF Town Planning and Development  
**Owner:** Various (refer to Attachment 1)  
**Reporting Branch:** Strategic Planning and Place Services  
**Responsible Directorate:** Planning and Development Services

This item was withdrawn upon request by the applicant and will be on the agenda for the Planning and Development Services Committee to be held 12 June 2018.

**9.4 Proposed Amendment to Town Planning Scheme No. 24 - Lot 22, 454 Guildford Road, Bayswater**

<b>Location:</b>	<b>Lot 22, 454 Guildford Road, Bayswater</b>
<b>Owner:</b>	<b>D &amp; Z Holdings Pty Ltd</b>
<b>Reporting Branch:</b>	<b>Strategic Planning and Place Services</b>
<b>Responsible Directorate:</b>	<b>Planning and Development Services</b>
<b>Refer:</b>	<b>Item 12.2.2: OCM 24.06.2008 Item 12.2.1: OCM 20.11.2007</b>

***Confidential Attachment(s) - in accordance with Section 5.23(2)(b) of the Local Government Act 1995 - personal affairs of any person.***

**EXECUTIVE SUMMARY****Application:**

Council consideration is sought to consider a proposal from a land owner to initiate an amendment to Town Planning Scheme No. 24 (TPS 24) to rezone Lot 22, 454 Guildford Road, Bayswater from 'Medium and High Density Residential - R40' to 'Medium and High Density Residential - R-AC3', and to modify the provisions of Special Control Area No.8 (SCA8), which currently apply to the site.

**Key Issues:**

- The current zoning and SCA8 provisions allow for a maximum of 13 grouped dwellings to a maximum height of two storeys. The proposed scheme amendment will allow for approximately 52 multiple dwellings to a maximum height of six storeys and a plot ratio of 2.0.
- The City is in the process of preparing a Local Planning Strategy (LPS), which will set out a strategy for the future planning and development of the entire City, including zonings and density. Initiating the proposed scheme amendment at this time may undermine the LPS process.
- The applicant undertook consultation with nearby owners and residents in relation to the potential future development of the site. Concerns were raised in relation to height, bulk, overshadowing, setbacks, privacy, a decrease in property value, security, noise and traffic congestion.

**BACKGROUND**Subject Property

The site is 3,069m<sup>2</sup>, currently vacant and cleared, and located on the corner of Guildford Road and King William Street in Bayswater (Figure 1).

The site is predominantly surrounded by residential development, a child care centre is located across the road from the site and a small commercial area is situated on the corner of Guildford Road and Slade Street. The Bayswater Town Centre is approximately 600m and the proposed new Bayswater Train Station 900m to the northwest of the site. The site is serviced by buses No. 48 and 55 along Guildford Road and Circle Route buses No. 999 and 998, and is located within walking distance of the Eric Singleton Bird Sanctuary (250m) and Riverside Gardens (500m).

Figure 1



Previous Scheme Amendment

Council at its Ordinary Meeting held 20 November 2007 resolved to initiate an amendment to TPS 24 (Amendment No.30) to rezone Lot 22, No. 454 Guildford Road, Bayswater from 'Service Station' to 'Medium and High Density Residential R40', and insert Special Control Area provisions into Appendix 10 of the Scheme.

Council at its Ordinary Meeting held 24 June 2008 considered the final approval of Amendment No.30 to TPS 24 and resolved as follows:

- "1. The submission received in relation to Town Planning Scheme No.24 Amendment No.30 be noted.
2. Town Planning Scheme No. 24 Amendment No. 30 to rezone Lot 22, No. 454 Guildford Road, Bayswater from Service Station to Medium and High Density Residential R40, with the insertion of Special Control Area provisions into Appendix 10 of the Scheme be adopted for final approval.
3. Authority be granted for the affixing of the Common Seal to the amendment documents and the documents be forwarded to the Western Australian Planning Commission for approval.
4. The applicant be advised that prior to ground disturbing activities on the subject site, a Preliminary Site Investigation be carried out. If as a result of the site investigation the site is found to be contaminated, a site remediation and Validation Report should be produced in consultation with the Department of Environment and Conservation s (DEC) Land and Water Quality Branch to the satisfaction of the City of Bayswater."

**CONSULTATION**

By the Applicant

The applicant undertook consultation with nearby owners and residents in relation to conceptual development plans that demonstrate how the site could be developed. A copy of the conceptual development plans is included in **Attachment 1.**

The Consultation Report (**Attachment 2**) details how the consultation was undertaken and the feedback received. The applicant sought to contact and consult with 65 residents within a defined area surrounding the site. A total of 37 residents were contacted and consulted with, 21 of which had no concerns and 16 had concerns with the conceptual development plans. The following issues were raised by the residents:

- Building height, bulk and setbacks;
- Overshadowing;
- Privacy;
- Decrease in property value;
- Security, especially with balconies overlooking car bays and being aware of the movement of residents through car usage;
- Ambient noise, especially from the balconies facing neighbouring properties;
- Increased traffic congestion, especially near the traffic lights at the intersection of Guildford Road and King William Street and right hand turning onto Guildford Road; and
- A high potential for renters as opposed to owner/occupiers, who may not care for the surrounding area.

The following positive feedback was received by the residents:

- Redevelopment of the site is welcome as it has been vacant for a long time;
- An acceptance that this type of development is now common in Perth;
- Retail on ground floor and offices on the first floor should be included; and
- Surrounding land values may increase due to the quality of the development.

The 'Door Knock and Meeting Notes' of the Consultation Report are included in **Confidential Attachment 3**.

#### By the City

No consultation has yet been undertaken by the City on the proposed scheme amendment.

In the event the proposed amendment is initiated by Council, the proposed scheme amendment documentation will be prepared by the applicant, to the satisfaction of the City, and forwarded to the Department of Water and Environmental Regulation (DWER) for assessment, in accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015* (Regulations), and the Department of Planning, Lands and Heritage (DPLH) for comment, in accordance with the current practice.

Further, in accordance with the Regulations, upon Notice of Assessment from DWER being received (and issued raised being complied with), the proposed scheme amendment documentation will be advertised for public comment for a minimum of 42 days, by way of:

1. Notification being published in the Eastern Reporter newspaper;
2. Impacted land owners be notified in writing of the amendment details;
3. The relevant public authorities being notified in writing of the amendment details;
4. Information being placed on the City's engagement website; and
5. Hard copies of the amendment documentation made available for inspection at the City of Bayswater Civic Centre and the City's libraries.

## ANALYSIS

### Proposal

The scheme amendment proposes to rezone Lot 22, No. 454 Guildford Road, Bayswater from 'Medium and High Density Residential - R40' to 'Medium and High Density Residential - R-AC3', and to modify the provisions of Special Control Area No.8 (SCA8), which currently apply to the site.

The current zoning and SCA8 provisions allow for a maximum of 13 grouped dwellings to a maximum height of 2 storeys. The proposed scheme amendment will allow for approximately 52 multiple dwellings to a maximum height of 6 storeys and a plot ratio of 2.0.

### Strategic Planning Framework

#### State Planning Framework

The Western Australian Planning Commission's (WAPC's) Central Sub-Regional Planning Framework (Sub-Regional Planning Framework) builds upon the principles of *Perth and Peel @3.5 million* and is a key instrument for achieving a more consolidated urban form that will reduce dependence on new urban greenfield developments. The Sub-Regional Planning Framework provides the spatial framework which will guide urban consolidation over the long term.

The Sub-Regional Planning Framework envisions key urban corridors as being not only movement corridors or reserves for major infrastructure, but locations for increased and diversified places for people to live and work, where appropriate and a focus for investigating increased residential densities, with potential for mixed land uses.

The Sub-Regional Planning Framework includes a target to provide an additional 15,750 dwellings within the City of Bayswater by 2050. In addition to general housing infill, 14,760 additional dwellings have already been planned for in a number of activity centres and train station precincts in the City, including:

- Morley Activity Centre (8,200);
- Maylands District Centre (2,500);
- Meltham Station Precinct (1,560); and
- Bayswater Town Centre (2,500).

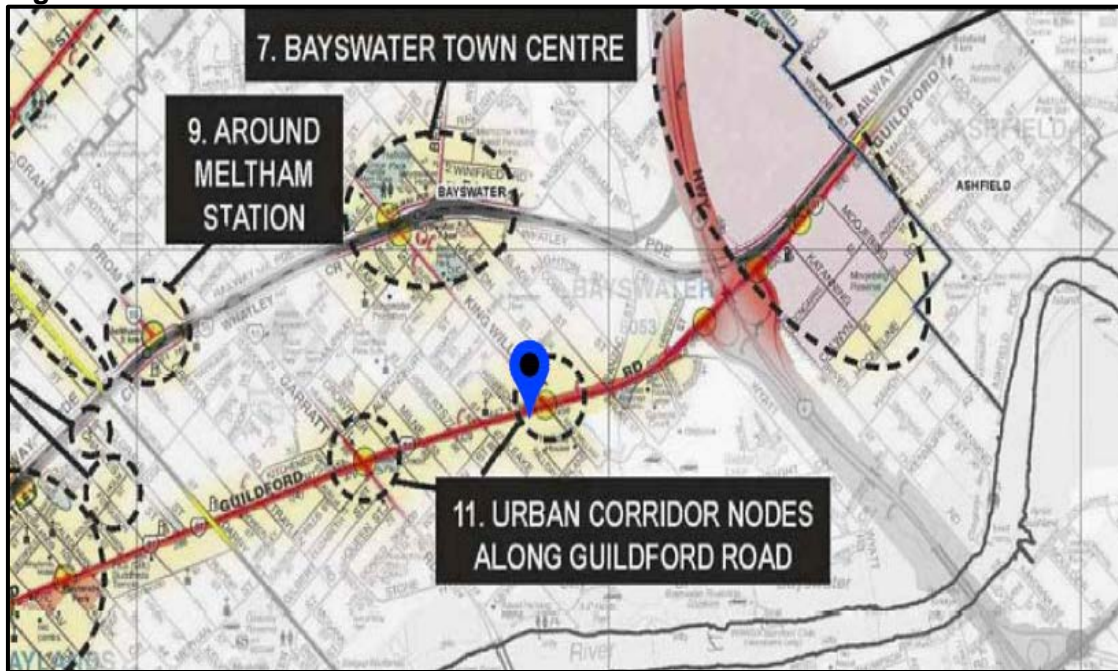
It is therefore considered that the City will readily be able to meet its target of providing an additional 15,750 dwellings by 2050.

#### Local Housing Strategy (LHS)

The City of Bayswater's LHS, which was adopted by Council on 22 May 2012, establishes a strategic framework to guide for the City's current and future housing needs.

The site is located within a 'node' on the Guildford Road corridor, which is identified in the LHS (Figure 2) as an area that has the potential to accommodate higher residential densities and a mixture of land uses, subject to detailed area planning that would consider such elements as land use, layout/access and built form in a holistic manner.

Figure 2



Local Planning Strategy (LPS)

The City is in the process of an LPS, which will supersede the LHS. The LPS sets out the local government's objectives for future planning and development, such as activity centre planning, residential densities and building heights and includes a broad framework by which to pursue those objectives. The LPS is required to provide the background justification for a review of the City's town planning scheme, and inform any new town planning scheme. The LPS will account for the additional housing targets included in the Sub-Regional Planning Framework.

In November 2017, the City commenced preliminary community consultation for the LPS. A Deliberative Panel was undertaken for the LPS in February/March 2018 to establish where the community supports increased density. The results of the Deliberative Panel will be presented to Council soon and be used to inform the preparation of a draft LPS. The draft LPS is expected to be presented to Council for adoption in late 2018 (and will be referred to the WAPC for endorsement).

Applicant's Justification

In relation to the strategic planning framework, the applicant provides the following justification:

*"The proposed amendment is consistent with the state and local strategic planning framework which encourages more intense forms of development along key transport corridors. The amendment directly meets the actions set out in the City's LHS and the draft Sub-Regional Framework by allowing for higher density residential development within the subject site, befitting of its landmark location along Guildford Road.*

*The proposed scheme amendment will assist in achieving the City's dwelling target as set by Directions 2031. The subject site is appropriately located to accommodate the proposed higher density development. It is universally recognised that Guildford Road is an important transport corridor, which is completely appropriate for higher density residential and mixed use development. The form of development ensures the public transport network can be supported and sustained, as well as encouraging more sustainable forms of transport for local residents."*



Statutory Planning Framework

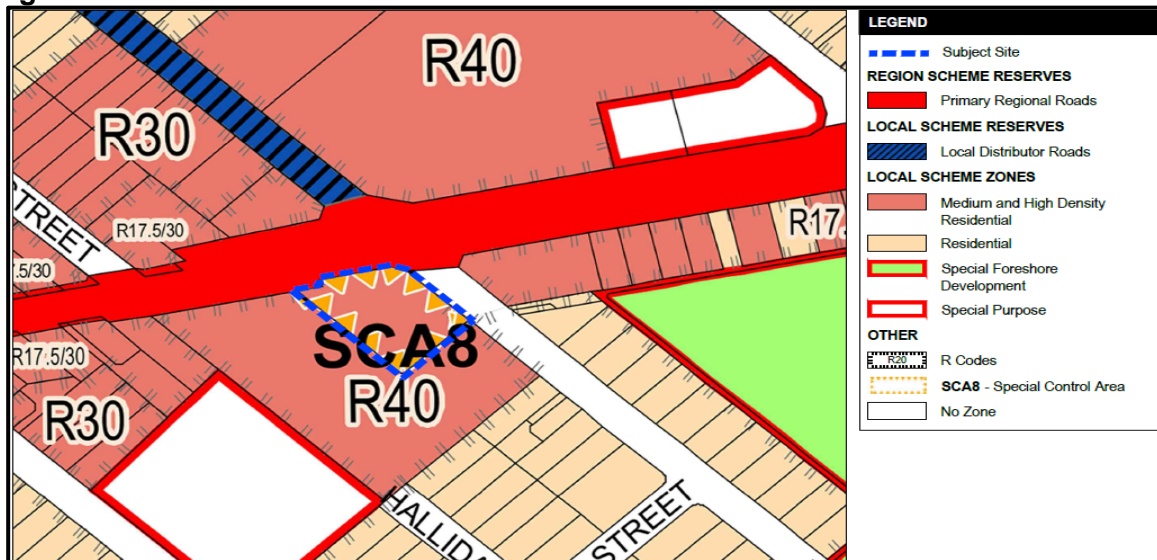
Metropolitan Region Scheme

The site is zoned 'Urban' in the Metropolitan Region Scheme.

Town Planning Scheme No.24

The site is zoned 'Medium and High Density Residential - R40' in TPS 24 and is located within Special Control Area No.8 (SCA8). SCA8 only applies to the site, as shown in Figure 3.

**Figure 3**

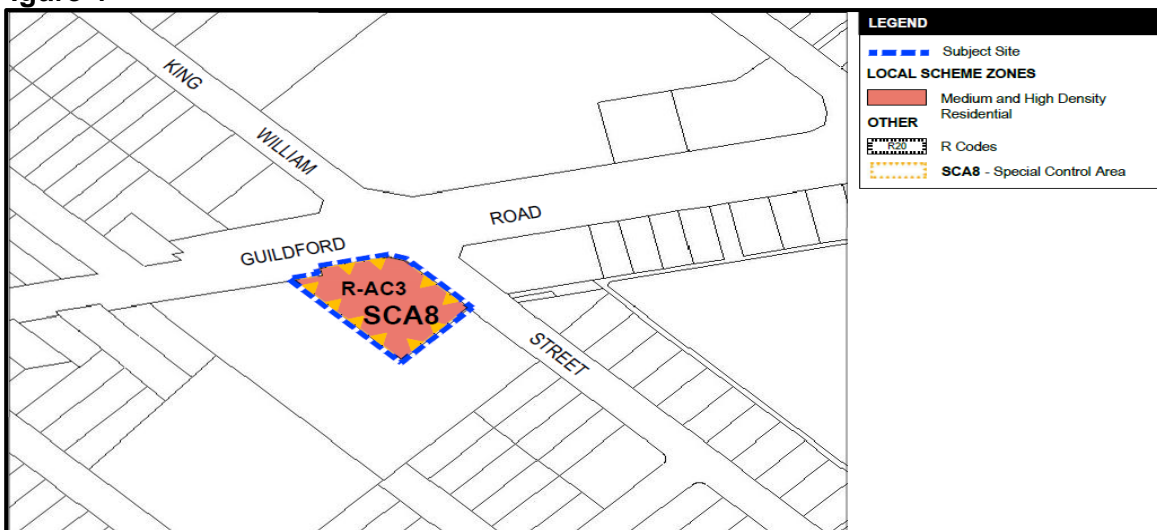


Proposed Zoning

The applicant proposes to rezone the site from 'Medium and High Density Residential - R40' to 'Medium and High Density Residential - R-AC3' (Figure 4) in order to facilitate a six storey multiple dwelling development with a plot ratio of 2.0.

The applicant does not propose to change the 'residential' component of the zone, only the 'density' component. The land use table (Table 1) of TPS 24 does not allow for many non-residential land uses to be considered in the 'Residential' zone.

**Figure 4**



Proposed Changes to Special Control Area No.8 (SCA8)

A SCA is a mechanism that allows particular development requirements to be inserted into the scheme within a designated area of land. SCA's are shown on the scheme map as an overlay, and prevail where they are inconsistent with the requirements elsewhere in the scheme. SCA8 currently only applies to the subject site. The proposal seeks to modify the provisions of SCA8 as shown in Table 1 below.

**Table 1**

<b><u>Current SCA 8 Provisions</u></b>	<b><u>Proposed Modified SCA 8 Provisions</u></b>
<b>Purpose:</b>	
To enable the development of the site with quality grouped dwellings, whilst safeguarding the amenity of the surrounding residential area.	To enable the development of the site with quality multiple dwellings, whilst safeguarding the amenity of the surrounding residential area.
<b>Development Requirements: General</b>	
<ul style="list-style-type: none"> <li>• Development shall be generally in accordance with a Development Concept Plan endorsed by Council.</li> <li>• Minimum lot sizes shall be in accordance with the 'R50' provisions of the Residential Design Codes of WA.</li> <li>• Average lot sizes shall be in accordance with the 'R40' provisions of the Residential Design Codes of WA, and a maximum yield of 13 dwelling units shall apply.</li> <li>• Vehicular access is not permitted directly to or from the site via Guildford Road.</li> <li>• Solid street boundary fencing to a height of 1.8 metres shall be permitted subject to incorporation of the following design elements –                         <ul style="list-style-type: none"> <li>○ Visual relief through the use of a variety of materials/textures;</li> <li>○ Articulation of the fence frontage;</li> <li>○ Direct pedestrian access to lots with frontage to public streets; and/or</li> <li>○ Landscaping to be implemented as a means of visual relief, in accordance with a Landscape Plan endorsed by Council.</li> </ul> </li> <li>• Upper floor windows and/or balconies to be provided to Guildford Road and King William Street frontages, to facilitate passive surveillance.</li> <li>• Internal access to be provided via a 6 metre wide access way.</li> </ul>	<ul style="list-style-type: none"> <li>• Development shall be generally in accordance with a Local Development Plan endorsed by Council.</li> <li>• The height of any building shall not exceed six storeys. For the purposes of calculating height, a storey shall not include:                         <ul style="list-style-type: none"> <li>○ A full basement or semi-basement that does not protrude above ground level at the street frontages;</li> <li>○ A mezzanine floor;</li> <li>○ Lift overruns, water tanks or other roof plant.</li> </ul> </li> <li>• Vehicular access is not permitted to or from the site via Guildford Road.</li> </ul>

<ul style="list-style-type: none"> <li>• Nil setbacks to the internal access way shall be permitted.</li> <li>• All dwellings to provide for passive surveillance of internal access way.</li> <li>• An Outdoor Living Area in accordance with the requirements for the 'R50' density code is to be provided for each dwelling.</li> <li>• Parapet walls to internal boundaries shall be permitted, where in accordance with an endorsed Development Concept Plan.</li> </ul>	
---	--

Purpose

The proposed purpose of SCA8 refers only to the development of quality multiple dwellings, excluding other types of residential or even non-residential to be developed.

Definition of Storey

The SCA8 provisions propose to redefine 'storey' from the existing definition in TPS 24. This is unnecessary as the current definition is considered adequate, as follows:

*"Storey: means a space within a building which is situated between one floor level and the floor level above, or if there is no floor above, the ceiling or roof above, but does not include:*

- (a) *mezzanines or lofts;*
- (b) *rooftop areas; or*
- (c) *basement car parking or storage areas where the ceiling is not more than 1m above natural ground level at any point."*

The new definition is untested and may result in unexpected building height, which may impact the amenity of neighbouring properties.

Local Development Plan (LDP)

The SCA8 provisions propose to include a requirement to prepare an LDP for the site. An LDP will provide more detailed development controls to the site and will need to be approved by Council. The applicant provides the following justification for the inclusion of a provision to require and LDP:

*"The proposed LDP will ensure the development of the subject site is appropriately controlled to ensure an attractive and sustainable built form outcome, and to minimise any potential adverse impact on streetscape or the adjoining medium density residential development.*

*It is intended that the LDP would specify the following development standards applicable to the subject site:*

- *A maximum building height of six storeys.*
- *Bulk and height orientated towards Guildford Road and King William Street to minimise impacts on surrounding residential properties.*
- *Appropriate interface to the adjoining properties to the south-east and south-west.*
- *Appropriate setbacks to Guildford Road and King William Street.*

- *Appropriate articulation of the building façades.*
- *Landscaped frontages in the setback areas along Guildford Road and King William Street.*
- *Access via a single, two-way crossover from King William Street with appropriate separation to the signalised intersection.*

*By defining an appropriate building envelope through the measures outlined above, the impact of future development on adjoining properties can be appropriately controlled. Additionally, the development standards ensure that a high quality built form outcome will be produced.*

*It is considered that the development of the subject site will be a prominent gateway building on the Guildford Road approach to the City. Through the measures outlined above and throughout this report, the proposed scheme amendment ensures an attractive built form with a sensitive interface treatment to adjoining properties. The development of the site will be a vast improvement to the current vacant land at this prominent corner location, and the service station that previously occupied the site."*

It is considered that the requirement to prepare an LDP for the site is unnecessary as an SCA already applies to the site and essentially provides the same function, to provide detailed development requirements to a specified area. Requiring an LDP will add another layer and more red tape to the development approval process.

The primary difference between including development requirements in an SCA as opposed to an LDP is that requirements in an SCA will have the same statutory weight as the provisions in TPS 24, whereas requirements in an LDP will have a lesser statutory weight - the equivalent of a local planning policy. Therefore including development requirements in an SCA would give greater statutory weight to the requirements and greater assurance that the requirements will be implemented.

### Conceptual Development Plans

Conceptual development plans were prepared by the applicant to demonstrate the type of development that may be possible and that is envisioned as part of the proposed scheme amendment, which is a 6 storey, 52 multiple dwelling development. Although the plans are conceptual only and do not form part of the proposal, they do indicate the type of development that maybe proposed at the development application stage.

### Type of Amendment (Standard)

Under the *Planning and Development (Local Planning Schemes) Regulations 2015*, the proposed Scheme Amendment is considered to be a 'standard' amendment as it will not result in any significant environmental, social, economic or governance impacts on land in the scheme area.

### Conclusion

It is considered that initiating the proposed scheme amendment, which will only allow for multiple dwellings to be developed on the site to a maximum height of six storeys and to a maximum plot ratio of 2.0, will pre-empt and undermine the LPS process. It may be established during the LPS process that other types of residential or even appropriate non-residential development will be more beneficial for the area and that different height and density requirements are also more suitable for the site.

It is also considered that, prior to initiating the proposed scheme amendment, the definition in the proposed SCA8 modifications should be removed and site specific development requirements should be prepared and included in SCA8, removing the need for an LDP to be prepared.

**OPTIONS**

The following options are available to Council:

	OPTION	BENEFIT	RISK
1.	<p>Council defers initiating the proposed scheme amendment as proposed by the applicant, until at least the draft Local Planning Strategy has been adopted by Council.</p> <p><b>Estimated Cost:</b></p> <ul style="list-style-type: none"> <li>All associated costs borne by the applicant.</li> </ul>	<ul style="list-style-type: none"> <li>It will allow for the City to apply an appropriate zoning, built form and density to the site based on holistic strategic planning being undertaken as part of the Local Planning Strategy.</li> <li>City will have a greater understanding of community views on land uses, built form and residential density within the area.</li> <li>Will not undermine the Local Planning Strategy process.</li> </ul>	<ul style="list-style-type: none"> <li>The site may remain vacant for some time.</li> </ul>
2.	<p>Council does not initiate the proposed scheme amendment as proposed by the applicant.</p> <p><b>Estimated Cost:</b></p> <ul style="list-style-type: none"> <li>Nil.</li> </ul>	<ul style="list-style-type: none"> <li>It will allow for the City to apply an appropriate zoning, built form and density to the site based on holistic strategic planning being undertaken as part of the Local Planning Strategy.</li> <li>City will have a greater understanding of community views on land uses, built form and residential density within the area.</li> <li>Will not undermine the Local Planning Strategy process.</li> </ul>	<ul style="list-style-type: none"> <li>The site may remain vacant for some time.</li> </ul>
3.	<p>Council initiates the proposed scheme amendment as proposed by the applicant.</p> <p><b>Estimated Cost:</b></p> <ul style="list-style-type: none"> <li>All associated costs borne by the applicant.</li> </ul>	<ul style="list-style-type: none"> <li>Will encourage the redevelopment of the site.</li> <li>The site may be developed sooner.</li> </ul>	<ul style="list-style-type: none"> <li>May pre-empt and undermine the Local Planning Strategy process and the intent for the site.</li> <li>The 'Residential' zoning, 'R-AC3' density and Special Control Area provisions proposed maybe inconsistent with the intent of the site as identified during the Local Planning Strategy process.</li> </ul>

OPTION	BENEFIT	RISK
<p>4. Council initiates the proposed scheme amendment with modification(s).</p> <p><b>Estimated Cost:</b></p> <ul style="list-style-type: none"> <li>All associated costs borne by the applicant.</li> </ul>	<ul style="list-style-type: none"> <li>Will encourage the redevelopment of the site.</li> <li>Dependent on the modification(s) proposed.</li> <li>The site may be developed sooner.</li> </ul>	<ul style="list-style-type: none"> <li>Dependent on the modification(s) proposed.</li> <li>May pre-empt and undermine the Local Planning Strategy process and the intent for the site.</li> <li>The 'Residential' zoning, 'R-AC3' density and Special Control Area provisions proposed maybe inconsistent with the intent of the site as identified during the Local Planning Strategy process.</li> </ul>

**CONCLUSION**

In light of the above, it is recommended that Council proceed with Option 1 and defers consideration of initiating the proposed scheme amendment until the draft Local Planning Strategy has been adopted by Council, which is expected in late 2018.

**FINANCIAL IMPLICATIONS**

The financial implications are addressed in the 'Options' table above.

**STRATEGIC LINK**

In accordance with the City of Bayswater Strategic Community Plan 2017-2027, the following applies:

- Theme: Our Built Environment
- Aspiration: A quality and connected built environment.
- Outcome B1: Appealing streetscapes.
- Outcome B3: Quality built environment.

**COUNCIL POLICY AND LEGISLATIVE IMPLICATIONS**

Part 4 of the *Planning and Development (Local Planning Schemes) Regulations 2015* prescribes the process for the preparation of scheme amendments.

In accordance with the Regulations a landowner (or consultant on behalf of a landowner) may submit a scheme amendment, to be assessed and initiated by the local government, who may:

- Initiate the scheme amendment; or
- Not initiate the scheme amendment.

If initiated, the local government must meet the following timeframes, in accordance with the Regulations:

- The scheme amendment is to be advertised for not less than 42 days; and
- The local government has 60 days from the conclusion of the advertising to consider all submissions and forward a recommendation to the Western Australian Planning Commission (WAPC).

The Minister for Planning is the decision maker on all scheme amendments. The City can provide a recommendation to the Minister to:

- support the amendment without modification;
- support the amendment with proposed modifications to address issues raised in the submissions; or
- not support the amendment.

By initiating a scheme amendment, Council will not have the power to ultimately approve, refuse or modify the scheme amendment, as it will only be able to decide whether to recommend support, support with modifications or to not support the scheme amendment to the WAPC and Minister, who makes the final decision.

### **VOTING REQUIREMENTS**

Simple Majority required.

### **ATTACHMENTS**

1. Applicant's Scheme Amendment Report
2. Applicant's Consultation Report
3. Door Knock and Meeting Notes of the Applicant's Consultation Report (confidential)

### **OFFICER'S RECOMMENDATION**

That Council defers consideration of initiating the proposed scheme amendment to Town Planning Scheme No. 24 to rezone Lot 22, 454 Guildford Road, Bayswater from 'Medium and High Density Residential - R40' to 'Medium and High Density Residential - R-AC3', and to modify the provisions of Special Control Area No. 8, until the draft Local Planning Strategy has been adopted by Council, for the following reasons:

1. The proposed scheme amendment can be considered as part of the Local Planning Strategy process.
2. Initiating the proposed scheme amendment at this time is considered to pre-empt the outcomes and undermine the process of the Local Planning Strategy.
3. Initiating the proposed scheme amendment at this time could result in a development, which is inconsistent with the intent of the site as identified during the Local Planning Strategy process.

### **COMMITTEE RESOLUTION**

That:

1. **Council initiates Amendment No. 81 to the City of Bayswater Town Planning Scheme No. 24 as follows:**
  - (a) **Rezone Lot 22, 454 Guildford Road, Bayswater from 'Medium and High Density Residential R40' to 'Medium and High Density Residential R-AC3'.**
  - (b) **Modify Special Control Area 8 to the following:**

AREA		SITE PARTICULARS	PROVISIONS
SCA8	SPECIAL CONTROL AREA 8 – Corner King William Street and Guildford Road, Bayswater	Lot 22, No. 454 Guildford Road, Bayswater	<p>Purpose:</p> <p>To enable the development of the site with quality multiple dwellings, whilst safeguarding the amenity of the surrounding residential area.</p> <p>Development Requirements:</p> <ul style="list-style-type: none"> <li>• Development shall be generally in accordance with a Local Development Plan endorsed by Council.</li> <li>• The height of any building shall not exceed six storeys.</li> <li>• Vehicular access is not permitted to or from the site via Guildford Road.</li> </ul>

(c) Amend the Scheme Maps accordingly.

2. Council considers Amendment No. 81 to the City of Bayswater's Town Planning Scheme No. 24 (TPS 24) to be 'standard' under the provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* as it will not result in any significant environmental, social, economic or governance impacts on land in the scheme area.
3. The applicant prepares the scheme amendment documentation to the satisfaction of the City of Bayswater.
4. Upon Notice of Assessment from the Department of Water and Environmental Regulation being received (and issues raised being complied with), causes the proposed scheme amendment documentation to be advertised for public comment.
5. The applicant is advised that any future Local Development Plans and development applications for the site should consider activation of the front setback area and surrounding public realm to ensure that the site makes a significantly positive contribution to the area.

CR DAN BULL, MAYOR MOVED, CR STEPHANIE GRAY SECONDED

CARRIED: 8/3

**FOR VOTE:** Cr Dan Bull, Mayor, Cr Stephanie Gray, Cr Lorna Clarke, Cr Giorgia Johnson, Cr Catherine Ehrhardt, Cr Sally Palmer, Cr Filomena Piffaretti, and Cr Brent Fleeton.

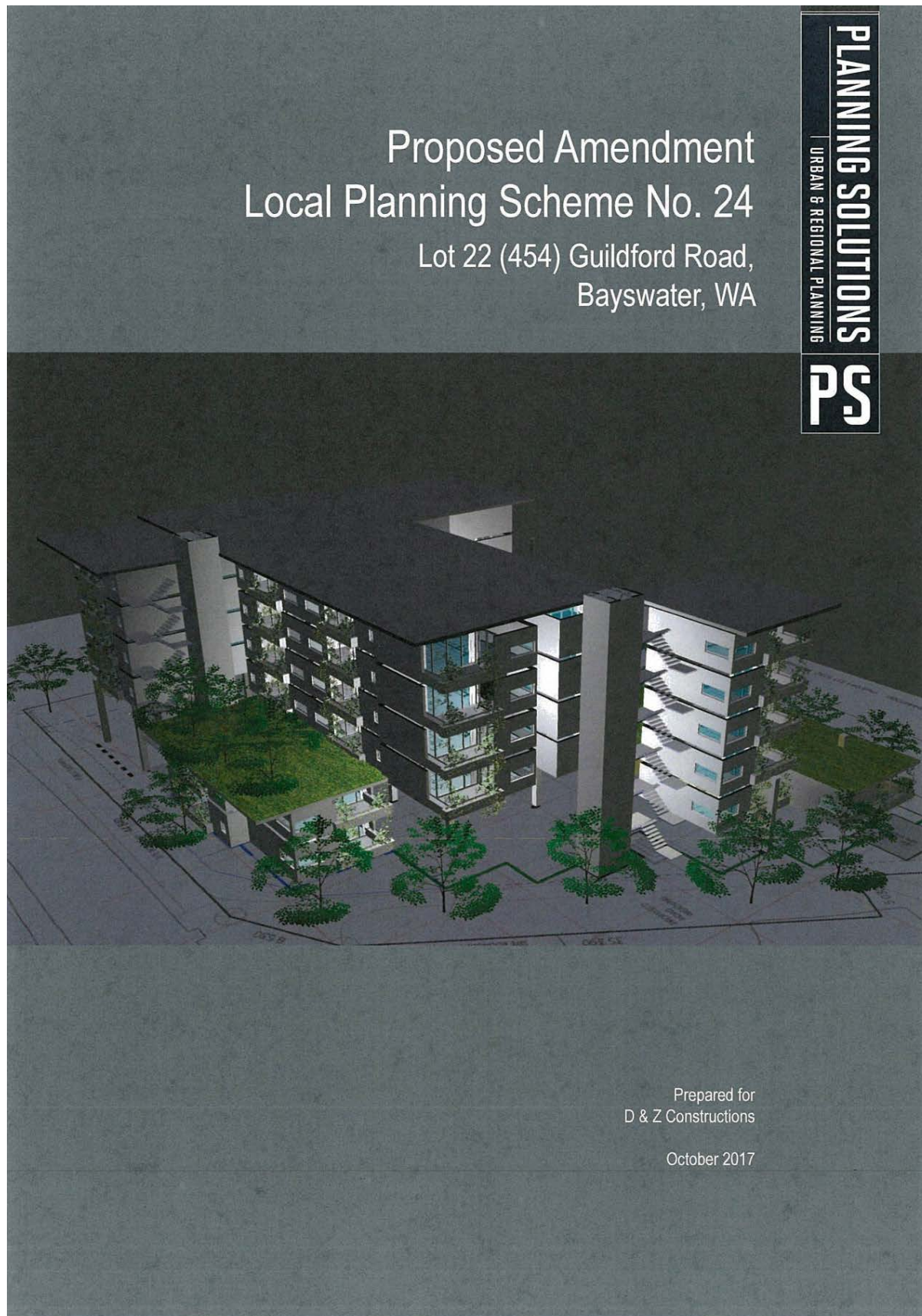
**AGAINST VOTE:** Cr Elli Petersen-Pik, Cr Chris Cornish, Deputy Mayor, and Cr Barry McKenna.

**REASON FOR CHANGE**

*The Committee changed the Officer's Recommendation as it was of the opinion that given previous strategic planning of the area and this is a key and iconic site in Bayswater, the proposed density and height are appropriate and timely for the area.*



**Attachment 1: Applicant's Scheme Amendment Report**



Proposed Amendment  
Local Planning Scheme No. 24  
Lot 22 (454) Guildford Road,  
Bayswater, WA

**PLANNING SOLUTIONS**  
URBAN & REGIONAL PLANNING  
**PS**

Prepared for  
D & Z Constructions

October 2017

**Contents**

**1 Preliminary..... 1**

1.1 Introduction ..... 1

1.2 Background ..... 1

**2 Site context..... 2**

2.1 Land description ..... 2

2.2 Location..... 2

2.3 Land use and topography..... 3

**3 Proposed scheme amendment ..... 9**

3.1 Planning and Development (Local Planning Schemes) Regulations 2015 ..... 11

3.2 Local Development Plan ..... 11

**4 Strategic planning framework..... 13**

4.1 Directions 2031 ..... 13

4.2 Central Metropolitan Perth Sub-Regional Strategy..... 13

4.3 Draft Perth and Peel @ 3.5 million ..... 13

4.4 Draft Central Sub-Regional Planning Framework..... 14

4.5 Local Housing Strategy ..... 14

**5 Statutory planning framework ..... 17**

5.1 Metropolitan Region Scheme ..... 17

5.2 State Planning Policies..... 17

5.3 City of Bayswater Local Planning Scheme No. 24 ..... 17

**6 Amendment justification ..... 19**

6.1 Strategic planning framework ..... 19

6.2 Local Development Plan ..... 19

**7 Conclusion..... 20**

**Figures**

- Figure 1: Aerial photograph
- Figure 2: Zoning plan
- Figure 3: Draft Central Sub-Regional Planning Framework
- Figure 4: Local Housing Strategy – Focus Areas for Change

**Appendices**

- Appendix 1: Certificate of Title
- Appendix 2: Scheme Amendment Map
- Appendix 3: Concept development plans
- Appendix 4: MRS Clause 42 Certificate

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# 1 Preliminary

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## 1.1 Introduction

Planning Solutions acts on behalf of D & Z Constructions, the proponent of the proposed scheme amendment relating to Lot 22 (454) Guildford Road, Bayswater (**subject site**). Planning Solutions has prepared the following report in support of an amendment to the City of Bayswater Local Planning Scheme No. 24 (**LPS24**).

This report will discuss various issues pertinent to the proposal, including:

- Site details.
- Proposed scheme amendment.
- Strategic planning framework.
- Statutory planning framework.
- Amendment justification.

The proposed amendment seeks to amend the zoning of the subject site and modify the Special Control Area 8 provisions within Appendix 10 of LPS24. The purpose of the proposed amendment is to allow the subject site to be developed for a high quality multiple dwelling development.

The City of Bayswater (**City**) is respectfully requested to initiate the scheme amendment to LPS24 as outlined above, without modification.

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## 1.2 Background

At its Ordinary Council Meeting on 20 November 2007, Council resolved to initiate Amendment No. 30 to LPS24 to rezone the subject site from 'Service Station' to 'Medium and High Density Residential R40' and insert a Special Control Area into Appendix 10 of LPS24. The purpose of Amendment No. 30 was to enable the development of the subject site with grouped dwellings, whilst safeguarding the amenity of the surrounding residential area. The amendment was gazetted on 16 December 2008.

Development of the subject site for grouped dwellings has not progressed, and the landowner's development intentions for the subject site have since changed in recent times, with a preference for multiple dwelling development emerging. In discussions between the City's officers, Elected Members and the applicant, it has been generally agreed that the subject site is a landmark site and suitable for a gateway development along the Guildford Road corridor. The proposed amendment seeks to allow for the development of the subject site consistent with the vision of both the landowner and the City.

## 2 Site context

### 2.1 Land description

Refer to **Table 1** below for a description of the land subject to this development application.

Table 1 – Lot details

Lot	Plan/Diagram	Volume	Folio	Area (m <sup>2</sup> )
22	17676	1288	888	3,069

Refer **Appendix 1** for a copy of the Certificate of Title and Deposited Plan.

### 2.2 Location

#### 2.2.1 Regional context

The subject site is located in the suburb of Bayswater, within the City of Bayswater. It is located approximately 8 kilometres north-east of the Perth CBD and approximately 600 metres north of the Swan River.

Guildford Road is a major arterial road servicing a significant number of Perth's eastern suburbs. Approximately 1 kilometre east of the subject site, Guildford Road intersects with Tonkin Highway, a major arterial road linking the south eastern and north eastern metropolitan suburbs. The Morley City Centre is located approximately 2.7 kilometres north-west of the subject site. In addition, the Bayswater Industrial Area, a significant employment centre, is approximately 700 metres north of the subject site.

The subject site is well serviced by public transport. Bayswater train station is approximately 800 metres north-west of the site, directly accessible via King William Street. Bus stops are located on Guildford Road and King William Street, within 20 metres of the subject site, serviced by routes 48 and 55 to the Perth Busport (buses at minimum of 6 minute intervals in peak periods), route 46 to the Morley Town Centre, and the high-frequency 98/99 Circle Route, directly linking the subject site to the following destinations:

- University of Western Australia;
- Curtin University;
- Murdoch University;
- Edith Cowan University;
- Morley Town Centre; and
- Fremantle.

Significant Regional Open Space is approximately 250 metres south-east of the site, including the Swan River Foreshore and Riverside Gardens, and the Eric Singleton Bird Sanctuary.

### 2.2.2 Local context

The subject site is located approximately 630 metres from the Bayswater Townsite, providing a range of commercial and community facilities, including the following:

- Bayswater Public Library;
- Bayswater Senior Citizens Centre;
- Bendigo Community Bank;
- Bayswater Post Office;
- Bayswater Hotel;
- Bayswater Train Station;
- Café/Restaurants and Takeaway Food; and
- Various retail shops.

Immediately opposite the subject site is the Great Beginnings Child Care Centre and Kindergarten. Bayswater Primary School and St Columbas Catholic Primary School are both located approximately 650 metres west of the site, while Chisholm College (2 kilometres), John Forrest Senior High School (2.6 kilometres), and Cyril Jackson Senior Campus (2.5 kilometres) provide a range of educational options for residents.

As noted previously, significant Regional Open Space around the Swan River provides a pleasant setting for passive recreation and water-related active recreation (including the Bayswater Rowing Club, Sea Scouts, boat ramp and a water ski area), and further active recreation facilities are offered at Frank Drago Reserve, approximately 900 metres west of the site.

As demonstrated above, the subject site is extremely well serviced by supporting cultural, recreational, community, commercial and transport infrastructure, at a local and regional level.

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### 2.3 Land use and topography

The land is surrounded by a mix of uses, primarily residential. The immediately surrounding properties comprise the following mix of uses:

- No. 104 King William Street surrounding the subject site to the south and west comprises a medium density grouped dwelling development.
- No. 456 Guildford Road opposite the subject site to the east contains a 'Great Beginnings' child care centre.
- Nos. 84, 86, 90 & 94 King William Street extending north from the subject site comprise a range of grouped dwelling developments.
- No. 81 King William Street to the north-east of the subject site contains a mix of approximately 200 townhouses and multiple dwelling units (Ascot Park).
- Nos. 17, 19, 21 23 & 25 Wisbech Street to the north-west of the subject site comprise a mix of grouped and single dwellings.

The subject site is currently vacant. The land is generally flat with no significant topographical characteristics.

Refer **Figure 1**, aerial photograph and **Photographs 1 to 11** which depict the subject site and surrounds.



Lot 22 (454) Guildford Road, Bayswater  
Scheme Amendment Report



Photograph 1 – View west of the subject site from King William Street



Photograph 2 – View of the subject site from the Guildford Road and King William Street intersection



Photograph 3 – Boundary interface with adjoining property to the south-east

Lot 22 (454) Guildford Road, Bayswater  
Scheme Amendment Report



Photograph 4 – Boundary interface with adjoining properties to the south-west



Photograph 5 – View west along Guildford Road towards Perth CBD



Photograph 6 – View east along Guildford Road towards the King William Street intersection



Lot 22 (454) Guildford Road, Bayswater  
Scheme Amendment Report



Photograph 7 – Single residential properties along King William Street to the south-east of the subject site



Photograph 8 – Great Beginnings child care centre opposite the subject site on King William Street



Photograph 9 – Grouped dwelling development to the north-west of the subject site

Lot 22 (454) Guildford Road, Bayswater  
Scheme Amendment Report



Photograph 10 – Ascot Park multiple dwelling and townhouse development to the north-east of the subject site



Photograph 11 – Kingslake Shopping Centre along Guildford Road to the east of the subject site

### 3 Proposed scheme amendment

The proposed scheme amendment seeks to amend LPS24 to rezone the subject site to facilitate the development of a high quality multiple dwelling development.

It is proposed to formally amend LPS24 as it applies to Lot 22 (454) Guildford Road, Bayswater, as follows:

- Rezone Lot 22 Guildford Road, Bayswater from 'Medium and high density residential R40' and 'SCA8' to 'Medium and high density residential R-AC3' and 'SCA8' as depicted on the Scheme Amendment Map;
- Modify the Special Control Area 8 provisions from Appendix 10; and
- Amend the Scheme Map accordingly.

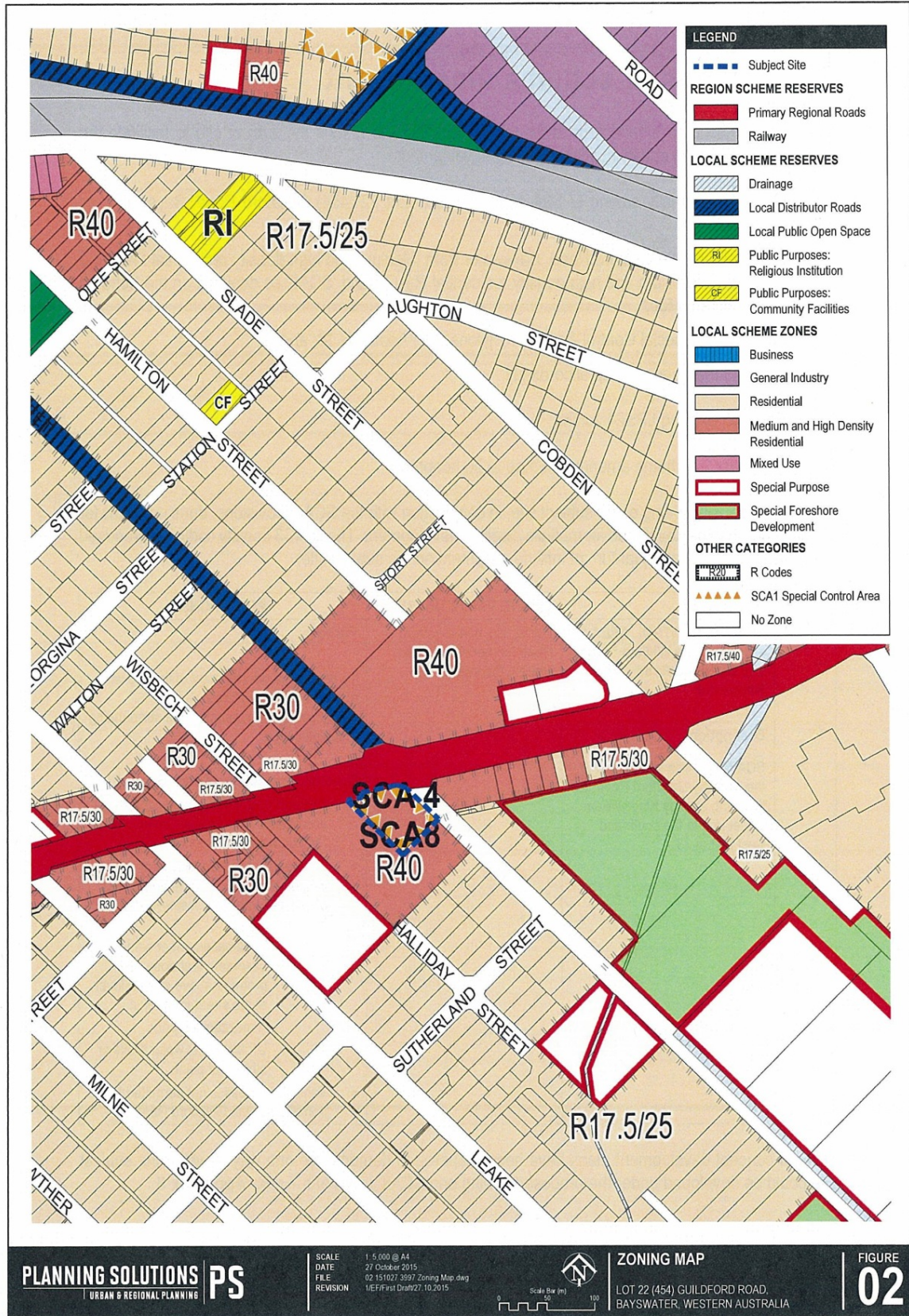
Refer **Figure 2**, existing LPS24 zoning.

Refer **Appendix 2**, scheme amendment map to be adopted.

The current density coding of the subject site, in conjunction with the SCA8 provisions, does not allow for the subject site to be developed for multiple dwelling development. The R-AC3 density coding is proposed to deliver an appropriate quantum of infill development on the subject site.

	AREA	SITE PARTICULARS	PROVISIONS
SCA8	<p><b>SPECIAL CONTROL AREA 8 – Corner King William Street and Guildford Road, Bayswater</b></p> <p><b>Description:</b></p> <p>SCA No. 8 Area is bounded to the north by Guildford Road, to the north east by King William Street and to the south and west by Lot 23.</p>	<p>Lot 22, No. 454 Guildford Road (corner King William Street), Bayswater</p>	<p><b>Purpose:</b></p> <p>To enable the development of the site with quality multiple dwellings, whilst safeguarding the amenity of the surrounding residential area.</p> <p><b>Development Requirements: General</b></p> <ul style="list-style-type: none"> <li>• Development shall be generally in accordance with a Local Development Plan endorsed by Council.</li> <li>• The height of any building shall not exceed six storeys. For the purposes of calculating height, a storey shall not include:                             <ul style="list-style-type: none"> <li>○ A full basement or semi-basement that does not protrude above ground level at the street frontages;</li> <li>○ A mezzanine floor;</li> <li>○ Lift overruns, water tanks or other roof plant.</li> </ul> </li> <li>• Vehicular access is not permitted to or from the site via Guildford Road.</li> </ul>

A set of concept development plans have been prepared to demonstrate one way in which the subject site could be developed under the proposed zoning and SCA8 provisions – refer **Appendix 3**.



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### 3.1 Planning and Development (Local Planning Schemes) Regulations 2015

#### 3.1.1 Scheme amendment

Part 5 of the *Planning and Development (Local Planning Schemes) Regulations 2015 (the Regulations)* sets out the requirements and process for amending a local planning scheme. This scheme amendment is to be processed in accordance with the requirements of the Regulations, which sets out three streams of scheme amendment types, namely:

- Basic amendment;
- Standard amendment; and
- Complex amendment.

The proposed amendment is considered to be a **standard amendment**, as the proposed rezoning is consistent with the City's adopted Local Housing Strategy, and is consistent with the suite of State level strategic planning documents, including Directions 2031 and Beyond, draft Central Metropolitan Perth Sub-Regional Strategy and the draft Central Sub-Regional Planning Framework. Importantly, the amendment does not seek to change the underlying zoning of the subject site, and will not result in any significant environmental, social, economic or governance impacts on land in the scheme area

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### 3.2 Local Development Plan

Schedule 2 of the Regulations sets out the deemed provisions for all local planning schemes. These include provisions relating to Local Development Plans (**LDP**) which now form part of LPS24, which has not previously contained provisions relating to LDPs.

This amendment seeks to rezone the subject site to 'Medium and high density residential R-AC3'. Table 4 of the R-Codes contains the general site requirements for multiple dwellings in areas coded R40 or greater, within mixed use development and/or activity centres. In relation to the R-AC3 code, note (c) applies, which states:

*(c) Controls can be varied when R-AC is introduced into a scheme.*

Based on the above note and the proposed provisions to be incorporated into Appendix 10 of LPS4 relating to the subject site (SCA8), the proposed rezoning will allow for the preparation of a LDP to guide the development of the subject site. A LDP is considered an appropriate tool to guide the development of the subject site, which is situated at a prominent intersection and represents a landmark site along Guildford Road.

Schedule 2, Part 6, clause 47 of the Regulations sets out the instances when a LDP may be prepared. For the subject site, clause 47(d) applies, which states:

*(d) the Commission and the local government considers that a local development plan is required for the purposes of orderly and proper planning.*

Given the above, it will be necessary to seek the agreement of the Commission and City to prepare a LDP for the subject site, for the purposes of orderly and proper planning. The prominent location of the site warrants the preparation of a LDP to ensure the delivery of a high quality, well-considered built form outcome.

The Framework for Local Development Plans (August 2015) expands on clause 47 of the Regulations, detailing more specific circumstances where an LDP may be considered appropriate, including:

Lot 22 (454) Guildford Road, Bayswater  
Scheme Amendment Report

- *To address noise buffer and amelioration requirements.*

The subject site is situated on Guildford Road which is classified as a Primary Freight Road under State Planning Policy 5.4 – Road and Rail Transport Noise and Freight Considerations in Land Use Planning (SPP5.4). Noise amelioration is therefore a key consideration for any future residential development on the subject site, which is considered a noise-sensitive development under the provisions of SPP5.4. As such, the proposal to prepare a LDP to guide the future development of the subject site is consistent with the provisions of the Regulations and the Framework for Local Development Plans, and is appropriate for the purposes of orderly and proper planning.

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## 4 Strategic planning framework

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### 4.1 Directions 2031

Directions 2031 and Beyond (**Directions 2031**) is the overarching spatial framework and strategic plan that establishes a vision for the future growth of the Perth and Peel region. It provides the framework to guide detailed planning and delivery of housing, infrastructure and services for a variety of growth scenarios. A medium density 'Connected City' model is put forward as the preferred means to achieve a liveable, prosperous, accessible, sustainable and responsible city.

In relation to the proposed scheme amendment, Directions 2031 promotes a diversity of dwelling types and increases in choice, for residential areas. Directions 2031 seeks to address population growth scenarios and land use patterns for the medium to long-term increase of more than half a million people in Perth and Peel by 2031, as well as being prepared to provide for a city of 3.5 million people after 2050.

Due to the size and complexity of strategic planning for the metropolitan area, sub-regional strategies are prepared to provide guidance at the local level.

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### 4.2 Central Metropolitan Perth Sub-Regional Strategy

The draft Central Metropolitan Perth Sub-Regional Strategy (**Sub-Regional Strategy**) provides more in-depth strategic planning for the growth of the Central Metropolitan Perth Region in order to deliver the outcomes sought by Directions 2031.

Under the Sub-Regional Strategy, the City of Bayswater (**City**) is targeted to increase its existing housing stock of 26,308 dwellings to achieve a target of an additional 8,500 dwellings by 2031. Whilst it is acknowledged that careful planning is required to preserve streetscapes and neighbourhood character, new housing is required in a compact and sustainable urban form, which promotes housing choice and diversity in response to changing community needs. It is important to optimise the use of large, 'strategic' sites, in order to achieve infill targets whilst maintaining traditional residential character.

The Sub-Regional Strategy identifies a crucial role for private sector developers to invest in higher density housing projects and for Local Government to encourage innovative infill and be advocates for the housing needs of future generations. Accordingly, the proposed scheme amendment to facilitate higher density residential development is clearly in line with the strategic vision of the Sub-Regional Strategy.

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### 4.3 Draft Perth and Peel @ 3.5 million

The draft Perth and Peel @ 3.5 million provides an overarching strategic framework for the Perth and Peel region for the next 35 years. The document provides guidance on where development should occur to ensure sustainable urban growth, protecting the environment and heritage and making the most effective use of existing infrastructure. The draft Perth and Peel @ 3.5 million sets the context for four draft sub-regional planning frameworks, including the draft Central Sub-Regional Planning Framework relevant to the subject site (refer section 4.4 below). The framework guides infill development, with the aim to deliver a compact and connected city.

The purpose of the scheme amendment is to allow increased density for the development of multiple dwellings on the subject site to contribute to housing diversity in the Bayswater area and make efficient use of the existing infrastructure in the area. The scheme amendment seeks to encourage higher density infill development along a major transport corridor and within close proximity to local services, and is consistent with the intent of the draft Perth and Peel @ 3.5 million documents.

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#### 4.4 Draft Central Sub-Regional Planning Framework

The draft Central Sub-Regional Planning Framework (**Sub-Regional Planning Framework**) builds upon the principles of Directions 2031 and is a key instrument for achieving a more consolidated urban form that will reduce dependence on new urban greenfield developments. The Sub-Regional Planning Framework provides the spatial framework which will guide local governments in achieving optimal urban consolidation over the long term.

The Sub-Regional Planning Framework supports the concept of transitioning key transport corridors into multi-functional corridors that allow for efficient movement and high amenity. As demonstrated in **Figure 3**, Guildford Road is identified as a corridor under the Sub-Regional Planning Framework. It is noted that if regeneration of the transport corridors is undertaken in accordance with the principles of the Sub-Regional Planning Framework, the vision for these corridors as multi-functional assets could be realised. New development could allow for greater activity at the street level, provide opportunities for new businesses and facilitate greater housing diversity.

The Sub-Regional Planning Framework identifies transport corridors as being appropriate for mixed use, R60+/R-AC high density residential with high frequency public transport. The proposed amendment seeks to realise the objectives and vision for transport corridors, as set out in the Sub-Regional Planning Framework, by allowing for a high density residential development along Guildford Road.

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#### 4.5 Local Housing Strategy

The City of Bayswater Local Housing Strategy (**LHS**) establishes a strategic framework to guide and provide for the City's current and future housing needs. The LHS was adopted by Council at its Ordinary Meeting on 22 May 2012 and is used to guide future decision making by the City, particularly for changes to town planning schemes, rezonings, policies or major development proposals.

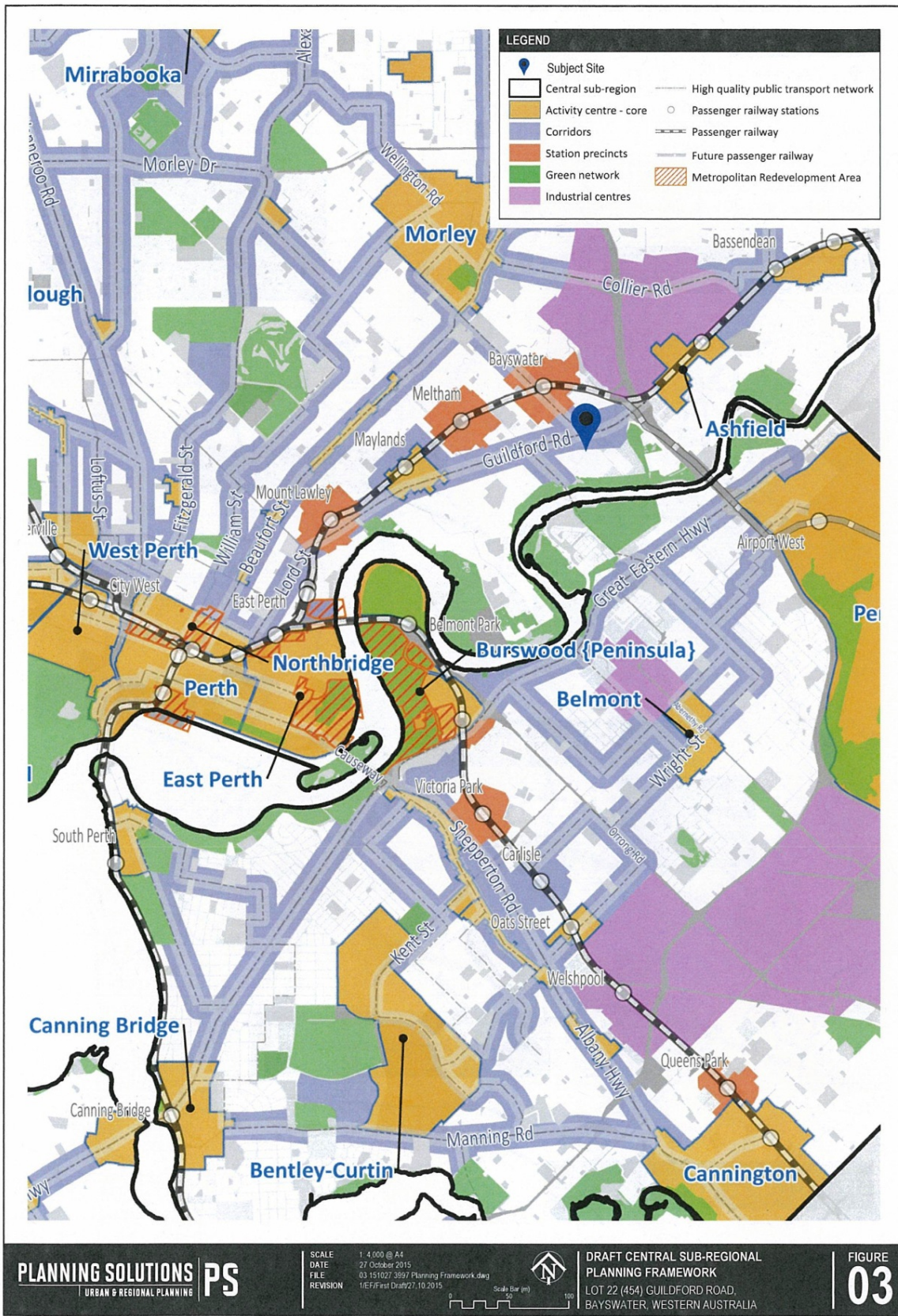
Consistent with to the Sub-Regional Planning Framework, Guildford Road is identified as an Urban Corridor, connecting Mount Lawley, Maylands and Bayswater with Central Perth, Midland and the Swan Valley. Refer to **Figure 4** which depicts the subject site in the context of the LHS.

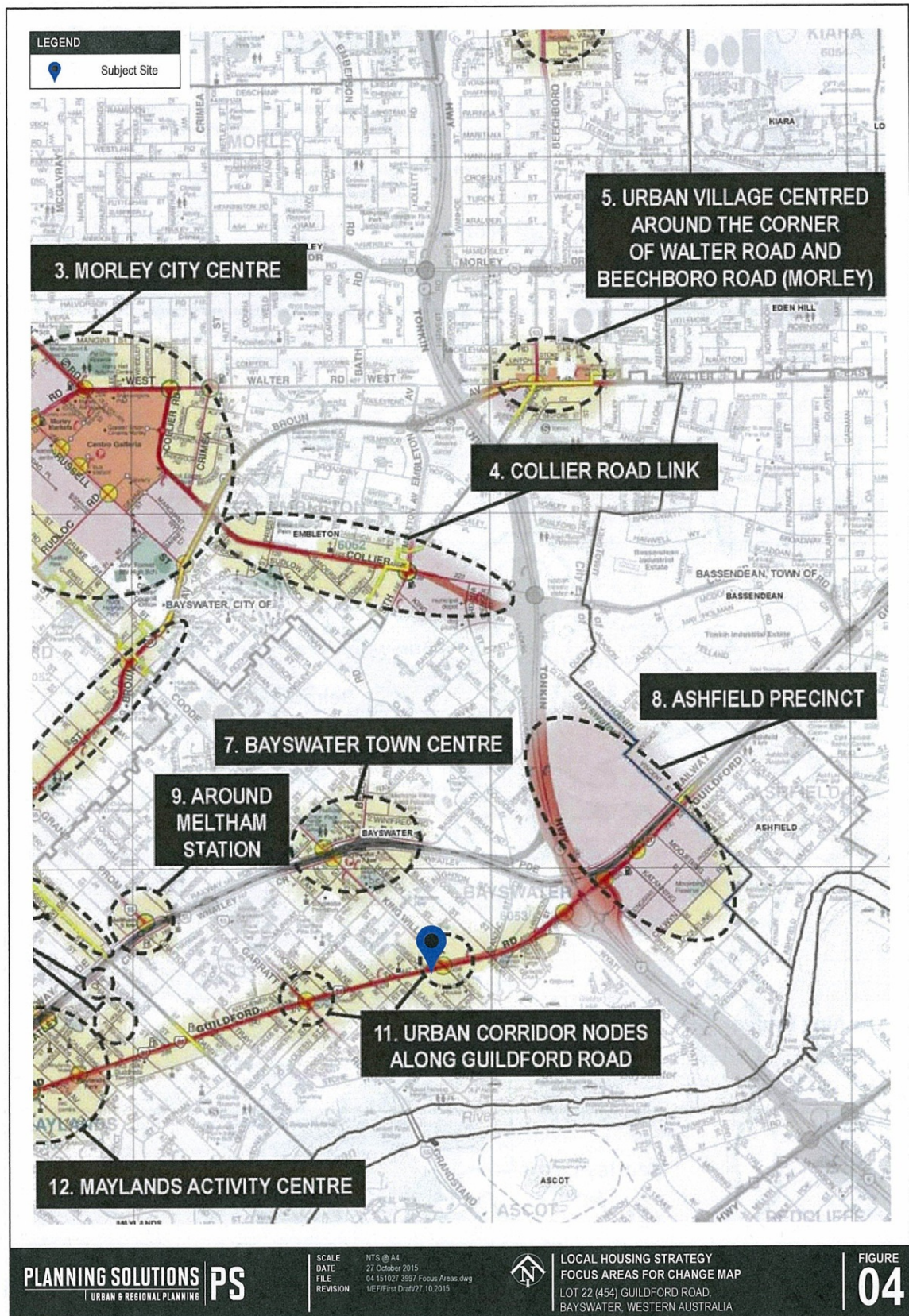
The LHS provides a list of actions for focus areas. In relation to the Urban Corridor Nodes along Guildford Road (focus area no. 11), the listed actions include:

- *The City to prepare detailed area plans for these nodes to address land use, layout/access and build form; and*
- *Implement appropriate zonings to encourage a mix of land uses.*

The proposed scheme amendment recognises the importance of the Guildford Road urban corridor and the need to provide high quality development at particular nodes and intersections. The preparation of a LDP (previously referred to as Detailed Area Plans) will guide the built form of the subject site, and is consistent with the actions outlined in the LHS.







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## 5 Statutory planning framework

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### 5.1 Metropolitan Region Scheme

The subject site is zoned Urban under the provisions of the Metropolitan Region Scheme (**MRS**). The subject site fronts Guildford Road Primary Regional Roads reservation.

Refer **Appendix 4** for a copy of the MRS Clause 42 Certificate which confirms the whole of the subject site is contained within the Urban zone. The proposed Scheme Amendment is consistent with the relevant provisions of the MRS, and may be supported as proposed.

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### 5.2 State Planning Policies

#### 5.2.1 State Planning Policy 3.1 – Residential Design Codes of Western Australia

State Planning Policy 3.1 – Residential Design Codes (**R-Codes**) applies to all residential development in Western Australia. Clause 8.5.2 of LPS24 requires the development of land for residential purposes to conform with the provisions of the R-Codes.

As outlined in Section 3 of this report, it is proposed to apply a 'R-AC3' density code to the subject site. In accordance with the R-Codes, site requirements for multiple dwellings in areas coded R-AC3 are stipulated in Table 4. The proposed LDP will be used to supplement the development standards contained in LPS24 and the R-Codes to ensure an appropriate built form outcome for the subject site.

#### 5.2.2 State Planning Policy 5.4 – Road and Rail Transport Noise and Freight Considerations in Land Use Planning

State Planning Policy 5.4 – Road and Rail Transport Noise and Freight Considerations in Land Use Planning (**SPP5.4**) aims to promote a system in which sustainable land use and transport are mutually compatible. The provisions of SPP5.4 apply to all proposed new noise-sensitive development in the vicinity of an existing or future major road, rail or freight handling facility. A noise sensitive land use includes land use for residential or accommodation purposes.

Schedule 1 of SPP5.4 identifies Guildford Road as a primary freight road in the Perth metropolitan region, likely to generate significant transport noise. It will therefore be necessary to ensure any future development of the subject site incorporates adequate noise mitigation measures to minimise noise impacts from Guildford Road on future residents. Any future development on the site will be subject to a transport noise assessment to demonstrate appropriate noise levels can be achieved within the proposed development.

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### 5.3 City of Bayswater Local Planning Scheme No. 24

#### 5.3.1 Zoning

Under the provisions of LPS24, the subject site is zoned Medium and High Density Residential, with an applicable density of R40. The subject site is also located within Special Control Area 8 (**SCA8**). The provisions of the SCA apply in addition to the provisions applying to the underlying zone.

Lot 22 (454) Guildford Road, Bayswater  
Scheme Amendment Report

The purpose of SCA8 is provided in Schedule 10 of LPS24 and states:

*To enable the development of the site with quality grouped dwellings, whilst safeguarding the amenity of the surrounding residential area.*

The current zoning and SCA provisions relating to the subject site restricts development to grouped dwellings. It is important to acknowledge that development of the site for grouped dwellings has not occurred, in spite of Amendment 30 being gazetted more than 8 years ago, and this suggests development for medium density grouped dwellings is not commercially viable. Further, grouped dwellings are considered more likely to result in an inferior built form outcome, with reduced opportunities for passive surveillance, and proportionally greater areas lost to driveways and vehicle parking. The proposed development of the land for multiple dwellings will be facilitated through the proposed scheme amendment to modify the density coding of the subject site to R-AC3 and modify the SCA8 provisions in Schedule 10 LPS24.

The use of multiple dwellings is a 'P' use within the Medium and High Density Residential zone, meaning:

*"the use is permitted by the Scheme providing the use complies with the relevant development standards and the requirements of the Scheme".*

Accordingly, the proposed Scheme Amendment is considered to be consistent with the principles of orderly and proper planning, and allows for the development of the subject site for multiple dwelling purposes.

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## 6 Amendment justification

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### 6.1 Strategic planning framework

The proposed amendment is consistent with the state and local strategic planning framework which encourages more intense forms of development along key transport corridors. The amendment directly meets the actions set out in the City's LHS and the draft Sub-Regional Framework by allowing for higher density residential development within the subject site, befitting of its landmark location along Guildford Road.

The proposed scheme amendment will assist in achieving the City's dwelling target as set by Directions 2031. The subject site is appropriately located to accommodate the proposed higher density development. It is universally recognised that Guildford Road is an important transport corridor, which is completely appropriate for higher density residential and mixed use development. The form of development ensures the public transport network can be supported and sustained, as well as encouraging more sustainable forms of transport for local residents.

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### 6.2 Local Development Plan

The proposed LDP will ensure the development of the subject site is appropriately controlled to ensure an attractive and sustainable built form outcome, and to minimise any potential adverse impact on streetscape or the adjoining medium density residential development.

It is intended that the LDP would specify the following development standards applicable to the subject site:

- A maximum building height of six storeys.
- Bulk and height orientated towards Guildford Road and King William Street to minimise impacts on surrounding residential properties.
- Appropriate interface to the adjoining properties to the south-east and south-west.
- Appropriate setbacks to Guildford Road and King William Street.
- Appropriate articulation of the building façades.
- Landscaped frontages in the setback areas along Guildford Road and King William Street.
- Access via a single, two-way crossover from King William Street with appropriate separation to the signalised intersection.

By defining an appropriate building envelope through the measures outlined above, the impact of future development on adjoining properties can be appropriately controlled. Additionally, the development standards ensure that a high quality built form outcome will be produced.

It is considered that the development of the subject site will be a prominent gateway building on the Guildford Road approach to the City. Through the measures outlined above and throughout this report, the proposed scheme amendment ensures an attractive built form with a sensitive interface treatment to adjoining properties. The development of the site will be a vast improvement to the current vacant land at this prominent corner location, and the service station that previously occupied the site.

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## 7 Conclusion

It is considered the proposed amendment to LPS24 should be supported; recognising the proposed amendments are consistent with the applicable strategic and statutory planning framework and will facilitate the development of the subject site for a high quality multiple dwelling development.

In summary, the proposed amendment to LPS24 warrants initiation for the following reasons:

1. The proposal is consistent with the objectives and specific recommendations of the City of Bayswater Local Housing Strategy.
2. The proposal is consistent with the relevant State level strategic planning framework.
3. The proposal includes suitable mechanisms to ensure an appropriate interface between future development and existing development on adjoining properties is able to be achieved.
4. The proposal includes measures to ensure a high-quality design outcome for the ultimate development of the subject site.
5. The proposal will allow the land to be developed in a manner that will contribute positively to the locality.

In light of the information presented within this report, the City of Bayswater is respectfully requested to initiate the proposed Scheme Amendment for the purposes of public advertising and to subsequently support the proposal, without modification.

Lot 22 (454) Guildford Road, Bayswater  
Scheme Amendment Report

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**Appendix 1**  
**Certificate of Title**

WESTERN



AUSTRALIA

REGISTER NUMBER <b>22/D17676</b>	
DUPLICATE EDITION <b>3</b>	DATE DUPLICATE ISSUED <b>5/8/2014</b>

**RECORD OF CERTIFICATE OF TITLE**  
UNDER THE TRANSFER OF LAND ACT 1893

VOLUME **1288** FOLIO **888**

The person described in the first schedule is the registered proprietor of an estate in fee simple in the land described below subject to the reservations, conditions and depth limit contained in the original grant (if a grant issued) and to the limitations, interests, encumbrances and notifications shown in the second schedule.

  
REGISTRAR OF TITLES 

**LAND DESCRIPTION:**

LOT 22 ON DIAGRAM 17676

**REGISTERED PROPRIETOR:**  
(FIRST SCHEDULE)

D & Z HOLDINGS PTY LTD OF 8 MCDONALD CRESCENT, BASSENDEAN  
(T J959571 ) REGISTERED 20 OCTOBER 2006

**LIMITATIONS, INTERESTS, ENCUMBRANCES AND NOTIFICATIONS:**  
(SECOND SCHEDULE)

1. THE LAND THE SUBJECT OF THIS CERTIFICATE OF TITLE EXCLUDES ALL PORTIONS OF THE LOT DESCRIBED ABOVE EXCEPT THAT PORTION SHOWN IN THE SKETCH OF THE SUPERSEDED PAPER VERSION OF THIS TITLE. VOL 1288 FOL 888.
2. T132/1886 EASEMENT BENEFIT SEE TRANSFER 132/1886 AND VOL 1288 FOL 888. REGISTERED 1.1.1886.
3. 60262/1967 EASEMENT TO SHIRE OF BAYSWATER. SEE SKETCH ON VOL 1288 FOL 888. REGISTERED 3.8.1967.

*Warning:* A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required.  
Any entries preceded by an asterisk may not appear on the current edition of the duplicate certificate of title.  
Lots described in the land description may be a lot or location.

-----END OF CERTIFICATE OF TITLE-----

**STATEMENTS:**

The statements set out below are not intended to be nor should they be relied on as substitutes for inspection of the land and the relevant documents or for local government, legal, surveying or other professional advice.

SKETCH OF LAND: 1288-888 (22/D17676).  
PREVIOUS TITLE: 1087-921.  
PROPERTY STREET ADDRESS: 454 GUILDFORD RD, BAYSWATER.  
LOCAL GOVERNMENT AREA: CITY OF BAYSWATER.

LANDGATE COPY OF ORIGINAL NOT TO SCALE Tue Apr 14 09:58:42 2015 JOB 47427142

\*\*\* SUBJECT TO DEALING \*\*\*

\*\*\* SUBJECT TO DEALING \*\*\*

  
**Landgate**  
www.landgate.wa.gov.au



Town or District.	Number of Lot or Location.	Field Book.	Scale, Chains to One Inch.	Certificate in which Land is Vested.	Area
SWAN	LOT 21 OF LOC U	14504	1:1584 2.	Vol. 1087 Fol. 921	A. R. P.



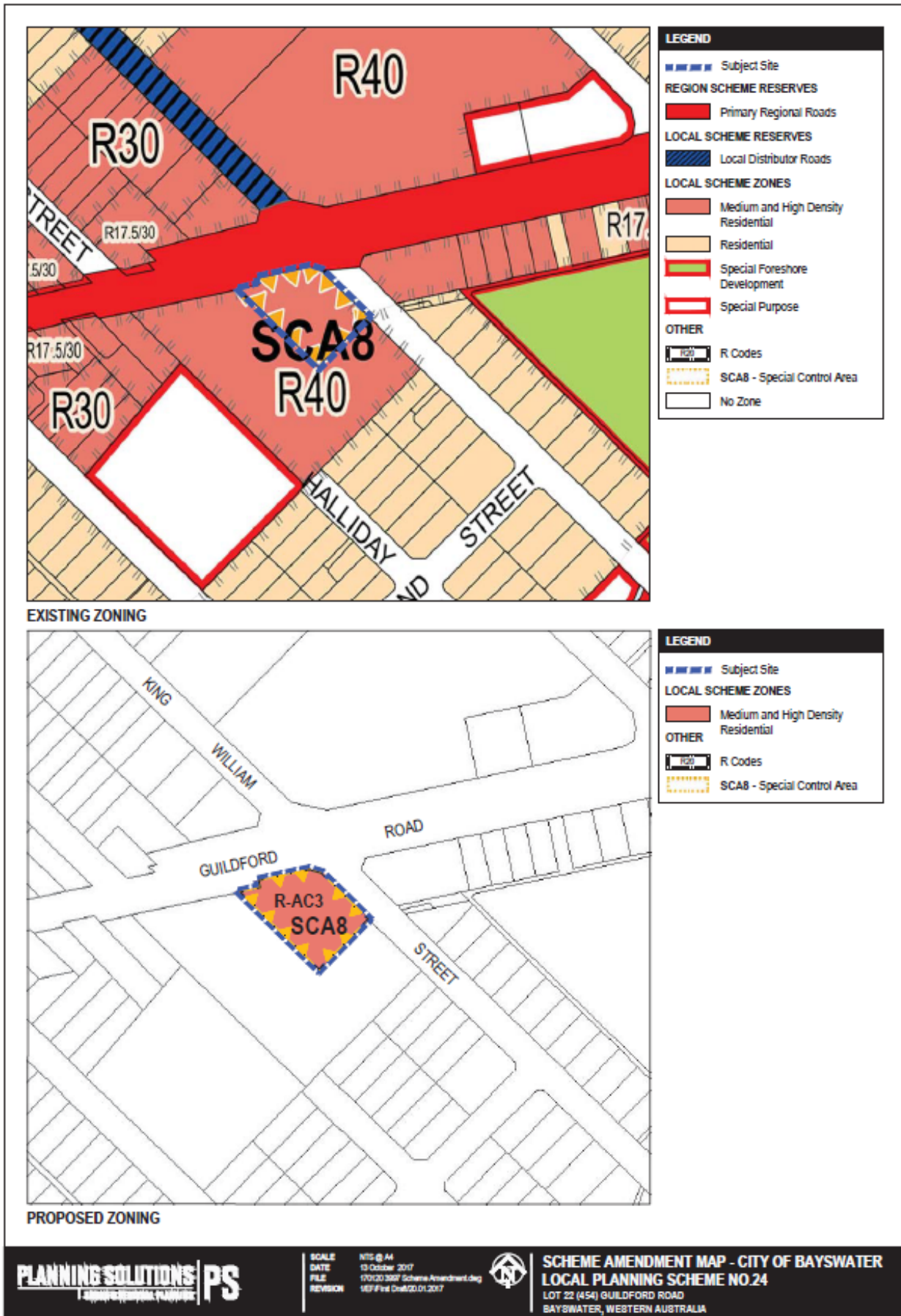
<p><b>CERTIFICATE</b></p> <p>I hereby certify that this survey was performed by me personally (or under my personal supervision, inspection, and field check), in strict accordance with the Regulations for the guidance of Surveyors, and that this plan is in all respects accurate.</p> <p>Date: _____ Licensed Surveyor.</p>		<p>Approved by Town Planning Board</p> <p><b>TOWN PLANNING BOARD</b> RECEIVED 22 JAN 1953 10653 W.A.</p> <p><i>K. Steffanoni</i> acting Chairman</p> <p>Date: 4/2/53.</p>	
<p>Approved</p> <p>APPROVED Inspector of Plans and Surveys</p> <p>Examined: <i>[Signature]</i> Date: 21-9-64 (C.B. 3 - p. 91)</p>	<p>On Plan 1134</p> <p>Diagram Index Plan 1357 4646</p> <p>16x7H 2000 16.20</p>	<p>Registered</p> <p>666</p>	<p>Diagram No.</p> <p><b>17676</b></p>

4972 (10/50-400)-0

Lot 22 (454) Guildford Road, Bayswater  
Scheme Amendment Report

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## Appendix 2 Scheme Amendment Map



Lot 22 (454) Guildford Road, Bayswater  
Scheme Amendment Report

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## Appendix 3 Concept development plans





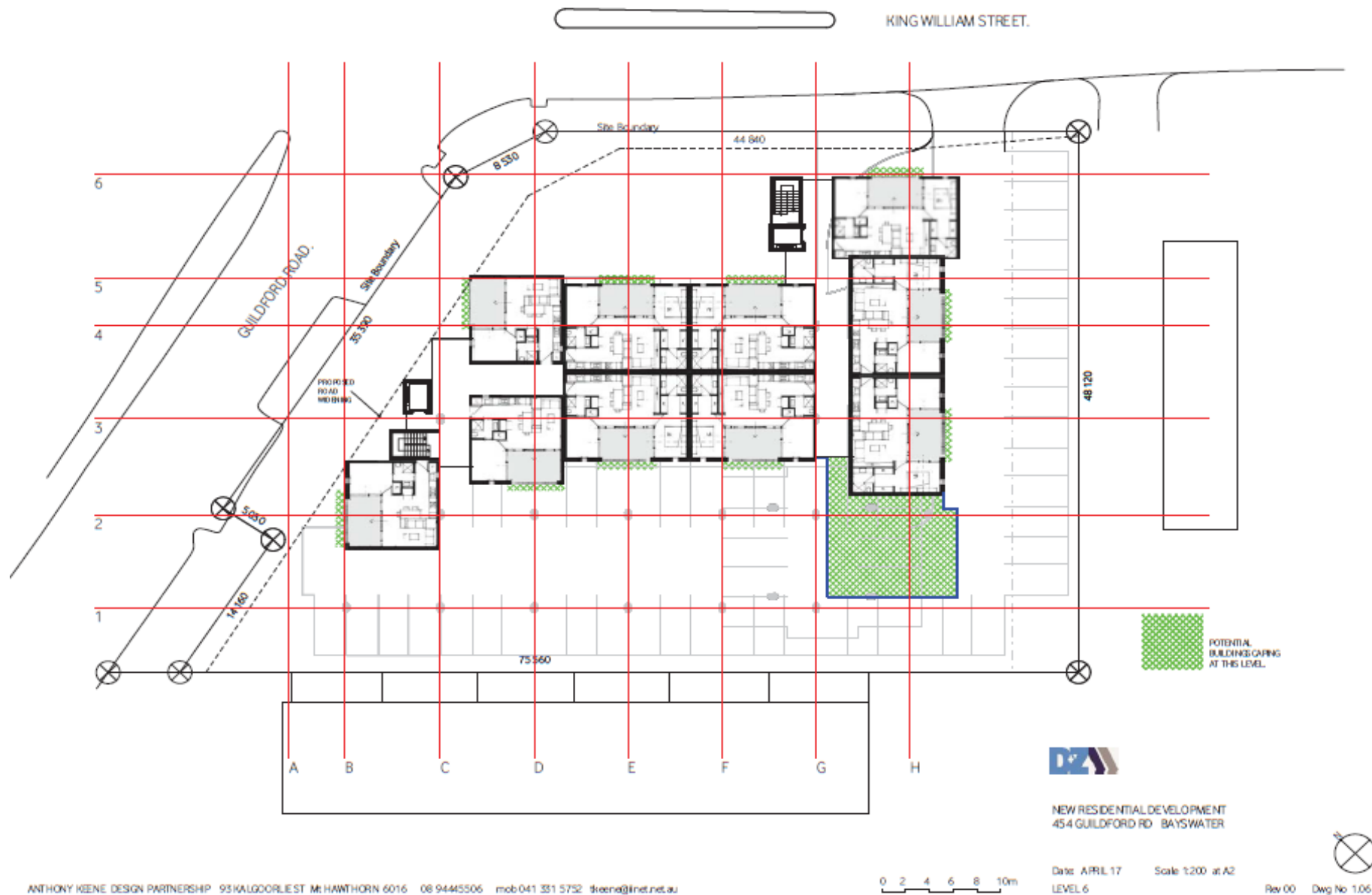
THOMAS REEF DESIGN PARTNERSHIP 95 BAL GOORIE ST. Mt. Hawthorn, VIC 3016. DR 94445906 mob: 041 531 5757 thomas@trd.net.au

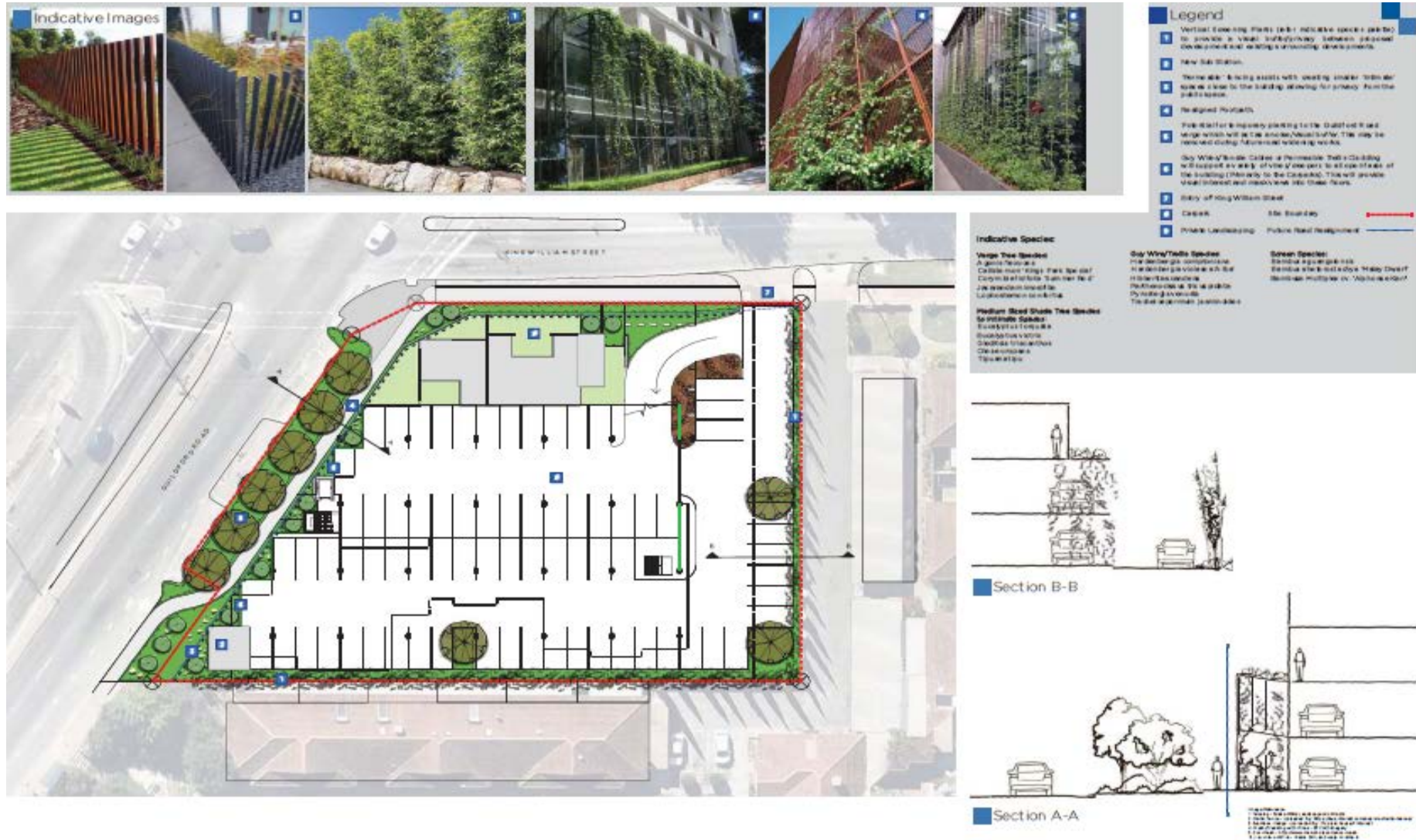














First Floor



Third Floor

Guildford Road 454 Apartments D.A. Landscape Plan - 1st & 3rd Floor

Scale: 1:200

DATE: 25 Jan 2018

EPCAD





**Attachment 2: Applicant's Consultation Report**



0457 025 980  
 warren@consultwg.com.au  
 consultwg.com.au  
 18 Naim Street, Fremantle WA 6160

Our Ref: 243-17

22 March 2018

D+Z Holdings  
 C/- Planning Solutions  
 251 St Georges Tce  
 Perth WA 6000

Via email: [ben@planningsolutions.com.au](mailto:ben@planningsolutions.com.au)

**CONSULTATION REPORT | 454 GUILDFORD ROAD,  
BAYSWATER**

**CURRENT STATUS**

ConsultWG, a project development, community engagement and facilitation consultancy was engaged by D+Z Holdings (the Proponent) to undertake preliminary consultation for the proposed Scheme Amendment to facilitate a medium density multiple dwelling development at 454 Guildford Road, Bayswater.

Planning Solutions along with Anthony Keene Design Partnership and EPCAD were engaged as consultant town planners, Architects and Landscape Architects who prepared all relevant plans and drawings and supporting reports to assist in the consultation process for the proposed Scheme Amendment.

The purpose of the consultation was to identify any key sensitivities by the community ahead of the Scheme Amendment initiation by the City of Bayswater and provide opportunity for the Proponent to consider any feedback or opportunities that would facilitate a successful development outcome for both the community and proponent. All consultation sessions were conducted by Warren Giddens of ConsultWG and Adam Drabarek, General Manager, D+Z Constructions.

**BACKGROUND**

The subject land has been vacant since it ceased to operate as a Service Station in the 1990's and has subsequently been demolished and rehabilitated.

In 2007 the City of Bayswater rezoned the site to allow medium and high-density residential (R40) grouped dwelling development to occur. Since this time, a grouped dwelling development has not occurred, as such alternative

development scenarios have been considered. Following discussions with the City, it was acknowledged that the subject land is a landmark site and serves as a gateway to Bayswater along Guildford Road.

A concept for the development of this site has been prepared as a high quality apartment building. The Proponent has requested the City to amend its Town Planning Scheme provisions to allow a 20m height allowance that would allow for the development of a 6 storey building on the site.

**CONSULTATION PROCESS AND OUTCOMES**

ConsultWG undertook to consult with 65 residents and landowners within a defined boundary surrounding the subject land as shown shaded blue on Figure 1.



**Figure 1: Consultation Area**

Consultation was undertaken in utilising the following methods:

- Letters to affected residents and land owners
- Door knocking
  - Saturday 10 February from 10.00am – 1.00pm
  - Sunday 11 February from 12.00pm – 2.30pm
- Unit owner meeting
  - Saturday 17 March from 11.00am – 1.00pm
- Group meetings
- Telephone attendance
- Email attendance



Door knock comments can be found at Appendix 1.  
Communication elements can be found at Appendix 2.

#### **Door Knocking | Saturday 10 February 2018 from 10.00am – 1.00pm**

50 units at 104 King William Street, Bayswater were door knocked with 17 residents spoken to during the consultation period.

Each resident was given a short presentation on the concept development plans via a flipbook with diagrams and artistic renderings of the development, site plans, over shadowing diagrams, elevations, cross sections and landscape detail.

For residents who were not at home, a "Sorry we missed you" letter was left providing contact details should they wish to make an appointment to view the plans at a later date and ask any questions.

Of the 17 residents contacted, 10 residents did not have any concerns with the potential development, though these were mainly tenants. The remaining 7 residents were concerned with a variety of issues, the potential height of the development, overshadowing and overlooking issues. Noise, traffic and potential for investment (renters) units were also a minor concern. It was perceived that renters might not care for the surrounding area.

#### **Door Knocking | Sunday 11 February 2018 from 12.00pm – 2.30pm**

13 houses were door knocked along King William Street with 8 residents spoken to during the course of the consultation period.

Each resident was given a short presentation on the concept development plans as per Saturday 10 February. For residents who were not at home, a "Sorry we missed you" letter was left.

Of the 8 households spoken to, 5 residents did not have any concerns with the potential development. The remaining 3 households were concerned with traffic, particularly the traffic lights at King William and Guildford Road and right turn movements onto Guildford Road. There was concern over the potential height of the building, building form and bulk, though this was from one respondent. There was some optimism that the development would uplift the area and add to property values. Some respondents were happy that the site was being considered for development, as it has been vacant for too many years.

#### **Door Knocking Follow Up | Sunday 11 February 2018**

A second visit was made to U45-50 at 104 King William Street. 3 residents were spoken to during the consultation period with the main concern with one owner being overlooking and setbacks, however if these issues could be resolved there may be no further concerns. However there was concern related to overall height.

**Group Meeting | Sunday 11 February 2018**

A meeting was held with residents from U19, 20, 22, 24 King William Street. Resident main concerns related to increase in traffic numbers so close to the Guildford Road intersection and likely congestion. There was concern over potential overlooking and security concerns with balconies overlooking car bays and being aware of the movement of residents through car usage. Increase in population and height of the potential development may cause increase in ambient noise from the building, particularly balconies overlooking 104 King William St. Overshadowing was considered an issue and would need to be further addressed and minimised if possible.

**Unit Owner Meetings | Saturday 17 March from 11.00am – 1.00pm**

An invitation was sent to all owners at 104 King William Street, via the strata manager, Julian Drake-Brockman of Drake Brockman Strata and Management Services. Owners were invited to contact ConsultWG if they wished to learn more about the proposed Scheme Amendment and development at 454 Guildford Road.

A meeting was scheduled for Saturday 17 March 2018 between the hours of 11.00am – 1.00pm where owners could make an appointment during this period to speak with ConsultWG and D+Z Constructions.

3 Unit Owners scheduled meetings with a further 2 unit owners contacting ConsultWG and D+Z Constructions by telephone.

Each owner was given a short presentation on the concept development plans with diagrams and artistic renderings of the development, site plans, overshadowing diagrams, elevations and cross sections and landscape detail.

Of the 5 owners spoken to, 4 were generally supportive of the proposed development with one having significant concerns over building height and density. It may be noted that this owner chose not to view the plans and was opposed to any form of density development on the subject site.

Of those who expressed general support, they advised that the type of development being proposed was now common in Perth and appeared to be of a high quality. All respondents suggested the inclusion of some mixed-use elements to the site with a shop/café on ground floor and small offices on the first floor. Articulation of the building and inclusion of 'light and shade' elements such as colour, screening and landscaping would compliment the development. One comment related to creating aesthetic sight lines when viewed from 104 King William St. All owners were supportive of the landscaping proposals both at ground floor and roof terraces. 2 owners were concerned that a new development so close may affect their property value for re-sale, however another saw the proposed development as increasing land values due to the quality of the development. There were two comments concerning over shadowing in winter.

## CONCLUSION

Consultation undertaken for the proposed Scheme Amendment of 454 Guildford Road to facilitate the development of a 6-storey apartment building was generally positive.

While there is commonly resistance to change in the arena of medium density and height, the community consulted was cognisant of the fact that medium rise residential is becoming prevalent in locations such as the subject site. Through the discussions that ConsultWG had with a number of residents and landowners there was a level of concern over the overall height and potential overshadowing. Support of the landscape elements and the level of quality presented allayed the fears of many respondents.

Given the general response to the proposal it is considered that there may be some single-issue objections levied at the development if it was to proceed to formal advertising either through the Scheme Amendment process or development application. We would recommend that some of the comments from the detailed responses surrounding sight lines, mixed use and the use of quality building elements on the façade should be investigated further through the scheme amendment and development process.

The community was respectful of the consultation process and appreciated the opportunity to provide comment at such an early stage of its development. It is recommended that should the development ultimately proceed to advertising through the development application process, additional detail and consultation opportunity should be provided to the community.



**Warren Giddens**  
Director  
ConsultWG

- 9.5            **Bayswater Town Centre Structure Plan - Final Adoption**
- Reporting Branch:            Strategic Planning and Place Services  
Responsible Directorate:    Planning and Development Services  
Refer:                        Item 9.1.10 PDSC 18.07.2017  
                                      Item 14.2: OCM 31.01.2017  
                                      Item 10.6: OCM 23.08.2016  
                                      Item 10.6: OCM 31.05.2016  
                                      Item 20.1.1: OCM 19.04.2016  
                                      Item 10.5: OCM 22.03.2016  
                                      Item 10.6: OCM 23.01.2016  
                                      Item 11.1.16: OCM 15.12.2015  
                                      Item 9.2: OCM 17.11.2015  
                                      Item 9.1: OCM 26.05.2015

**CR SALLY PALMER DECLARED AN IMPARTIAL INTEREST**

*In accordance with Regulation 11 of the Local Government (Rules of Conduct) Regulations 2007, Cr Palmer declared an impartial interest in this item as she knows a lot of people who live and work in King William Street. Cr Palmer remained in the room for voting on this item.*

**CR SALLY PALMER DECLARED AN INDIRECT FINANCIAL INTEREST**

*In accordance with section 5.61 of the Local Government Act 1995, Cr Sally Palmer declared an indirect financial interest in this item as she sold an investment property for Mr Michael Morteza Khadembashi a few years ago, and he has made a deputation on this item. Cr Palmer remained in the room for voting on this item.*

**CR BARRY MCKENNA DECLARED AN IMPARTIAL INTEREST**

*In accordance with Regulation 11 of the Local Government (Rules of Conduct) Regulations 2007, Cr McKenna declared an impartial interest in this item as he is the Chair of Bayswater Community Financial Services (BCFS) and the company leases a premise at 14 King William Street, Bayswater. Cr McKenna remained in the room for voting on this item.*

**CR GIORGIA JOHNSON DECLARED AN IMPARTIAL INTEREST**

*In accordance with Regulation 11 of the Local Government (Rules of Conduct) Regulations 2007, Cr Johnson declared an impartial interest in this item as she knows a lot of people who live and work in and around the Bayswater Town Centre and have made submissions. Cr Johnson remained in the room for voting on this item.*

**CR LORNA CLARKE DECLARED AN IMPARTIAL INTEREST**

*In accordance with Regulation 11 of the Local Government (Rules of Conduct) Regulations 2007, Cr Clarke declared an impartial interest in this item as she knows a lot of people who have made deputations and submissions regarding this item. Cr Lorna Clarke remained in the room for voting on this item.*

**CR CATHERINE EHRHARDT DECLARED AN IMPARTIAL INTEREST**

*In accordance with Regulation 11 of the Local Government (Rules of Conduct) Regulations 2007, Cr Ehrhardt declared an impartial interest in this item as she knows people who own property in the proposed Bayswater Town Centre Structure Plan Area. Cr Ehrhardt remained in the room for voting on this item.*

## EXECUTIVE SUMMARY

### Application:

Council consideration is sought regarding the proposed Bayswater Town Centre Structure Plan (BTCSP).

### Key Issues:

- The BTCSP is a high level plan that provides for the future strategic direction of the Bayswater Town Centre.
- The BTCSP considers built form and land use, access and movement, public open space and community infrastructure.
- The City advertised the proposed structure plan and received 179 submissions, of which 126 were in support, 16 were not in support or had concerns and 37 provided general comments.

## BACKGROUND

At its Ordinary Meeting held 26 May 2015 Council resolved to prepare a structure plan for the Bayswater Town Centre in the 2016-2017 financial year, and an amount of \$40,000 was set aside in a reserve account to enable it to be completed in-house by City officers. This figure was subsequently adjusted upwards to \$120,000 by Council at its Ordinary Meeting held on 17 November 2015.

At its Ordinary Meeting held 19 April 2016, Council deferred consideration of the submissions received for the tender relating to the preparation of a structure plan for the Bayswater Town Centre. This was done in order to allow for further consideration of the tender scope of works and to address concerns raised by some members of the local community. At its Ordinary Meeting held on 31 May 2016 Council considered the submissions received for the tender relating to the preparation of a structure plan for the Bayswater Town Centre, and resolved in part to appoint consultants Town Planning Group (TPG) to prepare the BTCSP. TPG are now known as Element.

In correspondence dated 11 August 2016, the Western Australian Planning Commission (WAPC) granted approval for the preparation of the BTCSP as an Activity Centre Plan in accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015* (Regulations).

In light of the significant community interest in the project a Community and Stakeholder Engagement Plan (CSEP) was prepared to guide the engagement process and to inform the preparation of the BTCSP. At its Ordinary Meeting held on 23 August 2016, Council resolved in part to adopt the draft CSEP, which included the formation and operation of a Community Advisory Group.

Council at its Ordinary Meeting held 31 January 2017, considered a Notice of Motion relating to Design Guidelines for the BTCSP area, and resolved as follows:

*"The City of Bayswater appoints a suitably qualified and experienced consultant(s) to prepare detailed design guidelines for relevant precincts within the Bayswater Town Centre Structure Plan (BTCSP) Area, subject to sufficient available funds being identified for this work as part of the mid-year review of the 2016-17 Budget.*

*The detailed design guidelines are to:*

- *Build on the design principles and development criteria articulated in the BTCSP (forthcoming);*
- *Define the architectural styles of relevant precincts within the town centre; and*

- *Give regard to the heritage and character of the area."*

Council at its Planning and Development Services Committee Meeting held 18 July 2017, considered the draft BTCSP, and resolved as follows:

*"That:*

- 1. Council adopts the draft Bayswater Town Centre Structure Plan for public advertising, subject to the inclusion of the final traffic modelling information.*
- 2. The City requests an extension from the Western Australian Planning Commission to advertise the draft Bayswater Town Centre Structure Plan for a minimum period of 42 days.*
- 3. Council authorises the public advertising of the draft Bayswater Town Centre Structure Plan (BTCSP) by way of:*
  - (a) Notification in the Eastern Reporter newspaper;*
  - (b) Information on the City's website and social media platforms;*
  - (c) Correspondence sent to all landowners within 800m of the Bayswater Train Station;*
  - (d) Correspondence sent to relevant government agencies and members of the Technical Advisory Group and the Community Advisory Group;*
  - (e) Information including a full version of the draft BTCSP and comments forms being placed on the City's website and on social media forms;*
  - (f) Hard copies of the draft BTCSP being made available at the City of Bayswater Civic Centre, the Bayswater Library and One Stop Shop at the RISE; and*
  - (g) Two community 'Meet the Planner' workshops being conducted by the City officers with consultants.*
- 4. The draft Bayswater Town Centre Structure Plan is referred back to Council for further consideration following the conclusion of public advertising."*

## **CONSULTATION**

As per Council's resolution at its Committee Meeting held 18 July 2017, the draft BTCSP was advertised for 42 days. Advertising commenced on 15 August 2017 as follows:

- 1. An advertisement was placed in the 15 August 2017 Eastern Reporter newspaper and the 19 August 2017 The Perth Voice newspaper;*
- 2. Correspondence was sent to relevant government agencies;*
- 3. Correspondence was sent to over 2,000 landowners within 800m of the Bayswater Train Station;*
- 4. All information was available for inspection on the City's engagement website;*
- 5. All information was available for inspection at the City of Bayswater Civic Centre, Bayswater Library and One Stop Shop at The RISE; and*
- 6. Two community 'Focus on the Plan' workshops were undertaken on 21 and 25 August 2017.*

### Advisory Groups

Two advisory groups were formed by the City to provide comment on the development of the draft BTCSP.

#### Technical Advisory Group

The City convened a Technical Advisory Group (TAG) at the start of the project with representatives from relevant State Government agencies, including Department of Planning,

Lands and Heritage, Department of Transport, Public Transport Authority (PTA), Main Roads WA, Department of Water and Environmental Regulation (DWER) and the Housing Authority. The then State Heritage Office was invited but declined to participate. The TAG was briefed and consulted on the project scope, background project analysis work, key issues, and draft opportunities and BTCSP scenarios.

#### Community Advisory Group

Membership to be part of the Community Advisory Group (CAG) was advertised to the community as well as invitations to key community groups to participate. An independent selection process was undertaken by the consultant team, with a total of 17 community members forming the CAG. A wide cross-section of residents, community groups and business owners provided a platform to engage on six separate occasions throughout the preparation of the draft Structure Plan and were consulted on both the draft Plan elements itself as well as the approach to wider community engagement. The CAG meetings were facilitated by the consultant, to maximise independence throughout the process.

#### Community 'Focus on the Plan' Workshops

The City held two community 'Focus on the Plan' workshops. The workshops provided an opportunity for landowners and residents to understand what is proposed in the draft structure plan and discuss it with City officers, the City's consultants and other community members with a view to making a more informed submission.

Approximately 74 people in total attended the two workshops. The following key issues were raised during the sessions:

- Uncertainty about what will happen with the train station;
- Divided opinion about the proposed building heights and density being either too high and intense or too low and not intense enough;
- A lack of vibrancy and activity in the centre;
- The need to protect heritage buildings;
- The need to ensure well-designed buildings are developed; and
- Parking and traffic issues.

To date Councillors have received briefings at Councillor Workshops on the background, project analysis work undertaken, the community and stakeholder engagement process, structure plan scenarios and the draft BTCSP.

#### Submissions

During the consultation period the City received 179 submissions, of which -

- 126 were in support of the Structure Plan. The majority of these submissions proposed modifications mainly directed at the key issues identified (refer Table 1 below);
- 16 were not in support or had concerns regarding the potential impact on existing character and heritage; and
- 37 provided general comments relating to matters which have no direct effect on the draft Structure Plan and could potentially be dealt with as part of the future Bayswater Town Centre Design Guidelines.

Key issues raised were primarily based on -

- The potential impact of the future Bayswater Train Station upgrade on the draft Structure Plan proposals;

- Residential density and building height being either too low or too high; and
- Ensuring a high quality of development sensitive to the heritage character of the area.

Key issues and the frequency in which they were raised are included in **Attachment 1** together with the City officer's response. Additionally, a summary of all the submissions received is included in **Attachment 2**. It is noted that the City received 62 identical copies of the same submission and an additional 35 submissions that were slightly modified versions of that copy. The key issues raised from the submissions are summarised in Table 1 below and addressed in detail in the analysis section.

**Table 1**

Subject	Submission
The Bayswater Train Station Upgrade	The structure plan needs to be put on hold and updated to ensure it integrates with the planning of the Bayswater Train Station.
	The train station divides the Bayswater Town Centre and it should be sunk to unify the town centre, allow for free movement and create space above for various things.
	Do not support the "Potential Future Bus Interchange" location. Standing buses would increase the physical divide between the two sides and jeopardise the "key pedestrian linkage opportunity" and the amenity of apartment living surrounding the station. Any dedicated bus interchange should be located further away from the core of the centre.
Density and Height	Densities and heights need to be higher to attract investment, vibrancy, people and jobs into the area, or nothing will change.
	Medium or 'neighbourhood' density of R-60 is inappropriate for such an important Transport Oriented Precinct and will make Bayswater uncompetitive with areas such as Beaufort Street, Bassendean and Victoria Park.
	4-6 storeys are much too high to fit in with the local area, be sympathetic with existing heritage and character buildings and be of a human scale, especially in the King William Core area.
	The low densities of R40 and R60 will result in low density battle-axe subdivisions that are treeless heat sinks.
	Densities and heights in the King William Core need to be increased to be the highest to reflect its status as the heart of the centre.
	Extend the RAC-3 density zoning further along King William Street towards Almondbury Street.
	Heights and density need to be higher to overcome site constraints including, small lots, topography and heritage.
	4-6 storeys are much too high to fit in with the local area, be sympathetic with existing heritage and character buildings and be of a human scale, especially in the King William Core area.
	3 storeys in the King William Street area is the right human scale and are consistent with other heritage precincts on the Midland Line.
High Quality Development	Provisions need to be included to ensure new development is high quality.
	Prepare Design Guidelines in line with 'Design WA' and integrate with the unique character of existing buildings.



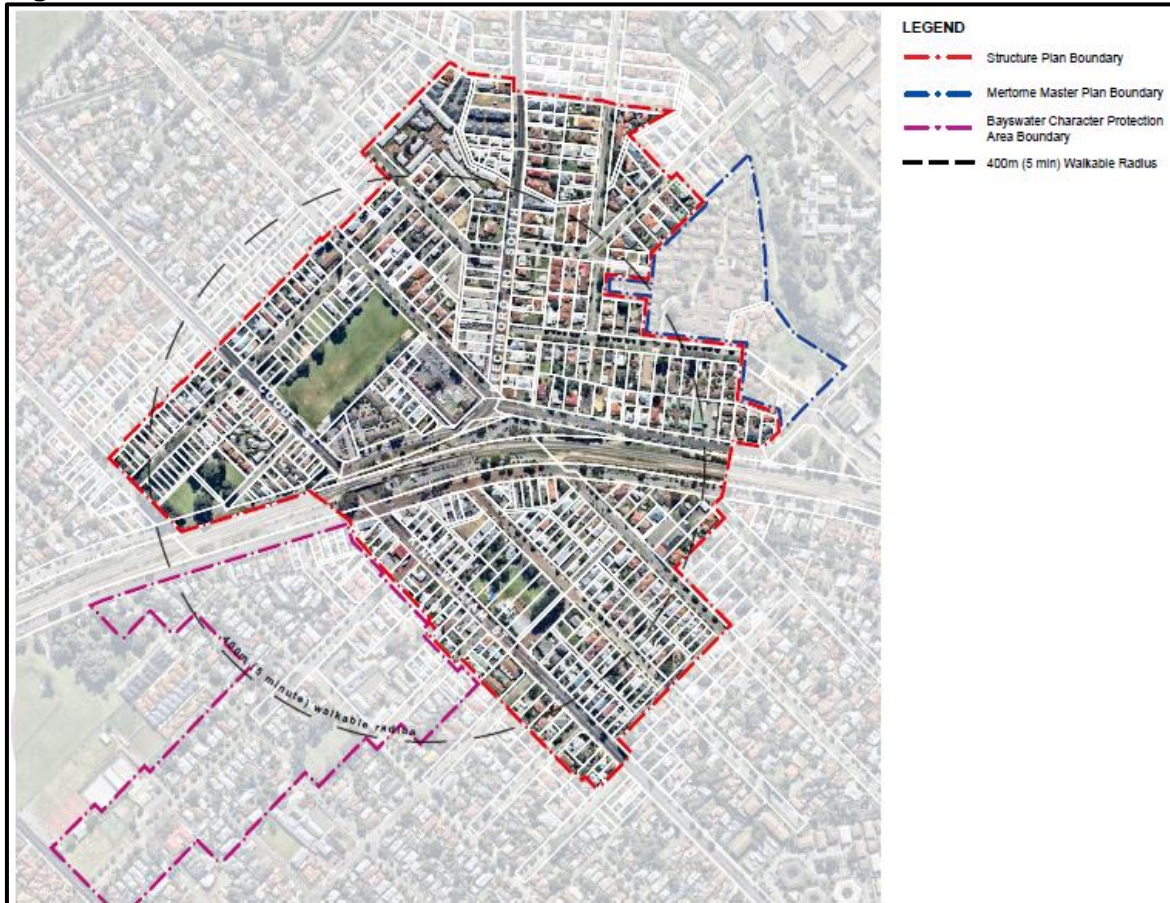
Subject	Submission
Heritage and Character Considerations	<p>Heritage and character should be protected to preserve a sense of community. New development should be sympathetic in scale and style and should respect the quality of the existing heritage.</p> <p>Heritage buildings are not liabilities or obstacles, they are assets that contribute to our social, environmental and economic prosperity, supporting amenity, underpinning our sense of place, contributing to an area's attractiveness and, importantly, encouraging investment and should be celebrated.</p>
The Beechboro Frame Precinct	<p>The Beechboro Frame precinct can accommodate infill development and it should be up-zoned.</p> <p>The Beechboro Road precinct is 'unconstrained' and prime for redevelopment as there is no heritage or character constraints and the existing buildings are old.</p>
R40 and R60 Density Coding's	<p>The low densities of R40 and R60 will result in low density, treeless, battle-axe subdivisions. A 'neighbourhood' density of R-60 is inappropriate for such an important Transport Oriented Precinct as Bayswater.</p> <p>R40 is the density code that consistently delivers the worst outcomes, not dense enough to make quality development feasible, but too dense to allow for retention of houses or trees, or the provision of useable outdoor spaces.</p>
Laneway Activation	<p>Provide for commercial activation along laneways behind properties on King William Street.</p> <p>Laneways should form a shared environment by vehicles and pedestrians and should ensure quality interface design, activation and casual surveillance.</p>
Key Technical Reports	<p>Develop the key technical reports, including environmental issues (proper provision of green spaces and environmentally sensitive design), a comprehensive transport, traffic, parking and pedestrian management study (to create a more pedestrian friendly town centre).</p>
Setbacks	<p>Clarification is needed about what the applicable boundary wall/setback is under the table as it states that a boundary wall is allowed for two storeys and then a nil side setback above.</p>

**ANALYSIS**

Study Area

The area covered by the BTCSP is approximately 48 hectares and is based on a modified 400m walkable radius centred on the Bayswater Train Station as shown in Figure 1 below.

**Figure 1**



The BTCSP has been prepared in accordance with the requirements of the *Planning and Development (Local Planning Schemes) Regulations 2015* to guide the future development of the Bayswater Town Centre. Accordingly, the draft BTCSP is divided into two main parts:

- Part 1 includes the implementation of the Structure Plan and comprises land use and built form provisions; and
- Part 2 provides explanatory and background/supporting information.

The BTCSP is largely presented in four main themes:

- Land Use and Activity;
- Movement and Connectivity;
- Built Form and Character; and
- Open Space and Public Realm.

The BTCSP is intended to help facilitate the evolution of the Bayswater Town Centre into a mixed use centre based around the Bayswater Train Station and the established retail areas. It is intended that the increased residential densities within a walkable catchment will enhance the viability and vitality of local businesses.

The new information announced by the State Government prompted the City to continue to progress the draft BTCSP and the need to modify the draft Plan to align with information received.

The City received a number of submissions proposing to sink the rail line and station. However the State Government has advised that this is not possible for the following reasons:

- Operational complexities of the diesel-powered regional passenger trains, such as the Indian Pacific and Prospector, which uses this section of railway. In particular these trains require much longer tunnels and complex ventilation and fire emergency systems;
- Tunnels would impact on Meltham Station, with the need to either close or rebuild the station underground;
- Major disruption that would mean closing the entire Midland Line during construction; and
- Constraints arising from the design of the Forrestfield-Airport Link.

The City also received community feedback in relation to the 'Potential Future Bus Interchange' location indicated in the draft BTCSP. It was suggested that standing buses would increase the physical divide between the two sides of the rail line and jeopardise pedestrian movement and amenity and that any dedicated bus interchange should be located further away from the core of the centre.

As part of their service delivery and provision of public transport related facilities, the State Government has announced that they will seek feedback in relation to the need for and the location and design of a potential bus interchange and public parking as part of their community consultation on the design of the new Bayswater Train Station. If included as part of the ultimate station design, both facilities will be located on State Government land. In light of the above, it is considered that should these facilities be provided, it will have no direct impact on the draft BTCSP. The modifications to the draft BTCSP therefore include the deletion of all reference to a 'Potential Future Bus Interchange'.

The City is planning a 'Streetscape Plan' and 'Design Guidelines' for the Bayswater Town Centre. The ultimate design of the train station and associated facilities will have to be considered during the development of these projects.

Due to the above, it is recommended to modify the draft BTCSP to align with the information announced by the State Government, in particular:

- Indicate the new proposed location of the train station;
- Retain 'Key Pedestrian Linkage Opportunities' over the train line, except for the one to the east of the new station as it will be replaced with a primary linkage between King William and Coode Street via the new train station area;
- Remove reference to the 'Potential Future Bus Interchange', and
- Remove reference to the 'Potential Future Development site / Parking Deck'.

Figure 3 shows an artist impression of the intention to link King William and Coode Street via an extensive public space underneath the new station and bridge in an effort to connect the two portions of the Town Centre.

The BTCSP also identifies a number of public realm initiatives, movement network upgrades and local retail and employment opportunities to support the increased number of people, who will live, work and visit the town centre. The following vision statement has been developed to encapsulate the intent of the BTCSP:

*"The Bayswater Town Centre seeks to be a vibrant, green, transit-oriented and economically sustainable neighbourhood centre that exemplifies quality and innovative development solutions to respect local character and heritage."*

Key Issues

Bayswater Train Station

The uncertainty surrounding the planning and upgrading of the Bayswater Train Station, which is a commitment by the current State Government, was a point of major concern amongst the Bayswater community. This was reflected in the number of submissions requesting that the structure planning for the town centre be put on hold until more information was available from the State Government, to ensure that the Structure Plan and train station upgrade can align. As a result, the City postponed progress on the Structure Plan.

The State Government recently announced information in relation to the upgrading of the Bayswater Train Station, in particular that:

- A new higher rail-bridge will be built on the south side of the existing bridge closer to Whatley Crescent within the rail reserve;
- The new train station will be built above the new bridge (refer Figure 2);
- It is expected that construction of the new Bayswater Train Station will start in 2019.
- Community engagement commenced in mid-April 2018 and will conclude by mid-May 2018 on the design of the station and its surrounds. A community Design Reference Group will be consulted on the design development.

**Figure 2**



Figure 3

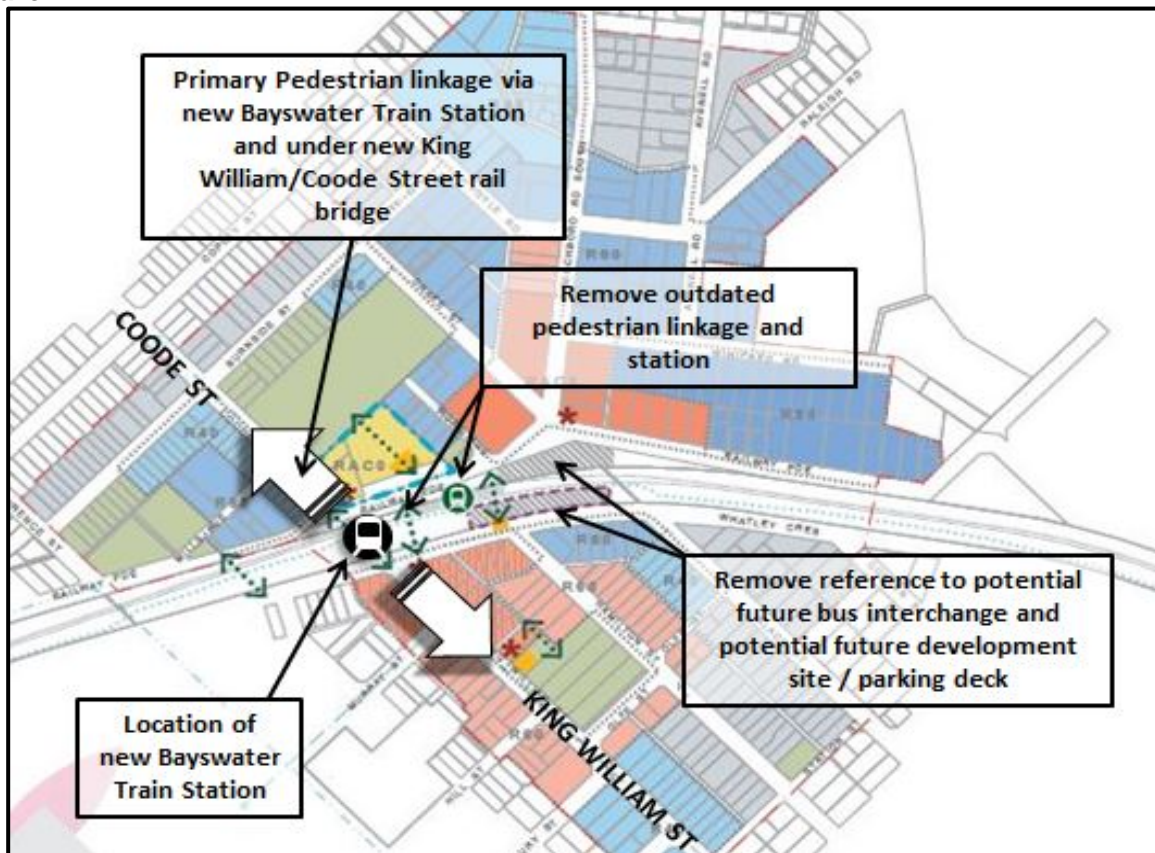


This concept is supported as it will address key outcomes from the Community and Stakeholder Workshops, which are:

- *"Bringing the two halves of Bayswater together;*
- *Increase the overall vibrancy of the Town Centre;*
- *A desire to create spaces that encourage social interaction and create new connections;*
- *Address the concerns regarding traffic movement through the town centre;*
- *The community aspires to create a Town Centre that gives priority to pedestrians and cyclists".*

Figure 4 shows the proposed modifications to the draft BTCSP.

Figure 4



General Density and Height Increase

The subject of density and height was one of the main issues raised during consultation. On one hand some members of the community felt that the densities and heights proposed are not high enough to attract investment, vibrancy, people and jobs into the area and on the other hand some members of the community felt that the structure plan will result in large scale poor quality buildings that will diminish the village feel and lead to reduced sunshine, green space and a sense of openness.

The densities and heights proposed throughout the draft BTCSP are considered to balance the need to attract investment from the development industry in order to create a vibrant town centre, with the need to be able to complement the established scale of the heritage character of the town centre, provided that the design of new buildings are managed appropriately.

The current residential densities and heights proposed in the draft BTCSP are representative of the outcomes of the community and stakeholder engagement process, which included the TAC, CAG, visioning and scenario development workshops and community 'Focus on the Plan' workshops.

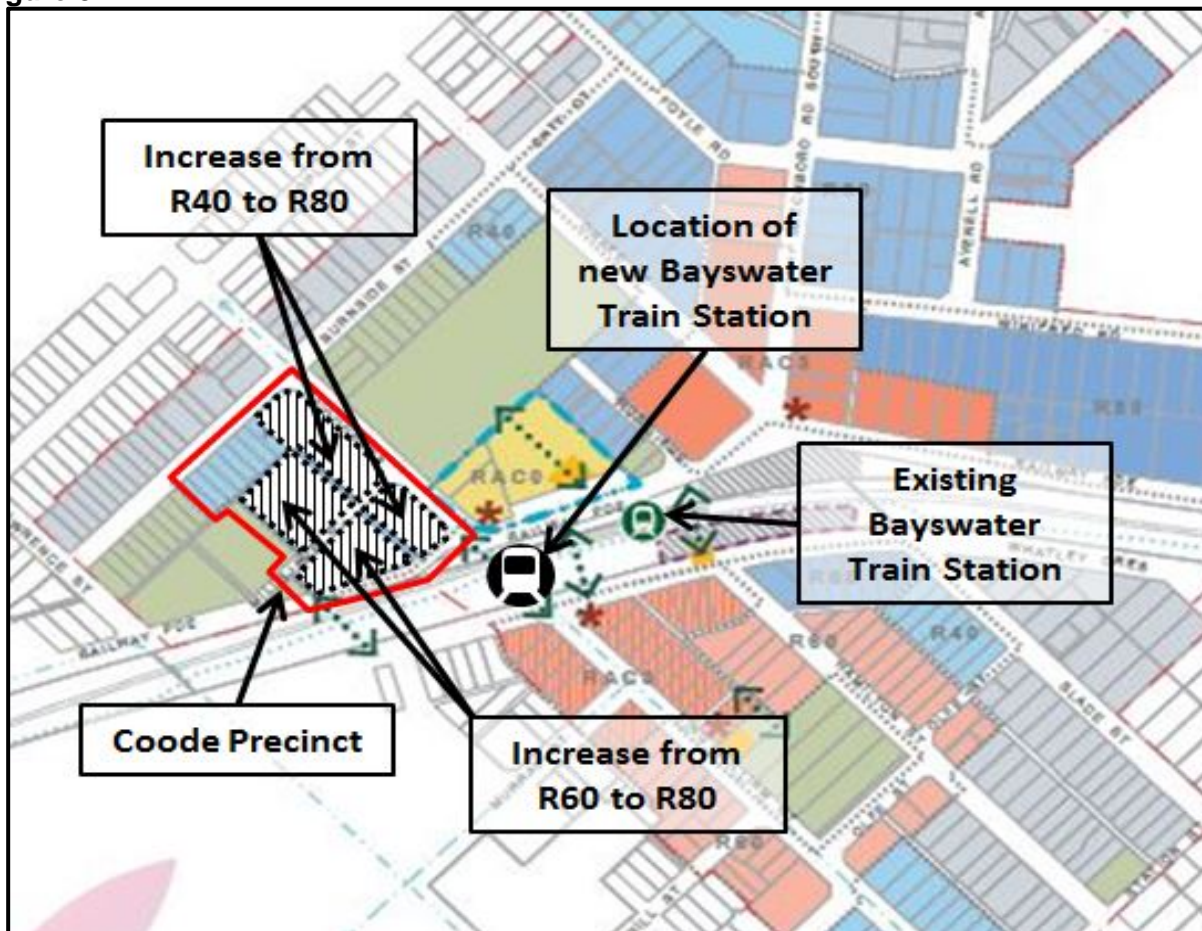
The draft Structure Plan includes general and incentive based development standards to provide greater certainty that high quality development outcomes will be achieved. In addition to these development standards, the City is currently planning for the preparation of detailed development guidelines for the Bayswater Town Centre.

The latest update by Metronet with regards to the Bayswater Train Station upgrade provided the City with sufficient information to allow the finalisation of the draft BTCSP. This required a re-evaluation of the draft Plan to determine any potential impact of the Station upgrade proposals thereon. This process identified an opportunity for a portion of the Coode Precinct in the draft BTCSP to be considered for an increase in density, resulting from the proposed relocation of the new train station. Table 2 below is a summary of the proposed modification.

**Table 2**

<b>Coode Precinct:</b> Metronet has confirmed that the new Bayswater Train Station will be located to the west of the current station and above a new bridge over King William/Coode Street. The relocation of the train station has been re-evaluated and an increase in density from R40 and R60 to R80, applicable to a portion of the precinct, is considered appropriate.				
<b>Increase in Development Parameters</b>	<b>From R40</b>	<b>From R60</b>	<b>To R80</b>	<b>Potential Additional Dwellings</b>
<i>Plot ratio</i>	<i>0.6</i>	<i>0.7</i>	<i>1.0</i>	<i>60</i>
<i>Building height</i>	<i>3 storeys</i>	<i>3 storeys 4 storeys if satisfying incentive based development standards</i>	<i>4 storeys 5 storeys if satisfying incentive based development standards</i>	
<b>Justification for Density Increase:</b>				
<ul style="list-style-type: none"> <li>• The precinct's excellent location close to retail, commercial and community facilities and public transport services, including the new train station directly adjacent; and</li> <li>• Halliday Park and the Mills Avenue park provides high amenity value to the Coode Precinct in terms of accessible, practical and usable open space and visual appeal and are catalysts for high density residential development.</li> </ul>				
Figure 5 below indicates the modifications proposed in the Coode Precinct.				

Figure 5



The City received submissions from a number of landowners in the Beechboro Frame precinct in relation to an area in the draft BTCSP identified as 'lots below R40' in which they consider an increase in density to R40 is warranted, due to:

- Few redevelopment constraints, such as a steep topography or heritage buildings; and
- Many properties in this area are fairly large and contain old single dwellings, and therefore high redevelopment potential.

Table 3 below summarises the City officer's support and justification for the proposed modification.

**Table 3**

**Beechboro Frame Precinct:** The City re-assessed this portion of the Beechboro Frame Precinct and considered a modification to allow an R40 density coding to be applied within this area.

<b>Increase in Development Parameters</b>	<b>From R25</b>	<b>To R40</b>	<b>Potential Additional Dwellings</b>
Plot ratio	N/A	0.6	45
Building height	2 storeys	3 storeys	

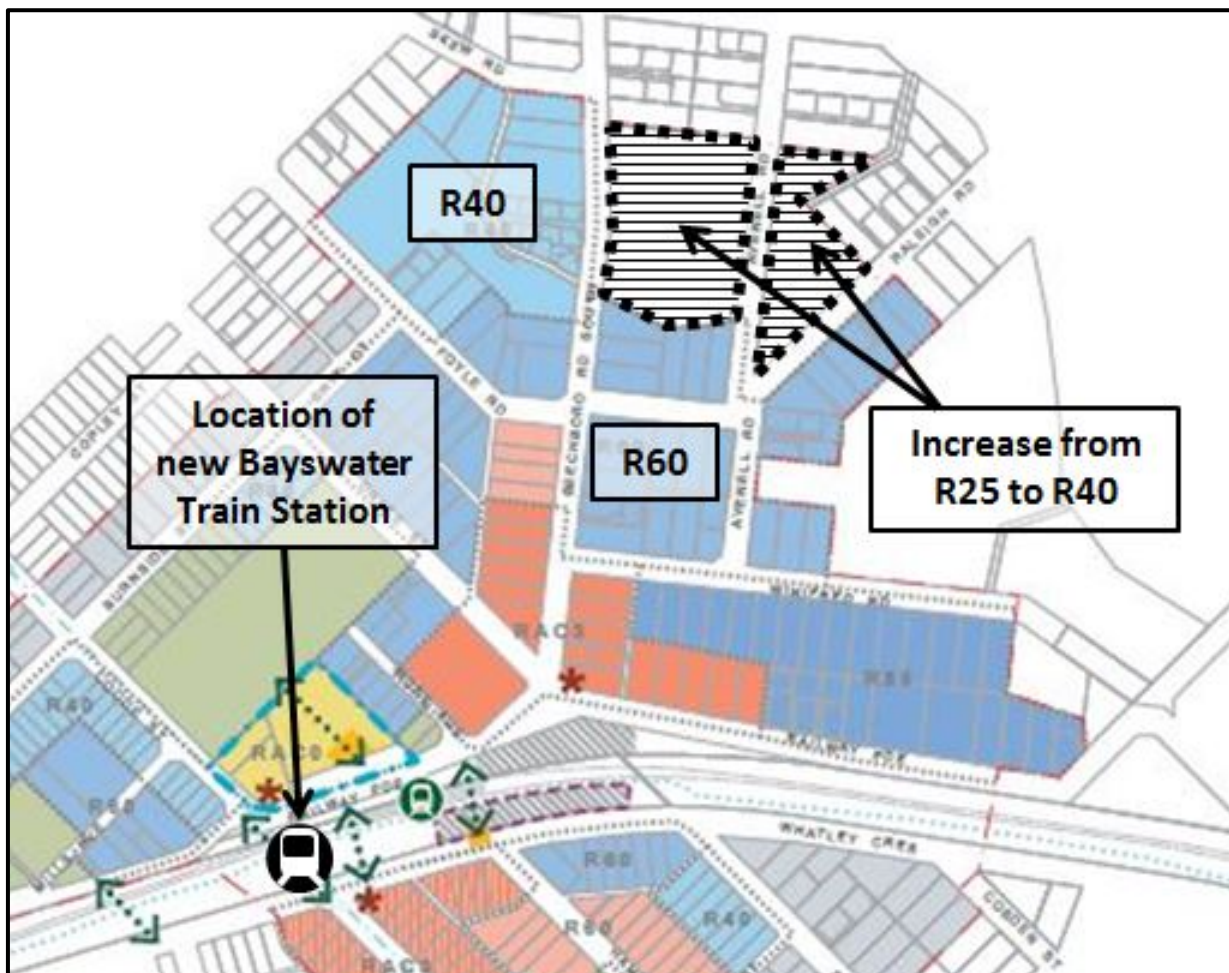
**Justification for density increase:**

- The area is characterised by various spot R40 zonings and abuts areas proposed for R40 and R60 respectively;
- The area fronts onto Beechboro Road South which is serviced by a local bus route;

- Its proximity / walkability to existing retail and commercial development; and
- The areas proximity and access to the new train station.

Figure 6 below show the portion of the Beechboro Frame Precinct considered appropriate for increased density.

Figure 6



The City received requests to further increase the densities on and around King William Street to reinforce King William Street as the heart of the town centre and contribute towards a vibrant and active retail environment. Through the Structure Plan process, it was determined that it is not considered appropriate to increase densities on King William Street, due to:

- The influence of topography and the fine-grained subdivision pattern on redevelopment potential. The precinct is steeply contoured and both sides of King William Street slope up and away from the street.
- Redevelopment within this area requires an appropriate transition to development in the adjoining Bayswater Character Protection Area.

The Structure Plan already makes provision for building height bonuses subject to incentive based development standards being satisfied in a building design. These development standards are:

- Quality design;



- Preserving or enhancing heritage;
- Lot amalgamation or lot width;
- Through-site connection;
- Public facilities or street improvements;
- Sustainability;
- Affordable housing;
- Discontinuance of a non-conforming use; and
- Provision of a quality green wall or green roof.

The implication of the above is an additional storey up to five storeys and additional plot ratio of 2.5 from 2.0, where a development proposal can demonstrate compliance with 'quality design' and at least two other development standards.

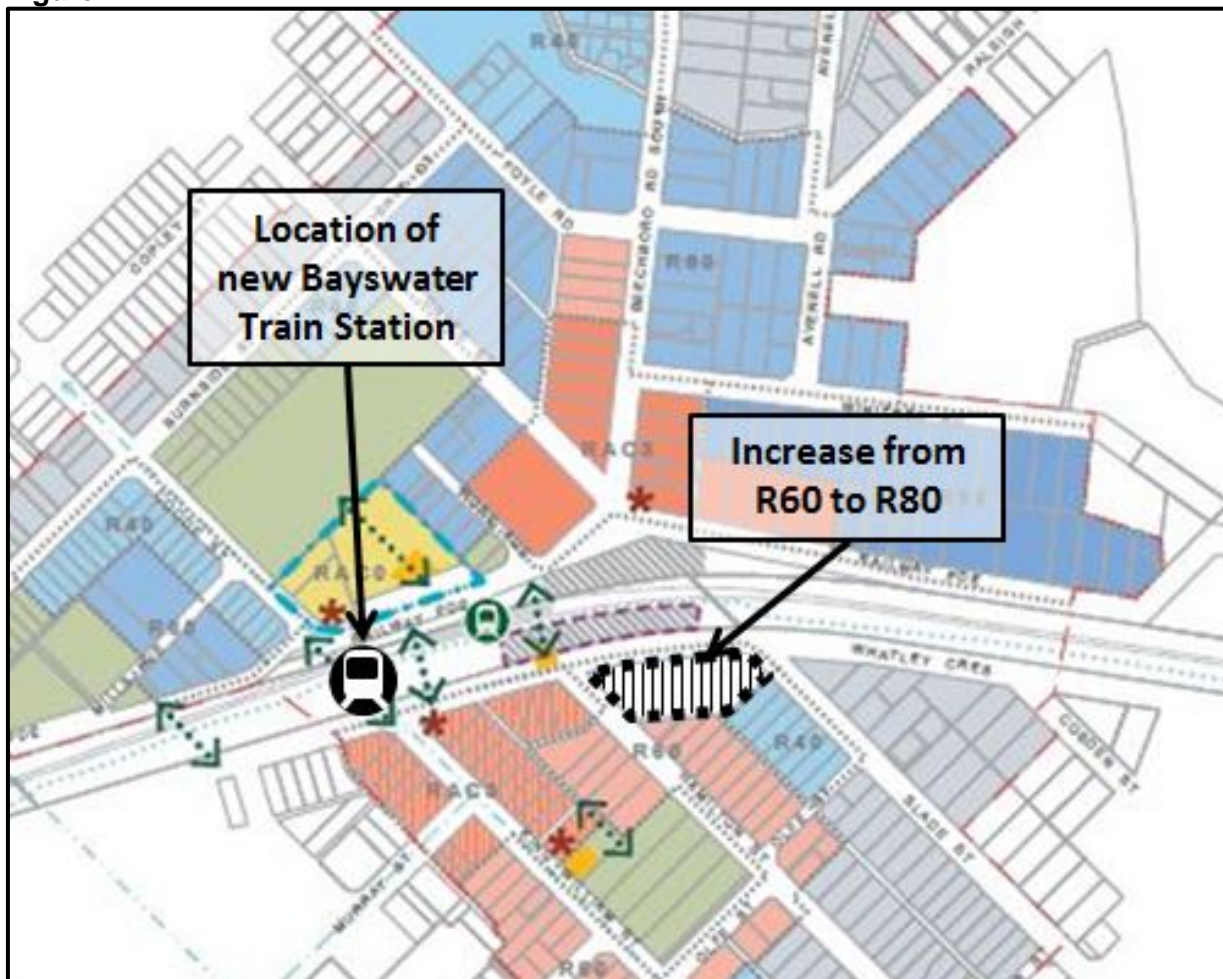
The development control and urban form measures were based on the redevelopment potential of the area while retaining the heritage and character thereof and is considered appropriate for the location.

The City investigated areas close to the King William Core and it is considered that there is potential for an increase in density in the area proposed as D2a R60 in the adjacent Hamilton Precinct. This area is adjacent to the King William Core and an increase in density will assist in reinforcing King William Street's status as the heart of the town centre. Table 4 below summarises the justification for a density increase.

**Table 4**

<b>Hamilton Precinct:</b> The City proposes a modification to allow the D2a R60 portion of the Hamilton Precinct, fronting onto Whatley Crescent, to be D2b R80.			
<b>Increase in Development Parameters</b>	<b>From D2a R60</b>	<b>To D2b R80</b>	<b>Potential Additional Dwellings</b>
<i>Plot ratio</i>	0.7	1.0	20
<i>Building height</i>	3 4 - if satisfying incentive based development standards	4 5 - if satisfying incentive based development standards	
<b>Justification for density increase:</b>			
<ul style="list-style-type: none"> <li>• Its proximity to the King William Core and the Bayswater Train Station upgrade;</li> <li>• The lots front onto Whatley Crescent, which is one of the main streets in the town centre abutting the train station area and enjoys excellent access;</li> <li>• The sites are larger than those surrounding which increases its redevelopment potential; and</li> <li>• Is generally unimpeded by development constraints, such as topography or heritage.</li> </ul>			
Figure 7 shows the Hamilton Precinct and the portion proposed for modification.			

Figure 7



High Quality Development

Ensuring new development is of high quality was included in the majority of submissions received. The draft BTCSP includes general development standards and incentive based development standards to provide greater certainty that high quality design outcomes will be achieved.

Detailed design guidelines are also planned to be prepared following the approval of the draft BTCSP, which will provide detailed design requirements to enable a unique character to the area and draw upon the area's established qualities. The design guidelines will also include measures to ensure established buildings with heritage and character value are integrated well with new development.

In addition, the City has recently established a Design Review Panel consisting of a panel of architects, which will review and recommend changes to eligible new developments to ensure they are of a high quality. The Design Review Panel will be required to have regard to the provisions in the BTCSP and the future detailed design guidelines.

The City will also prepare a 'Streetscape Plan' following the structure planning process, which will include various measures to upgrade the streetscape to further reinforce King William Street as the heart of the town centre.

Due to the above, it is considered that there will be adequate provision in place to control design quality.

### Heritage and Character Considerations

Preserving the town centre's heritage and character was a key issue raised during community consultation. Some members of the community felt that heritage and character should be protected to preserve a sense of community and that new development should be sympathetic in scale and style and should respect the quality of existing heritage and character. Some members of the community requested recognition that heritage buildings should not be seen as liabilities or obstacles and that they should be seen as assets that contribute to the social, environmental and economic prosperity of the centre and underpin a sense of place.

It was also apparent from the feedback received from other members of the community that, although heritage and character buildings hold some value, it pales in comparison to the value that new larger buildings can have to the economic prosperity and vibrancy of the town centre, which should be prioritised over the retention of heritage and character.

It is considered that the draft BTCSP proposes a balanced approach whereby buildings with heritage and character value are to be integrated with new denser forms of development. This will ensure that the character, heritage and sense of place of the area is retained and a greater level of economic prosperity and vibrancy is established. This integration will be managed by the design quality measures mentioned previously.

### R40 and R60 Density Coding

Feedback was received from the community in relation to the R40 and R60 density coding proposed in the Structure Plan. The feedback suggests that these densities are responsible for low density treeless battle-axe subdivisions that are evident in many suburban areas in Perth and are inappropriate in a transport oriented town centre, such as Bayswater. The R40 density code was also labelled as the density code that consistently delivers the worst outcomes; not dense enough to make quality development feasible, but too dense to allow for retention of houses or trees, or the provision of useable outdoor spaces.

The City officers have had some concerns regarding development outcomes of R40 under the Residential Design Codes (R-Codes), however the Structure Plan provisions and the City's new policy direction will provide a planning framework in which the types of low-quality development outcomes mentioned above will not be able to be developed, in particular:

- The Structure Plan requires trees to be retained, relocated or replacement trees planted on site. In addition, the City's new draft Local Planning Policy in relation to *Trees on Private Land and Street Verges* will be considered for adoption in the near future and will require trees to be planted onsite and on street verges as part of new developments.
- The Structure Plan makes provision for building height bonuses subject to incentive based development standards being satisfied in a building design. The Structure Plan allows for a maximum building height of three storeys in the R40 and four storeys in the R60 density coded areas, whereas the standard height in the R-Codes is two storeys in R40 density coded areas, two storeys for grouped dwellings and three storeys for multiple dwellings in R60 density coded areas.

It is considered that the City's planning framework mentioned above will encourage a higher quality development to the norm, whereby more trees, greenery and associated open space areas are integrated into new developments and housing can be built higher, freeing up more space at ground level for landscaping and outdoor living.

Due to the above, it is considered that the areas with a density code of R40 and R60 are appropriate in the structure plan context.

### Laneway Activation

Feedback was received from the community in relation to activating the laneways in the town centre and making them shared spaces for both pedestrians and vehicles.

The laneways in the town centre, in particular the laneways to the rear of the lots on King William Street, provide unique and interesting spaces that have the potential to be used for various purposes by the community.

The City will be preparing a 'Streetscape Plan' following the structure planning process, which will include measures to transform the laneways to the rear of the lots on King William Street into an interesting and vibrant urban space in the town centre.

In order to further activate the laneways in the Town Centre it is considered necessary to modify the BTCSP to include new development standards requiring the design of new development, which abuts a laneway, to activate the laneway where possible (refer **Attachment 3**: Recommended Modifications - 4. Laneway Activation)

### Key Technical Reports

A key response from the community was the perception that the main technical reports, usually associated with the preparation of a structure plan, have not been done. The following studies were proposed in the submissions received:

- Economic and retail analysis (to ensure densities and zonings will achieve dwelling and retail targets).
- Sustainable design (proper provision of green spaces and environmentally sensitive design).
- Comprehensive transport study (including traffic, parking and pedestrian management).

AEC Group was commissioned to undertake a Property Market and Feasibility Analysis for the study area. This analysis indicated that the Bayswater Town Centre is considered to be a long-standing, neighbourhood-scaled centre with a focus on convenience shopping. The centre has approximately 5,000 - 7,600sqm of existing retail floor space. An analysis suggests that the centre's slow supply of new retail activity is in part due to the lack of quality retail present in the centre and therefore a poorly established market, rather than common drivers of demand. Based on the land area proposed within the 'Centre Core' (where retail is encouraged), the Structure Plan could theoretically accommodate at least 18,300sqm of retail floor space and therefore comfortably accommodate the estimated demand. Analysis undertaken to support the draft BTCSP indicates that an additional 8,300sqm of retail floor space could reasonably be expected within the life of the final BTCSP document (10 years). The draft BTCSP aims to ensure that the centre develops a critical mass of businesses and residents that will lift the profile of a centre and facilitate the provision of services and amenity that will contribute to the attractiveness and desirability of the centre.

It is acknowledged that a detailed Retail Sustainability Assessment (RSA) would provide more accurate information, however, given the size and corresponding level of planning that was undertaken, and the existing context of supply and demand, such detailed analysis is considered excessive at this stage. As the Structure Plan is reviewed over time, an RSA may be warranted to ensure the level of retail floor space reflects the role of the town centre.

While the study area is well serviced by local parks including Bert Wright Park, Halliday Park, and Mills Avenue Park, there are currently no urban plazas or landscaped public gathering spaces. Although the parks in the area are generally well-lit and well-used, there are perceived safety concerns relating to the underpasses, parking areas and left-over spaces associated with the train station. Passive surveillance and interaction with the public realm could be improved.

As open space and public realm improvements are largely influenced by public investment through ongoing upgrades, the draft BTCSP focusses on how new development can contribute to creating safe, welcoming and comfortable streets and public spaces. Provisions are included to ensure development provides appropriate passive surveillance and interaction with the public realm. Incentive provisions are also provided to encourage development to create new public spaces in return for additional development potential.

The draft BTCSP also identifies a number of locations that would be well suited for the location of an urban plaza.

Trees and their collective canopy cover play a significant role in providing shade, habitat for fauna, reducing the urban heat island effect, and providing general amenity within the town centre. The draft BTCSP promotes the retention, replacement and provision of trees.

The draft BTCSP makes provision for 'General Development Standards' and 'Incentive Based Development Standards' to achieve an objective of the Structure Plan, which is to ensure design outcomes contribute towards the greening of the Bayswater Town Centre and exemplifies sustainable living and includes amongst others the retention of mature trees, planting of new trees, development that achieves a six star Green Star rating and the provision of a quality green wall or green roof.

A core initiative of the draft BTCSP is to prioritise movement and convenience for pedestrians, cyclists and public transport above that of private vehicles. The draft BTCSP proposes to achieve this through Travel Demand Management, which includes:

- Increasing density and mixed-use development close to the train station;
- Encouraging non-vehicle travel to and within the town centre by promoting streetscape and laneway improvements that encourage more walking and cycling;
- Highlighting an indicative area for a future bus interchange adjacent to the train station with access for the existing circle bus route and future bus routes;
- Improving the public realm for pedestrians and cyclists, incorporating shade, shelter, pavement treatments, bicycle lanes and queue jumps at traffic lights, and recognising key bicycle links;
- Managing car parking by encouraging reciprocal use, having regard to a hierarchy of parking users and allowing for a reduction in the number of car bays required; and
- Investigating traffic calming measures, both locally and at a district level.

In order to further contribute to the legibility and safety of the town centre, the draft BTCSP introduces a street hierarchy with varying levels of connectivity, capacity and different streetscape typologies. New development will be required to gain vehicular access from the 'lowest order' street (such as Murray Street), meaning that over time, the number of crossovers to 'higher order' streets (such as King William Street) will diminish, which will improve pedestrian amenity and safety on the 'higher order' streets.

The draft BTCSP contains a number of recommendations for enhanced movement and connectivity, including the need to further address through-traffic in the town centre. The recommendations include:

- Liaising with Main Roads Western Australia to upgrade the intersection of Guildford Road and Garratt Road into a full movement intersection;
- The redevelopment of the train station;
- Streetscape upgrades; and

- Improving road cycling infrastructure through the King William Street underpass.

The Public Transport Authority (PTA) estimates that by 2031, the amount of commuters using Bayswater Train Station will increase from 1,833 persons to 6,600 persons. The increase in patronage takes into account the Forresterfield Airport Link (FAL); however at this stage it does not consider the Morley-Ellenbrook Line. In regard to this, the PTA is currently preparing a Station Access Strategy, with the aim of:

- Meeting long term patronage forecasts (2031 boarding);
- Identifying long-term mode share targets for passenger access; and
- Developing an integrated plan to improve access to stations, including by car (kiss n ride and park n ride), walking and by bus.

Traffic modelling was undertaken in and around the BTCSP area by Flyt consultants, based on a forward projection to the year 2031, in order to inform the Structure Plan. The modelling considered three scenarios:

1. 'Do Minimum' contemplates a scenario where no Structure Plan is created for the area;
2. 'Option 1' contemplates changes as proposed under the Structure Plan; and
3. 'Option 1b' contemplate changes as proposed under the Structure Plan with the addition of measures that will influence traffic in the town centre, such as cycle lanes and a reduced speed limit to 40km/h in King William Street.

The modelling concluded that overall the level of traffic generated in the town centre will increase significantly by the year 2031. However, the difference in traffic expected between the 'Do Minimum' and 'Option 1' was minimal. The expected traffic under 'Option 1b' is anticipated to reduce under this scenario. The traffic modelling will be used to inform future traffic management actions contemplated as part of the Structure Plan.

The density increases proposed as part of the intended modifications to the draft BTCSP represents a 4% increase in the potential amount of dwellings for the Structure Plan area. The traffic modelling indicated a minimal increase in traffic between the 'Do Minimum' (no Structure Plan) and 'Option 1' (proposed Structure Plan) scenarios. Based on this a 4% increase in dwellings is therefore considered a minimal impact on traffic generation and would not warrant a remodelling exercise.

The above outcomes did not take into account the potential for the rail bridge over King William and Coode Street to be increased in height as part of the future Bayswater Train Station upgrade project. A possible increase in height from 3.8m to 4.2m to comply with national road standards could result in an increase in heavy vehicles using this route. It is however considered that through the use of appropriate traffic management measures and the planned streetscape modifications envisioned for especially King William Street, that a possible future impact could be reduced. Metronet will undertake local traffic modelling as part of the Bayswater Train Station upgrade process, which will provide further information on this.

The draft BTCSP recommends a number of further strategies, negotiations and action plans to help realise the draft BTCSP vision. These recommendations target desired outcomes that cannot be addressed or achieved through private development and divided into the following areas:

- Land Use and Activity;
- Movement and Connectivity;
- Built Form and Character; and

- Open Space and Public Realm.

The further studies contemplated by the structure plan are indicative only and dependant on budgets, other priorities and changing circumstances. An Implementation Plan is included in **Attachment 4** which summarises the recommended further studies and investigations to be undertaken subsequent to finalising the Structure Plan and includes actions which will form part of the planned 'Streetscape Plan' and 'Design Guidelines'.

#### Setbacks

Submissions were received seeking clarity on perceived discrepancies in relation to Table 2 - Primary Controls, regarding boundary wall height limits and associated setbacks. An investigation prompted City officers to propose a modification to Table 2, which is to replace the 2 storey boundary wall limit for the 'A1' and 'A2' streetscape types with 'not applicable' (N/A), as these streetscape types allow for nil setbacks and building heights above 2 storeys.

In order to further reduce the impact of boundary walls and building setbacks on neighbouring properties, it is considered necessary to modify the BTCSP to include a new 'General Development Standard' requiring adjoining developments with different density codes and streetscape types, to apply the setback and boundary wall requirements of the lower density code and streetscape type (refer **Attachment 3: Recommended Modifications - 5. Setbacks**)

#### Readvertising Modifications

The *Planning and Development (Local Planning Schemes) Regulations 2015* allow a local government to readvertise any modifications proposed to a structure plan prior to providing a recommendation to the Western Australia Planning Commission (WAPC). Readvertising is not recommended in this instance as the proposed modifications are considered consistent with the feedback received from the community and will not result in a reduced amenity for landowners and occupants in the BTCSP area compared to the draft Structure Plan that was previously advertised.

#### Implementation

In accordance with the Regulations the City has 60 days from the conclusion of advertising to consider all submissions and forward a recommendation to the WAPC, who will then determine the Structure Plan. Based on the perceived impact of the proposed Bayswater Train Station upgrade and concerns raised by the community on this, the City requested an extension from the Department of Planning, Lands and Heritage, to await sufficient information to enable the finalisation of the Structure Plan. Extension was granted until 30 June 2018.

The draft BTCSP is now considered 'seriously entertained' as advertising has concluded and therefore has an influence (due regard) on decision making.

The date the BTCSP comes into effect is the date it is approved by the WAPC. The WAPC can adopt the Structure Plan with no modifications, adopt the Structure Plan with the current modifications proposed by the City, adopt the Structure Plan with modifications of their own, or refuse to adopt the Structure Plan.

Following approval, the BTCSP is to be read in conjunction with Town Planning Scheme No 24 (TPS 24). Where any provision of the BTCSP conflicts with TPS 24, TPS 24 prevails.

In order to implement the land use elements of the BTCSP the City will need to amend TPS 24, which will comprise the following:

- Rezoning the BTCSP area to be consistent with the approved BTCSP.

- Inserting provisions into TPS 24, as deemed appropriate, which are consistent with the approved BTCSP.
- Deleting Special Control Area No.12 (SCA12).

**OPTIONS**

The following options are available to Council:

OPTION	BENEFIT	RISK
<p>1. Council recommends that the WAPC approve the structure plan, subject to the modifications detailed in <b>Attachment 3</b>.</p> <p><b>Estimated Cost:</b></p> <ul style="list-style-type: none"> <li>• Nil.</li> </ul>	<ul style="list-style-type: none"> <li>• The BTCSP will facilitate greater economic strength, vitality, vibrancy, housing diversity, improved movement and connectivity and open space and public realm improvements in the Bayswater Town Centre.</li> <li>• Some of the issues raised by the community and City officers will be reflected in the approved structure plan.</li> </ul>	<ul style="list-style-type: none"> <li>• The WAPC may approve the structure plan without all or some of the modifications.</li> <li>• Some of the concerns raised by the community may not be reflected in the approved structure plan.</li> </ul>
<p>2. Council recommends that the WAPC approve the structure plan, with no modifications.</p> <p><b>Estimated Cost:</b></p> <ul style="list-style-type: none"> <li>• Nil.</li> </ul>	<ul style="list-style-type: none"> <li>• The BTCSP will facilitate greater economic strength, vitality, vibrancy, housing diversity, improved movement and connectivity and open space and public realm improvements in the Bayswater Town Centre.</li> </ul>	<ul style="list-style-type: none"> <li>• The concerns raised by the community and the changes resulting from the Bayswater Train Station upgrade will not be reflected in the approved structure plan.</li> </ul>
<p>3. Council recommends that the WAPC approve the structure plan, subject to other modifications.</p> <p><b>Estimated Cost:</b></p> <ul style="list-style-type: none"> <li>• Nil.</li> </ul>	<ul style="list-style-type: none"> <li>• Dependent on the modifications recommended.</li> </ul>	<ul style="list-style-type: none"> <li>• Dependent on the modifications recommended.</li> <li>• The WAPC may approve the structure plan without all or some of the modifications.</li> <li>• Some of the concerns raised by the community and City officers may not be reflected in the approved structure plan.</li> </ul>
<p>4. Council recommends that the WAPC does not approve the structure plan.</p> <p><b>Estimated Cost:</b></p> <ul style="list-style-type: none"> <li>• \$150,000 to develop a new structure plan.</li> </ul>	<ul style="list-style-type: none"> <li>• Some of the issues raised by the community, including those opposed to height and density in the Bayswater Town Centre will be reflected in the decision.</li> </ul>	<ul style="list-style-type: none"> <li>• The WAPC may approve the structure plan despite the City's recommendation.</li> <li>• Some of the concerns raised by the community and City officers will not be resolved.</li> <li>• The Bayswater Town Centre may not increase its economic strength, vitality, vibrancy, housing diversity, improved movement and connectivity and open space and public realm improvements.</li> <li>• No certainty for the future of the Bayswater Town Centre.</li> </ul>



## CONCLUSION

In light of the above, it is recommended that Council recommend to the WAPC to approve the proposed BTCSP, subject to the modifications detailed in **Attachment 3** (Option 1).

## FINANCIAL IMPLICATIONS

Financial implications are depicted in the 'Options' table above.

## STRATEGIC LINK

In accordance with the City of Bayswater Strategic Community Plan 2017-2027, the following applies:

Theme: Our Built Environment.  
Aspiration: A quality and connected built environment.  
Outcome B1: Appealing streetscapes.  
Outcome B3: Quality built environment.

Theme: Our Local Economy.  
Aspiration: A business and employment destination.  
Outcome E2: Active and engaging town and city centres.

## COUNCIL POLICY AND LEGISLATIVE IMPLICATIONS

Part 4 of the *Planning and Development (Local Planning Schemes) Regulations 2015* prescribes the process for the preparation of structure plans.

## VOTING REQUIREMENTS

Simple Majority required.

## ATTACHMENTS

1. Officer Comments on Key Issues
2. Summary of Submissions
3. Recommended Modifications
4. Bayswater Town Centre Structure Plan - Implementation Plan

## OFFICER'S RECOMMENDATION

That Council:

1. Recommends to the Western Australian Planning Commission to approve the proposed Bayswater Town Centre Structure Plan, subject to the modifications detailed in **Attachment 3** to the report.
2. Adopts the Bayswater Town Centre Structure Plan Implementation Plan as included in **Attachment 4** to the report

## MOTION

That Council:

1. **Recommends to the Western Australian Planning Commission to approve the proposed Bayswater Town Centre Structure Plan, subject to the modifications detailed in Attachment 3 to the report, and the following:**

- (a) Modify Table 2 - Primary Controls by deleting Streetscape Type 'Neighbourhood Attached A1'.
- (b) Modify Table 2 - Primary Controls by amending Streetscape Type 'Medium Density Detached D2b' to 'Medium Density Detached D2c'.
- (c) Modify Table 2 - Primary Controls by inserting a new Streetscape Type 'Medium Density Detached D2b', as follows:

	Medium Density Detached
	D2b
Site R-Coding	R60
Plot ratio maximum	0.9
Plot ratio maximum with bonuses applicable	1.2^
Building height limit (storeys)	3
Building height upper limit with bonuses applicable	4^
Boundary wall height limit (storeys)	N/A
Minimum street setback *	4m or Nil** - first two storeys 3m from line of level below - third storey 3m from line of level below - fourth storey
Minimum side setback	1.5m - first two storeys 2.5m - third storey 3.5m - fourth storey
Minimum rear setback	6m or Nil where abutting and activating a laneway - first two storeys 3m from line of level below - third storey 3m from line of level below - fourth storey

^ Subject to satisfying Incentive Based Development Standards - refer to clause 4.3.3.

\* Refer to clause 4.3.4 Precinct Guidance (Tables 3A-3J) for variations to Table 2.

\*\* Nil to ground floor where provision is made for non-residential land uses at ground level.

- (d) Modify Plan 1 - Bayswater Town Centre Structure Plan and Plan 4 - Precinct Plan, by replacing all the areas indicated as 'Neighbourhood Attached A1' with the newly proposed 'Medium Density Detached D2b' and change the current D2b to D2c.
- (e) Modify Table 3C - Precinct 3 King William Core Built Form Requirements, as follows:

- (i) Amend Section 3 by deleting the fourth dot point - 'Nil setbacks to side and rear lot boundaries are encouraged to a maximum of 2 storeys'.
- (ii) Amend Section 4 such that the first and second dot points reads:
  - 'New work must respect the context, strength, scale and character of the original building, and must not overpower it. The considered siting/location of additional height, provision of appropriate setbacks and place responsive materiality, proportion of openings etc. are all integral to a respectful heritage response.'
  - 'New work must respect and support the significance of the Place. As per the Burra Charter, imitative solutions should generally be avoided as they can mislead the onlooker and may diminish the strength and visual integrity of the original'.
- (iii) Amend Section 6 such that the second dot point reads - 'Nil setbacks will be permitted to a maximum of two storeys as per Table 2.'
- (f) Modify the table in Section 6.2.3 - Built Form and Character by inserting a new investigation as follows:

ID	Description	Timeframe for Implementation	Responsibility / Collaboration
B	Investigate adding additional places in the King William Core Precinct and/or designating the King William Core Precinct a Heritage Area as part of the City of Bayswater's Municipal Heritage Inventory review.	Short-term and High Priority	City of Bayswater

- 2. Adopts the Bayswater Town Centre Structure Plan Implementation Plan as included in Attachment 4 to the report, and the following:

Action No.	Action	Estimated Timeframe	Estimated Resources	Responsibility/ Collaboration
22.	Investigate adding additional places in the King William Core Precinct and/or designating the King William Core Precinct a Heritage Area as part of the City of Bayswater's Municipal Heritage Inventory review.	Short-term (1-2 years)	To be resourced as part of existing strategic planning resources.	City of Bayswater

CR DAN BULL, MAYOR MOVED, CR LORNA CLARKE SECONDED

**AMENDMENT**

To add the following as point 1 (g):

- (g) Modify Table 2 - Primary Controls for Streetscape Type 'Medium Density Attached A2 - King William Street Core Precinct', by replacing the minimum street setback as follows:

Minimum street setback *	Nil* - first two storeys 3m above the first two storeys
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**CR ELLI PETERSEN-PIK MOVED, CR GIORGIA JOHNSON SECONDED**

**CARRIED: 10/1**

**FOR VOTE:** *Cr Elli Petersen-Pik, Cr Giorgia Johnson, Cr Dan Bull, Mayor, Cr Chris Cornish, Deputy Mayor, Cr Barry McKenna, Cr Sally Palmer, Cr Filomena Piffaretti, Cr Lorna Clarke, Cr Stephanie Gray, and Cr Catherine Ehrhardt.*

**AGAINST VOTE:** *Cr Brent Fleeton.*

**COMMITTEE RESOLUTION**

**That Council:**

1. Recommends to the Western Australian Planning Commission to approve the proposed Bayswater Town Centre Structure Plan, subject to the modifications detailed in Attachment 3 to the report, and the following:
  - (a) Modify Table 2 - Primary Controls by deleting Streetscape Type 'Neighbourhood Attached A1'.
  - (b) Modify Table 2 - Primary Controls by amending Streetscape Type 'Medium Density Detached D2b' to 'Medium Density Detached D2c'.
  - (c) Modify Table 2 - Primary Controls by inserting a new Streetscape Type 'Medium Density Detached D2b', as follows:

	Medium Density Detached
	D2b
Site R-Coding	R60
Plot ratio maximum	0.9
Plot ratio maximum with bonuses applicable	1.2^
Building height limit (storeys)	3
Building height upper limit with bonuses applicable	4^
Boundary wall height limit (storeys)	N/A
Minimum street setback *	4m or Nil** - first two storeys 3m from line of level below - third storey 3m from line of level below - fourth storey
Minimum side setback	1.5m - first two storeys 2.5m - third storey 3.5m - fourth storey
Minimum rear setback	6m or Nil where abutting and activating a laneway - first two storeys 3m from line of level below

	- third storey 3m from line of level below - fourth storey
--	--

^ Subject to satisfying Incentive Based Development Standards - refer to clause 4.3.3.

\* Refer to clause 4.3.4 Precinct Guidance (Tables 3A-3J) for variations to Table 2.

\*\* Nil to ground floor where provision is made for non-residential land uses at ground level.

(d) Modify Plan 1 - Bayswater Town Centre Structure Plan and Plan 4 - Precinct Plan, by replacing all the areas indicated as 'Neighbourhood Attached A1' with the newly proposed 'Medium Density Detached D2b' and change the current D2b to D2c.

(e) Modify Table 3C - Precinct 3 King William Core Built Form Requirements, as follows:

(i) Amend Section 3 by deleting the fourth dot point - 'Nil setbacks to side and rear lot boundaries are encouraged to a maximum of 2 storeys'.

(ii) Amend Section 4 such that the first and second dot points reads:

- 'New work must respect the context, strength, scale and character of the original building, and must not overpower it. The considered siting/location of additional height, provision of appropriate setbacks and place responsive materiality, proportion of openings etc. are all integral to a respectful heritage response.'
- 'New work must respect and support the significance of the Place. As per the Burra Charter, imitative solutions should generally be avoided as they can mislead the onlooker and may diminish the strength and visual integrity of the original'.

(iii) Amend Section 6 such that the second dot point reads - 'Nil setbacks will be permitted to a maximum of two storeys as per Table 2.'

(f) Modify the table in Section 6.2.3 - Built Form and Character by inserting a new investigation as follows:

ID	Description	Timeframe for Implementation	Responsibility / Collaboration
B	Investigate adding additional places in the King William Core Precinct and/or designating the King William Core Precinct a Heritage Area as part of the City of Bayswater's Municipal Heritage Inventory review.	Short-term and High Priority	City of Bayswater

(g) Modify Table 2 - Primary Controls for Streetscape Type 'Medium Density Attached A2 - King William Street Core Precinct', by replacing the minimum street setback as follows:

Minimum street setback *	Nil* - first two storeys 3m above the first two storeys
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2. Adopts the Bayswater Town Centre Structure Plan Implementation Plan as included in Attachment 4 to the report, and the following:

Action No.	Action	Estimated Timeframe	Estimated Resources	Responsibility/ Collaboration
22.	Investigate adding additional places in the King William Core Precinct and/or designating the King William Core Precinct a Heritage Area as part of the City of Bayswater's Municipal Heritage Inventory review.	Short-term (1-2 years)	To be resourced as part of existing strategic planning resources.	City of Bayswater

CR DAN BULL, MAYOR MOVED, CR LORNA CLARKE SECONDED

CARRIED: 9/2

**FOR VOTE:** Cr Dan Bull, Mayor, Cr Lorna Clarke, Cr Giorgia Johnson, Cr Chris Cornish, Deputy Mayor, Cr Barry McKenna, Cr Sally Palmer, Cr Filomena Piffaretti, Cr Stephanie Gray, and Cr Elli Petersen-Pik.

**AGAINST VOTE:** Cr Catherine Ehrhardt and Cr Brent Fleeton.

**REASON FOR CHANGE**

*The Committee changed the Officer's Recommendation as it was of the opinion that the Bayswater Town Centre Structure Plan is timely and appropriate for the area, however wanted to stipulate further conditions for developers to ensure development does not unduly impact the heritage and amenity of the Bayswater Town Centre.*

**Attachment 1**

**ATTACHMENT 1 - OFFICER COMMENTS ON KEY ISSUES**

Key Issues	Officer Comments
<b>General Support</b>	
<p>The structure plan will help to revitalise the town centre and increase business activity. It is no secret that the town centre looks tired.</p> <p>I commend the Council and staff on the community engagement to date. I am supportive of a vision for Bayswater that acknowledges and maintains the history of the area, but allows for the growth of the centre to meet the needs of the current and future occupants.</p> <p>We support any steps that will see the Centre of Bayswater become more active, safe and enjoyable for local residents and visitors to the area. We are satisfied with the border outlined and the proposed density for properties within the boundary. We commend the Council for listening to residents and keeping the highest density lots within a six-storey limit. We believe the proposed densities are adequate for the required population growth needed to support a vibrant community, and if well managed through the Design Guidelines should see high quality developments that are attractive and modern, yet in keeping with the heritage elements important to Bayswater's identity and community. We support a Local Development Plan being sought to develop the lot between the train station and Halliday Park.</p> <p>I am strongly supportive of the six storey height being considered adjacent to the train station and gradual lowering to blend into the suburb. (X2)</p> <p>I applaud the vision of the Structure plan for "A vibrant, green, transit-oriented and economically sustainable neighbourhood centre, which exemplifies quality and innovative development solutions to respecting local character and heritage."</p> <p>Support the framework and boundaries of the plan, respecting the different densities and characters of the area.</p>	<p>Noted.</p>

<p>I approve the vast amount of consideration being given to the northern side of the train station and the train station being central to the precinct is encouraging.</p> <p>Support the acknowledgement of travel demand principles.</p> <p>I support the up-zoning to R40 along Burnside Street, which represents a fair and reasonable transition to both protect established heritage values and allow for appropriate expansion and intensification.</p>	
<p><b>Train Station</b></p>	
<p>The plan needs to be reviewed and updated to ensure it integrates with the current planning being undertaken for the Bayswater Train Station and the \$86.2 million allocated to it.</p> <p>Is the station to be sunk or remain at the same level? (x111)</p> <p>The train station divides the Bayswater Town Centre and it should be sunk to unify the town centre, allow for free movement and create space above for various things. (x11)</p> <p>A "kiss and drop" area needs to form part of the plan. (x2)</p> <p>The subway bridge needs to be modified so vehicles do not get stuck under the subway bridge. (x4)</p> <p>Put the plan on hold until we know what is happening with the station upgrade to stop the wastage of ratepayers' money. (x7)</p> <p>I find it hard to comment as there are no drawings or artist impressions of the finished station area so we can envisage what the outcome will look like of the finished complex along with the landscaping of the areas.</p> <p>I note that subsequent developments, including additional funding for the Bayswater train station upgrade and the referral of the Town Centre to the Metropolitan Redevelopment Authority make this structure plan both not the complete</p>	<p>The State Government has provided information on the Bayswater Station upgrade. Bayswater Station will become a major Metronet precinct with the Forrestfield-Airport Link and the proposed Morley-Ellenbrook Line connecting to the Transperth network at that point. The early investigations into making sure Bayswater Station can operate with the future rail lines connecting here has identified some very firm parameters for the upgrade:</p> <p>Relocating the platforms closer to Whatley Crescent:</p> <ul style="list-style-type: none"> <li>• Allows space for potential network expansion in the future and link with the Morley-Ellenbrook line;</li> <li>• Allows the station to be built 'offline' to minimise impacts to rail operations; and</li> <li>• Allows the station to meet universal and disability access needs.</li> </ul> <p>Longer platforms:</p> <ul style="list-style-type: none"> <li>• The 150m long platform will future proof the station to accommodate six-car train operations on the Midland and Forrestfield-Airport Link lines, which are being planned to meet medium to long term demands.</li> </ul> <p>Relocating the platforms on to the rail bridge:</p> <ul style="list-style-type: none"> <li>• Provides an opportunity to improve amenity under the bridge to create a public space that links better with the Town Centre, gives people safer, quicker and more appealing access along both sides of King William Street and into the station itself; and</li> </ul>



<p>picture and a vital supporting document.</p> <p>Build a new Bayswater railway station plus high rise shopping/apartment building above station, architecturally designed to incorporate period styling in liking to current era character. Top floor to be a revolving restaurant which captures views of city, airport, Ascot race course, Perth hills.</p> <p>Luxury accommodation within buildings to be built above railway line.</p>	<ul style="list-style-type: none"> <li>Moving the platforms away from a curve and onto a straight section of track also allows the station to meet universal and disability access needs.</li> </ul> <p>Building a new and higher rail bridge:</p> <ul style="list-style-type: none"> <li>Besides increasing the clearance height to minimum road standards, rebuilding the bridge provides an opportunity to improve amenity underneath to create a public space for people. This will improve connections in the area and improve safety with better sight lines.</li> </ul> <p>Location within existing rail corridor:</p> <ul style="list-style-type: none"> <li>Moving the station closer to the south side of the existing rail corridor allows space for construction and operation of network expansion in the future, like the Morley-Ellenbrook Line, with reduced impact on the Midland and future Forrestfield-Airport Link lines.</li> </ul> <p>Additional rail infrastructure between Bayswater and Meltham stations:</p> <ul style="list-style-type: none"> <li>As part of the Forrestfield-Airport Link operations, additional infrastructure to turn around trains will be needed in this area.</li> </ul> <p>The sinking of the Bayswater Station is not possible for a number of reasons:</p> <ul style="list-style-type: none"> <li>Operational complexities of the diesel-powered regional passenger trains, such as the Indian Pacific and Prospector, which uses this section of railway. In particular these trains require much longer tunnels and complex ventilation and fire emergency systems;</li> <li>Tunnels would impact on Meltham Station, with the need to either close or rebuild the station underground;</li> <li>Major disruption that would mean closing the entire Midland Line during construction; and</li> <li>Constraints arising from the design of the Forrestfield-Airport Link.</li> </ul>
<p>The Public Transport Authority (PTA) is currently preparing a Station Access Strategy for Bayswater that identifies a range of access scenarios. The Department of</p>	<p>Noted.</p>

<p>Transport has identified Bayswater Train Station as a TOM demonstration project and will be working with the PTA to realise best practice outcomes, including managing parking supply.</p> <p>We have reviewed the draft Plan and acknowledge the inclusion of Travel Demand Management (TOM) principles.</p>	
<p><b>Densities and Heights are Too Low</b></p>	
<p>Densities and heights need to be higher to attract investment, vibrancy, people and jobs into the area, or nothing will change. (x8)</p> <p>The densities will result in little or poor quality development that will not enhance the town centre.</p> <p>Medium or 'neighbourhood' density of R-60 is inappropriate for such an important Transport Oriented Precinct and will make Bayswater uncompetitive with areas such as Beaufort Street, Bassendean and Victoria Park. (x115)</p> <p>An R80 – R100 density code would facilitate better density to support the viability of the centre.</p> <p>Heights should be a minimum of 6 storeys up to 10 storeys to attract investment. If a podium typology is introduced to minimise the height perception for pedestrians; there is no reason to inhibit density to 6 storeys. Enabling developers to build higher will ensure revenue will offset the increased construction costs, minimizing risk and encouraging investment.</p> <p>The maximum height of 6-storeys will make Bayswater un-competitive with areas such as Murdoch, Vincent and Victoria Park. In an area with challenging topography for it to be attractive or feasible to invest, developers must have certainty of greater height.</p> <p>The Property Council strongly urges the City of Bayswater to amend the Bayswater Town Centre Structure Plan to allow for greater density which will provide the residential population needed to ensure the sustainability of the commercial precinct.</p>	<p>The densities and heights proposed throughout the draft BTCSP are considered to balance the need to attract investment from the development industry to create a vibrant town centre, with the need to complement the established heritage and character and human scale of the town centre.</p> <p>Based on further information received from the State Government in relation to the proposed Bayswater station redevelopment, the City considers the general densities and heights proposed to be appropriate.</p> <p>The City has investigated small pockets in the draft BTCSP where an increase to the height and density is considered appropriate, specifically within the 'Coode', 'Beechboro Frame' and 'Hamilton' precincts.</p>

<p>create local jobs and improve local amenity.</p> <p>The proposed building heights are likely to be insufficient to attract quality development, and I expect they will instead attract low-spec builders rolling out mediocre product, because the return on investment will not justify quality investment. It is incomprehensible that the core A2 precinct would still only allow maximum building heights of 6 storeys, particularly as that precinct contains no buildings of character (with the exception of the Bayswater Hotel, which is a self-contained site), and offers tremendous opportunities to maximise development potential.</p>	
<p>The Beechboro Road precinct should be higher than the King William Street precinct. The Beechboro Road precinct is 'unconstrained' and prime for redevelopment as there are no heritage or character constraints and the existing buildings are old. (x4)</p> <p>The Beechboro Road precinct could accommodate heights of 8 storeys.</p>	<p>A height limit of four to six storeys is considered reasonable in the Beechboro Core precinct to encourage investment, greater activity and density.</p> <p>King William Street is limited to four to five storeys as a result of local constraints including topography and heritage.</p>
<p><b>King William Street Core - Heights and Density Too Low</b></p>	
<p>Densities and heights are lower than the northern side of the train line and need to be increased to be the highest to reflect the status as the heart of the centre. (x102)</p> <p>The heights and density will not result in revitalization or create the conditions that spur investment and jobs in an area that really needs it. (x6)</p> <p>The highest mixed use density should be on King William Street to create a high density shopping strip that will boost local trade and create jobs. The density increases in the current town centre structure plan are modest at best, and will not optimise the revitalisation of the centre.</p> <p>Heights and density need to trade off with site constraints including, small lots, topography and heritage. Height incentives should be 3 storeys plus.</p>	<p>While it is not considered appropriate to increase height and density on King William Street, but as a result of comments received, the City reinvestigated the areas close to the 'King William Core' area. The City considers that there is potential for an increase in density in the 'Hamilton' precinct, in the area proposed as R60. An R80 density is proposed. This area is adjacent to the King William Core and will contribute to emphasise King William Street as the heart of the town centre.</p> <p>The densities and heights proposed throughout the draft BTCSP are considered to balance the need to attract investment from the development industry in order to create a vibrant town centre, with the need to be able to complement the established scale of the heritage and character of the town centre, provided that the design of new buildings are managed appropriately.</p>

<p>The Baysie Rollers survey demonstrated that the substantial majority of residents consider KWS to be the retail 'heart' of the town centre. But by focusing residential development on the northern side of the railway line, the BTCSP will potentially exacerbate the decline of KWS – residents living to the north and commuting to work will have no reason to go to the southern side of the railway line, and retail and entertainment tenants will naturally gravitate to the residents and pedestrians on the northern side. The historic heart needs more people, to provide a critical mass for retail and entertainment businesses, and to provide passive surveillance and enhance the perception of safety. By undercooking the density and the height, the BTCSP will fail at both of these objectives.</p>	<p>The current residential densities and heights proposed in the draft BTCSP are representative of the outcomes of the community and stakeholder engagement process, which included the TAC, CAG, visioning and scenario development workshops and community 'Focus on the Plan' workshops.</p> <p>The draft Structure Plan includes general and incentive based development standards to provide greater certainty that high quality development outcomes will be achieved. In addition to these development standards, the City is currently planning for the preparation of detailed development guidelines for the Bayswater Town Centre.</p>
<p><b>Quality Built Form</b></p>	
<p>Prepare Design Guidelines in line with 'Design WA' and integrate with the unique character of existing buildings. (x47)</p> <p>Design guidelines should include Beechboro Road South, as a key artery within the Town Centre.</p> <p>We support Design Guidelines for specific sites, rather than generic guidelines.</p> <p>Vibrancy requires good quality dwellings, not cheap shoddy fit-outs that are just not worth the price the developers are asking.</p> <p>Design Guidelines should be focused on the King William Core. (x2)</p> <p>Enforce good design guidelines that reflect best practice to ensure that development is on Bayswater's terms... but do not make this too onerous. Good design guidelines should still encourage creative and interesting built form of many shapes and sizes.</p> <p>Commission a heritage architect to undertake a Local Development Plan of site-specific design guidelines for the KWC. By site-specific I mean the new design guidelines must start from a place of understanding and appreciating the existing forms included in the existing heritage</p>	<p>Design guidelines will be created in association with the Structure Plan to ensure the provision of high quality sustainable developments that respect local heritage values and emphasise the unique character of an area.</p> <p>The design guidelines will allow the City to better control the quality of development within the Structure Plan area and will have a particular focus on the 'King William Core' area.</p> <p>The community will be consulted in relation to the preparation and content of the design guidelines.</p> <p>The consultants to assist in developing the design guidelines have not been selected. The preservation and integration of heritage will be a priority consideration during the process of developing the guidelines.</p> <p>The format the design guidelines will take still has to be decided on. Design guidelines are usually presented as and focussed on visual presentation to provide a better understanding of what is envisaged.</p>

<p>buildings - ie it must identify existing architectural styles/forms which can then be applied (and interpreted) in new development works.</p> <p>Ensure that the community has the opportunity to actually see - visually - what the proposed design guidelines for the KWC will look like - and provide feedback on them.</p>	
<p>Achieve a good architectural mix between old and new. As mentioned many times before, the heritage of Bayswater must be taken into account. Not just keeping a facade here and there to get a box ticked but to thoroughly think through how to blend the old and new for the buildings. Maylands is a great example of doing it right. If this is not actioned, the town will just be a hot patch of buildings and design. A complete dog's dinner!</p> <p>Buildings and dwellings have to be able to be attractive to potential buyers. What you don't want are developments with cheap shoddy fit-outs that are just not worth the price the developers are asking and so remain pristine new and vacant for a long time, or either not built at all.</p> <p>The City should look into the work done by the City of Stirling who developed design guidelines for Beaufort Street, which focused on heritage and conservation.</p> <p>Include Design Guidelines into the Town Planning Scheme to give them a high level of statutory protection to stop decision makers exercising too much discretion.</p> <p>Consultation with the community is important to discuss architectural styles, bulk, scale and height.</p> <p>Avoid "step-back" forms of building, which are wasteful.</p> <p>Ensure quality developments as poor quality ages fast and is expensive to remove.</p> <p>Ensure design guidelines include space for the planting of tall trees, with proper canopy cover.</p>	<p>The draft BTCSP includes general development standards and incentive based development standards to provide greater certainty that high quality design outcomes will be achieved.</p> <p>In addition, the City has recently established a Design Review Panel consisting of a panel of architects, which will review and recommend changes to eligible new developments to ensure they are of a high quality.</p> <p>The City will take guidance from the Department of Planning, Lands and Heritage to determine if the design guidelines should form part of the City's Planning Scheme.</p> <p>Landscaping standards and requirements will form part of the design guidelines and will include the retention of existing mature trees and the provision of new trees, as also addressed in the Structure Plan.</p>

<p>Awnings and there supporting structures are a very Australian heritage characteristic. Awnings should be required on traditional commercial buildings in a form that reflects heritage values.</p>	
<p><b>Minimum Height of 2 storeys is Too Low</b></p>	
<p>Increase the minimum redevelopment height of two storeys as it represents no change and will not result in more people in the area, optimise the transport precinct, town centre or address environmental issues caused by urban sprawl. (x98)</p> <p>A 2 storey minimum is considered to be seriously inadequate for the core of a Transit Oriented development precinct.</p>	<p>The two storey minimum height limit in the Beechboro Core, Civic and King William Core precincts will ensure a reasonable scale of development is provided for this specific location, as it provides the flexibility needed to attract new development.</p>
<p>The community misunderstood that the table on the Structure Plan referred to the maximum height and the bonus height limits and not the minimum/maximum height limits. (x11)</p>	<p>It is possible that some members in the community misunderstood the map in the structure plan, however Table 2 in the structure plan clearly outlines maximum and bonus height limits.</p>
<p>A minimum density of 80% of that required is a precedent used elsewhere.</p>	<p>Noted.</p>
<p><b>Key Technical Reports are Missing</b></p>	
<p>Develop the key technical reports, including environmental issues (proper provision of green spaces and environmentally sensitive design), a comprehensive transport, traffic, parking and pedestrian management study (to create a more pedestrian friendly town centre). (x111)</p> <p>Develop a full economic and retail analysis study to ensure densities and zonings will achieve dwelling and retail targets. (x109)</p> <p>There does not appear to have been any specific architectural and property market testing of the built form in the King William Core, nor economic considerations as to how to enable the most effective outcomes to deliver quality increased density around the train station.</p> <p>The plan needs a detailed assessment of the transport issues relating to the existing town</p>	<p>It is considered that the structure plan has been informed by an adequate amount of background information and analysis.</p> <p>AEC Group was commissioned to undertake a Property Market and Feasibility Analysis for the study area. It is acknowledged that a detailed Retail Sustainability Assessment (RSA) would provide more accurate information, however, given the size and corresponding level of planning that was undertaken, and the existing context of supply and demand, such detailed analysis is considered excessive at this stage. As the Structure Plan is reviewed over time, an RSA may be warranted to ensure the level of retail floor space reflects the role of the town centre.</p> <p>Traffic modelling was undertaken in and around the BTCSP area by Flyt consultants, based on a forward projection to the year</p>

<p>site and lacks detailed negotiation with the appropriate transport authorities to set a future vision for the town. Department of Transport, Main Roads, Public Transport Authority, RAC, West Cycle etc.</p>	<p>2031, in order to inform the Structure Plan. The modelling considered three scenarios:</p> <ol style="list-style-type: none"> <li>1. 'Do Minimum' contemplates a scenario where no Structure Plan is created for the area;</li> <li>2. 'Option 1' contemplates changes as proposed under the Structure Plan; and</li> <li>3. 'Option 1b' contemplate changes as proposed under the Structure Plan with the addition of measures that will influence traffic in the town centre, such as cycle lanes and a reduced speed limit to 40km/h in King William Street.</li> </ol> <p>The draft BTCSP recommends a number of further strategies, negotiations and action plans to help realise the draft BTCSP vision. These recommendations target desired outcomes that cannot be addressed or achieved through private development and divided into the following areas:</p> <ul style="list-style-type: none"> <li>• Land Use and Activity;</li> <li>• Movement and Connectivity;</li> <li>• Built Form and Character; and</li> <li>• Open Space and Public Realm.</li> </ul>
<p><b>Safety and Security</b></p>	
<p>Security is a real issue in the area. We already have a substantial amount of public housing in and around Bayswater. I do not agree that anymore should be considered, in fact a reduction should be considered.</p> <p>Antisocial behaviour around the train station and pub needs to be resolved.</p> <p>High rises encourage unsavoury behaviour and too many people in a small place.</p> <p>Improve the perception of safety around public open spaces. (x2)</p> <p>High rise buildings and high density living often in time creates problems because people are living too close next to each other, because buildings get older and start being ghettos of people who can't afford to</p>	<p>The structure plan provides for housing diversity by allowing for and encouraging diverse housing typologies through the allocation of a number of different zonings and densities, in order to cater for a diverse range of housing demand. Social housing is incentivised with height and plot ratio bonuses. It is not considered that there is a substantial link between antisocial behaviour and social housing.</p> <p>Denser housing forms and more people in the area will provide a greater perception of safety as it is considered that more casual surveillance of the area will discourage antisocial and criminal behaviour.</p>

<p>live bigger and newer and so don't have high incomes to spend but often have a bigger risk of problems like alcoholism, drugs,... What are Bayswater's plans in the medium &amp; long term to avoid this?</p>	
<p><b>Parking Issues</b></p>	
<p>All required parking should be provided onsite and ideally two for each dwelling. (x6)  Cash in lieu of parking should not be taken for parking shortfalls.  Overspill of parking on to the streets is an issue when properties cannot contain parking onsite.</p>	<p>The parking provided for individual developments will be assessed against the current local and State Government requirements.  Generally at least one car bay will be required per dwelling. It is considered that requiring two car bays for per dwelling conflict with an objective of the structure plan to encourage the use of public transport.</p>
<p>I do not have off-street parking and find it difficult to find a car park on the street due to parking pressures from nearby schools, coffee shop patrons, train commuters, church and temple visitors and people working in Bayswater Town Centre.</p>	<p>A parking management plan will be prepared in association with the structure plan. Parking restrictions and resident permits can be considered as part of the management plan to address parking concerns of residents that do not have off-street parking.</p>
<p>Existing parking issues with the train station will only get worse with higher densities and more trains. (x3)  More trains equals more people coming by car to catch the train. Where will they park?  If visitors cannot find a park easily, local businesses will suffer.  Extend on-street parking on King William Street to Georgina Street. There are few driveways, allowing for maximum on-street parking within 5 minutes' walk of the town centre.  The issue of parking for visitors and residents in an around the town centre will need to be addressed. Parking is problematical at the moment so it's something that will only get worse. There's no point in making the centre attractive if there's nowhere within a short walking distance to park a car. Pretty soon you will</p>	<p>A parking management plan will be prepared subsequent to the structure plan to manage issues relating to parking. The management plan will consider measures to control long term parking associated with commuters catching the train and overspill parking from residents in higher density developments.  The management plan will consider an appropriate balance between managing parking to cater for the needs of businesses, residents and visitors while protecting the amenity of the centre.  The Public Transport Authority (PTA) manages this site and will consider public/commuter parking as part of the proposed redevelopment of the Bayswater Train Station.</p>



<p>find footfall will slacken off and businesses will start to suffer. Once that problem is there, it's difficult to entice people to come back.</p> <p>A multi-storey carpark will reduce parking issues. (x4)</p>	
<p>Parking issues result from the nearby schools during pick up and drop off periods.</p> <p>Unsafe parking issues during drop off / pick up periods at St Columba's Primary School Bayswater. Investigate the above mentioned issue. Cars (primarily 4WD/large vehicles) are parked right up to all four corners of Milne Street &amp; Almondbury Streets obstructing any view of oncoming vehicles and making a safe crossing at the stop sign impossible. Milne Street &amp; Almondbury Streets have become one lane streets during this time. An accident waiting to happen. I understand parents have to park somewhere but certainly not on the corners, footpath or verge. I believe it is illegal to park directly on a corner I'm hoping you will be able to address this problem for the improvement of general road safety in this area.</p>	<p>It is the responsibility of the school to manage parking during drop of and pick up periods. The City will continue to monitor parking in and around schools to ensure parking is managed appropriately. Parking in and around schools may be addressed as part of the parking management plan.</p>
<p><b>Densities and Heights are Too High</b></p>	
<p>High rise living may be where the developers make the most profit, but what you don't want is Bayswater village being a no-go area as people feel unsafe. All the money in the world spent on creating luxury living sensations cannot hope to succeed if you have looming high rise buildings towering over pedestrian areas creating dark and forbidding sections of the town.</p> <p>4-6 storeys is much too high to fit in with the local area, be sympathetic with existing heritage and character buildings and be of a human scale, especially in the King William Core area. (x17)</p> <p>A maximum of 2 to 3 storeys should be provided. (x6)</p> <p>3 storeys in the King William Street area is the right "human scale" and is consistent</p>	<p>The densities and heights proposed generally throughout the draft BTCSP are considered to balance the need to attract investment from the development industry to create a vibrant town centre, with the need to complement the established heritage and character of the town centre.</p> <p>Design guidelines will be created in association with the Structure Plan to ensure the provision of high quality sustainable developments that respect local heritage values and emphasise the unique character of the area.</p> <p>The scale of development proposed along King William Street is considered adequate to reinforce King William Street's status as the heart of the town centre. Although the scale of development envisioned in the BTCSP along King William Street is much</p>

<p>with other heritage precincts on the Midland Line and it is what the community wants. (x3)</p> <p>Heights in other good quality town centres have a "village" scale so why can't we?, i.e. Oxford Street - Leederville, Angove Street - North Perth, Beaufort Street - Mount Lawley. (x4)</p> <p>Excessive heights will lead to reduced sunshine and overshadowing and will affect green spaces, loss of a sense of openness, too many people in a small place and unsavoury behaviour.</p> <p>Replacing people sized buildings with large scale poor quality high-rises will diminish the village feel and drive people away rather than bring people in or initiate place activation.</p> <p>Building little boxes in the sky at six or more stories represents revolution, not evolution, and there is ample evidence that the people of Bayswater have not embraced this.</p> <p>Many of us are acutely wary about creating the slums of the future, and the threat that these would pose to the personal enjoyment and sense of security we currently have here.</p> <p>Maylands does not have high-rise and still has a good café street.</p> <p>The goal of increasing density around transport hubs does not mean that we should permit our town centre to become Gold Coast on Swan, and only a specified height limit will prevent this. (x2)</p> <p>Height limits should start of very low as DAP will ultimately approve higher buildings anyway.</p> <p>The uproar over the Yolk Development should make Council aware that "high rise" development is not wanted in Bayswater.</p> <p>3-4 storey developments around Burnside Almondbury, Nanhob and Georgina Streets are too high and will dwarf and sit uncomfortably with the existing architecture.</p> <p>We, and a lot of our neighbours, chose Foyle</p>	<p>larger than the established buildings, it is considered that future design guidelines and the City's newly formed Design Review Panel, will together provide greater certainty on the relationship between existing heritage and character buildings and new developments and that new development is of a human scale when experienced from the street.</p>
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<p>Road because it is close to public transport, but still very quiet and not busy at all. This could change a lot with all the higher rise and higher density buildings proposed on the structure plan.</p> <p>The majority of people who attended the Special Electors meeting held in December 2015 voted in favour of proposing a three-storey limit for Bayswater town centre. Three storeys is the height the community is on the record as wanting.</p> <p>The proposed heights are not human-scale and not appropriate for a Neighbourhood Centre (the existing Town Planning designation). The Bayswater Town site should be a pedestrian friendly human-scale precinct; like Beaufort St, Mt Lawley; Napoleon St, Cottesloe; George St, East Fremantle; Oxford St, Leederville etc.</p>	
<b>New Housing should cater for Families</b>	
<p>Internal sizes of units should be of family size to induce families to move into the area e.g. not developers putting up one bedroom units to cater for the fly in, fly out workers.</p>	<p>The structure plan provides for housing diversity by allowing for and encouraging diverse housing typologies through the allocation of a number of different zonings and densities, in order to cater for a diverse range of housing needs.</p>
<b>Heritage</b>	
<p>The look and feel of today's Township reflects the trends and changes of what was thought to be progress at the time – it very much reflects past poor decision making of the demolition of buildings as a reflection of making progress. Sometimes this tendency to under value older Australian heritage and character reinforced attitudes of heritage versus development as though these are opposing positions, this has had a tendency to evoke "one over the other" heritage versus development. Bayswater Historical Society's (BHS) position is this should not be the case and heritage should not be considered as taking a back step.</p> <p>BHS and our members do not wish to see heritage being given a low priority going forward. The need to recognise and save our heritage is further highlighted and discussed</p>	<p>Noted. Many examples exist where heritage and new development has been successfully integrated. The City considers that the proposed design guidelines will successfully address this issue to prevent the impact on existing heritage.</p> <p>It is not considered that increasing the zoning or density coding of properties will decrease the property value of heritage listed properties.</p> <p>Developers are required to have a high level of regard to places listed on the City's Municipal Heritage Inventory and Scheme Heritage List and any new development should be sympathetic to heritage listed places.</p>

<p>amongst our members as of concern as we are now faced with considerable change given the State government's focus on increased density along the train line and economic higher investor activity and expectation for returns.</p> <p>Heritage buildings should be recognized and agreed upon and maybe allowed a grant so that the buildings or parts of buildings are saved, thus adding to the ambiance and character of the town.</p> <p>Rezoning for high density development will decrease property values of heritage properties where redevelopment is not an option. Will property owners be compensated by Bayswater Council upon rezoning?</p> <p>Heritage should be protected from developers to preserve a sense of community feel that a smaller scale village has. Development of heritage buildings and areas should be sympathetic in scale and style and should respect the quality of the existing heritage. (x7)</p> <p>If Bayswater town centre is to achieve the aspiration of becoming a vibrant, unique and popular destination place, there must be no demolition of the heritage/character buildings which make up the KWC and only new development which is architecturally respectful and sympathetic.</p> <p>Bayswater Deserves Better (BDB) is not less optimistic that the initiatives proposed by the Draft BTCSP will be capable of preventing demolition and ensuring new development is architecturally respectful.</p> <p>The State's heritage and planning laws pose major obstacles to achieving a respectful heritage response in the KWC and these obstacles were never identified, let alone discussed by the community, during the consultation process. Neither are they acknowledged in the Draft BTCSP.</p>	
<p>If you look at Perth's most popular urban hotspots, they all include heritage precincts made up of buildings built before the 1960s - Angove Street (North Perth), Whatley Crescent (Maylands), Beaufort Street</p>	<p>Noted. The City is committed to preserving the heritage and character of the Bayswater Town Centre by way of reviewing and updating the Municipal Heritage Inventory and Scheme Heritage List, creating</p>

<p>(Highgate and Mt Lawley) and Guildford, to name a few.</p> <p>It is no coincidence that these funky "destination" high streets have attracted interesting, niche or boutique businesses. Their streetscapes consist of original 'human-scale' heritage/character buildings with wide awnings and elegant tree plantings, creating a space of original character, social interaction and intimacy which other, more modern places, are unable to provide.</p>	<p>Character Protection Areas, providing Heritage Grants for maintenance and upkeep, and developing the Bayswater Town Centre Design Guidelines and Streetscape Plan.</p> <p>One of the objectives of the Structure Plan states - To build upon Bayswater's fine-grained retail and 'village feel' and help foster an organically-shaped identity, complemented by public realm improvements to encourage customer patronage. This vision is reflected in the proposed development standards.</p>
<p>Heritage classifications and protections do not adequately protect places from developers. (x7)</p> <p>Heritage buildings are not liabilities or obstacles, they are assets that contribute to our social, environmental and economic prosperity, supporting amenity, underpinning our sense of place, contributing to an area's attractiveness and, importantly, encouraging investment and should be celebrated.</p>	<p>Noted. Heritage listed places are managed and protected by the requirements and provisions of the <i>Heritage of Western Australia Act 1990</i> and subsequent policies put in place by local governments.</p>
<p>Keeping the key historical buildings is important, but allowing others that have minimal value, which restrict modern uses should be replaced where future structures add to the character of the town centre.</p>	<p>Repurposing buildings to cater for modern uses and building code requirements, while still retaining heritage value, is highly encouraged by the Department of Planning, Lands and Heritage and the City.</p>
<p>The Structure Plan does not provide for the conservation of any historic building, the 'village' feel or sense of place. Council should designate the King William Core as a heritage area.</p> <p>Council's only responsibility is "to consider the heritage value of a building or place upon assessment of a development, subdivision or demolition application." This provides very little assurance of protection.</p> <p>Preserving and enhancing heritage must be mandatory. To make it negotiable sets the bar far too low and effectively allows heritage to be "traded away" in favour of other development standards. (x3)</p>	<p>The City's draft Municipal Heritage Inventory and Scheme Heritage List review will potentially recognise the heritage value of the 'King William Street Core' area as a collective place. The Inventory is currently in the process of being finalised.</p> <p>The City's Municipal Heritage Inventory provides a varying degree of protection for heritage listed places depending on their classification.</p> <p>Although the inventory provides a degree of flexibility for decision makers to exercise discretion, it is considered that it does provide adequate protection for heritage listed places where warranted.</p>
<p>18 of the 24 shopfronts in the centre were</p>	<p>It is considered that the heritage listed</p>

<p>built between the turn of the 20th century and the 1950s and the majority are Classification 2 on the Council's Municipal Heritage Inventory.</p>	<p>buildings in the 'King William Street Core' are afforded a high level of heritage protection and any plans for redevelopment and/or demolition will be highly scrutinised by decision makers against the existing and draft statutory Municipal Heritage Inventory and Scheme Heritage List.</p>
<p>It is true that Bayswater town centre's heritage precinct has become shabby and disfigured. But this is 'cosmetic' and enough of the 'bones' of the original heritage buildings exist to warrant their retention and conservation.</p> <p>Heritage supports amenity by providing familiarity and the presence of landmarks, by underpinning our 'sense of place', and by enhancing the quality of our built environment generally.</p>	<p>It is considered that while the current state of some of the heritage listed buildings in the 'King William Street' core are not in the best state, the underlining heritage value still remains.</p> <p>The City considers that the heritage places in the 'King William Core' collectively contribute to the sense of place and character that is unique to the Bayswater Town Centre. It is the Structure Plan's objective to preserve this character.</p>
<p>Tin buildings, such as the now Liquor Land building, should remain a viable building solution for its utility, beauty and economy.</p>	<p>Noted. There are some examples of tin buildings listed on the City's Municipal Heritage Inventory.</p>
<p>There are two examples of Brutalist Architecture, being the Elders Real Estate and the Oxfam buildings that should be considered as having heritage value.</p> <p>The Structure Plan should align with the new draft Bayswater Municipal Heritage Inventory 2017. (x2)</p>	<p>The City advertised for nominations for new places to be included in the Municipal Heritage Inventory in April 2017. No nominations were received for these places.</p> <p>The structure plan will complement the existing Municipal Heritage Inventory and any subsequent amendments.</p>
<p>Non-heritage areas should be identified to increase density to meet TOD objectives.</p>	<p>The Character Protection Area, which is situated to the south west of the town centre, has been excluded from the Structure Plan in order to preserve its heritage character.</p> <p>While there are properties that contain heritage listed buildings within the Structure Plan area, new development will be required to be designed in a way that respects and responds to the heritage value of the building.</p>
<p>Employ a heritage officer at the City to actively promote and recognise heritage</p>	<p>Noted. The City has recently established a Design Review Panel consisting of</p>

<p>values and to communicate with developers about heritage requirements.</p>	<p>architects, which will review and recommend changes to eligible new developments to ensure they are of a high quality and will include heritage.</p>
<p>We do not want an oversupply of empty apartments at the cost of liveability in our inner city suburbs. Please maintain the irreplaceable heritage of Bayswater, and our community space.</p>	<p>Noted. The Structure Plan recognises the value of heritage and its contribution to the character and liveability of the Town Centre and has the preservation thereof is a main priority.</p>
<p>The only initiative which the BTCSP area proposes to help retain, conserve and adaptively reuse the heritage buildings in the town centre (KWC) are Heritage Impact Statements (HIS) - which require developers to demonstrate how a positive heritage outcome was considered from the very beginning of the design process</p> <p>HIS may have some benefits but, on their own, they will be insufficient to guarantee retention, conservation and sensitive adaptive reuse.</p> <p>The City of Stirling developed such a plan for Beaufort Street, the Beaufort Street Local Development Plan (BSLDP) and it takes the conservation of heritage to a whole new level, articulating a clear vision for five precincts located along almost 3 kilometres of the Beaufort Street corridor.</p> <p>At its core, the BSLDP is all about heritage as a foundation stone for place making; it is based on a genuine investigation of, and respect for, the existing heritage architectural styles of buildings built before the 1960s.</p> <p>The retention of existing buildings is front and centre within the BSLDP and maximum building height and front setbacks within all of the five precincts are mandatory - or non-negotiable. The plan starts from the basis of identifying existing architectural styles from which developers must nominate one and then demonstrate how their development complies. This ensures that all new development is sympathetic in style and proportional in height, bulk and scale to surrounding buildings and the streetscape in which it will sit.</p>	<p>In addition to the Heritage Impact Statement, the City will prepare the Bayswater Town Centre Design Guidelines and will seek the expertise and advice of the Design Review Panel in decision making.</p> <p>The content of the design guidelines still need to be finalised, however based on the vision and objectives of the Structure Plan, heritage will be a priority consideration.</p>

<p>None of the heritage precincts in the towns located along the Midland line (Bayswater, Maylands, Bassendean and Guildford) includes heritage buildings higher than two storeys. As Midland MLA Michelle Roberts recently pointed out, addressing the "Say NO to McDonalds in Guildford" rally, the buildings in heritage precincts such as Guildford, simply do not go to four, five or six storeys.</p>	<p>Noted. Many examples exist where heritage and new development has been successfully integrated. The City considers that the proposed design guidelines will successfully address this issue to prevent the undue impact on existing heritage.</p>



<p>BDB's focus is limited to the KWC precinct alone, but if we entertained a grand vision, it would take in the whole of the Midland railway line and the recreational and tourism potential of the heritage towns which are located along it.</p>	
<p>The Draft BTCSP's explanation of MHI listing also fails to shed light on this issue and is misleading at best and obfuscating at worst. One could even claim that the explanation creates a false impression that MHI-listed buildings (Classification 1, 2 and 3) are, in fact, legally protected - because they are linked to Town Planning Scheme 24.</p>	<p>The Municipal Heritage Inventory and Scheme Heritage List provides various levels of protection depending on the classification of a specific place. The classification determines the level of alteration or redevelopment which may occur, based on an approval and conditions issued by the State Government.</p>
<p>A major omission in the Draft BTCSP, and the consultative process conducted by TPG, is their failure to consider if the KWC should be designated as a heritage area.</p> <p>Heritage areas can require restrictions on demolition and building design, so there is obvious merit in this option being explored, if not adopted, by Council:</p> <p>"Demolition of a local heritage place should be avoided wherever possible.... Demolition approval should not be expected simply because redevelopment is a more attractive economic proposition, or because the building has been neglected."</p> <p>"Demolition approval should not be expected simply because redevelopment is a more attractive economic proposition..."</p> <p>According to SPP 3.5, heritage areas are designated by local governments under a local town planning scheme and they:</p> <p>"...should be designated on the basis of a clear statement of significance and a clear identification of the significant physical fabric in the area. This information may be provided within a local government inventory or in other supporting assessment documentation.</p>	<p>The potential designation of the King William Core as a heritage area forms part of the current review of the Municipal Heritage Inventory.</p>
<p>Developers should be communicated with up front about policies and requirements that reflect Council's heritage preservation and</p>	<p>The City advises all property developers on potential policies and guidelines which could impact a development proposal and confirms</p>

<p>restoration, which prioritise reuse of buildings and incentivised plans and projects to design both innovatively within the context of adopting architectural best practice. In this way in submitting development proposals in which Heritage Impact Statements articulate how their plan meet existing cultural heritage values.</p>	<p>this during the development application process.</p>
<p>The new 2017 MHI has not been completed or provided for comment as such the current ratings of buildings (provided in the Structural Plan) are significantly out of date. It is of concern to BHS that the previous MHI plan has rated buildings lower than "heritage value". It is imperative that the DRAFT Structural Plan be reconsidered against the new DRAFT Bayswater Municipal Heritage Inventory 2017.</p> <p>BHS is of the view that buildings such as the 14 King William St, Bayswater should be category MHS' Category 1. While the Structural plan indicates the area is presently LA Public Purposes; the building hold significant state history being the first service post outside the metro area and it also still retains the original roof and facades of this building.</p> <p>I am concerned about the potential for increased demolition of buildings from the MHI and Heritage register. Based upon this shared relationship we seek to raise preservation categories of buildings within the inventory and precinct, request improved evidence of reasons for demolition, where required for non-re-use to be substantiated by independent adviser nominated by Council, seek BHS consultation at onset including at notification to Council and improved expertise involved in such decision making - prior to planning consent provided by Council.</p>	<p>The Municipal Heritage Inventory and Scheme Heritage List review is currently underway and when completed, will complement the measures contained in the Structure Plan. Sufficient information is available to warrant the finalisation of the Structure Plan.</p> <p>Noted. The advertising of the draft Municipal Heritage Inventory will provide an opportunity for further comments to be assessed.</p> <p>The Municipal Heritage Inventory provides various levels of protection depending on the classification of a specific place. The classification determines the level of alteration or redevelopment which may occur, based on an approval and conditions issued by the State Government.</p>
<p><b>Indigenous Culture</b></p>	
<p>Involve and acknowledge the original Aboriginal residents of the area - including both their amazingly ancient history and culture and input of current Aboriginal residents.</p>	<p>Noted. The Bayswater Town Centre Design Guidelines, as part of the Structure Plan, will incorporate all forms of heritage.</p>

<p>Civic pride to include stronger connection to the first people's cultural and social customs.</p>	
<p><b>Expand the Increased Density areas of the Beechboro Frame</b></p>	
<p>Increase the zoning of Raleigh Road up to the storm water drainage canal prior to Clavering Road or up to Clavering Road to allow for increased development potential. The current boundary divides Raleigh Road at no known natural area of separation. It will be excluded from redevelopment, yet still be burdened by the overload of public conveniences and traffic congestion. (x10)</p> <p>The zoning discrepancies in the area bounded by Beechboro Road South and Avenell Road need to be addressed. There are big lots in this area, whose owners are keen to see their development potential increased. The discrepancy between the lots on one side of the road being R17.5/25 and the other being R40 will not result in a visually appealing town centre. Homeowners are left with all the downsides of greatly increased traffic and associated noise and also losing out on zoning change. This is a once in a lifetime opportunity to make the most of it. (x10)</p> <p>There is no gradual tapering of the density on the eastern side of Beechboro Road South - the zoning drops suddenly from R60 to R17.5/25. The zoning interface is too big.</p> <p>Properties at 16-20 Beechboro Road South are in one ownership and should fall into the "Core" area with the highest density as they are on the main road and opposite commercial properties already included in the "Core" area, they are very close to public transport and a land parcel this size could be developed with modern commercial premises on the main road and residential above.</p>	<p>Based on the submissions received, City officers re-evaluated this precinct. It is now proposed that this particular location be modified to accommodate an R40 residential density coding, based on the following:</p> <ul style="list-style-type: none"> <li>• Subdivision patterns in this location generally comprise lots of deeper and wider dimensions and therefore able to accommodate higher density development;</li> <li>• The location includes various under developed sites with potential for consolidation into more viable development sites;</li> <li>• The area is devoid of historic housing stock;</li> <li>• The location is within the 400-500m walkability radius from the station and local businesses and in proximity of a local bus service;</li> <li>• There are current R40 spot zonings within the area.</li> </ul> <p>In relation to the properties at 16-20 Beechboro Road South, it is considered that the current zoning ('Mixed Use') can allow for a significant development.</p>
<p><b>Expand the Increased Density in the King William Core</b></p>	
<p>The higher density A2 zoning currently truncates abruptly on one side of King William Street, straight after the current Bendigo Bank. The higher zoning should</p>	<p>The scale of development proposed along King William Street is considered adequate to reinforce the King William Core's status as the heart of the town centre, while providing</p>

<p>apply up to Hill or Almondbury Street to ensure continuity of the street, enable more people to access and utilise the City of Bayswater's key assets of Bert Wright Park, the Library and senior citizens' centre and to create a strip of shops, cafes and other places to visit like other vibrant high streets. (x111)</p>	<p>an appropriate transition into the Character Protection Area.</p>
<p>There are no proposed changes to residential properties on Whatley Crescent between King William and Veitch Street. The future station will likely end up having a long platform and these properties will be directly across from the station, yet there is no uplift in their zoning which results in them remaining single storey residential sites, which is an underutilisation of these strategic sites. (x10)</p>	<p>These properties are situated within a Character Protection Area, which has been excluded from the Structure Plan in order to preserve their heritage character.</p>
<p><b>Expand the Increased Density in Coode Precinct</b></p>	
<p>The R40 and R60 code for the Coode Precinct is seriously underwhelming. The Coode Precinct has outstanding access to public open space with most property either fronting or within a 'stone's throw' of a park. The precinct is easily walkable from the train station (my property is approximately 120m from the train station entry).</p> <p>The real effect of the R60 medium density code is that it makes it more viable for a development on my property to be grouped dwellings rather than multiple dwellings – whereas this is not what the structure plan sets out in its objectives.</p> <p>An R80 – R100 density code (at a minimum) would facilitate better density to support the viability of the centre.</p>	<p>Metronet has confirmed that the new Bayswater Train Station will be located to the west of the current station and above a new bridge over King William/Coode Street. The relocation of the train station has been re-evaluated and an increase in density from R40 and R60 to R80, applicable to a portion of the precinct, is considered.</p>
<p><b>Expand the Increased Density in the area in General</b></p>	
<p>If higher storey buildings are needed to increase the density, they should be placed closer to Guilford road, and at a similar distance in all other directions (3/4 of a km or so). It is well documented that most people don't mind walking 10 minutes to get to train station.</p> <p>Key corridors such as Coode St, King</p>	<p>The densities and heights proposed generally throughout the draft BTCSP are considered to balance the need to attract investment from the development industry to create a vibrant town centre, with the need to complement the established heritage character of the town centre.</p> <p>The Character Protection Area, which is</p>

<p>William St South and Beechboro Rd North, where they traverse the Frame Precinct, should be coded higher (e.g. R60-80) on a consistent basis rather than the spotty coding as proposed.</p> <p>It is very surprising that such a large area of low density coding would be contemplated within the 400m station catchment.</p>	<p>situated to the south west of the town centre, has been excluded from the structure plan in order to preserve its heritage character.</p>
<p><b>Reduce Increased Density in the area in General</b></p>	
<p>Reduce the structure plan area and density increases to the King William Town Centre and the Railway station.</p>	<p>The densities and heights proposed generally throughout the draft BTCSP are considered to balance the need to attract investment from the development industry to create a vibrant town centre, with the need to complement the established heritage character of the town centre.</p>
<p><b>Increase the Density of 1A Cobden Street</b></p>	
<p>Increase density to R40 as it is close to the train station, the street will be further impacted by parking and traffic, it would be consistent with nearby zonings of R40 and R60, the planned zoning on the other side of the railway line is R80, it is a corner block with dual street frontages and dual entrances and distanced and buffered from neighbours on all sides except one.</p>	<p>This property is not with the Structure Plan area and increasing its density would be similar to a 'spot-rezoning', which would be inconsistent with the logic that the structure plan has followed to date.</p>
<p><b>Traffic and Speed</b></p>	
<p>Increasing local traffic through a greater residential density may compound traffic problems in the centre. (x2)</p> <p>Concern with traffic through the Coode Street underpass. Whatley Crescent is a major access route to the City and King William Street/Coode Street allows for transit between the river and Morley/Dianella. Increasing local traffic through a greater residential density may compound traffic problems in the area.</p> <p>Roberts Street will become a 'rat run'.</p>	<p>Higher densities have been allocated within walking distance to the train station and frequent bus routes along King William Street and Coode Street is available to encourage the use of public transport and decrease traffic congestion on the road network.</p> <p>While higher densities may increase traffic congestion in the short to medium term, this may lead to a behavioural change in the long term from private vehicle use to public transport.</p>
<p>Support traffic-calming measures in the Town Centre and priority for safe pedestrian</p>	<p>Traffic calming measures are planned for some of the busier roads in the centre,</p>

<p>and cycle movements. (x9)</p> <p>The traffic in King William Street is simply way too much, in volume as well as speed. A simple glance at the map, or a satellite picture, shows the obvious parallel north-west to south-east route, which is Grand Prom – Garratt Road, two lanes each way, all the way from Morley Drive through into Belmont, except for the narrow rail bridge and dog-leg at Meltham. If only the railway were below ground, that dog-leg could be widened and shaped with more gradual curves, and the job would be done.</p> <p>The Structure Plan has not addressed the car traffic and movement through the town centre via adequate alternatives, especially as traffic to and from the station is expected to increase.</p> <p>Any traffic calming measures are to be done in consultation with Main Roads WA.</p> <p>We need to take out the through traffic and speed on Coode and King William Streets. Even if it only takes an extra 24 seconds to travel the 800 metres from Copley Street to Olfe Street at 40km/h, will have an emotional effect and many will avoid it.</p> <p>We would like consideration given to how traffic calming measures in the town centre will impact surrounding streets (e.g. Skew Road, Drake St, Foyle Road, and others) – we want to ensure that traffic issues are not simply pushed out to surrounding streets. (x2)</p>	<p>including Railway Parade, Beechboro Road and King William Street to enhance pedestrian amenity and safety and hopefully lead to behaviour change.</p> <p>Noted. The City will continue to monitor traffic in the town centre and make changes where required in collaboration with Main Roads.</p> <p>The State Government have advised that the railway line will not be sunk.</p>
<p>Relocate the subway away from the town centre to off and on ramps to Tonkin Highway to join Railway Parade and Whatley Crescent near Guildford Road.</p> <p>Provide a railway crossing from Slade Street to Railway Parade to ease traffic congestion on Beechboro Road.</p>	<p>Although traffic congestion can be an issue at times in terms of pedestrian safety and amenity, passing traffic provides much needed energy and economic activity. Relocating or diluting this energy may impact the vibrancy and economic activity of the centre.</p>
<p>Put in an additional arrow at corner of Whatley Crescent to turn right into overpass tunnel.</p>	<p>Noted. This will be investigated as part of the local traffic assessment to be done as part of the proposed Bayswater Train Station upgrade.</p>

<p>Main Roads WA advise that the existing MRS road reservation on Guildford Road does not have the capacity to upgrade the Garratt Road intersection to a fully movement intersection.</p>	<p>Noted.</p>
<p><b>Low Density Subdivision and Infill Development</b></p>	
<p>The low densities of R40 and R60 will result in low density battle-axe subdivisions that are treeless heat sinks. (x41)</p> <p>Battle axe subdivisions will not achieve housing diversity required around train stations that are to be as busy as Bayswater.</p> <p>Bayswater is called 'the garden city' but in the 4 years I've been living here, I've only seen trees being chopped and gardens subdivided to build units on and gardens and green disappear. (x2)</p> <p>More density should be kept closer to the train station to protect the leafy green lots further out.</p> <p>The R60 medium density code makes it more viable for grouped dwellings rather than multiple dwellings, whereas this is not what the structure plan sets out to do.</p> <p>A minimum density of R80 with detailed design guidelines is more appropriate.</p> <p>Our society still largely retains its atavistic traits of liking a bit of space, and the Aussie back yard is deep within the souls of many, even if pressure of population and financial constraints mean that this evolves into shared rather than private space.</p> <p>R40 is the density code that consistently delivers the worst outcomes, not dense enough to make quality development feasible, but too dense to allow for retention of houses or trees, or the provision of useable outdoor spaces. The R40 code is responsible for the terrible planning outcomes in areas like Nollamara, Yokine, Belmont, and most of the treeless outer suburbs.</p> <p>I understand the R40 coding is most likely</p>	<p>The structure plan provisions and the City's new policy direction will provide a planning framework in which the types of low-quality development outcomes mentioned above will not be able to be developed, in particular:</p> <ul style="list-style-type: none"> <li>• The Structure Plan requires trees to be retained, relocated or replacement trees planted on site. In addition, the City's new draft Local Planning Policy in relation to <i>Trees on Private Land and Street Verges</i> will be considered in the near future and will require additional trees to be planted onsite and on street verges as part of new developments.</li> <li>• The Structure Plan makes provision for building height bonuses subject to incentive based development standards being satisfied in a building design. The Structure Plan allows for a maximum building height of three storeys in the R40 and four storeys in the R60 density coded areas, whereas the standard height in the R-Codes is two storeys in R40 density coded areas, two storeys for grouped dwellings and three storeys for multiple dwellings in R60 density coded areas.</li> </ul> <p>The City is preparing a local planning policy to ensure trees are integrated with new developments to combat the loss of trees in our urban areas.</p>

<p>intended to provide a 'transition' from the higher density Structure Plan area, to the lower density area outside the Structure Plan. But this code will, in fact, not provide for any sort of satisfactory 'transition'. Only if one considers 'height' to be the sole component of 'character', can R40 grouped dwellings be considered to maintain the 'character' of the existing residential surrounds. Because in all other ways – the predominance of garages and driveways, the lack of trees, the lack of street interaction, the absence of outdoor space, the respect for local materials, finishes and colours – the grouped dwellings that are being rolled out in Bayswater have no respect whatsoever for the established character of the area. I submit a far more likely means to provide a suitable interface will be to provide for more intensive development (e.g. R80) on the periphery sites, and to impose detailed design guidelines to ensure the fine-grained design responds to the local context.</p>	
<p>I am not opposed to the subdivision of backyards especially those that have laneways, this will need to consider style and design. Unit development should be kept to no more than 2 storeys and no more than 6 per 1000sqm.</p>	<p>Noted.</p>
<p><b>Topography of King William Street</b></p>	
<p>The topography of King William Street has not been considered. There is a large drop from the rear of the sites to the front. The proposed densities particularly between Bendigo Bank and Hill Street are too low to make any development viable due to the sloping blocks. The densities should be increased as it is the perfect location for development, with two storeys being screened by the hill. (x38)</p> <p>The structure plan ignores topography and solutions to address and it does not identify opportunities topography presents. (x3) Topography impacts the viability of developments.</p>	<p>The topography of a site is one of many constraints a developer must consider.</p> <p>The building heights and densities proposed in the King William Street Core area are considered to be suitable in order to not overwhelm the established heritage and character of the core centre area and to properly integrate with the Character Protection Area.</p> <p>Building height requirements are measured from the natural ground level at various locations on a site, which effectively considers the natural topography of a site as the building height of a development can either increase or decrease at various points following a site's contours.</p> <p>Although it is acknowledged that a sloping</p>



	<p>site can present a difficulty to development in some circumstances, opportunities can also arise, such as the ability to excavate and construct basement car parking.</p>
<p><b>Setbacks</b></p>	
<p>Reduce rear setbacks on properties that have a Right of Way - particularly in the core area of the town centre. The setbacks make quality development difficult. (x46)</p> <p>Differing property types are lumped together instead of considering fine-grained analysis of setbacks. (x32)</p> <p>A side setback of 3m is unreasonable in the town centre. The 3m setback was intended to apply to apartments, whereas it will apply to single houses and grouped dwellings too. The effect will be strangely shaped buildings, single or two storey buildings, or no development at all. (x4)</p> <p>Setbacks of between 3m and 6m are required to high voltage power lines. A property with high voltage power lines should be given a greater allowance to build up to other boundaries. (x2)</p> <p>High boundary walls would offer a cohesive future streetscape, befitting of a town centre. It is very common for town centres to allow continuous boundary-to-boundary development. (x2)</p> <p>High boundary walls in the King William Street core area will impact the amenity of neighbouring properties and will not be sympathetic to neighbouring heritage places. (x4)</p>	<p>It is considered that the setbacks requirements will provide differing urban forms in different parts of the town centre based on the different zonings and although the setback requirements may not be suitable in all situations, they can be varied where reasonable during the development application stage, at the discretion of the decision maker.</p> <p>Boundary to boundary development is encouraged in the core areas of the Structure Plan to emphasise the 'Main Street' character of the town centre as a vibrant and active place in keeping with the fine-grained subdivision pattern.</p> <p>Boundary walls and the application thereof will form part of the design guidelines to ensure proper integration with heritage properties.</p>
<p>Boundary wall heights should not be limited to two storeys on Beechboro Road South for the following reasons:</p> <p>The narrow lots create an undesirable built form. The majority of lots within the Beechboro Core Precinct are relatively narrow, being 15 to 16 metre wide lots. In our experience, this is likely to encourage low rise, poorly designed developments which would not provide density necessary</p>	<p>The proposed development incentive standards of the Structure Plan have been included to encourage quality development outcomes within these areas. The consolidation of typical narrow lots to achieve the preferred plot ratio and height, while providing adequate side spaces to allow natural light, breezes and appropriate scale, is preferred.</p>

<p>to support the ongoing viability of the town centre. Taking into account the specific attributes of the subject site and locality, and more specifically the intent for the Beechboro Core precinct to function as the highest-intensity sector within the Bayswater TOD, and the absence of any sensitive land uses or buildings within the Beechboro Core, we submit boundary walls of 4 storeys and greater is clearly appropriate.</p> <p>The sites on the northern side of Beechboro Road (between Drake Street and Foyle Road) are each commercial. It is highly unlikely that a five storey boundary wall would have an undue impact on these properties and there are no areas which would be particularly sensitive to overshadowing or building bulk.</p> <p>A five storey boundary wall allowance would offer a more cohesive future streetscape, befitting of a town centre context. It is very common for town centres to allow continuous boundary-to-boundary development.</p>	
<p>Clarification is needed about what the applicable boundary wall/setback is under the table as it states that a boundary wall is allowed for two storeys and then a nil side setback above.</p>	<p>This means that a nil side setback is permitted to the full height of the building.</p>
<p>Setbacks of between 3m and 6m are required to high voltage power lines (through Western Power regulations). The structure plan seems to ignore this by allowing or requiring nil setbacks to streets which have high voltage power lines. A property with high voltage power lines should be given a greater allowance to build up to other boundaries.</p>	<p>This will be considered at the development application stage.</p>
<p>The Draft BTCSP incentivises and enables developers to buy up multiple blocks to build additional storeys, build larger structures and have bigger plot ratios. And worst of all (as per Table 2 – Primary Controls Page 9 of the Draft BTCSP) the areas that are in KWC that are zoned R60 (where I live) and can be part of a multiple block are able to be built to 4 storeys with Nil side setback and Nil street setback and with a boundary wall height of 2</p>	<p>The setbacks proposed for the King William Street Core in combination with the density, height and zoning reflects this precinct's role as the heart of the town centre.</p>

<p>storeys. If developers buy land adjacent to me and have their way – which in my experience is they do - I will lose my entire amenity - my garden and house will be completely overshadowed. Especially since my property slopes down considerably from neighbouring properties.</p>	
<p>The setbacks applied have been applied on masse according to the designated precinct and lack the nuance to take into account the specific streets, particular sites, their role and interface with others properties.</p> <p>A particular case in point is the set-backs proposed in the A1 area of King William Street. This is a high street that will be mixed use. These should have nil set back to the front, as per any high street and as per the other commercial properties in the street. The combined impact of the proposed setbacks and lane widening requirement of maintaining a 6 metre laneway is that the developable parcel depth is reduced by approximately 12 metres which is significant on blocks of 35 – 40metres in depth). This represents a set-back of over 25% on key sites in the middle of a town centre and makes development for revitalisation unviable.</p>	<p>It is considered that the setbacks requirements will provide differing urban forms in different parts of the town centre based on the different zonings and although the setback requirements may not be suitable in all situations, they can be varied where reasonable during the development application stage, at the discretion of the decision maker.</p>
<b>Laneways</b>	
<p>Support the extension of the laneway behind King William Street to Bert Wright Park. (x2) Provide for commercial activation along the laneway behind properties on King William Street.</p> <p>Laneways should form a shared environment by vehicles and pedestrians and we should ensure quality interface design, activation and casual surveillance.</p> <p>Create circuit not liner flowing commercial areas, which give people an interesting path to walk. Utilise the laneways to achieve this in the town centre.</p>	<p>Noted. The City will prepare a streetscape plan following the structure planning process that will include specific measure to transform the laneways into an interesting and vibrant urban space in the town centre.</p> <p>New development requirements are proposed to be included in the Structure Plan to address laneway activation. This will be further investigated during the design guidelines process.</p>
<b>Process</b>	
<p>The structure plan needs to clearly and</p>	<p>The structure plan and any development</p>

<p>simply articulate the RAPID matrix for development submission process. Explanation as follows:</p> <p>R – Recommend. Who is the party recommending a development?  A - Agree. Who are the parties that need to agree with the details of the development submission?  P – Perform. Who will perform the processing of a development submission?  I – Input. Who are the parties (key stakeholders) who input to the development submission process?  D - Decide – Who is the decider (approver) of a development submission?</p> <p>There should be only one 'Decider'. Say who this is. Not all 'agree' parties need to agree. Their position is to support or not support an opportunity. The Decider body is the decision maker.</p> <p>The diagram "figure 21" does not delivery anything. There is no clear start or end, with a feedback loop for improvements or updates.</p> <p>I am disappointed that the pursuit of a structure plan for this area was not undertaken sooner.</p>	<p>applications are undertaken as per the requirements of the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i>.</p> <p>The processes clearly define the appropriate decision making body and ensure that the views of stakeholders are accounted for.</p> <p>One of the outcomes of the community engagement process was a clear difference in the community's vision for the town centre especially in terms of height and density. The structure plan aims to increase the local population within a walkable catchment of the town centre and the train station to make local businesses and the adaptive reuse of heritage buildings economically viable. The aim is to revitalise the town centre and enhance economic activity, while retaining the existing character, heritage and amenity, which is unique to the place and attracts residents and visitors to the area.</p>
<p>This structure plan needs to get most of the people in the Bayswater area on side rather than two or three warring factions. So, yes, I totally agree the town needs a facelift, it needs vibrancy, with more people living in the area but it has to be done sympathetically with the heritage buildings currently there AND with realistic goals. Not goals solely set by the City's consultants and out-of-town developers chasing the big bucks at the expense of people who actually have to live here.</p> <p>At the outset, I must say that the City's performance in undertaking this important planning project has been disappointing. The Structure Plan was commenced by Council only grudgingly, and was woefully underfunded. The result has been a generally underwhelming Structure Plan, lacking in ambition or vision for a town with so much potential, which I consider is</p>	<p>Noted.</p>

<p>unlikely to deliver the investment, activity, diversity and vibrancy that residents are seeking.</p>	
<b>Cycling</b>	
<p>Build cycle lanes along King William Street, from Station to river, to reduce local reliance on cars. King William Street is wide enough to have a hard barrier separating road from cycle path to protect cyclists.</p> <p>What steps are going to be taken to make King William a cycle link, as it is too dangerous now?</p>	<p>The City has constructed a 'bike boulevard' along Leake Street that connects Bayswater Train Station to the river.</p> <p>Streetscape upgrades in association with the structure plan are planned on King William Street with the objective of calming traffic, which will improve safety and make cycling more attractive.</p>
<p>Extend cycle lanes on Beechboro Road South to meet the train station underpass/ Principal Share Path and connect to the bike lanes outlined on King William Street/Coode Street.</p>	<p>The structure plan identifies the need to upgrade cycle infrastructure in the short to medium term on a number of key cycle route, including Beechboro Road South.</p>
<p>Include bicycle parking/lock up facilities on streets to encourage cycle use.</p>	<p>The structure plan includes incentives to increased building heights and plot ratio when public facilities and street improvements are implemented, which includes the provision of bicycle parking and lock up facilities.</p>
<b>Revitalise</b>	
<p>I have been a resident in the Bayswater area all of my life and sadly Bayswater has not moved with the times. There have been no significant improvements to the town centre. The centre needs a good mix of shops, cafes, areas for sitting, socializing outdoors, to serve the local residents and visitors and to be safe.</p> <p>We could have a town centre that keeps all the heritage buildings, but is a dead zone, so we lose the sense of a vibrant community. The centre is not busy and appealing, so development and investment is welcome. Any development MUST be balanced with the community's wishes for the character and amenity being maintained and enhanced.</p> <p>More cafes and shops doesn't depend on</p>	<p>The City acknowledges that the Bayswater Town Centre is in need of revitalisation.</p> <p>The structure plan aims to increase the local population within a walkable catchment of the town centre and the train station to make local businesses and the adaptive reuse of heritage buildings economically viable. The aim is to revitalise the town centre and enhance economic activity, while retaining the existing character, heritage and amenity, which is unique to the place and attracts residents and visitors to the area.</p> <p>The City will develop a Streetscape Plan and design guidelines for the town centre and is implementing ongoing place making initiatives to improve the character and amenity value of the town centre.</p>

<p>simply more people living in an area, but also when you keep a neighbourhood attractive so people want to travel a bit to get there (look at e.g. Guildford which is bustling with activity every weekend).</p> <p>A greater population within walking distance will attract new businesses without additional road traffic or parking issues.</p> <p>Of utmost importance is that the area is able to serve the current residents (i.e. we could have a town centre that keeps all the heritage buildings, but is a dead zone, so we lose the sense of a vibrant community). I believe the plan to significantly revitalise the area north of the train line, and partially south of the train line where there is more heritage value is a good compromise for the area.</p> <p>A good mix of shops and cafes/restaurants in the town with areas for sitting and socialising outdoors will hopefully attract people including people coming to Bayswater village from the station en-route to and from the airport and visitors from Riverside Gardens. I understand that quite a considerable percentage of people who walk their dogs down by the river come from other areas including the hills and the western coastal suburbs, sometimes as far away as Quinns Rocks! What an opportunity to attract and retain those people; to entice them to spend the whole day in Bayswater. So Bayswater needs to present a welcoming image to all visitors otherwise it's going to become sterile and devoid of atmosphere and charm.</p> <p>The structure plan has not identified critical interventions to the public realm that would support private development and investment. Given this is a re-development plan; we would expect that the City's commitment to upgrades of open space and streets by paving, lighting and planting should be clearly articulated. For example, for a café to invest in alfresco and verges on King William should be wider and established street trees should be planted.</p>	
<b>Bert Wright Park and the Civic Heart</b>	
The Library, Senior Citizens Centre and park	Noted. These ideas will be explored as part

<p>could be transformed into a more multi-function space and/or cultural centre. (x6)</p> <p>Civic pride to include stronger connection to the first people's cultural and social customs. (x3)</p> <p>Focus on the significance of water and underground springs and environmental wetlands. (x3)</p>	<p>of the Streetscape plan and design guidelines, which will in part focus on public realm upgrades.</p>
<p><b>Trees, Landscaping and Environment</b></p>	
<p>Increase the tree canopy, street trees and greening. Ensure that Bayswater lives up to its mantra as 'the Garden City' and address the urban heat island affect. (x4)</p> <p>We request additional budget be allocated to extend street-scaping along Beechboro Road South.</p> <p>A planting and planning commitment by the City is required to achieve 'greening' in line with the Urban Forest Strategy.</p> <p>Residents live here for the native wildlife and birdlife amongst the Wetlands, river parklands and old trees lining the streets. These areas are our urban playground and provide a dynamic and attractive place to live and with this type of liveability, a close community has developed.</p> <p>Provide a green link to the river via King William Street. (x3)</p> <p>The structure plan provides for mature tree retention, but has not identified which mature trees within private ownership are of environmental and amenity value.</p> <p>The requirements for tree retention are inadequate and do not reflect the true value of trees. Other Council have clear tree policies in their Town Planning Schemes that address issues, such as indicating all trees onsite as part of a development application and retaining trees where possible. In Bayswater, a developer usually clear-fells all the trees on the property.</p> <p>In relation to trees on the verge, Bayswater adopt a 2 for 1 view, which is laughable. (x3)</p>	<p>The City recognises the value the local community places on trees and greenery within the urban environment.</p> <p>The Structure Plan addresses trees within the urban environment by requiring mature trees to be identified onsite and retained where possible as part of new development applications. Alternatively replacement trees or an offset cost for the removal of mature trees can be provided.</p> <p>In addition street trees are to be provided where no street trees exist as part of new developments.</p> <p>The Structure Plan also includes sustainability, green roof and green wall incentives to encourage more greenery within the structure plan area.</p> <p>The City is also planning to implement streetscape upgrades within the town centre core areas that will likely include more street trees and green space on public land.</p> <p>The City is also in the process of developing a policy which will require trees to be planted onsite and on the street verge as part of development applications, throughout the City of Bayswater.</p> <p>The City is investigating the concept of placing a 'monetary value' on trees and how to properly address the issue when they are damaged or removed. This study is undertaken separately from the Structure Plan process.</p>

<p>If a developer wants to remove a tree then the true monetary value of the tree should be imposed to offset the trees value, this would make developers consider the design of developments to retain trees and the City would receive funds to plant additional trees. The City needs to change its attitude regarding trees by creating a healthy tree budget and valuing trees. (x2)</p>	
<p>The structure plan incorporates many viable and functioning areas of open space, in vast contrast to Meltham where no usable open space exists. (x2)</p> <p>With increases in people, I expect upgrades to public open space areas.</p> <p>There is inadequate public open space for increased number of residents.</p>	<p>Noted.</p> <p>Assessments as part of the Structure Plan process confirmed an adequate provision of open space for current and the projected future population within the study area.</p>
<p>Green walls and roofs should be mandatory, not just incentivised.</p> <p>Strict environmental guidelines should be imposed, i.e. no black/dark roofs, orientation, roof-top solar, gardens, green walls, deep root trees, retention of trees, footpath shade cover.</p> <p>It is so important with our planet's core warming each year that our town doesn't end up being an "urban heat island".</p>	<p>Noted.</p> <p>The City is investigating development provisions in relation to combatting the urban heat island effect as a separate project.</p>
<p>We would like to see stormwater drains in the area beautified (recent examples include new development in White Gum Valley and projects in Fremantle – and support available from the Water Corporation). One main drain area is within the Town Centre (between Beechboro Road South and Skew Road) so could be landscaped as part of these improvements to the Town Centre. Ideally projects like this would extend to all main stormwater drains running throughout the city.</p>	<p>Noted.</p>
<p>Waste management should be addressed at the planning stages.</p>	<p>Waste management is addressed at the development application stage.</p>



<p>Realise that density and the protection of the things that people love about Bayswater can go hand in hand. The trees and gardens, for example, are not threatened so much by York's King William St development, but by battle-axe subdivision in the surrounding areas. Bayswater could become a weary outer suburb in the inner ring of Perth, or could become a bustling town centre surrounded by interesting built form and even more green routes and spaces than it currently has.</p>	<p>Noted. Higher density does not have to result in less green space. Provisions in the Structure Plan and associated Council policies will ensure that new development addresses appropriate green space, tree planting and general landscaping.</p>
<p><b>Character</b></p>	
<p>I want my town centre to have a 'village' feel. (x3)</p> <p>Our reference point should be the areas in the vicinity of the train stations at Maylands and Bassendean. I want a liveable, pedestrian friendly heart for Bayswater.</p> <p>I want a liveable, pedestrian friendly heart for Bayswater.</p> <p>The King William centre needs to maintain its existing heritage, uniqueness and character and it needs to be identifiable as the "Bayswater Village". (x3)</p> <p>Don't let the King William centre become a soulless suburban retail centre like any other.</p> <p>I chose to live in a character house in Bayswater, specifically because people couldn't build a block of flats in their back yard – as was/is possible in Maylands for example.</p> <p>More cafes and shops in my opinion don't depend on simply more people living in an area, but also when you keep a neighbourhood attractive so people want to travel a bit to get there (look at e.g. Guildford which is bustling with activity every weekend).</p> <p>It is Bayswater Deserves Better's (BDB) view that if the built form of the KWC changes beyond recognition, if its heritage/character buildings are demolished and the precinct</p>	<p>A primary aim of the structure plan is to build upon the attributes most valued by the local community and encourage the development of a vibrant, green, connected and economically sustainable centre.</p> <p>The Structure Plan is intended to help facilitate the evolution of the Bayswater Town Centre into a mixed use town centre that builds upon the Bayswater Train Station, its associated retail areas and residential frame by way of appropriately located increased residential densities to contribute to the walkable catchment of local shops and the train station, thereby enhancing the vitality of local businesses.</p> <p>It is considered that the provisions of the Structure Plan, the future Streetscape Plan and design guidelines will address the enhancement and strengthening of the established character of the town centre.</p>

<p>comes to resemble any other newly developed retail centre, Bayswater town centre, with a unique sense of place, will cease to exist.</p> <p>Success with the future of Bayswater town centre - and our suburb - rests with the King William Core. It is the goose which lays the golden egg. You have a choice - turn our town centre into a unique destination place, with character and a genuine 'vibe', or let it become a soulless suburban retail centre like any other.</p> <p>I chose to live in a character house in Bayswater over other suburbs specifically because people couldn't build a block of flats in their back yard – as was/is possible in Maylands for example. All the houses behind me and my eastern side neighbour's house are part of the Bayswater Character Protection area – my home, an original workers cottage was surprisingly not included in this area.</p> <p>TPG has plonked an ersatz high rise town centre on top of the existing heritage village. There will be nothing left of Bayswater's unique heritage town centre and people will alight from the train to "experience" a soulless shopping precinct indistinguishable from any other new development in a new suburb.</p> <p>Palm tree roundabouts are rear heritage items in Perth, which exist in wealthy suburbs like Mosman. They should be systematically cultivated and extended outwards from the town centre as they will develop a sense of unique status.</p>	
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Financial Mechanisms	
<p>Differential rates/rate reductions or temporary exemptions to achieve the development standards detailed as incentives instead of additional height and ratios.</p> <p>Rates bonuses could be applied to commercial tenancies for heritage restoration and an award system for heritage excellence in such projects. (x2)</p> <p>I support differential rates/rate reductions or temporary exemptions to achieve the development standards in 4.3.3 instead of incentives for additional height and ratios.</p> <p>Do not support developer contributions, this creates uncertainty and can drive investment away from the area at the start. Developer contributions should be considered subject to the City identifying the necessary public works.</p> <p>Do not support higher rates, as costs should be resumed by rates due to increased densities, not by penalising the residents of Bayswater in advance.</p>	<p>Differential rates/rate reductions/rate bonuses or temporary exemptions would provide limited incentives to developers as the future buyer would benefit from the reduction, not the developer.</p> <p>Noted.</p>
Affordable and Diverse Housing	
<p>Increase the amount of affordable housing. A mix of people from diverse backgrounds and income levels should be provided for. (x3)</p> <p>Social and affordable housing targets should be identified in the Structure Plan to support incentives and other initiatives. Having these targets demonstrates that social and affordable housing is a key consideration for the area.</p> <p>Consider providing commercial plot ratio bonuses for affordable housing development.</p> <p>Consult with community housing providers and developers to determine feasibility of development densities, and on potential use of affordable housing incentives.</p> <p>Educate the community about the need for</p>	<p>The structure plan provides for housing diversity by allowing for and encouraging diverse housing typologies through the allocation of a number of different zonings and density, in order to cater for a diverse range of housing needs and a social mixture of people.</p> <p>Although no specific social and affordable housing targets are established in the structure plan, social housing is incentivised with height and plot ratio bonuses. A developer will be required to enter into an arrangement with a recognised affordable housing provider.</p> <p>There are no commercial plot ratio restrictions in the structure plan and commercial plot ratio bonuses are not considered to be an attractive incentive for</p>

<p>an increase in supply and overcoming misconceptions about affordable housing.</p> <p>We would like to ensure that opportunities for low-income earners and people requiring housing support is factored into new development here, as well as considered for all developments across the Town Centre.</p> <p>We believe the Centre should be home to a mix of people from diverse backgrounds and income levels and would like housing developments that both allow and support this.</p> <p>Consider partnerships with community housing and the Department of Housing (Communities) on City owned land within the Structure Plan area. The council owned piece of land in the core of the Structure Plan, located next to the Department of Communities (Housing) is likely to have a great potential to deliver social housing, alongside private rental, shared equity and affordable home ownership options.</p>	<p>developers.</p> <p>Noted.</p>
<p><b>Pedestrian Experience and Streetscape</b></p>	
<p>Concerned that a civic space/plaza is planned where the bus interchange will go. How will pedestrians use this space and interact safely with buses.</p>	<p>The location of a potential bus interchange and a civic space/plaza will form part of the current Bayswater Train Station upgrade design project. The detailed design of this space will ensure that these uses interact well together.</p>
<p>Important that streetscapes are attractive, shady and filled with trees. Additional budget should be allocated to extend streetscape upgrades along Beechboro Road South as well as the King William Core.</p>	<p>The City is planning streetscape upgrades within the town centre along King William Street. Streetscape improvements may also be considered along Beechboro Road South in the future.</p>
<p>Beautify stormwater drains, such as new developments in White Gum Valley and projects in Fremantle, support available from the Water Corporation. One main drain is between Beechboro Road South and Skew Road and could be landscaped as part of these improvements to the Town Centre. Ideally projects like this would extend to all main stormwater drains running throughout the city.</p>	<p>It is unlikely that the City could justify the expense of modifying existing stormwater infrastructure. These types of projects typically can be justified in greenfield areas, where stormwater infrastructure is not yet in place.</p>

<p>Public realm improvements that would support private development and investment. We would expect that the City's commitment to upgrades of open space and streets by paving, lighting and planting should be clearly articulated.</p>	<p>The Structure Plan outlines the broad direction for the land use planning of the Bayswater area, but does not specifically detail upgrades to open space areas, streets, lighting and landscaping. This design work could be undertaken as part of future place making initiatives based on the future streetscape plan and design guidelines.</p>
<p><b>Consultation</b></p>	
<p>I have always come away from the meetings (or workshops, or symposia, or whatever new name they get called) with a feeling somewhere between disappointment and dismay. Over and over, we hear them trot out the developers' line about what scale of buildings are "economically viable". Invariably "economically viable" is code for "most profitable", and fundamentally that means as big as can possibly be permitted.</p> <p>The BTCSP process was fatally flawed in that at no time during the consultation did TPG raise building height, openly and directly, as an issue in its own right, for consideration and discussion. Given that building height is a matter of magnitude, particularly in relation to the KVVC, we consider this to be major flaw.</p> <p>The City's consultants like things big. This desire comes out so strongly in everything they say, and when we gather round at each of these meetings, their 'facilitator' on whichever table we might happen to sit at just talks big and even bigger. Talk of small gets ignored, deflected and swept aside. It is a blatantly visible tactic towards achieving the outcome they seek. At one meeting they presented two options, a largely 8-storey town centre, or alternatively a 6-storey version and we were asked to choose between these two shockers. Talk of 3 or 4 storeys just got squashed. It was undemocratic, it should never have happened, and it has to be questioned whether this company is fit and able to do the job, or whether their contract should be revoked forthwith. (x4)</p> <p>The initial consultation process gave limited A or B options and future Bayswater planted members at each table, which made the</p>	<p>The structure plan and any development applications are undertaken as per the requirements of the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i>.</p> <p>A Community and Stakeholder Engagement Plan were prepared and adopted an approach based on extensive community and key stakeholder engagement. This approach also proposed a tried-tested approach by developing a number of value statements and development scenarios that bring together the views of key stakeholders, community and business and was tested at a series of workshops. A Community Advisory Group was established to represent the community and key community groups.</p>

<p>process feel underhanded.</p> <p>The meetings conducted by TPG regarding the structure plan were a major disappointment and all they did was push on the size of buildings to be "economically viable" i.e. "profit making for the developers" and at a meeting in the Drill Hall presenting two options – 8 storey town centre or a 6 storey option. In the last two years Bayswater Deserves Better has been talking 3 storeys and 12 metre height – this was not allowed to be discussed at TPG meetings and summarily dismissed. This tactic by TPG was overbearing and not democratic in any manner or form.</p>	
<p>Community members were told to move on and not discuss the Yolk development. Yet what Yolk has done is indicative of so many developers – they pay lip service to councils, residents and community groups and then ostensibly do whatever they like to reap optimum financial gain to the detriment of local amenity and residents.</p>	<p>The community had an opportunity to provide their comments as part of the development application process.</p>
<p>The State's heritage and planning laws pose major obstacles to achieving a respectful heritage response in the King William Core and these obstacles were never identified, let alone discussed by the community, during the consultation process. (x2)</p>	<p>The structure plan refers to the heritage listed places under the City's Municipal Heritage Inventory in the King William Street core area and the need to integrate heritage listed places into new development. It is considered that concerns regarding the protection and integration of heritage listed places with new development were discussed during the community consultation process.</p>
<p>There are many anomalies that exist between what the plan proposes and what the community sought when they provided feedback during workshops and surveys. We believe it is beholden of the City to respect the input provided by the community and respond to this appropriately in the planning documentation. (x5)</p>	<p>It is considered that the Structure Plan incorporates feedback received from the community during public consultation.</p>
<p>Better consultation with the investment and development industry is needed. (x3)</p>	<p>Noted.</p>

<b>Housing Evolution</b>	
<p>Many of the old quarter acre blocks are gradually going, and battle-axe development is an evolutionary step which is yielding increased density and shows societal readiness for an upward step in population density, but a small step, not a giant leap. A suburb which once almost entirely comprised single-storey dwellings has over the last quarter century embraced two-storey. It is therefore logical to presume that the next generation will see attractive condominium-style developments at three or four storeys as desirable in suburbs.</p>	<p>It is considered that battle-axe subdivision is a product of the land zoning and legislation that controls residential development rather than a natural evolution of housing in Bayswater.</p> <p>The City does acknowledge that higher density forms of housing, where appropriate, are becoming more acceptable with the community.</p>
<b>Local Development Plan Site (Corner of Coode Street and Railway Parade)</b>	
<p>The area is not assigned any specific height, and this looks distinctly underhand, as nobody knows what will follow. This was previously marked as being 8-storey development.</p> <p>Definitely no eight-storey development on the corner of Railway Parade and Coode Street. A maximum of four storeys - with setbacks - here, to respect the homes in Rose Avenue.</p> <p>Consider partnerships with community housing and the Department of Housing (Communities) on City owned land within the Structure Plan area.</p>	<p>The redevelopment of this site will require a Local Development Plan (LDP) to be prepared, which will be advertised to the local community. The LDP will consider provisions such as:</p> <ul style="list-style-type: none"> <li>• Land use</li> <li>• Density</li> <li>• Height</li> <li>• Setbacks</li> <li>• Landscaping</li> <li>• Access to Halliday Park</li> <li>• Interface with the surrounding area.</li> </ul>
<p>The car park is used by the Lacrosse Club and other recreational groups. Redevelopment will no longer facilitate these sporting clubs at Halliday Park. If you take away the parking, how will they be able to carry their equipment and where will families and spectators coming along to support them also park? Sports are a large part of a community.</p>	<p>The site currently provides important community functions that will need to be accounted for as part of any redevelopment of the site in the future.</p>
<p>The residents of Rose Ave are fearful of possibly being totally overpowered by large blocks of flats on land behind them (which currently are social housing units). They fear losing their privacy and also their right of light, especially for those with solar panels.</p>	<p>The future Local Development Plan will consider amenity impacts to all neighbouring properties and spaces, including the residents living in Rose Avenue.</p>

<p>Bayswater needs to be very careful on this part of the structure plan. Only a few days ago did I read about a group of residents in Wareana Street, Menora who successfully fought an overheight 5 level development proposed 10m from their rear boundary, resulting in overlooking from balconies and windows at a height of 14m+ directly into their rear yards. So should Rose Avenue residents be objected the same struggles, because right now that's what they are thinking is going to happen? Maybe a rethink into the high levels here need to be done sooner rather than later.</p>	
<p><b>Reinforce King William Street as the Heart</b></p>	
<p>Maintain the existing heritage identity that is readily identifiable as 'Bayswater Village'.</p> <p>Baysie Rollers survey demonstrated majority of residents consider this the retail 'heart' of the town centre. The historic heart needs more people, to provide a critical mass for retail and entertainment businesses, and to provide passive surveillance and enhance the perception of safety.</p> <p>Higher density is located on the north side, which will jeopardise the energy of the King William town centre.</p> <p>If King William Street is the core/heart then the proposed densities should be the highest in this area.</p>	<p>Although an increase in density is proposed on the northern side of the train line as well as the southern side, it is not considered that this will jeopardise the energy and function of King William Street.</p> <p>The preparation of design guidelines and a streetscape plan are planned in conjunction with the Structure Plan and will reinforce King William Street as the heart of the town centre.</p>
<p><b>Laneways</b></p>	
<p>Laneways should be widened to allow for adequate setbacks for access and sympathetic planning to the abutting lots of significant character buildings. (x2)</p>	<p>Laneways are required to be widened incrementally as part of a development application to enabled sufficient width to allow two-way vehicle access.</p> <p>This also enables better vehicle access to the rear of sites via laneways so that vehicle access does not compromise the amenity of the frontage of sites and the street, which is particularly important for those sites containing character buildings that front the street.</p>
<p>Council should purchase private land and</p>	<p>The Structure Plan identifies a link from the</p>



<p>create a pedestrian walk way through to Bert Wright Park and continue the pedestrian walk on the other side of Olfe Street.</p>	<p>laneway behind King William Street to Bert Wright Park.</p> <p>It is likely that this will be implemented as part of future negotiations for any redevelopment of 21 King William Street.</p>
<p><b>Vision</b></p>	
<p>The Executive Summary Vision Statement is laudable, however the Plan does not provide for the Implementation of the Vision. (x3)</p>	<p>Noted.</p>
<p>The plan does not address the development potential that young people, down-sizers who wish to age-in-place and people who wish to live in the Town Centre should be afforded the choice for housing and employment opportunities around this important transport hub.</p>	<p>The structure plan encourages variety in housing, which will increase the choice and price of housing in the local area, providing more options for young people and down-sizers.</p>
<p>Modern society and cities are decentralising and workers are no longer all working from the CBD. Many satellite cities provide jobs and services for the outer suburbs meaning infill particularly apartment style housing is becoming less desirable. Families are looking for properties with room to move, social interaction and green spaces. Developers are over developing and building for a future that isn't there.</p>	<p>The vision for the town centre is to provide a walkable transit oriented centre that is vibrant and compact and is consistent with the State Government's policies and vision for centres around train stations.</p>
<p>I am one of many who agree with all of these principles - an environmentalist who believes that density done well is completely necessary to protecting what we love and what makes a healthy natural and built environment. The guidelines for achieving this are not particularly difficult - the principles of New Urbanism and Transit-Oriented Developments have been around a long time but could be applied to Bayswater to great effect. Unfortunately, the current plan is too narrow in its scope to make Bayswater the town centre it could be.</p>	<p>The densities and heights proposed throughout the draft BTCSP are considered to balance the need to attract investment from the development industry to create a vibrant town centre, with the need to complement the established heritage character and human scale of the town centre.</p>
<p><b>High-level State Planning</b></p>	
<p>The structure plan does not adequately incorporate and align with the State</p>	<p>The Structure Plan is consistent with the objectives outlined in MetroHubs, which is to</p>

<p>Government's current plans and has been released for public comment prematurely and have therefore caused the community unnecessary re-work when the MetroHubs plans are released. The plan should be put on hold.</p> <p>The plan is inconsistent with the objectives of "Metrohubs" to provide sustainable and vibrant local communities. (x27)</p>	<p>generally provide for increases in density and activity around train stations to provide sustainable and vibrant local communities.</p>
<p>As this is an activity centre plan, we believe that it should include in Part 1 the critical City and PTA - Metronet interventions (public works) in the public realm and a staging plan.</p>	<p>Noted, however the plan is technically classed as a 'structure plan'.</p>
<p><b>Connections</b></p>	
<p>The structure plan has not provided a solution to the physical division of the centre by the railway line. We consider this is as a barrier to amenity and economic activity in the town centre, as it does not currently allow for integration of the two commercial strips, and for legible and direct pedestrian connection from one side to the other. (x4)</p> <p>The plan does not consider the implications to amenity by the addition of two Metronet lines (Morley-Ellenbrook and Forrestfield) merging into the City Centre, in term of increased frequency of trains passing by and implications this will have for "pedestrian linkages" over the train line.</p>	<p>The Structure Plan is centred on the train station and encourages increased density and activity on both sides of the rail line. As part of the future train station upgrade, the State Government is considering ways in which to transverse the train line without undue impact on amenity or economic activity.</p> <p>The latest information received from Metronet indicates their intention to increase the height of the bridge over King William Street and Coode Street and to widen the area below as a high amenity focal point linking the northern and southern end of the town centre.</p>
<p>A walk way could be created that continues on the other side of the Bert Wright Park of Olfe Street, through the old lane ways to the Swan River. This would encourage the flow of people to the river and the use for trains as a both local traffic and tourism potential to be expanded and be in keeping with Bayswater origins and history as a river community. (x2)</p> <p>Council should purchase this (Whatley Street side, behind 9-11 King William) laneway area and create a pedestrian walk way through to Bert Wright Park and continue the pedestrian walk on the other side of Olif Street.</p>	<p>This laneway discontinues at Station Street and does not provide a clear path through to the river.</p> <p>A more logical path runs along King William Street and provides an uninterrupted path to the river.</p>

<p>Ensure excellent and safe passage of pedestrians and cyclists across the train line – connecting the two sides of Bayswater.</p> <p>The Pedestrian Link between Hamilton Street and Rose Ave could be a key connection between the two sides of the railway line. Replacement of the beeping gates with an attractive overpass would add significant aesthetic appeal and be safer and more practical for pedestrians.</p> <p>The plan does not consider the implications to amenity by the addition of two Metronet lines (Morley-Ellenbrook and Forrestfield) in term of increased frequency of trains passing by and implications this will have for "pedestrian linkages" over the train line.</p>	<p>The State Government is in the process of creating a station access strategy, which will likely take into account pedestrian and cycle links over the rail line.</p> <p>The City will continue to liaise with the State Government with regards to providing high amenity and safe connections over the rail line, especially as the rail line will become busier in the future due to the frequency of trains using the rail line.</p>
<p>Creation of Beechboro Rd South/Guildford Rd tunnel.</p> <p>Walk bridge from Beechboro Rd South to station platform and King William Street.</p>	<p>Additional and alternative ways to transverse the train lines will be investigated as part of the detail design exercise of the Bayswater Train Station upgrade currently undertaken by Metronet.</p>
<p><b>Bus Interchange</b></p>	
<p>Do not support the "Potential Future Bus Interchange" location. Standing buses would increase the physical divide between the two sides and jeopardise the "key pedestrian linkage opportunity" and the amenity of apartment living surrounding the station. Any dedicated bus interchange should be located further away from the core of the centre. (x2)</p>	<p>Noted. It is recommended to remove the bus interchange from the Structure Plan as this will be considered by the State Government as part of the future train station upgrade.</p>
<p><b>Budget</b></p>	
<p>The City's performance in undertaking this important planning project has been disappointing. The Structure Plan was commenced grudgingly and was underfunded. The result, an underwhelming Structure Plan, lacking in ambition or vision for a town with so much potential, which I consider is unlikely to deliver the investment, activity, diversity and vibrancy that residents are seeking.</p>	<p>Noted.</p>

Residential Yield Calculations	
<p>The dwelling yields in Appendix 3 are incorrectly based on the assumption that the R40 coded areas will be developed with Multiple Dwellings. (x3)</p> <p>I question the calculations for the A4 block – the area of this block appears to be less than 3,000sqm, yet a figure of 3440sqm has been assessed. These issues mean the dwelling yield is inaccurate and the area would receive less development and therefore less investment than projected.</p> <p>2,500 dwelling under a "full build out" scenario are unrealistic due to the amount of strata and grouped dwelling developments and heritage constraints. (x3)</p>	<p>If the Structure Plan is approved, the zoning and density changes recommended will yield new dwelling estimates that will be recalculated.</p>
Prohibiting Multiple Dwellings	
<p>Multiple Dwellings are not listed as either Preferred or Contemplated below R50, which means they are intended to be prohibited.</p> <p>Bayswater is well serviced by 'family' type homes (e.g. 3+ bedrooms, 2+ car bays). The prohibition of multiple dwellings will undermine the objective of delivering housing diversity for other sectors of society (e.g. singles, young people, seniors etc.). Prohibiting apartments is unreasonable in areas within 400m of the train station. (x2)</p> <p>Developing to a height of 3 storeys is highly improbable in areas where multiple dwellings are prohibited.</p>	<p>It is considered that the range of zonings and densities included in the Structure Plan will yield a wide variety of housing typologies to cater for a range of household types.</p>
Development Assessment Panels	
<p>A maximum height of five storeys set out in the town planning scheme can easily become seven when a DAP is in control. (x4)</p> <p>DAPs make it easier for developers to disregard heritage integration, which leads to heritage demolition.</p> <p>DAP members are exercising way too much discretion, based on their own personal opinions. Councils have to insert solid or</p>	<p>DAP's are required to have due regard to the relevant planning provisions included in the BTCSP.</p> <p>Noted.</p>

<p>clear rules into their Town Planning Schemes.</p> <p>As we saw with the DAPs approval of Yolk's 7-storey apartment block at 9-11 King William Street, a maximum of five storeys set out in the town planning scheme can easily become seven when a DAP is in control. Similarly, fundamental conditions, such as parking requirements and building setbacks, can be ignored.</p> <p>As former Perth MHR and former State Planning Minister Alannah MacTiernan said, unelected DAP members are exercising way too much discretion, based on their own personal opinions. Ms MacTiernan said that for the planning system to work properly, Councils had to be allowed to insert solid or clear rules into their town planning schemes, avoiding any urge to be wishy-washy, and for DAPs to observe those rules when assessing development applications.</p> <p>The DAPs tendency to ignore local town planning schemes means that any building height maximum which the Council sets for Bayswater town centre will be ignored anyway! On the basis of past experience with the Yolk development, we should really be lobbying for a single storey height limit, so we end up with three (storeys). Crazy, mad and ludicrous.</p> <p>Under the DAP system, developers with development applications valued at \$2million or more are able to bypass local councils and, it seems, the requirements of their town planning schemes, to seek approval from a DAP.</p>	
<b>Commercial Area</b>	
<p>The plan indicates that all properties within the large core area must use the bottom floor for commercial purposes only. Has the City sought any independent commercial property or economic advice to support this approach? This requirement will be an impediment to investment. (x11)</p> <p>Until the demand for non-residential land uses matures, only require ground floors to achieve a minimum floor-to-ceiling height to</p>	<p>It is considered that the increase in local resident and visitor population as a result of the increase in density and vibrancy in the town centre, justifies the amount of ground floor commercial development envisioned in the structure plan, as confirmed by the Property Market and Feasibility Analysis undertaken by the AEC Group.</p>

<p>support commercial uses in the future. (x4) Reduce the commercial area to prevent commercial energy being dissipated.</p> <p>The commercial precinct should not be expanded, but should, if anything, be contracted. This will prevent the Town Centre energy being dissipated. ie. the Town Centre should not spread any further beyond the Bendigo Bank.</p>	
<b>Aged Persons</b>	
<p>50% of dwellings should be for over 50's in the centre core to enable walkability and access to shops, public transport and public open space.</p> <p>Dwellings should be provided for downsizes who wish to age in place.</p> <p>Aged housing could be located around Bert Wright Park to draw on the nearby facilities.</p>	<p>The Structure Plan provides for a greater number of houses and housing diversity through the allocation of a number of different zonings within a walkable distance to shops, public transport and public open space areas.</p> <p>The increase in the number of houses will allow greater choice in housing for older residents and the option to downsize if they wish.</p>
<p>A comprehensive medical centre and an aged care facility should be provided near the station within the central core.</p>	<p>The Structure Plan envisions a greater population within the Bayswater Town Centre where demand for a comprehensive medical centre may become economically feasible. The zonings proposed would allow for such a facility.</p> <p>Mertome Village currently provides aged care housing close to the Bayswater Town Centre. However if there is greater demand for aged care facilities, the zonings proposed in the structure plan can contemplate this use.</p>
<b>Education Establishments</b>	
<p>This structure plan falls within the local intake area for the Bayswater Primary School and Hillcrest Primary School.</p> <p>There is currently existing student accommodation capacity at both primary schools for future growth.</p> <p>However, both sites would have limited capacity for development due to site restraints. Further work would need to be</p>	<p>Noted.</p>

<p>commissioned to identify the ultimate development capacity for each site. (x2)</p>	
<p><b>Views and Vistas</b></p>	
<p>The plan does not mention vistas - views from and of buildings and units are opportunities.</p>	<p>Developers can identify and take advantage of views as part of their development application if they wish.</p>
<p><b>Service Upgrades</b></p>	
<p>Service upgrades should be installed to support the density proposed as opposed to piecemeal upgrades.</p> <p>Extend the Technical Advisory Group to include gas, electricity, water, sewer and phone/NBN service providers.</p>	<p>Noted.</p>
<p><b>Tourism</b></p>	
<p>The structure plan does not draw on the potential economic tourism opportunities of the Forrestfield Airport Link, including short stay accommodation, small shops and cafes.</p> <p>The Wetlands are so important to your residents; please consider linking the river via William Street into a revised plan. Page 84 states this has a long term timeframe for implementation. Perhaps you can look further, in that visitors to Perth may only one day stop in Bayswater if they are looking for a more green filled experience with our beautiful Swan River and native wildlife.</p> <p>Due to the Forrestfield Airport link, Bayswater has the opportunity to receive high tourist visitation. Cater for this by allowing for increased density in the town centre; allowing for land uses such as bars, restaurants, short term accommodation; encouraging investment in these land uses through planning laws that are not too onerous; and locating density in the town centre to protect the surrounding suburb from unsustainable battle-axe subdivision and similar. If this is not planned for it will be a huge missed opportunity for the first town centre that visitors see when leaving the airport.</p>	<p>The objective of the structure plan to create a vibrant town centre that will contain a range of land uses, such as short stay accommodation, small shops and cafes, to attract both local residents and visitors alike.</p> <p>The future Streetscape Plan will investigate the relationship and access between the town centre and the wetlands and river.</p> <p>Noted.</p>

Images	
<p>Figures 19a, b, c, d. Excellent!! Recommendation is to sell the potential of the development plan. Some visual examples (such as these) would be good in the front body of the document.</p> <p>Figure 21. This diagram doesn't deliver anything! No clear start or end! Suggest a beginning, development (inputs) and end (with feedback loop for improvement/update).</p> <p>With reference to page 78 of the Artist's impressions of the Draft Structure Plan I feel this is not in keeping with a heritage architectural concept. The buildings seem to imitate more Westfield Shopping Centre type design. The designs do not appear to incorporate any of the current buildings which concerns me greatly. With this I feel TPG do not have the forward thinking and ideas of the local residents in hand. It appears they do not understand the type of "vibrancy" nor "respect to heritage" its local's desire.</p>	<p>The image on page 78 demonstrates the scale envisioned and does not include any architectural or character considerations.</p> <p>Noted.</p>
Incentives	
<p>The vision of a "Garden City" with a "Quality Lifestyle" could be achieved with creating a 6 star Green Star rated town centre. Developers could be pitched in creating an urban centre using our Heritage facades to create vibrant buildings with rooftop gardens, water walls, solar generated energy and hidden laneway spaces of bars, cafes and art centres. Can't we lead the way in working towards reducing our energy emissions? On page 9 of this plan under point 4.3.3. you make mention of incentives for such developers.</p> <p>Incentives should motivate developers to deliver a higher quality, more sustainable development. Unfortunately, this has failed in other council areas, such as the City of Vincent because developments were being granted additional storeys by the DAP without achieving proper sustainable outcomes.</p>	<p>The Structure Plan includes development incentives to encourage developers to produce sustainable buildings and includes:</p> <ul style="list-style-type: none"> <li>• Quality design</li> <li>• Preserving and enhancing heritage</li> <li>• Lot amalgamation</li> <li>• Through-site connection</li> <li>• Public facilities and street improvements</li> <li>• Sustainable 6 star Green Star rating</li> <li>• Affordable housing</li> <li>• Discontinuance of non-conforming use</li> <li>• Quality green walls and roofs</li> </ul> <p>Integrating heritage into new development is both a requirement and an incentive in the Structure Plan.</p> <p>It is considered that the incentive of 10% affordable housing included in the Structure Plan will make the integration of affordable housing more attractive to developers.</p>



<p>Preserving and enhancing heritage as a development standard in the KWC should not be negotiable - it must be mandatory. To make it negotiable sets the bar far too low and effectively allows heritage to be "traded away" in favour of other development standards.</p> <p>Green walls and roofs should be mandatory, not just incentivised.</p> <p>I also would like to support the retention and reuse of heritage buildings and facades as part of CoB planning and design. Such as improved incentive based development standards, greater significance in heritage management and a priority and recognition within Council policy.</p> <p>Adopt improved Heritage Management - incentive based management development standards, which focuses upon style, and proportion including height, bulk and scale.</p> <p>The Cockburn Coast District Structure Plan produced by the City of Cockburn identifies a 20% affordable housing target, and highlights "affordable housing targets... enable representation of people in lower income brackets in the area."</p>	
<b>Staging</b>	
<p>The proposed Structure Plan pays no attention to a time line of development that would provide an opportunity to develop both sides of the town centre cohesively and in the most effective economic and social manner.</p>	<p>A staging plan is not considered necessary as development is guided by market demand and economic circumstances.</p>
<b>Balanced approach</b>	
<p>Bayswater is a difficult political environment, but you have the opportunity to please those who want to protect the natural environment, those who want development and activation, and those who want to protect heritage.</p>	<p>Noted.</p>

9/11 King William Street	
<p>Comments are based on a development proposal for 9/11 King William Street, Bayswater.</p> <p>The vision statement for the Bayswater Town Centre Structure Plan states a vibrant, green, transit-oriented and economically sustainable neighbourhood centre that exemplifies quality and innovative development solutions to respecting local character and heritage.</p> <ul style="list-style-type: none"> <li>• VIBRANCY - This development will not increase our vibrancy as can be seen by the York Development in Eighth Avenue Maylands whose commercial spaces on street level are still empty after two years.</li> <li>• There will be disruption to King William Street and the existing businesses for approximately twelve months.</li> <li>• Will Council compensate (as in Scarborough) businesses in our main street for loss of business?</li> <li>• GREEN - This development has NO respect for green at all and incorrectly depicts landscaping in its development proposal.</li> <li>• The Jacaranda Tree on this block is a heritage tree of significance. It has asocial value as it was the location of the first large community activation in the town site by the Baysie Rollers.</li> <li>• Voted tree of the year by radio ABC 720 Perth.</li> <li>• This tree is visible from the train station along with approximately twenty other Jacaranda trees which form the view scape from the train station, making it collectively significant.</li> <li>• TRANSIT - ORIENTED - It is near the train station. The number of parking bays has gone from 36 to 35, how is this a good thing?</li> <li>• ECONOMICALLY SUSTAINABLE - This is not normally a town planning concern, but with the over-supply of flats in the Perth metropolitan area we run the possibility of demolition and no development leaving a hole in</li> </ul>	<p>These comments relating to 9/11 King William Street are not considered directly relevant to the Structure Plan.</p>

<p>our main street.</p> <ul style="list-style-type: none"> <li>• With only 1 and 2 bedroom flats, we run the risk of them ending up as rented properties with little connection to our community.</li> <li>• QUALITY - This proposal is an environmental disaster with no renewable energy; no consideration of overshadowing neighbours solar panels; no areas to dry clothes (have to have electric dryers); boundary to boundary concrete.</li> <li>• INNOVATIVE - No innovation in this development at all. It is a bog standard block of flats that is NOT environmentally friendly. It is alien to the existing streetscape and disregards our existing amenity.</li> <li>• LOCAL CHARACTER - If you look at the proposal and the pathetic attempt to retain the façade of 11 King William Street, you will see that this façade will have to be demolished to create what York are proposing and we will end up with an imitation façade.</li> <li>• HERITAGE - This development has created strong public opinion in favour of retaining the town centre's heritage, with this view coming through loud and clear at the Bayswater town centre structure process and workshops.</li> <li>• We need to increase our infrastructure to accommodate extra families in our suburb. Both Bayswater Primary School and Saint Columba's Primary School are full to capacity and neither can take on any more construction or transportables.</li> </ul> <p>Council have rejected this proposal before and need to reject it again and do so otherwise it would be a tragedy for our town site.</p>	
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**Attachment 2**

No.	Opinion on Submissions	Comments on Structure Plan
1.	General comment	<ul style="list-style-type: none"> <li>• Security is a real issue in the area. We already have a substantial amount of public housing in and around Bayswater. I do not agree that anymore should be considered, in fact a reduction should be considered.</li> </ul>
2.	Support the structure plan with modifications	<ul style="list-style-type: none"> <li>• The structure plan is good for the area; however the densities and heights are too low for such an important area. Need to attract vibrancy to this area.</li> </ul>
3.	General comment	<ul style="list-style-type: none"> <li>• I find it hard to comment as there are NO drawings or artist impressions of the finished station area so we can envisage what the outcome will look like of the finished complex along with the landscaping of the areas. This is a definite requirement the first one that should be addressed. Is the station to be sunk or remain at the same level and what landscaping will occur around the complex joining the east side to the west side? How many platforms will be built and what width will they take up? The Bayswater Station area is very small and this is going to be a main transport hub so the design and layout has to be seen in the plan at the start.</li> <li>• What provision for drop off and pick up of passengers by car and bus have been made and the many people travelling to and from the airport?</li> <li>• As for the density drawings, I believe that 4-6 stories is much too high to fit in with the local area, I believe that 3-4 stories would be more appropriate.</li> <li>• Care must be taken to ensure that the buildings are of good Quality and with designs and finishes that fit in to the established buildings.</li> <li>• Internal sizes of units should be of family size to induce families to move into the area e.g. not developers putting up one bedroom units to cater for the fly in, fly out workers.</li> <li>• All the required parking spaces should be included in these new buildings, not paid for in lieu as I believe was the case with 9-11 King William Street.</li> <li>• Heritage buildings should be recognized and agreed upon and maybe allowed a grant so that the buildings or parts of buildings are saved, thus adding to the ambiance and character of the town.</li> <li>• In adding more accommodation to the area it must also take into account the schooling requirements of the extra children.</li> </ul>
4.	General comment	<ul style="list-style-type: none"> <li>• I have been considering the redevelopment of my property to realise the full potential of my investment, however the structure plan in its current form excludes my property by a few meters.</li> <li>• I will be excluded from redeveloping to a higher development potential, yet still be burdened by the overload of public conveniences and traffic congestion.</li> <li>• Please reconsider the boundaries of the structure plan to include Raleigh Road up to the storm water drainage canal prior to Clavering Road. The current boundary divides Raleigh Road at</li> </ul>

		no known natural area of separation, such as a street, ROW or nature strip.
5.	Not support the structure plan	<ul style="list-style-type: none"> <li>We are opposed to high rise above two storeys. Parking will become an issue and reduced sunshine will affect green spaces.</li> <li>High rises encourage unsavoury behaviour and too many people in a small place.</li> <li>You are putting in more people without providing extra facilities.</li> <li>Roberts Street will become a 'rat run'.</li> </ul>
6.	Support the structure plan with modifications	<ul style="list-style-type: none"> <li>I am disappointed that the pursuit of a structure plan for this area was not undertaken sooner.</li> <li>I support the up-zoning to R40 along Burnside Street, which represents a fair and reasonable transition to both protect established heritage values and allow for appropriate expansion and intensification.</li> <li>The densities along King William Street need to be reviewed and increased to reflect the scale of a centre appropriate for the first train stop from the airport, but in a manner that incentivises the retention of historical features.</li> <li>There is a massive strategic role this centre can play and I do not believe sufficient credence has been given to the opportunity on offer.</li> </ul>
7.	General comment	<ul style="list-style-type: none"> <li>I do not have off-street parking and find it difficult to find a car park on the street next to my house due to parking pressures from nearby schools, coffee shop patrons, people catching the train, church and temple visitors and people working in Bayswater Town Centre. I hope the parking management will look after residents who need street parking by having permanent residential parking permits on Murray Street.</li> </ul>
8.	Support the structure plan with modifications	<ul style="list-style-type: none"> <li>The structure plan is important as it will help to revitalise the town centre and increase business activity, which will support local business and council revenue. It is no secret that the town centre looks tired, even compared to town centres far from Perth City, such as Ellenbrook.</li> <li>The zoning discrepancies in the area bounded by Beechboro Road South and Avenell Road need to be addressed. There are big lots in this area, whose owners are keen to see their development potential increased. Some zonings in this area are proposed to remain as R17.5/25, which is a gross underutilization of prime development land.</li> <li>The zoning discrepancy between the lots on my side of the road being R17.5/25 and the other side of the road being R40 will not result in a visually appealing town centre. My lot and others in the area should be zoned mixed use or at least R60.</li> <li>There is no gradual tapering of the density on the eastern side of Beechboro Road South - the zoning drops suddenly from R60 to R17.5/25. The zoning interface is too big.</li> <li>The structure plan is a long-term document and as such the zonings need to be done with this in mind.</li> <li>The transport strategy should include a speed reduction on Beechboro Road South from the start of the structure plan area - to 30km/h for example. The area is hilly and currently most traffic travels above the speed limit. Enforcement through speed cameras or other measures should be undertaken.</li> </ul>

		<ul style="list-style-type: none"> <li>• Design guidelines should be developed to ensure and maintain quality development. The guidelines must be in place at the time of adoption of the structure plan.</li> <li>• Density should be supported where appropriate. Battle axe subdivisions will not achieve housing diversity required around train stations that are to be as busy as Bayswater.</li> </ul>
9.	Support the structure plan with modifications	<ul style="list-style-type: none"> <li>• Concerned about the new zonings within the structure plan around the town centre and the reclamation of laneways for new developments. These plans do not impact our property directly, but we are concerned about the way they will change and reshape the centre and be unsympathetic with the surrounding architecture.</li> <li>• We feel the proposed 4-5 storey developments along King William Street and the 3-4 storey developments around Burnside Almondbury and Georgina Streets are too high and will dwarf and sit uncomfortably with the existing architecture. We would hate to see the development of highrise buildings along the main streets towering over existing residential areas, losing a sense of openness and cohesiveness. We have seen this happen in many places in Perth, such as Subiaco, which is a good example of how disastrous this can be for a suburb that has so much going for it.</li> <li>• Is there actually a need for so many multi-storey apartments, or is this demand coming from people with a vested interest in development?</li> <li>• We would prefer to see 2-3 storey buildings and more open space between developments. The proposed plans for the town centre retain the park but do not provide additional open space between the buildings to offset the development.</li> <li>• It appears the Bayswater hotel could become a 4-6 storey development that would dwarf the small, heritage houses behind it.</li> <li>• 3-4 storey buildings around Burnside Street, Nanhob Street and Almondbury Street would be a shame; it is very pretty around there.</li> </ul>
10.	Support the structure plan with modifications	<ul style="list-style-type: none"> <li>• The Structure plan was prepared before the new State Government announced Metronet and the Ellenbrook line. Bayswater will now be a key Metronet Station and therefore a more important Activity Centre. Accordingly the plan needs to be reviewed and updated to ensure it integrates with the current planning being undertaken for the Bayswater Train Station and the \$86.2 million allocated to it.</li> <li>• Densities proposed in the 'core' area are only medium density (RAC3) or lower 'neighbourhood' (R60). These are too low for the core and will not create the vibrant centre desired by the community. Densities need to be higher to attract investment, people and jobs into the area, or nothing will change.</li> <li>• Density in the King William Street/Whatley Crescent area is lower than the west side for some unexplained reason. To support the status of the King William Street/Whatley Crescent area as the key shopping/retail area, it needs increased zonings on these streets to create a high street with retail, hospitality and other businesses.</li> <li>• Extend the proposed higher zoning for development further down</li> </ul>

		<p>King William Street to Almondbury Street to enable more people to utilise the library, park and senior citizens centre, and to create a strip of shops, cafes and other places to visit.</p> <ul style="list-style-type: none"> <li>• Address design quality by providing sufficient resources to prepare Design Guidelines that are in line with 'Design WA' policies.</li> <li>• Increase the minimum height of only two storeys in the core precinct shopping area. Two storeys represent no change and will not optimise this important transport precinct and town centre - nor does it address the environmental issues caused by urban sprawl.</li> <li>• Develop the key technical reports that area missing, including environmental issues (proper provision of green spaces and environmentally sensitive design), a comprehensive transport, traffic and parking management study (to create a more pedestrian friendly town centre) and a full economic and retail analysis study.</li> </ul>
<p>11.</p>	<p><b>Support the structure plan with modifications</b></p>	<ul style="list-style-type: none"> <li>• Increase the densities proposed in the 'Core' area / central area of the plan in King William Street and Whatley Crescent. They currently are only medium density or even lower at an R60 neighbourhood zoning, which is under scaled for the core of a town centre and important transport hub. Currently the densities proposed for this area are lower than those in areas outside. The heart of the town centre. The King William Whatley Crescent area is the main shopping and retail area and should have the highest mixed use zonings to create a main street environment with more retail, hospitality and other business types, supported with more people living in the heart of the town centre. Such inappropriate zonings will not result in revitalization nor will it create the conditions that spur investment and jobs in an area that really needs it.</li> <li>• The higher density A2 zoning currently truncates abruptly on one side of King William Street, straight after the current Bendigo Bank (old Post Office) site. If the heritage listed old Post Office site can have a higher zoning - surely the houses that are next to it (up to Hill Street or Almondbury Street) should also have the higher zoning to ensure continuity of heights on both sides of the street. These sites have nearly a two storey gradient from back to front of each lot. Three storey developments, when you lose two storeys to the gradient are not viable. The densities on these lots should be increased substantially.</li> <li>• The A2 zoning should be raised and also continue further down King William Street to Almondbury Street to enable more people to access and utilise the City of Bayswater's key assets of Bert Wright Park, the Library and senior citizens' centre. This will also create a strip of shops, cafes and other places to visit like other vibrant high streets.</li> <li>• The plan lacks any assessment of how to enhance the local environment. The City needs to undertake a proper environmental study to ensure that there is the proper provision of green spaces and environmentally sensitive design - to improve the comfort and amenity of the town centre.</li> <li>• Review the plan once a proper assessment has been done by experts in property and economic development to assess if what</li> </ul>

		<p>is proposed will actually create the conditions that will drive investment and sustainable business operations in the town centre. This analysis has not been done There is no detailed economic or retail demand assessment - this needs to be done to prove what is planned is viable.</p> <ul style="list-style-type: none"> <li>• The City needs to employ experts in transport (planning to conduct a comprehensive transport and traffic management study, so that effective strategies can be put in place to better manage traffic, parking and to create a more pedestrian friendly town centre. This expert analysis should also consider what planning is being done by the State Government with the creation of a new Bayswater Train Station (and has been allocated \$86 million in funding) and then revise the Structure Plan to ensure it integrates with this station planning.</li> <li>• Reduce the proposed rear setbacks on properties that have a Right of Way (ROW) at their rear - particularly in the core area of the town centre. Cumently houses with ROW are treated the same as properties who directly adjoin houses to their rear. The setbacks make quality development challenging in the middle of a town centre, if not impossible.</li> <li>• Develop a detailed and specific set of Design Guidelines that reflect the character of the area as well as the new 'Design WA' policies to ensure quality developments are undertaken in the town centre.</li> <li>• The plan needs to better address urban sprawl and the constant removal of the urban tree canopy that are resulting from low density subdivisions. This can be done by creating higher density around transport oriented hubs rather than through the suburbs, with high density developments requiring deep soil zones for tree planting. The current designation of two storey minimum heights in the core precinct area will not do this as it provides no change to what is currently allowed will result in poor quality outcomes.</li> </ul>
<p>12.</p>	<p><b>Support the structure plan with modifications</b></p>	<ul style="list-style-type: none"> <li>• Determine what planning is being done by the State Government with the Bayswater Train Station (which has been allocated \$86 million in funding) and then revise the Structure Plan to ensure it integrates with the planning for the station.</li> <li>• Ensure quality developments are undertaken in the town centre that reflect the unique character of the area by developing specific and detailed Design Guidelines that reflect Design WA policies.</li> <li>• A proper analysis needs to be done regarding key sustainability factors such as proposed green zones, sustainable building requirements, traffic calming (as part of a proper transport strategy) and improved provision for pedestrian access and cyclists. A review of parking is also needed.</li> <li>• Review the plan once a proper assessment has been done by property / economic development experts to assess if what the plan proposes will actually create the conditions that will drive investment and sustainable business development in the town centre.</li> <li>• Take action regarding urban sprawl which is seeing the degradation of the local environment from low density subdivisions that result in treeless, heat sink developments. Create much higher density provision only in strategic locations</li> </ul>



		<p>around this important transport oriented hub to reduce tree canopy loss, with identified deep soil zones space requirements and for tree planting.</p> <ul style="list-style-type: none"> <li>• The current recommendation of two storey minimum heights in the core precinct area delivers no change to what is currently allowed and will result in not enough people living within the town centre to make revitalization of a commercial precinct viable. Two storey developments should not be considered appropriate in a strategic transport oriented hub and town centre.</li> <li>• The densities in the Core Area of the plan are way too low to create a revitalised Transport Oriented Hub. The proposed medium density or lower 'neighbourhood' density of (R60) which is proposed in a number of key central areas is totally inappropriate for what will be one of Perth's most important Transport Oriented Precincts. The City's proposed approach will result in little development – or poor quality development that will not enhance the town centre.</li> <li>• Focus the increases in the proposed densities further along King William Street to Hill or Almondbury Streets. King William Street is the main shopping and retail area (surveys show this) and should have the highest mixed use zonings for commercial development to foster a main street environment, with more people living in the heart of the town centre (shop top living) that creates greater direct demand for more retail, hospitality services (e.g. cafes, small bar; restaurants) and other businesses – which generates jobs.</li> <li>• The topography of King William Street has not been considered. There is a 1.5 – 2.0 storey drop from the rear of the sites to the front. The proposed densities particularly between Bendigo Bank and Hill Street are too low to make any development viable due to the sloping blocks. The densities should be increased as it is the perfect location for development, with two storeys being screened by the hill. This will create a high street environment that the community is seeking.</li> <li>• The City of Bayswater needs to propose more balanced development along King William Street having similar densities on both sides of the street. The A2 zoning currently stops on one side of King William Street at Bendigo Bank site, while continuing down the other side of the street. The Bendigo Bank site is heritage listed, but still has a higher zoning than neighbouring properties that have no heritage significance. The A2 area continue down to Hill Street to ensure that a greater number of residents directly access the Library, Bert Wright Park, and Senior Citizens' Centre.</li> <li>• Differing property types are all lumped in together, rather than considering a finer grain analysis of what is needed for boundary setbacks. The current proposed setbacks on some properties make quality development in the middle of the town centre very challenging if not impossible. The proposed rear setbacks on properties that have a Right of Way (ROW) at their rear - particularly in the core area of the town centre should be as per those in the A2 area.</li> </ul>
13.	Support the structure plan	<ul style="list-style-type: none"> <li>• Determine what planning is being done by the State Government with the Bayswater Train Station (which has been allocated \$86</li> </ul>

	with modifications	<p>million in funding) and then revise the Structure Plan to ensure it integrates with the planning for the station.</p> <ul style="list-style-type: none"> <li>• Ensure quality developments are undertaken in the town centre that reflect the unique character of the area by developing specific and detailed Design Guidelines that reflect Design WA policies.</li> <li>• A proper analysis needs to be done regarding key sustainability factors such as proposed green zones, sustainable building requirements, traffic calming (as part of a proper transport strategy) and improved provision for pedestrian access and cyclists. A review of parking is also needed.</li> <li>• Review the plan once a proper assessment has been done by property / economic development experts to assess if what the plan proposes will actually create the conditions that will drive investment and sustainable business development in the town centre.</li> <li>• Take action regarding urban sprawl which is seeing the degradation of the local environment from low density subdivisions that result in treeless, heat sink developments. Create much higher density provision only in strategic locations around this important transport oriented hub to reduce tree canopy loss, with identified deep soil zones space requirements and for tree planting.</li> <li>• The current recommendation of two storey minimum heights in the core precinct area delivers no change to what is currently allowed and will result in not enough people living within the town centre to make revitalization of a commercial precinct viable. Two storey developments should not be considered appropriate in a strategic transport oriented hub and town centre.</li> <li>• The densities in the Core Area of the plan are way too low to create a revitalised Transport Oriented Hub. The proposed medium density or lower 'neighbourhood' density of (R60) which is proposed in a number of key central areas is totally inappropriate for what will be one of Perth's most important Transport Oriented Precincts. The City's proposed approach will result in little development – or poor quality development that will not enhance the town centre.</li> <li>• Focus the increases in the proposed densities further along King William Street to Hill or Almondbury Streets. King William Street is the main shopping and retail area (surveys show this) and should have the highest mixed use zonings for commercial development to foster a main street environment, with more people living in the heart of the town centre (shop top living) that creates greater direct demand for more retail, hospitality services (e.g. cafes, small bar; restaurants) and other businesses – which generates jobs.</li> <li>• The topography of King William Street has not been considered. There is a 1.5 – 2.0 storey drop from the rear of the sites to the front. The proposed densities particularly between Bendigo Bank and Hill Street are too low to make any development viable due to the sloping blocks. The densities should be increased as it is the perfect location for development, with two storeys being screened by the hill. This will create a high street environment that the community is seeking.</li> </ul>
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<p>14.</p>	<p><b>Support the structure plan with modifications</b></p>	<ul style="list-style-type: none"> <li>• Determine what planning is being done by the State Government with the Bayswater Train Station (which has been allocated \$86 million in funding) and then revise the Structure Plan to ensure it integrates with the planning for the station.</li> <li>• Ensure quality developments are undertaken in the town centre that reflect the unique character of the area by developing specific and detailed Design Guidelines that reflect Design WA policies.</li> <li>• A proper analysis needs to be done regarding key sustainability factors such as proposed green zones, sustainable building requirements, traffic calming (as part of a proper transport strategy) and improved provision for pedestrian access and cyclists. A review of parking is also needed.</li> <li>• Review the plan once a proper assessment has been done by property / economic development experts to assess if what the plan proposes will actually create the conditions that will drive investment and sustainable business development in the town centre.</li> <li>• Take action regarding urban sprawl which is seeing the degradation of the local environment from low density subdivisions that result in treeless, heat sink developments. Create much higher density provision only in strategic locations around this important transport oriented hub to reduce tree canopy loss, with identified deep soil zones space requirements and for tree planting.</li> <li>• The current recommendation of two storey minimum heights in the core precinct area delivers no change to what is currently allowed and will result in not enough people living within the town centre to make revitalization of a commercial precinct viable. Two storey developments should not be considered appropriate in a strategic transport oriented hub and town centre.</li> <li>• The densities in the Core Area of the plan are way too low to create a revitalised Transport Oriented Hub. The proposed medium density or lower 'neighbourhood' density of (R60) which is proposed in a number of key central areas is totally</li> </ul>

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		<p>density proposed (noting commercial requirements.</p> <p>b) Electricity supply is appropriately for maximum development density proposed (phase balancing, phase/load availability for commercial and residential development)</p> <p>c) Water supply sized appropriately for maximum development density proposed (noting commercial requirements)</p> <p>d) Sewage infrastructure sized appropriately for maximum development density proposed (noting commercial requirements)</p> <p>e) Telephone/NBN fibre infrastructure sized appropriately for maximum development density proposed (noting commercial requirements)</p> <ul style="list-style-type: none"> <li>• City of Bayswater needs to make specific provision for commercial laneway development. Suitable areas are existing laneways off Whatley Crescent behind properties on King William Street and Whatley Crescent (both sides of King William St/Whatley Cres junction)</li> <li>• Technical Advisory Group to be extended to include key service providers detailed in item 12. above.</li> <li>• Transparency on process. Structure plan needs to clearly and simply articulate the RAPID matrix for development submission process. Explanation as follows:  R – Recommend. Who is the party recommending a development?  A - Agree. Who are the parties that need to agree with the details of the development submission?  P – Perform. Who will perform the processing of a development submission?  I – Input. Who are the parties (key stakeholders) who input to the development submission process?  D - Decide – Who is the decider (approver) of a development submission?  There should be only one 'Decider'. Say who this is. Not all 'agree' parties need to agree. Their position is to support or not support an opportunity. The Decider body is the decision maker.</li> <li>• Local Bike Plan. City of Bayswater to make specific provision for dedicated cycle lanes along King William Street (from Station to river) to reduce local reliance on cars. King William Street is wide enough to have a hard barrier separating road from cycle path to protect cyclists. King William Street precinct to include bicycle parking/lock p facilities on streets to encourage cycle use.</li> <li>• Heritage Protection. Major rezoning for high density development will have an adverse effect on property value for heritage properties where development is not an option. Example – property adjacent to vacant block on Hamilton Street near Bert Wright Park. Will property owners be compensated by Bayswater Council upon rezoning? This is a BIG issue.</li> <li>• Figures 19a, b, c, d. Excellent!! Recommendation is to sell the potential of the development plan. Some visual examples (such as these) would be good in the front body of the document.</li> <li>• Figure 21. This diagram doesn't deliver anything! No clear start or end! Suggest a beginning, development (inputs) and end (with feedback loop for improvement/update).</li> </ul>
18.	Support the structure plan	<ul style="list-style-type: none"> <li>• Increase the densities proposed in the 'Core' area / central area of the plan in King William Street and Whatley Crescent. They</li> </ul>

	with modifications	<p>currently are only medium density or even lower at an R60 neighbourhood zoning, which is under scaled for the core of a town centre and important transport hub. Currently the densities proposed for this area are lower than those in areas outside. The heart of the town centre. The King William Whatley Crescent area is the main shopping and retail area and should have the highest mixed use zonings to create a main street environment with more retail, hospitality and other business types, supported with more people living in the heart of the town centre. Such inappropriate zonings will not result in revitalization nor will it create the conditions that spur investment and jobs in an area that really needs it.</p> <ul style="list-style-type: none"> <li>• The higher density A2 zoning currently truncates abruptly on one side of King William Street, straight after the current Bendigo Bank (old Post Office) site. If the heritage listed old Post Office site can have a higher zoning - surely the houses that are next to it (up to Hill Street or Almondbury Street) should also have the higher zoning to ensure continuity of heights on both sides of the street. These sites have nearly a two storey gradient from back to front of each lot. Three storey developments, when you lose two storeys to the gradient are not viable. The densities on these lots should be increased substantially.</li> <li>• The A2 zoning should be raised and also continue further down King William Street to Almondbury Street to enable more people to access and utilise the City of Bayswater's key assets of Bert Wright Park, the Library and senior citizens' centre. This will also create a strip of shops, cafes and other places to visit like other vibrant high streets.</li> <li>• The plan lacks any assessment of how to enhance the local environment. The City needs to undertake a proper environmental study to ensure that there is the proper provision of green spaces and environmentally sensitive design - to improve the comfort and amenity of the town centre.</li> <li>• Review the plan once a proper assessment has been done by experts in property and economic development to assess if what is proposed will actually create the conditions that will drive investment and sustainable business operations in the town centre. This analysis has not been done There is no detailed economic or retail demand assessment - this needs to be done to prove what is planned is viable.</li> <li>• The City needs to employ experts in transport (planning to conduct a comprehensive transport and traffic management study, so that effective strategies can be put in place to better manage traffic, parking and to create a more pedestrian friendly town centre. This expert analysis should also consider what planning is being done by the State Government with the creation of a new Bayswater Train Station (and has been allocated \$86 million in funding) and then revise the Structure Plan to ensure it integrates with this station planning.</li> <li>• Reduce the proposed rear setbacks on properties that have a Right of Way (ROW) at their rear - particularly in the core area of the town centre. Currently houses with ROW are treated the same as properties who directly adjoin houses to their rear. The setbacks make quality development challenging in the middle of</li> </ul>
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		<p>a town centre, if not impossible.</p> <ul style="list-style-type: none"> <li>• Develop a detailed and specific set of Design Guidelines that reflect the character of the area as well as the new 'Design WA' policies to ensure quality developments are undertaken in the town centre.</li> <li>• The plan needs to better address urban sprawl and the constant removal of the urban tree canopy that are resulting from low density subdivisions. This can be done by creating higher density around transport oriented hubs rather than through the suburbs, with high density developments requiring deep soil zones for tree planting. The current designation of two storey minimum heights in the core precinct area will not do this as it provides no change to what is currently allowed will result in poor quality outcomes.</li> </ul>
<p>19.</p>	<p>Support the structure plan with modifications</p>	<ul style="list-style-type: none"> <li>• I am highly supportive of the draft structure plan and commend the Council and staff on the community engagement to date. I am supportive of a vision for Bayswater that acknowledges and maintains the history of the area, but allows for the growth of the centre to meet the needs of the current and future occupants.</li> <li>• Keeping the key historical buildings such as the Post Office and Bayswater Hotel is important, but allowing others that have minimal recognisable period value, and are restrictive to modern uses should be allowed to be replaced where the future structure adds to the character of the town centre.</li> <li>• Of utmost importance is that the area is able to serve the current residents (i.e. we could have a town centre that keeps all the heritage buildings, but is a dead zone, so we lose the sense of a vibrant community). I believe the plan to significantly revitalise the area north of the train line, and partially south of the train line where there is more heritage value is a good compromise for the area.</li> <li>• I am strongly supportive of the six storey height being considered adjacent to the train station and gradual lowering to blend into the suburb.</li> <li>• The only criticism I have of the draft plan is the dismissal of parking issues. There is already a significant parking issue associated with the train station – it is bad enough at normal times, but with the current works for Forrestfield Airport Link (FAL), Railway Parade is often full by 630am on weekdays (without FAL, Railway Parade and the Transperth carpark on the north side of the trainline is full by 730am). This has issues for local residents, such as no parking for visitors or tradesmen. I note that Bayswater Council has previously been concerned with the issue of parking availability around Bayswater train station, with a report presented to Council in 2013. I also note that Councillors have raised the issue previously and solutions have been put in place in other areas of Bayswater. (<a href="http://perthvoiceinteractive.com/2014/06/27/all-day-parking-in-firing-line/">http://perthvoiceinteractive.com/2014/06/27/all-day-parking-in-firing-line/</a>). As such, the structure plan and vision really needs to consider that parking issues will only get worse if not addressed, particularly with higher density, and the vision for a car free centre is not realistic.</li> <li>• I understand that PTA needs to address the issue of parking for train travellers (and that this may be done as part of the train station upgrade), but it should be considered with the structure</li> </ul>

		<p>plan. Given the plans to increase building heights, there may be an opportunity to address this issue by allowing for a multi-storey carpark on the current site of the larger carpark to the southwest of the train station. This could be a combination of going underground into the hill, or above ground to match the height of potential future surrounding buildings. Being in the railway reserve, I'm not sure if provisions can be made in the structure plan to facilitate this in the future, but if so, I would recommend they are added.</p> <ul style="list-style-type: none"> <li>• Along a similar vein, the possible undergrounding of the train line to remove the division between the two sides of the train line and deal with truck height issues should also be considered in light of the potential higher buildings. I am aware of the engineering issues associated with undergrounding the line, however, given the move to taller buildings, thought should be given to potentially raising the train line for the town centre area. Raising the train line, would allow for the free movement of people and vehicles underneath, and create new space. This new space could be used as open space (a community gathering area), green space to emphasise the garden city theme, permanent shops/cafes or pop-up varieties to bring the community into the area, or even car parking. Again, while this is beyond the structure plan, it's worth Council considering how the train station could be incorporated to fit into the future town centre.</li> </ul>
20.	General comment	<ul style="list-style-type: none"> <li>• Concern with traffic through the Coode Street underpass. Whatley Crescent is a major access route to the City and King William Street/Coode Street allows for transit between the river and Morley/Dianella. Increasing local traffic through a greater residential density may compound traffic problems in the area. A further problem is excessive and dangerous traffic in side streets around the village.</li> </ul>
21.	Support the structure plan with modifications	<ul style="list-style-type: none"> <li>• The area between Beechboro Road South and Avenell Road in the north corridor has remained untouched in the proposed structure plan.</li> <li>• The zoning of the blocks is inconsistent with the proposed zoning of the blocks to the east and west being R40 and R60 respectively.</li> <li>• Many blocks in the area 1000sqm plus and prime for development. Leaving the zoning as it will result in a missed opportunity and a gross underutilisation of land so close to the train station and not in line with directions 2031.</li> <li>• We propose that the blocks be zoned R40/60 so that big blocks can use the higher coding and small blocks use the R40 zoning, which will be consistent with the areas to the east and west of the area.</li> <li>• Beechboro Road South is a major road, which is conducive to higher densities than R25. Homeowners on Beechboro Road South are left with all the downsides of greatly increased traffic and associated noise and also losing out on zoning changes.</li> <li>• All eyes are on Bayswater at the moment, so this is a once in a lifetime opportunity to make the most of it.</li> <li>• If the large blocks of land were going to be underutilised, then why were they included in the structure plan in the first place?</li> </ul>
22.	Not support	<ul style="list-style-type: none"> <li>• We were attracted to live in Bayswater by the heritage of the</li> </ul>

	<p>the structure plan.</p>	<p>area and its character homes and buildings, together with the central location; being close to the city, river, and variety of transport options.</p> <ul style="list-style-type: none"> <li>• We also liked the full-sized blocks of land with single character dwellings, and it appeared that the residents were happy to maintain their homes and gardens with pride. We are an example of those residents who take pride in where we live and enjoy as much as we can about living in our wonderful community. We appreciate that change is imminent and welcome development proposals that are tasteful, keep external design within the heritage/character style of the existing buildings and dwellings, yet utilise modern advancements in smart design for the future liveability and sustainability of our community, environment and economy.</li> <li>• I cite the proposed development at 9-11 King William Street as an example of a hideous external design that does not fit in with the existing character and heritage of the surrounding buildings and streetscape. It looks like a box from every angle, is far too high, which will make it stick out like an ugly, sore thumb, and given the community outrage, should never have been approved.</li> <li>• The draft structure plan appears to allow for more of these offensive developments, due to height allowances for proposed developments. Many large European cities have managed to incorporate new developments into their existing cities, because new building heights are within the range of existing building heights, and exterior design maintains the character and amenity of the city.</li> <li>• Furthermore, it is vital that environmentally friendly design and build is utilised in any new developments, and issues such as waste management are addressed at the planning stages.</li> <li>• The train station divides the Bayswater Town Centre and ideally, it should be sunk to integrate the complete town centre. This would also alleviate the vehicles causing traffic congestion problems with regularity at the Bayswater subway.</li> <li>• Vehicle traffic management and flow needs to decrease to facilitate an increase in pedestrian traffic, particularly along King William Street and Beechboro Road.</li> <li>• To summarise, Bayswater Town Centre is not as busy and appealing as it could be, so development and investment is welcome. Any development MUST be balanced with the community's wishes for the character and amenity of the Bayswater townsite being maintained and enhanced.</li> <li>• The community is also very determined to improve the tree canopy and ensure that Bayswater lives up to its mantra as 'the Garden City'. I am part of that community and those are my wishes too.</li> </ul>
<p>23.</p>	<p>Support the structure plan with modifications</p>	<ul style="list-style-type: none"> <li>• I would like the council to fight for the preservation of heritage architecture from developers, and preserve sense of community feel that a smaller scale village has.</li> <li>• Over developing the area and replacing people sized buildings with large scale poor quality high rises will diminish the village feel of Bayswater and drive people away rather than bring people in or initiate place activation.</li> <li>• Pushing over development will increase pressure for car parking</li> </ul>

		<p>in the area, increase vehicle thoroughfare, and lose the people sized scale and village feel. If the council instead focused on, appropriate scale housing and had more open space like alfresco dining and green space like more street trees would encourage more people to visit the village on the train or cycle path and have more places for people to interact and for cultural expression.</p> <ul style="list-style-type: none"> <li>• Laying the foundations and boundaries now is needed before our town centre becomes the next South Perth where relaxed restrictions saw developers over capitalise and ruin the area. We can still build some in fill housing but the scale is certainly an issue that needs to be addressed if we want to balance housing with liveability and heritage.</li> <li>• Modern society and cities are decentralising and workers are no longer all working from the CBD. Many satellite cities provide jobs and services for the outer suburbs meaning infill particularly apartment style housing is becoming less desirable. Families are looking for properties with room to move, social interaction and green spaces. Developers are over developing and building for a future that isn't there.</li> <li>• We do not want an oversupply of empty apartments at the cost of liveability in our inner city suburbs. Please maintain the irreplaceable heritage of Bayswater, and our community space.</li> </ul>
<p>24.</p>	<p>Not support the structure plan.</p>	<ul style="list-style-type: none"> <li>• I am disappointed to see 4- 6 storeys so close to the town centre. The height for buildings so close to the town centre must be restricted to 3-4 storeys. If higher storey buildings are needed to increase the density, they should be placed closer to Guilford road, and at a similar distance in all other directions (3/4 of a km or so). It is well documented that most people don't mind walking 10 minutes to get to train station. Town Centre must be as free of traffic as possible.</li> <li>• I am also disappointed to see no ideas discussed for the train station in this plan. It sits right in the middle of the "Town Centre" with multiple train lines expected to come through this station. Surely the "experts" working on this plan realise that the design of the train station will have the largest impact on the lives of the residents of Bayswater. What if the train lines are sunk and a car free zone created all the way from the library on one side and the shops on South BeechBoro Road on the other side? A new park with a Piazza, shops, dining areas and even a market could be accommodated with such a design. Better living places exist where people slow down, walk, sit and talk to others. This has been proven again and again in numerous countries – I am sure your "Experts" are aware of this.</li> <li>• We have once in a lifetime opportunity to have an impact on how we and the future generations will live in Bayswater. I urge you to not take the easy way of doing what others have done or be driven by "Market Forces" alone. Please listen to the community; if we can come up with a Good, Green Long Term Plan, we could even convince state/federal government to provide extra funding. The project might slow down which is a good thing.</li> </ul>
<p>25.</p>	<p>General comment</p>	<ul style="list-style-type: none"> <li>• I want my town centre to have a 'village' feel, not to be a satellite city. Our reference point should be the areas in the vicinity of the train stations at Maylands and Bassendean. I want a liveable,</li> </ul>

		<p>pedestrian friendly heart for Bayswater. That means: * low rise development - three, no more than four storeys * modern in harmony with old - not replacing old with concrete boxes * integration between town planning and train line development - both to be considered together * in particular, no development in which less parking bays are provided than residences created.</p>
26.	Support the structure plan with modifications	<ul style="list-style-type: none"> <li>• I support urgency to create resident, owner and investor certainty. I note that subsequent developments, including additional funding for the Bayswater train station upgrade and the referral of the Town Centre to the Metropolitan Redevelopment Authority make this structure plan both not the complete picture and a vital supporting document.</li> <li>• I applaud the Vision of the Structure plan for "A vibrant, green, transit-oriented and economically sustainable neighbourhood centre, that exemplifies quality and innovative development solutions to respecting local character and heritage."</li> <li>• More work than just this structure plan is required to achieve this vision, as flagged: I support the observation that "Design Guidelines are recommended to further assist with the integration of new development within the Town Centre in a sensitive manner".</li> <li>• Increased protection for existing character buildings and facades is required to maintain and enhance the mixed charm and social fabric of the town centre, and I support the development of a Local Development Plan.</li> <li>• The plan, and/or a planting and planning commitment by the City is required to achieve 'greening' in line with the Urban Forest Strategy to reduce the existing heat island effect which would be exacerbated by additional building.</li> <li>• In general, support the framework and boundaries of the plan, respecting the different densities and characters of the area. I note that a traffic plan is required.</li> <li>• I do not support parking exemptions for residential or business developments and note that the businesses or residents may choose to use their provided parking for cycling infrastructure (parking/storage/changerooms) but that opportunity should not be a cop out to avoid providing sufficient space and consideration to all transport options.</li> <li>• I support differential rates/rate reductions or temporary exemptions to achieve the development standards in 4.3.3 instead of incentives for additional height and ratios.</li> </ul>
27.	Support the structure plan with modifications	<ul style="list-style-type: none"> <li>• We support any steps that will see the Centre of Bayswater become more active, safe and enjoyable for local residents and visitors to the area. We are satisfied with the border outlined and the proposed density for properties within the boundary. We commend the Council for listening to residents and keeping the highest density lots within a six-storey limit. We believe the proposed densities are adequate for the required population growth needed to support a vibrant community, and if well managed through the Design Guidelines should see high quality developments that are attractive and modern, yet in keeping with the heritage elements important to Bayswater's identity and community. We support a Local Development Plan being sought to develop the lot between the train station and Halliday Park.</li> </ul>

	<ul style="list-style-type: none"> <li>• In saying this, we would like to ensure that opportunities for low-income earners and people requiring housing support is factored into new development here, as well as considered for all developments across the Town Centre.</li> <li>• We believe the Centre should be home to a mix of people from diverse backgrounds and income levels and would like housing developments that both allow and support this.</li> <li>• Other features of the Structure Plan that we support include the inclusion of 'landmark sites'. We request more detail be provided for public comment on this through the Design Guidelines to support the Council making the most of this opportunity.</li> <li>• The pedestrian linkage opportunities – we would like to see all of the opportunities outlined on the plan come to fruition, in particular: The Pedestrian Link between Hamilton Ave and Rose Ave could be a key connection between the two sides of the railway line. Replacement of the beeping gates with an attractive overpass would add significant aesthetic appeal and be safer and more practical for pedestrians</li> <li>• The inclusion of some civic spaces/plazas. We are concerned that one of these is highlighted to be within the bus interchange – careful consideration should be given to how pedestrians will use this space and interact safely with buses.</li> <li>• In addition, we are pleased to see recent improvements and priority given to cycle ways and the inclusion of these in the Structure Plan. We request that the bike lanes currently on Beechboro Road South be extended to meet the train station underpass/ Principal Share Path and connect to the bike lanes outlined on King William Street/Coode Street.</li> <li>• We strongly support traffic-calming measures in the Town Centre and priority for safe pedestrian and cycle movements through the entire area, with active support from Council to ensure pedestrians and cyclists have right of way. We feel this is particularly important during peak hour with pedestrians crossing Beechboro Road South to access the train station and competing with heavy traffic. We would like consideration given to how traffic calming measures in the town centre will impact surrounding streets (eg. Skew Road, Drake St, Foyle Road, and others) – we want to ensure that traffic issues are not simply pushed out to surrounding streets. We would like to ensure all plans allow for excellent and safe passage of pedestrians and cyclists across the train line – connecting the two sides of Bayswater.</li> <li>• It is important to us that the Bayswater Town Centre is home to an attractive, shade-providing street scape and commend efforts of the Council in planting and maintaining trees throughout the city and developing a streetscaping plan, supported through the most recent budget. We request additional budget be allocated to extend streetscaping along Beechboro Road South.</li> <li>• In addition, we would like to see stormwater drains in the area beautified (recent examples include new development in White Gum Valley and projects in Fremantle – and support available from the Water Corporation). One main drain area is within the Town Centre (between Beechboro Road South and Skew Road) so could be landscaped as part of these improvements to the</li> </ul>
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		<p>Town Centre. Ideally projects like this would extend to all main stormwater drains running throughout the city.</p> <ul style="list-style-type: none"> <li>Finally we'd like to see the budget for the development of the Design Guidelines also extended to include Beechboro Road South, as a key artery within the Town Centre. We support Design Guidelines being set for specific sites, rather than generic guidelines that apply to all sites within the boundary, as there is diversity and interesting elements from different periods that could be enhanced with specific guidelines.</li> </ul>
28.	Support the structure plan with modifications	<ul style="list-style-type: none"> <li>The area between Beechboro Road South and Avenell Road in the north corridor has remained untouched in the proposed structure plan.</li> <li>The zoning of the blocks is inconsistent with the proposed zoning of the blocks to the east and west being R40 and R60 respectively</li> <li>Many blocks in the area 1000sqm plus and prime for development. Leaving the zoning as it will result in a missed opportunity and a gross underutilisation of land so close to the train station and not in line with directions 2031.</li> <li>We propose that the blocks be zoned R40/60 so that big blocks can use the higher coding and small blocks use the R40 zoning, which will be consistent with the areas to the east and west of the area.</li> <li>Beechboro Road South is a major road, which is conducive to higher densities than R25. Homeowners on Beechboro Road South are left with all the downsides of greatly increased traffic and associated noise and also losing out on zoning changes.</li> <li>All eyes are on Bayswater at the moment, so this is a once in a lifetime opportunity to make the most of it.</li> <li>If the large blocks of land were going to be underutilised, then why were they included in the structure plan in the first place.</li> </ul>
29.	Support the structure plan with modifications	<ul style="list-style-type: none"> <li>Basically, I fully endorse the submission already submitted by Bayswater Deserves Better. The importance of retaining heritage and a scale of development to reflect the look and feel of the 'village' is also supported by the overwhelming majority of local residents and many businesses too - I have had the chance to speak to many at your workshops, at the station, in dog parks and many other venues. This definitely includes the need to keep building heights in the central 'strip' in keeping with the current buildings and the topography of the site.</li> <li>I also want to add something I raised at the CAG meetings - the need to somehow involve and acknowledge the original Aboriginal residents of the area - including both their amazingly ancient history and culture and input of current Aboriginal residents.</li> </ul>
30.	General comment	<ul style="list-style-type: none"> <li>No comment</li> </ul>
31.	Support the structure plan with modifications	<ul style="list-style-type: none"> <li>My property will be located between hi-density R60 blocks, commercial zoning and Mertome Village. In addition 26 Raleigh Road was spot-rezoned to R40 and developed into villas.</li> <li>My property has been left out of the proposed R60 rezoning and will be devalued as a result. I will be facing all the disadvantages of living next to the high density area, but not part of it.</li> <li>It makes sense to continue the R60 zoning all the way through</li> </ul>

<p>32.</p>	<p>Support the structure plan with modifications</p>	<p>to where the industrial zoning starts at Clavering Road.</p> <ul style="list-style-type: none"> <li>• Our properties should fall into the "Core" area and should be rated at the highest density being considered in the plan, as:</li> <li>• Our properties are on the main road and opposite commercial properties already included in the "Core" area.</li> <li>• Our properties are within the town centre and very close proximity to public transport.</li> <li>• A parcel of land this size could be developed with modern commercial premises on the main road and residential above with road access from the main road and/or the side road.</li> <li>• This is an opportunity for some modern commercial properties to be built within the town site that would encourage the other property owners to make upgrades and improvements to the existing commercial properties.</li> <li>• I have been a resident in the Bayswater area all of my life and sadly Bayswater has not moved with the times. There have been no significant improvements to the town centre.</li> <li>• With proposed changes to the train line this is an opportunity to make planning changes to allow Bayswater to grow and become an attractive place to live.</li> <li>• With a greater population in the town centre (within walking distance) new businesses will be attracted without additional road traffic or parking issues.</li> <li>• We welcome the undergrounding of the train station and finally join the two halves of Bayswater Town together and, without the subway, the road system could be greatly improved.</li> </ul>
<p>33.</p>	<p>Not support the structure plan.</p>	<ul style="list-style-type: none"> <li>• I have attended several meetings with regard to the Structure Plan, and now that submissions are being sought, I wish to clarify my feelings from these and my observations on where things are headed. I will venture subjective opinion, because that is precisely what is being sought.</li> <li>• I have been fortunate enough to live and work in many parts of the world, including the UK and mainland Europe as well as Melbourne and here in Perth, and seen suburban centres that work very well, and also those that miss the boat, sometimes quite badly. Inappropriate planning decisions can create massive problems for the future, and with Bayswater at such a crossroads it is important to get it right. Above all, vested financial interest should not be allowed to become the principal driver, and override the needs of the local community.</li> <li>• The final outcome should still reflect Australian societal values, and not pretend that the way our communities want to live in 50 or 100 years from now will be completely incongruent with how they live now. This needs to be a process of evolution, not revolution.</li> <li>• I have always come away from the meetings (or workshops, or symposia, or whatever new name they get called) with a feeling somewhere between disappointment and dismay. It really does seem like there is this preponderant attitude that the lessons learned from long experience in other parts of the nation and the wider world simply don't apply here in WA. There also seems to be a belief that property developers know what is best for communities, or at least the consultants hired by the City of Bayswater very clearly believe that. Over and over, we hear them</li> </ul>

		<p>trot out the developers' line about what scale of buildings are "economically viable". Invariably "economically viable" is code for "most profitable", and fundamentally that means as big as can possibly be permitted.</p> <ul style="list-style-type: none"> <li>• The City's consultants like things big, as evidenced by their unqualified support for a project involving a monster tower in the CBD, which was published in 'The West' some months ago. This desire comes out so strongly in everything they say, and when we gather round at each of these meetings, their 'facilitator' on whichever table we might happen to sit at just talks big and even bigger. Talk of small gets ignored, deflected, swept aside. It is a blatantly visible tactic towards achieving the outcome they seek. At one meeting they presented two options, a largely 8-storey town centre, or alternatively a 6-storey version, and we were asked to choose between these two shockers. Talk of 3 or 4 storeys just got squashed. It was undemocratic, it should never have happened, and it has to be questioned whether this company is fit and able to do the job, or whether their contract should be revoked forthwith.</li> <li>• The consultation process also seems to have always skated past the three enormous elephants in the room, these being the excessive volume and speed of traffic on King William Street, the future configuration of the station and rail line, and how to cope when our station becomes the favoured drop-off and pick-up point for airport passengers in the northern suburbs, as it most surely will.</li> <li>• I have every intention of living out my days here in our modest home just 200 metres from the Baysie Pub, and I want strength of community and also that elusive thing called "vibrancy". I know that these will not be achieved by nothing ever changing, which only ever results in stagnation. I am not change-averse. However, as mentioned above, I have concluded down the length of an already long life that evolutionary change is almost always preferable to revolutionary change.</li> <li>• We need to recognise that our society still largely retains its atavistic traits of liking a bit of space, and the Aussie back yard is deep within the souls of many, even if pressure of population and financial constraints mean that this evolves into shared rather than private space.</li> <li>• Bayswater as "The Garden Suburb" needs to maximise green open space and preserve and enhance its tree canopy. We know West Ward candidate Greg Smith, who lives only 100 metres from us, and he has spoken of the Urban Tree Network, and the idea of a tree registry. In this we support him.</li> <li>• We need to properly acknowledge human scale. Buildings of up to 10 metres, maybe 12 metres absolute tops, fit that characteristic. At 20 metres human scale is totally lost, the effect is dizzying, and if we find ourselves at ground level between two such buildings we feel we are in a canyon. It becomes a space from which our innate tendency wants to escape, not to sit and enjoy.</li> <li>• And finally, we need proper and effective traffic management. We have attended "soft-activation" meetings which promote the idea of having a town centre which people would want to come to</li> </ul>
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		<p>and enjoy in a relaxed manner, with their children. This is put forward as a 'motherhood statement' - everyone says it is a good thing. But nobody dare mention the blindingly obvious fact that it is utterly impossible with the sort of traffic flow we currently have in King William Street. Indeed, on one recent occasion I found it very hard to conduct a simple conversation standing just outside the old 'THAT' cafe, as the traffic noise was so great.</p> <ul style="list-style-type: none"> <li>• Sinking the railway line should be an absolute primary goal for which the City of Bayswater should lobby the State Government. It would unify the town centre, offer the ability to build a brilliant new junction with multiple platforms for the three lines to come through, and create a huge amount of space above for shopping and residential development. And we would no longer hear the weekly crash of a truck getting stuck under the bridge!</li> <li>• A "kiss and drop" traffic area for airport passengers needs to form a key part of the plan, but where this will be accessed from by vehicles is another issue.</li> <li>• If ever we are going to acquire a decent town centre attractive to the community of Bayswater, the traffic in King William Street is simply way too much, in volume as well as speed. This simply cannot be glossed over any longer. We would love to see a solution as community-friendly as Eighth Avenue, Maylands, but we will never get that while King Billy remains a primary through route for traffic originating from out of Bayswater and headed some place else. A simple glance at the map, or a satellite picture, shows the obvious parallel north-west to south-east route, which is Grand Prom – Garratt Road, two lanes each way, all the way from Morley Drive through into Belmont, except for the narrow rail bridge and dog-leg at Meltham. If only the railway were below ground, that dog-leg could be widened and shaped with more gradual curves, and the job would be done.</li> <li>• With a sunken rail line, the station platforms could also be located further back towards Meltham, on the straight section, and the "kiss and drop" zone could be above them a little way east of the soccer ground, with access from traffic lights on the Grand Prom / Garratt Road dog-leg, and travelators and escalators down.</li> <li>• In the meantime, Coode and King William Streets need to be restricted to a well-enforced 40km/h zone right from Copley Street through to Olfe Street. If Mount Lawley can do it on Beaufort Street, so can we on our road.</li> <li>• I have mentioned evolution in residential accommodation, and we can see this happening in Bayswater right now. Many of the old quarter acre blocks are gradually going, and battleaxe development is an evolutionary step which is yielding increased density. Driven by market forces rather than even the remotest concept of design integrity or aesthetics, it does nevertheless show societal readiness for an upward step in population density, but a small step, not a giant leap. A suburb which once almost entirely comprised single-storey dwellings has over the last quarter century embraced two-storey. It is therefore logical to presume that the next generation will see attractive condominium-style developments at three or four storeys as desirable in suburbs such as ours.</li> </ul>
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	<ul style="list-style-type: none"> <li>• The notion of building little boxes in the sky at six or more stories represents revolution, not evolution, and there is ample evidence that the people of Bayswater have not embraced this. There had been a large sign boldly claiming "25% sold" standing there outside the projected Yolk development for well over twelve months, with no upward amendment to that percentage figure before it was eventually taken down. They are proposing the sort of development we neither need nor want. But the plans thus far presented to us promote this sort of thing as being our future. There must be some element of the word "NO" that they simply don't get. Many of us are acutely wary about creating the slums of the future, and the threat that these would pose to the personal enjoyment and sense of security we currently have here.</li> <li>• The social housing area between the lacrosse club and Rose Avenue has become a particular concern. This is not assigned any specific height, and this looks distinctly underhand, as nobody knows what will follow. This should definitely be rejected. This was one of those areas that had previously been marked on one of the options as being for 8-storey development. To put it bluntly, this is not trustworthy.</li> <li>• On Thursday 21st September we attended a 'meet the candidates' session for the forthcoming council elections, held at the Bayswater Bowling Club. There were many questions on the issue of the structural plan, and most specifically on building height. The Meltham structural plan was also mentioned, and although I am not totally up to speed on how that has progressed, it was more than abundantly clear that community feelings were strong that this was being imposed on them by commercial interests, and not one single candidate refuted the contention that this involved out-of-town developers with their eyes on a fast buck. Is that really how we want our city to be run? Do not the people who are pursuing their lives here and wanting an agreeable future for generations to follow count for anything?</li> <li>• On the Bayswater Town Centre not one candidate spoke in favour of high rise. Two of them were equivocal about setting height limits, considering that each proposal should be judged on merits, and both nodded in meek assent when I said that if no limit was specified, proposals for ten or even twenty storeys would follow as the night the day. It would send a message that Bayswater is wide open, and we would reap the developer whirlwind whenever the Perth economy begins to pick up.</li> <li>• Better prioritisation is needed, and quite frankly for as long as the ultimate configuration of the rail line and station remains in doubt, we are in limbo, and it would be most sensible to put the structure plan in abeyance. If the state government is urging this as part of the overall process of increasing population density around transport hubs, it is surely fair to argue that Bayswater is a special case. We have the airport rail link coming, with all the drop-off and pick-up traffic it will create, and also we will now have the Ellenbrook line forking off here. We can't be treated like mushrooms, and need to know what is happening before any further decisions are made.</li> <li>• That goal of increasing density around transport hubs does not</li> </ul>
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		<p>mean that we should permit our town centre to become Gold Coast on Swan, and only a specified height limit will prevent this. I favour this being 10 metres above street level. I would say 12 metres, but I have lived a long time and know that developers will invariably try and gain concessions and easements for an extra couple of metres. Just look at York!</p> <ul style="list-style-type: none"> <li>• We need to take out the through traffic. A low speed limit will help. Even if it only takes an extra 24 seconds to travel the 800 metres from Copley Street to Olfe Street at 40km/h compared with 60km/h (and that is if they do not have to slow or stop at the double traffic lights), it will still have sufficient emotional effect that many will avoid it.</li> <li>• If we end up with a traffic-calmed 12-metre town centre, with heritage facades properly protected, and population density increased via quality 'condominium' development with shared outdoor areas, rather than boxes in the sky, we might well create a very liveable and community-friendly 21st century Bayswater.</li> </ul>
34.	General comment	<ul style="list-style-type: none"> <li>• Any new developments to be a maximum two storeys, certainly a maximum of three storeys.</li> <li>• Encouraging people to the suburb, particularly King William Street, by opening new boutiques and cafes.</li> <li>• Put in an additional arrow at corner of Whatley Crescent and to turn right into overpass tunnel.</li> <li>• Expand and develop library to offer more facilities and courses to residents.</li> </ul>
35.	General comment	<ul style="list-style-type: none"> <li>• Reduction of traffic speeds and flow around the station and village.</li> <li>• Heights to be limited to three storeys using quality and safe building materials.</li> <li>• Building of a parking facility at the station with pre-planning for future readaptation of use.</li> <li>• Modernization and expansion of library facilities and attached community areas.</li> </ul>
36.	General comment	<ul style="list-style-type: none"> <li>• Two storeys maximum. Maylands does not have high-rise and still has a good café street.</li> <li>• Railway Parade, Coode Street and King William Street have traffic congestion problems that need to be resolved.</li> <li>• Library should be the heart of the centre. The library needs to expand and be updated.</li> <li>• Antisocial behaviour around the train station and pub needs to be resolved.</li> </ul>
37.	General comment	<ul style="list-style-type: none"> <li>• Seriously consider relocating the Bayswater subway away from the town centre to limit the amount of traffic in King William Street. Ideal location would be as off and on ramps to Tonkin Highway to join Railway Parade and Whatley Crescent near Guildford Road.</li> </ul>
38.	Not support the structure plan.	<ul style="list-style-type: none"> <li>• I'm worried about the increased traffic and lack of parking. It's nice to read you want to encourage the use of public transport and bicycles, but reality is that even when people take the public transport to work etc... they often still have at least 1 car (&amp; more often 2 or even 3 here in Western Australia). Very rarely high density living allows for so many cars in own parking space, so all these cars start parking in the neighbourhood (we already see</li> </ul>

		<p>that right now with all the unit developments in our street, and the density of these is by far not as high as what is proposed in the structure plan).</p> <ul style="list-style-type: none"> <li>• Also when the train station will have more trains (due to new links...) there will be even more people coming by car to catch the train. Where will they park?</li> <li>• If as per the plan King William street is seen as a bike link, what special steps are going to be taken to make that possible, because right now this street is stunningly dangerous for bicycles (we are keen cyclists who cycle always everywhere, but always try to avoid King William street, because it is simply too dangerous).</li> <li>• High rise buildings and high density living often in time creates problems because people are living too close next to each other, because buildings get older and start being ghettos of people who can't afford to live bigger and newer and so don't have high incomes to spend but often have a bigger risk of problems like alcoholism, drugs,... What are Bayswater's plans in the medium &amp; long term to avoid this?</li> <li>• More cafes and shops in my opinion don't depend on simply more people living in an area, but also when you keep a neighbourhood attractive so people want to travel a bit to get there (look at e.g. Guildford which is bustling with activity every weekend).</li> <li>• What is the character Bayswater is looking for? Will it want to keep its heritage buildings and integrate them in the newer high rise buildings? Bayswater is called 'the garden city' but in the 4 years I've been living here, I've nearly only seen trees being chopped and gardens subdivided to build units on and gardens and green disappear.</li> <li>• I can imagine there is some use for higher rise buildings just close to the centre, but on the structural plan e.g. 4 storey buildings are proposed for even well up to Foyle Road and so. That's not really 'the city centre' anymore. We, and a lot of our neighbours, chose Foyle Road because it is close to public transport, but still very quiet and not busy at all. This could change a lot with all the higher rise and higher density buildings proposed on the structure plan.</li> </ul>
<p>39.</p>	<p>Not support the structure plan.</p>	<ul style="list-style-type: none"> <li>• SUSTAINABILITY I refer to page 24 of the City of Bayswater's "Bayswater Town Centre Structure Plan" July 2017 document that indicates there is nil consultation required for a "Environmental Sustainability Assessment" nor "Green Travel Plan/Travel Demand Management Plan" which upsets me considering the majority of residents live in Bayswater for the native wildlife and birdlife amongst the Wetlands, river parklands and old trees lining the streets. I feel like the residents want to maintain these furry and feathered residents as well with the progression of urban infill. These areas are our urban playground and provide a dynamic and attractive place to live and with this type of livability, a close community has developed. Just in the last few years, Wetlands have been rescued, Bowling Club and Community Gardens saved by people's voices and actions.</li> <li>• With the State Government committing funding towards the Bayswater Train Station can the City of Bayswater Council</li> </ul>

		<p>please consider the sinking of the railway station to connect the North and South Centres.</p> <ul style="list-style-type: none"> <li>• The vision of a "Garden City" with a "Quality Lifestyle" could be achieved with creating a 6 star Green Star rated town centre. Developers could be pitched in creating an urban centre using our Heritage facades to create vibrant buildings with rooftop gardens, water walls, solar generated energy and hidden laneway spaces of bars, cafes and art centres. Can't we lead the way in working towards reducing our energy emissions? On page 9 of this plan under point 4.3.3. you make mention of incentives for such developers.</li> <li>• The Wetlands are so important to your residents, please consider linking the river via William Street into a revised plan. Page 84 states this has a long term timeframe for implementation. Perhaps you can look further, in that visitors to Perth may only one day stop in Bayswater if they are looking for a more green filled experience with our beautiful Swan River and native wildlife.</li> <li>• It is so important with our planet's core warming each year that our town doesn't end up being an "urban heat island".</li> <li>• HALLIDAY PARK With reference to page 11 of the Draft Plan and the area noted as "RACO" along Railway Parade. This area is currently a car park used by the Lacrosse Club on the weekends and some other recreational groups use it during the week. Upon reading the Draft Plan it appears this may be used for residential development, my concern is that you will no longer facilitate these sporting clubs at Halliday Park. If you take away the parking, how will they be able to carry their equipment to the park to play their sports. Where will families and spectators coming along to support them also park? Sports are a very large part of a community and definitely supports the Government of WA's Mental Health Commission's campaign of "act-belong-commit". This also ties in the need for "Green Town Centres".</li> <li>• IMAGINARY CONCEPT With reference to page 78 of the Artist's impressions of the Draft Structure Plan I feel this is not in keeping with a heritage architectural concept. The buildings seem to imitate more Westfield Shopping Centre type design. The designs do not appear to incorporate any of the current buildings which concerns me greatly. With this I feel TPG do not have the forward thinking and ideas of the local residents in hand. It appears they do not understand the type of "vibrancy" nor "respect to heritage" its locals desire.</li> </ul>
40.	Support the structure plan	<ul style="list-style-type: none"> <li>• In favour of the proposed development and zoning plans.</li> </ul>
41.	Not support the structure plan	<ul style="list-style-type: none"> <li>• Firstly I think a quote comes to mind, this being "the cart before the horse". Why? Well my opinion is that until the redevelopment plans are announced for Bayswater railway station it is very hard to plan ahead for the immediate area. At the moment it's a slow moving beast and my concern is that there will be a lot of ratepayers dollars being spent on this, for it only to be reassessed in a few years' time.</li> <li>• The draft plan as it stands has incorporated a lot of new flats being built in and around the station and town area. But only this week we've learned that the revised application for 9/11 King William St has been knocked back. So design of dwellings in this</li> </ul>



		<p>area is paramount.</p> <p>Thoughts:</p> <ul style="list-style-type: none"> <li>• Achieve a good architectural mix between old and new. As mentioned many times before, the heritage of Bayswater must be taken into account. Not just keeping a facade here and there to get a box ticked but to thoroughly think through how to blend the old and new for the buildings. Maylands is a great example of doing it right. If this is not actioned, the town will just be a hot potch of buildings and design. A complete dog's dinner!</li> <li>• The dwellings have to be medium density. High rise living may be where the developers make the most profit, but what you don't want is Bayswater village being a no-go area as people feel unsafe. All the money in the world spent on creating luxury living sensations cannot hope to succeed if you have looming high rise buildings towering over pedestrian areas creating dark and forbidding sections of the town.</li> <li>• They have to be able to be attractive to potential buyers. What you don't want are developments with cheap shoddy fit-outs that are just not worth the price the developers are asking and so remain pristine new and vacant for a long time, or either not built at all. Yolk Properties found this out the hard way with a lack of people rushing to buy their units off-plan when they were first released on the market. If Bayswater is to become a vibrant area you need good quality residential dwellings that people actually want to buy.</li> <li>• A good mix of shops and cafes/restaurants in the town with areas for sitting and socialising outdoors will hopefully attract people including people coming to Bayswater village from the station en-route to and from the airport and visitors from Riverside Gardens. I understand that quite a considerable percentage of people who walk their dogs down by the river come from other areas including the hills and the western coastal suburbs, sometimes as far away as Quinns Rocks! What an opportunity to attract and retain those people; to entice them to spend the whole day in Bayswater. So Bayswater needs to present a welcoming image to all visitors otherwise it's going to become sterile and devoid of atmosphere and charm.</li> <li>• The issue of parking for visitors and residents in an around the town centre will need to be addressed. Parking is problematical at the moment so it's something that will only get worse. There's no point in making the centre attractive if there's nowhere within a short walking distance to park a car. Pretty soon you will find footfall will slacken off and businesses will start to suffer. Once that problem is there, it's difficult to entice people to come back.</li> <li>• Speed in and around King William Street is a huge issue. Right now staring at you in the face, positioned on the kerb by the antiques shop is a shiny new 60 km sign! Who on earth thought that was a clever thing to do? It's the dumbest thing ever seen. So kids and the elderly from the seniors centre are going to have to get a sprint on if they want to cross the road by the library because that sign is showing the official speed limit. How dangerous is that? Motorists need to be slowed down to a</li> </ul>
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		<p>maximum of 40 km going anywhere around the town centre. Traffic calming definitely needs to be added which will slow vehicles down to one lane each way and visual flashing signs reminding motorists. Mount Lawley can do it so it shouldn't be that hard.</p> <ul style="list-style-type: none"> <li>• Returning to the topic of residential units, so many areas on the plan are ear-marked for between 4-6 storeys. In one particular area this is a huge worry. The residents of Rose Ave are fearful of possibly being totally overpowered by large blocks of flats on land behind them (which currently are social housing units). They fear losing their privacy and also their right of light, especially for those with solar panels. Bayswater needs to be very careful on this part of the structure plan. Only a few days ago did I read about a group of residents in Wareana Street, Menora who successfully fought an overheight 5 level development proposed 10m from their rear boundary, resulting in overlooking from balconies and windows at a height of 14m+ directly into their rear yards. So should Rose Avenue residents be objected the same struggles, because right now that's what they are thinking is going to happen? Maybe a rethink into the high levels here need to be done sooner rather than later.</li> <li>• This structure plan needs to get most of the people in the Bayswater area on side rather than two or three warring factions. So, yes, I totally agree the town needs a facelift, it needs vibrancy, with more people living in the area but it has to be done sympathetically with the heritage buildings currently there AND with realistic goals. Not goals solely set by the City's consultants and out-of-town developers chasing the big bucks at the expense of people who actually have to live here.</li> </ul>
<p>42.</p>	<p><b>General comment</b></p>	<ul style="list-style-type: none"> <li>• Unsafe parking issues during drop off / pick up periods at St Columba's Primary School Bayswater. Investigate the above mentioned issue. Cars (primarily 4WD/large vehicles) are parked right up to all four corners of Milne Street &amp; Almondbury Streets obstructing any view of oncoming vehicles and making a safe crossing at the stop sign impossible. Milne Street &amp; Almondbury Streets have become one lane streets during this time. An accident waiting to happen. I understand parents have to park somewhere but certainly not on the corners, footpath or verge. I believe it is illegal to park directly on a corner I'm hoping you will be able to address this problem for the improvement of general road safety in this area.</li> </ul>
<p>43.</p>	<p><b>Support the structure plan with modifications</b></p>	<ul style="list-style-type: none"> <li>• I approve the vast amount of consideration being given to the northern side of the train station and the train station being central to the precinct is encouraging.</li> <li>• It is imperative that the King William Precinct maintain the existing heritage identity of area that is readily identifiable as 'Bayswater Village'. There are numerous building façade worth saving. Given the precinct proximity to 'areas of significant character' a maximum of three storeys is appropriate. SCA12 should not apply as it gives too much freedom to developers to capitalise without recognition of the character of the existing area.</li> <li>• Laneways should be widened to allow for adequate setbacks for access and sympathetic planning to the abutting lots of significant character buildings.</li> </ul>

		<ul style="list-style-type: none"> <li>The structure plan incorporates many viable and functioning areas of open space, in vast contrast to Meltham where no usable open space exists.</li> </ul>
44.	Support the structure plan with modifications	<ul style="list-style-type: none"> <li>I approve the vast amount of consideration being given to the northern side of the train station and the train station being central to the precinct is encouraging.</li> <li>It is imperative that the King William Precinct maintain the existing heritage identity of area that is readily identifiable as 'Bayswater Village'. There are numerous building façade worth saving. Given the precinct proximity to 'areas of significant character' a maximum of three storeys is appropriate. SCA12 should not apply as it gives too much freedom to developers to capitalise without recognition of the character of the existing area.</li> <li>Laneways should be widened to allow for adequate setbacks for access and sympathetic planning to the abutting lots of significant character buildings.</li> <li>The structure plan incorporates many viable and functioning areas of open space, in vast contrast to Meltham where no usable open space exists.</li> </ul>
45.	General comment	<ul style="list-style-type: none"> <li>Extend embayed on-street parking on King William Street to Georgina Street. There are few driveways, allowing for a maximum of on-street parking within 5 minutes' walk of the town centre.</li> </ul>
46.	Support the structure plan with modifications	<p>We SUPPORT an increase in density in the residential housing closest to Bayswater Station. We also strongly: REQUEST our block be included within the Bayswater Town Centre Structure Plan and REQUEST an increase in density to R40 for our block for the following reasons:</p> <ul style="list-style-type: none"> <li>Support for Community Hubs and Transit-oriented Development - Urban infill is widely recognised and supported as appropriate for developmental needs and is rapidly occurring in many suburban areas close to Perth city. The corner of Whatley Crescent and Cobden Street is in a prime location to Bayswater railway station, railway line and shops in a walkable precinct served by both trains and buses. The light rail link to the airport will see this area require rapid growth over the next few years.</li> <li>Proximity to Structure Plan Boundary - 1A Cobden Street is located across the street from sites within the Structure Plan boundary and across the railway line from sites located in the Structure Plan boundary. Its boundary touches the eastern edge of the Structure Plan. Its unique location on Whatley Crescent, along the railway line, and proximity to the station and town centre make it potentially an important site on the border of the Structure Plan and equally important to other sites in the Plan. 1A Cobden Street is already impacted by parking and traffic at the station and this has been increasing at a steady pace. With increased use of the station and airport rail link, our property is affected.</li> <li>Consistency in Density with Nearby Blocks - According to the Draft Structure Plan, 1A Cobden Street (currently zoned R25) has properties nearby zoned at R40 and R60. Opposite 1A Cobden Street, on the other side of the railway line, land is zoned as R80.</li> <li>Unique Block Characteristics - 1A Cobden Street is uniquely placed and ideally suited for higher density due to being a corner</li> </ul>

		<p>block with dual street frontages and dual entrances. The block is distanced and buffered from neighbours on all sides except one. An increase in density will have minimal impact on neighbours and amenity for residents. 1A Cobden Street has an old house which is almost redundant and this site could soon become available for redevelopment.</p> <ul style="list-style-type: none"> <li>• Opportunity - The development of a Structure Plan for Bayswater Town Centre presents an opportunity not likely to arise again for several more years. As the suburb and neighbourhood is undergoing continual change, the opportunity now exists to increase the housing density of our property as well as others and to innovate in the delivery of housing diversity, built form and sustainable design. The demand and desire for more appropriate residential development to suit demographic and lifestyle trends is increasing.</li> </ul>
47.	Support the structure plan with modifications	<ul style="list-style-type: none"> <li>• Fully support the structure plan and following scheme amendment to allow for the structure plan to be a statutory document for the purpose of revitalising the centre.</li> <li>• More street trees should be added to address the urban heat island affect.</li> </ul>
48.	Not support the structure plan	<ul style="list-style-type: none"> <li>• The Executive Summary Vision Statement is laudable, however the Plan does not provide for the Implementation of the Vision.</li> <li>• SP does not provide for the conservation of any historic building. Rather, the proposed heights will facilitate the destruction of every single building in the Town Centre.</li> <li>• SP does not provide for the conservation of any trees.</li> <li>• SP fails to address the unique circumstances of the topography of the Town Centre. If it dealt with topography then it would require different scales of buildings dependent on the topography.</li> <li>• SP doesn't address the proposed rail link from the airport and the link to Morley Strategic Regional Centre.</li> <li>• The proposed heights are not human-scale and not appropriate for a Neighbourhood Centre (the existing Town Planning designation). The Bayswater Townsite should be a pedestrian friendly human-scale precinct; like Beaufort St, Mt Lawley; Napoleon St, Cottesloe; George St, East Fremantle; Oxford St, Leederville etc. The maximum height should be 3 storeys dependent on the topography.</li> <li>• The commercial precinct should not be expanded, but should, if anything, be contracted. This will prevent the Town Centre energy being dissipated. ie. the Town Centre should not spread any further beyond the Bendigo Bank.</li> <li>• The draft SP failed to acknowledge the wishes of the community for a pedestrian friendly, human-scale Structure Plan. The Plan is a developer led proposal to shoe-horn 5,000 extra residents into the Town. SCA12 and the proposals of SCA12 (the destruction of heritage listed buildings within the Town Centre) has infected this draft Structure Plan and consequently caused the Structure Plan to be at odds with the Community, and is therefore unacceptable. Rescind SCA12 and look at the new proposals for the train centre, and ensure the new train station meets the objective of uniting both sides of the rail in a pedestrian friendly and sympathetic manner.</li> </ul>

<p>49.</p>	<p>Support the structure plan with modifications</p>	<ul style="list-style-type: none"> <li>• As a visitor to Bayswater I support increasing activity, local jobs and more affordable housing in the centre of the Town -- to do this the plan needs support greater infill density than is proposed. The plan fails to meet the State governments target for housing in the Metronet plan – in particular METROHUBS to deliver sensitive, sustainable and vibrant local communities for an improved quality of life: Create more jobs where people live; Link to an integrated and co-ordinated transport network; Provide for a range of innovative housing options; Underpinned by a revolution in planning</li> <li>• LACK OF VISION The area outlined in the structure plan does not deliver an aspirational vision for the Bayswater Train Station Precinct given that it is one of the most strategically important transport hubs in the Perth metropolitan area. Specifically the plan does not address the development potential that young people, down-sizers who wish to age-in-place and people who wish to live in the Town Centre should be afforded the choice for housing and employment opportunities around this important transport hub.</li> <li>• MORE DENSITY INFILL NEEDED IN METRONET HUBS Many in the community desire a revitalised and vibrant community hub, that will also provide enough economic activity to attract investment and ensure sustainable local jobs. Housing and transport need to be connected through the town centre, with a mix of retail, commercial and light industrial activity.</li> <li>• ALIGNMENT WITH STATE PLANNING ACT The BTCSP does not adequately incorporate the State Government's current plans and have been released for public comment prematurely and have therefore caused the community unnecessary re-work when the MetroHubs plans are released.</li> <li>• IMPACT OF FAL and ELLENBROOK RAIL The Bayswater train station will be re-built to accommodate three platforms and could become an very active station -- with the opportunity to sink the Station and create a piazza to re-connect the two halves of the town. A missed opportunity in the plan.</li> </ul>
<p>50.</p>	<p>Not support the structure plan</p>	<ul style="list-style-type: none"> <li>• The structure plan has not provided a solution to the physical division of the centre by the railway line. We consider this is as a barrier to amenity and economic activity in the town centre, as it does not currently allow for integration of the two commercial strips, and for legible and direct pedestrian connection from one side to the other.</li> <li>• The plan does not consider the implications to amenity by the addition of two Metronet lines (Morley-Ellenbrook and Forrestfield) merging into the City Centre, in term of increased frequency of trains passing by and implications this will have for "pedestrian linkages" over the train line.</li> <li>• It has not addressed the car traffic and movement through the town centre via adequate alternatives, especially as traffic to and from the station is expected to increase.</li> <li>• It has not identified critical interventions to the public realm that would support private development and investment. Given this is a re-development plan, we would expect that the City's commitment to upgrades of open space and streets by paving, lighting and planting should be clearly articulated. For example,</li> </ul>

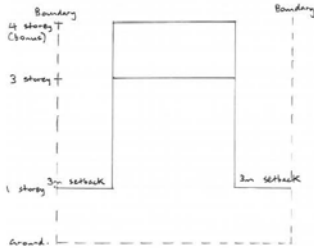
		<p>for a café to invest in alfresco, verges on King William should be wider and established street trees should be planted.</p> <ul style="list-style-type: none"> <li>• We do not support the "Potential Future Bus Interchange" as depicted on Plan 1. Standing buses at the proposed location, outside the station and centrally in our township, would increase the physical divide between the two sides. This also goes against the "key pedestrian linkage opportunity" identified at the same location, and does not promote apartment living surrounding the station mainly due to undermined visual and perceived amenity and traffic. Any dedicated bus interchange should be located further away from the core of the centre.</li> <li>• Table 2 includes a minimum rear setback of 6m for typology A1. It is not clear if this applies to laneways, as this typology is mainly situated on laneways where it might be beneficial for development to have decreased setbacks to provide for surveillance.</li> <li>• The structure plan should have additional requirements for quality design interface on laneways, given that laneways will form a shared environment by vehicles and for pedestrians. Based on the lot pattern and topography in the area, a number of apartments may be fronting solely these laneway interfaces.</li> <li>• We do not support the provisions about developer contributions, as this creates uncertainty and can drive investment away from the area at the start. Developer contributions should be considered in the context of the scheme and subject to the City identifying the necessary public works. We also don't support provisions for higher council rates, as costs for upgradings should be resumed by rates due to increased densities, not by penalising the residents of Bayswater in advance.</li> <li>• The structure plan contains provision for retention of mature trees, but has not identified on the plan which mature trees within private ownership are of environmental and amenity value and provides opportunities for retention.</li> <li>• Finally, as this is an activity centre plan, we believe that it should include in Part 1 the critical City and PTA - Metronet interventions (public works) in the public realm and a staging plan.</li> </ul>
<p>51.</p>	<p>Not support the structure plan</p>	<ul style="list-style-type: none"> <li>• At the outset, I must say that the City's performance in undertaking this important planning project has been disappointing. The Structure Plan was commenced by Council only grudgingly, and was woefully underfunded. The result has been a generally underwhelming Structure Plan, lacking in ambition or vision for a town with so much potential, which I consider is unlikely to deliver the investment, activity, diversity and vibrancy that residents are seeking.</li> </ul> <p>Insufficient development intensity</p> <ul style="list-style-type: none"> <li>• Bayswater enjoys exceptional locational benefits – close to the CBD, airport, Swan Valley, Swan River, and Morley Regional centre, and with excellent access to public transport. The suburban area surrounding the town centre has a highly valued amenity, with walkable streets, plentiful trees, many original character houses, and a diverse mix of residents. But the City, through its zonings and planning decisions, has been actively</li> </ul>

		<p>eroding that amenity for 20-odd years, allowing houses to be demolished and trees ripped out, and replaced with medium density, low quality infill spread throughout the suburb.</p> <ul style="list-style-type: none"> <li>• The BTCSP presents an opportunity to reverse this mistake, to preserve the suburban character of the surrounds, and to reinvigorate the moribund town centre, by focusing development in the town centre, where future residents can enjoy diverse housing options, and access to jobs, transport, shops, community facilities, and upgraded parks and POS.</li> <li>• But the BTCSP fails to grasp that opportunity. The proposed building heights are likely to be insufficient to attract quality development, and I expect they will instead attract low-spec builders rolling out mediocre product, because the return on investment will not justify quality investment. It is incomprehensible that the core A2 precinct would still only allow maximum building heights of 6 storeys, particularly as that precinct contains no buildings of character (with the exception of the Bayswater Hotel, which is a self-contained site), and offers tremendous opportunities to maximise development potential.</li> <li>• Unless the BTCSP is amended to provide for more intensive development throughout the entire area, I consider it is unlikely to deliver quality development, and is unlikely to deliver the population increase that is necessary to reinvigorate the town centre.</li> </ul> <p>King William Street density and height are insufficient</p> <ul style="list-style-type: none"> <li>• Dwelling densities along King William Street are clearly insufficient, and will lead to very poor outcomes and the erosion of the precinct's prized character. At just R60, and taking into account the challenging topography, the A1 streetscape type is unlikely to be viable for multiple dwellings. As a result, the only feasible development outcome will be grouped dwellings (villas/townhouses). Given the requirement for non-residential land use at ground level fronting the street, the likely outcome will be single storey office/shop tenancies at the front, and townhouses/villas behind, if anything at all. This would be a terrible outcome for the streetscape, for activation, for passive surveillance, and would be a missed opportunity to capitalise on the City's assets and amenity at the library and Bert Wright Park. By being overly conservative, the BTCSP is likely to deliver an extremely poor outcome for the community, in comparison with the 'shop top' apartments that could be achieved with additional height and density.</li> <li>• The Baysie Rollers survey demonstrated that the substantial majority of residents consider KWS to be the retail 'heart' of the town centre. But by focusing residential development on the northern side of the railway line, the BTCSP will potentially exacerbate the decline of KWS – residents living to the north and commuting to work will have no reason to go to the southern side of the railway line, and retail and entertainment tenants will naturally gravitate to the residents and pedestrians on the northern side. The historic heart needs more people, to provide a</li> </ul>
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		<p>critical mass for retail and entertainment businesses, and to provide passive surveillance and enhance the perception of safety. By undercooking the density and the height, the BTCSP will fail at both of these objectives.</p> <p>R40 coding and multiple dwellings</p> <ul style="list-style-type: none"> <li>• It is incomprehensible that the BTCSP is proposing R40 density coding within 400m of a transit hub. In my considerable experience as a town planner, I consider R40 to be the density code that consistently delivers the worst outcomes for existing and future residents. Not dense enough to make quality development feasible, but too dense to allow for retention of houses or trees, or the provision of useable outdoor spaces, the R40 code is responsible for the terrible planning outcomes that have blighted areas like Nollamara, Yokine, Belmont, and most of the treeless outer suburbs to the north and south of the metropolitan area.</li> <li>• I understand the R40 coding is most likely intended to provide a 'transition' from the higher density Structure Plan area, to the lower density area outside the Structure Plan. But this code will, in fact, not provide for any sort of satisfactory 'transition'. Only if one considers 'height' to be the sole component of 'character', can R40 grouped dwellings be considered to maintain the 'character' of the existing residential surrounds. Because in all other ways – the predominance of garages and driveways, the lack of trees, the lack of street interaction, the absence of outdoor space, the respect for local materials, finishes and colours – the grouped dwellings that are being rolled out in Bayswater have no respect whatsoever for the established character of the area. I submit a far more likely means to provide a suitable interface will be to provide for more intensive development (eg R80) on the periphery sites, and to impose detailed design guidelines to ensure the fine-grained design responds to the local context.</li> <li>• Perhaps more concerning, however, is the evident disconnect between the zonings, land use permissibility, and dwelling yield calculations. As previously mentioned, the Precinct Plan (Plan 4) in the BTCSP denotes large portions of the Structure Plan area as D1 (R40) coded areas. These D1 streetscape types have a nominal maximum building height of 3 storeys.</li> <li>• However, Table 1 – Land Use Intent stipulates that Multiple Dwellings are a 'preferred use' only where land is coded R50 and above. Multiple Dwellings are not listed as a 'contemplated use' in either the Core or Frame. As such, it is inferred that Multiple Dwellings will not be permitted within the R40 zones that comprise a substantial proportion of the BTCSP area. As such, it is misleading to suggest that a maximum height limit of 3 storeys applies, as no developer is going to build 3 storey townhouses in this location. Further, it appears the dwelling yields in Appendix 3 are incorrectly based on the assumption that the R40 coded areas will be developed with Multiple Dwellings at a plot ratio of 0.6. Table 1 below demonstrates the implications of this error.</li> </ul>
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		<table border="1" data-bbox="655 320 981 369"> <thead> <tr> <th>Land area @ R40 (sqm)</th> <th>BTCSP estimated yield (1/room multiple dwellings at 0.6 plot ratio)</th> <th>Actual maximum yield (grouped dwellings at 2/200sqm average site area)</th> <th>Error</th> </tr> </thead> <tbody> <tr> <td>54,593</td> <td>498</td> <td>248</td> <td>-220 dwellings</td> </tr> </tbody> </table> <ul style="list-style-type: none"> <li>I consider this represents a significant error in the calculation of the potential dwelling yield for the BTCSP, accounting for approximately 8% of the total estimated yield.</li> <li>In addition to the error in the calculation of the quantum, it is also relevant to note that the Bayswater area is currently very well serviced by 'family' type homes (eg 3+ bedrooms, 2+ car bays). The prohibition of multiple dwellings in large portions of the BTCSP area will undermine the objective of delivering greater housing diversity, as it will simply result in fewer dwellings suitable for other sectors of society (eg singles, young people, seniors etc).</li> <li>Put simply, I consider the R40 density code is entirely inappropriate in a high amenity location in such close proximity to transit, public open space, and commercial and community facilities. The prohibition of multiple dwellings in large portions of the BTCSP area only compounds this poorly considered planning. And the overestimation of dwelling yields is further evidence that the BTCSP lacks the ambition and vision necessary to deliver the claimed objectives, and the community's desires.</li> </ul>	Land area @ R40 (sqm)	BTCSP estimated yield (1/room multiple dwellings at 0.6 plot ratio)	Actual maximum yield (grouped dwellings at 2/200sqm average site area)	Error	54,593	498	248	-220 dwellings
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<p>52.</p>	<p><b>Support the structure plan with modifications</b></p>	<p>Increase Density throughout the Structure Plan Area</p> <ul style="list-style-type: none"> <li>The density code of R60 is underwhelming. The current level of density (not just on my property, but throughout the centre) will make Bayswater uncompetitive with areas such as Beaufort Street, Bassendean and Victoria Park.</li> <li>The structure plan lacks a robust analysis of development rates. Whilst 2,500 dwellings may be possible under a 'full build-out' scenario, it is completely unrealistic due to: Prevalence of strata titled properties – unlikely to be able to comprehensively redevelop; A number of new grouped dwellings developments in the precinct, with redevelopment likely to be 50 years away; Heritage constraints.</li> <li>I urge the City to increase the density throughout the structure plan to facilitate 2,500 dwellings at 2031 – not 2131.</li> </ul> <p>Increase Density in the Coode Precinct</p> <ul style="list-style-type: none"> <li>The R40 and R60 code for the Coode Precinct is seriously underwhelming. The Coode Precinct has outstanding access to public open space with most property either fronting or within a 'stones throw' of a park. The precinct is easily walkable from the train station (my property is approximately 120m from the train station entry).</li> <li>The real effect of the R60 medium density code is that it makes it more viable for a development on my property to be grouped dwellings rather than multiple dwellings – whereas this is not what the structure plan sets out in its objectives.</li> <li>An R80 – R100 density code (at a minimum) would facilitate better density to support the viability of the centre.</li> </ul>								

	<p>Decrease Side Setback Requirements and Increase Boundary Wall Heights</p> <ul style="list-style-type: none"> <li>A side setback of 3m is required for the subject site and only the ground floor could be built to the boundary.</li> <li>This is unreasonable separation from the boundaries in the context of the narrow lots in the Bayswater town centre. I have taken the liberty of drawing a front elevation to demonstrate the built form the setbacks would produce. The image below shows the permissible building height and bonus building height on my property – Lot 17 (No. 100) Railway Parade, Bayswater. Adhering to the setback would allow the second floor (and above) to be less than 7m in width – an absurd and inefficient building form.</li> </ul>  <ul style="list-style-type: none"> <li>The 3m setback was obviously adopted from the Apartment Design Policy – however, this is a statewide planning document (and a draft planning document) which does not take into account local context such as the narrow nature of the lots in the Bayswater town centre.</li> <li>Importantly, this 3m setback was intended to apply to apartments only, whereas the structure plan seems to apply these setbacks to single houses and grouped dwellings.</li> <li>The effect of this is not that developers will develop strangely shaped buildings, it is more likely that they will develop single or two storey buildings – or not develop at all.</li> <li>Nil setbacks should be permitted for at least two storeys. Above the second storey, 1.5m setbacks would suffice.</li> </ul> <p>Decrease Rear Setbacks (and clarify requirements)</p> <ul style="list-style-type: none"> <li>For similar reasons to above, 6m is an excessive rear setback.</li> <li>It is also unclear whether this setback would apply if the rear of the property was to a street or right of way.</li> <li>If the City intends to include a deep soil % in the structure plan, this would negate the need for such expansive setbacks.</li> <li>Therefore the rear setback should be reduced – and a secondary street setback should be incorporated in the table - generally a 1m or 2m setback would be appropriate for a town centre context.</li> </ul> <p>Increase Heights and Density on Northern Side of the train line</p> <ul style="list-style-type: none"> <li>I believe that the Beechboro Road precinct should be higher than the King William Street precinct. The Beechboro Road precinct is</li> </ul>
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		<p>'unconstrained' – it has only one heritage property, larger sites than King William Street and most properties are prime for redevelopment.</p> <ul style="list-style-type: none"> <li>• Whilst I agree that King William Street is the heart of Bayswater, the premise that height must be situated in the heart is not necessarily correct. In fact, it is very common for good town centres to have a 'main street' and a separate 'high street'. In this instance, King William Street could be the main street (where five storeys is an appropriate height) whereas Beechboro Road could be the future high street (8-10 storeys is supported).</li> </ul> <p>Permit Multiple Dwellings below R50</p> <ul style="list-style-type: none"> <li>• The structure plan does not permit multiple dwellings in areas coded below R50. There are a number of R40 areas in the Coode Precinct. Prohibiting apartments is an unreasonable requirement in these areas given the proximity of the train station.</li> </ul> <p>Correct Yield Calculations</p> <ul style="list-style-type: none"> <li>• The dwelling yield calculations appear to assess the R40 areas as if they permit multiple dwellings (but this is not the case). As most R40 lots in the Coode Precinct are smaller than the subdividable area, the net increase in dwellings is negligible. I also question the calculations for the A4 block – the area of this block appears to be less than 3,000sqm, yet a figure of 3440sqm has been assessed.</li> <li>• These issues mean the dwelling yield is inaccurate and the area would receive less development and therefore less investment than projected. Please increase the density in the Coode Precinct to R80 or R100.</li> </ul> <p>Consider High Voltage Power Lines</p> <ul style="list-style-type: none"> <li>• Setbacks of between 3m and 6m are required to high voltage power lines (through Western Power regulations). The structure plan seems to ignore this by allowing or requiring nil setbacks to streets which have high voltage power lines. A property with high voltage power lines should be given a greater allowance to build up to other boundaries.</li> </ul>
<p>53.</p>	<p>Support the structure plan with modifications</p>	<p>Increase density throughout the Structure Plan area</p> <ul style="list-style-type: none"> <li>• The current level of density is underwhelming and will make Bayswater uncompetitive with areas such as Beaufort Street, Bassendean and Victoria Park. The proposed density simply does not encourage redevelopment in the area and does not factor in the significant increase in patronage with the Metronet proposals – new Forrestfield line and new Ellenbrook line.</li> <li>• The structure plan lacks a robust analysis of development rates. Whilst 2,500 dwellings may be possible under a 'full build-out' scenario, it is completely unrealistic due to: Prevalence of strata titled properties – unlikely to be able to comprehensively redevelop; A number of new grouped dwellings developments in</li> </ul>

		<p>the precinct, with redevelopment likely to be 50 years away; Heritage constraints.</p> <ul style="list-style-type: none"> <li>• We urge the City to increase the density throughout the structure plan to facilitate 2,500 dwellings at 2031 – not 2131.</li> </ul> <p>Increase Height on Beechboro Road</p> <ul style="list-style-type: none"> <li>• Six storeys is underwhelming for Beechboro Road South area – it requires greater incentive to encourage redevelopment.</li> <li>• We suggest eight – ten storeys would be suitable (for the reasons outlined in point 1 above).</li> </ul> <p>Increase Boundary Wall Height Allowances</p> <ul style="list-style-type: none"> <li>• Boundary walls are limited to two storeys in height. This does not facilitate the continuous streetscape and robust urban form which should occur on Beechboro Road. Instead, it will create isolated buildings or discourage development altogether.</li> <li>• A five storey boundary wall allowance would offer a more cohesive future streetscape, befitting of a town centre context. It is very common for town centres to allow continuous boundary-to-boundary development. This can be seen on Beaufort Street, in Subiaco and even in the Maylands town centre with a recent development at 34 Eighth Avenue, Maylands which has a four storey boundary wall.</li> <li>• It is important to note that the draft Design WA Apartment Design Guide suggests boundary walls with a height of 3 storeys are 'deemed to comply' within the A2 'Medium Density Attached' streetscape character type. This deemed to comply standard is intended to apply 'as of right' in all circumstances throughout the state, and is therefore relatively conservative. Taking into account the specific attributes of the subject site and locality, and more specifically the intent for the Beechboro Core precinct to function as the highest-intensity sector within the Bayswater TOD, and the absence of any sensitive land uses or buildings within the Beechboro Core, we submit boundary walls of four storeys and greater is clearly appropriate.</li> </ul> <p>Decrease Side Setback Requirements</p> <ul style="list-style-type: none"> <li>• Whilst it is not clear what height is permitted above the second storey boundary wall, the side and rear setback requirements throughout the structure plan area are onerous. The 3m setback for other precincts was obviously adopted from the Apartment Design Policy – however, this is a statewide planning document (and a draft planning document) which does not take into account local context such as the narrow nature of the lots in the Bayswater town centre. Importantly, this 3m setback was intended to apply to apartments only, whereas the structure plan seems to apply these setbacks to single houses and grouped</li> </ul>
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		<p> dwellings.</p> <ul style="list-style-type: none"> <li>• The effect of this is not that developers will develop strangely shaped buildings, it is more likely that they will develop single or two storey buildings – or not develop at all.</li> </ul> <p>Maintain Beechboro Road higher than King William Street</p> <ul style="list-style-type: none"> <li>• We believe that the Beechboro Road precinct should be higher than the King William Street precinct. The Beechboro Road precinct is 'unconstrained' – it has only one heritage property, larger sites than King William Street. It is also in greater need of redevelopment given most properties are dilapidated or comprise inappropriate land uses for the locality.</li> <li>• Whilst we agree that King William Street is the 'heart' of Bayswater, the premise that height must be situated in the heart is not necessarily correct. In fact, it is very common for good town centres to have a 'main street' and a separate 'high street'. In this instance, King William Street could be the main street (where five storeys is an appropriate height) whereas Beechboro Road could be the future high street (8-10 storeys is supported).</li> </ul> <p>Consider High Voltage Power Lines</p> <ul style="list-style-type: none"> <li>• Setbacks of between 3m and 6m are required to high voltage power lines (i.e through Western Power regulations). The structure plan seems to ignore this by allowing or requiring nil setbacks to streets which have high voltage power lines. A property with high voltage power lines where 3-6m setbacks are required from the street should be given a greater allowance to build up to other boundaries.</li> </ul>
<p><b>54. (Bayswater Deserves Better)</b></p>	<p>Not support the structure plan</p>	<ul style="list-style-type: none"> <li>• It is BDB's view that if the built form of the KWC changes beyond recognition, if its heritage/character buildings are demolished and the precinct comes to resemble any other newly developed retail centre, Bayswater town centre, with a unique sense of place, will cease to exist.</li> <li>• It is true that Bayswater town centre's heritage precinct has become shabby and, in some cases, disfigured. But many of these challenges to visual attractiveness are "cosmetic" and it is BDB's contention that enough of the 'bones' of the original heritage buildings exist to warrant their retention and conservation. Indeed, the southern side of King William Street and the southern end of Whatley Crescent are both completely intact heritage streetscapes, with no "new" buildings located in them.</li> <li>• No less than 18 out of the KWC's 24 shopfronts were built between the turn of the 20th century and the 1950s. This is three-quarters of the total number of buildings - no small amount. Similarly, the majority of the 18 heritage buildings in the KWC are Classification 2 on the Council's Municipal Heritage Inventory (MHI) - the second highest ranking.</li> <li>• BDB shares the goal of developing a structure plan that is the first step towards enabling Bayswater town centre to become renewed and revived. We do not, however, accept demolition as a necessary or inevitable pathway to renewing the King William</li> </ul>

	<p>Core, the town centre's "beating heart".</p> <ul style="list-style-type: none"> <li>• As laid out in State Planning Policy 3.5 Historic Heritage Conservation, heritage buildings and places, structures and landscapes, are not liabilities, or obstacles to progress and development. Rather, places of heritage significance are assets which contribute to our social, environmental and economic prosperity, supporting amenity, underpinning our sense of place, contributing to an area's attractiveness and, importantly, encouraging investment.</li> <li>• If Bayswater town centre is to achieve the aspiration of becoming a vibrant, unique and popular destination place, there must be no demolition of the heritage/character buildings which make up the KWC and only new development which is architecturally respectful and sympathetic.</li> <li>• BDB is not less optimistic that the initiatives proposed by the Draft BTCSP will be capable of preventing demolition and ensuring new development is architecturally respectful.</li> <li>• The State's heritage and planning laws pose major obstacles to achieving a respectful heritage response in the KWC and these obstacles were never identified, let alone discussed by the community, during the consultation process. Neither are they acknowledged in the Draft BTCSP.</li> <li>• The first major obstacle to achieving a positive heritage response is the fact that buildings with a Classification 2 on the MHI can be demolished. As stated in the City of Bayswater's Local Housing Strategy, Council's only responsibility as elected representatives is "to consider the heritage value of a building or place (listed on the Municipal Heritage Inventory) upon assessment of a development subdivision or demolition application."</li> <li>• The second major obstacle is the State's planning laws - the Development Assessment Panels (DAPs). As we saw with the DAPs approval of York's 7-storey apartment block at 9-11 King William Street, a maximum of five storeys set out in the town planning scheme can easily become seven when a DAP is in control. Similarly, fundamental conditions, such as parking requirements and building setbacks, can be ignored.</li> <li>• As former Perth MHR and former State Planning Minister Alannah MacTiernan said, unelected DAP members are exercising way too much discretion, based on their own personal opinions. Ms MacTiernan said that for the planning system to work properly, Councils had to be allowed to insert solid or clear rules into their town planning schemes, avoiding any urge to be wishy-washy, and for DAPs to observe those rules when assessing development applications.</li> <li>• The only initiative which the BTCSP area proposes to help retain, conserve and adaptively reuse the heritage buildings in the town centre (KWC) are Heritage Impact Statements (HIS) - which require developers to demonstrate how a positive heritage outcome was considered from the very beginning of the design process</li> <li>• HIS may have some benefits but, on their own, they will be insufficient to guarantee retention, conservation and sensitive adaptive reuse.</li> <li>• BDB believes there are two options which, combined, have the</li> </ul>
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		<p>potential to deliver a genuine positive heritage outcomes for the KWC. The first is that the Council designate the KWC as a heritage area as heritage areas can require restrictions on demolition and building design</p> <ul style="list-style-type: none"> <li>• The second is commissioning from heritage architects a Local Development Plan consisting of fine-grained, form-based codes or designs developed specifically for the KWC. The City of Stirling developed such a plan for Beaufort Street, the Beaufort Street Local Development Plan (BSLDP) and it takes the conservation of heritage to a whole new level, articulating a clear vision for five precincts located along almost 3 kilometres of the Beaufort Street corridor.</li> <li>• At its core, the BSLDP is all about heritage as a foundation stone for place making; it is based on a genuine investigation of, and respect for, the existing heritage architectural styles of buildings built before the 1960s</li> <li>• The retention of existing buildings is front and centre within the BSLDP and maximum building height and front setbacks within all of the five precincts are mandatory - or non-negotiable. The plan starts from the basis of identifying existing architectural styles from which developers must nominate one and then demonstrate how their development complies. This ensures that all new development is sympathetic in style and proportional in height, bulk and scale to surrounding buildings and the streetscape in which it will sit.</li> <li>• The strength of a site-specific Local Development Plan is that it can be placed into a Local Planning Policy and then linked to the town planning scheme - giving it statutory status and protection , thereby reducing the "wiggle room" which developers currently exploit and which DAPs seem happy to accept.</li> <li>• In terms of building height, the draft BTCSP proposes a minimum of two and a maximum of up to five storeys in the KWC. Under an incentives-based system, the fifth storey is considered to be a 'bonus' storey which developers can "earn" if they meet a quality design and two other development standards.</li> <li>• The KWC is currently made up of mostly single and some double storey buildings. In order to respect the heritage nature of the KWC, BDB believes a three-storey maximum is the right "human scale" for building height in the KWC.</li> <li>• We say this for a number of reasons. Firstly, none of the heritage precincts in the towns located along the Midland line (Bayswater, Maylands, Bassendean and Guildford) include heritage buildings higher than two storeys. As Midland MLA Michelle Roberts recently pointed out, addressing the "Say NO to McDonalds in Guildford" rally, the buildings in heritage precincts such as Guildford, simply do not go to four, five or six storeys.</li> <li>• Secondly, three storeys is what the Bayswater community consistently told us they wanted when we were collecting signatures for petitions opposing the Yolk development. Many people pointed to the three-storey Match development in Maylands as a "human scale" new development, combining well with existing buildings, and which they would welcome in King William Street.</li> <li>• Thirdly, the majority of people who attended the Special Electors</li> </ul>
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		<p>meeting held in December 2015 voted in favour of proposing a three-storey limit for Bayswater town centre. Three storeys is the height the community is on the record as wanting.</p> <ul style="list-style-type: none"> <li>• Fourthly, the DAPs tendency to ignore local town planning schemes means that any building height maximum which the Council sets for Bayswater town centre will be ignored anyway! On the basis of past experience with the Yolk development, we should really be lobbying for a single storey height limit, so we end up with three (storeys). Crazy, mad and ludicrous.</li> <li>• The BTCSP process was fatally flawed in that at no time during the consultation did TPG raise building height, openly and directly, as an issue in its own right, for consideration and discussion. Given that building height is a matter of magnitude, particularly in relation to the KWC, we consider this to be major flaw.</li> <li>• Finally, the Draft BTCSP proposes an incentives-based system which enables developers to obtain additional storeys and plot ratios in their developments, in return for meeting the mandatory development standard of quality design, plus two other development standards. The six development standards proposed for the KWC, include:             <ul style="list-style-type: none"> <li>• preserving and enhancing heritage</li> <li>• lot amalgamation or lot width</li> <li>• through-site connection</li> <li>• public facilities or street improvements discontinuance of a non-conforming use provision of a quality green wall or green roof</li> </ul> </li> <li>• Preserving and enhancing heritage as a development standard in the KWC should not be negotiable - it must be mandatory. To make it negotiable sets the bar far too low and effectively allows heritage to be "traded away" in favour of other development standards.</li> <li>• Finally, BDB understands the rationale behind the Draft BTCSP's proposal for an incentives-based system for building height - ie it motivates developers to deliver a higher quality, more sustainable development in order to earn additional height (and increased financial return). Unfortunately, such a system has failed in other council areas. The City of Vincent introduced an incentives-based system in 2011 but abandoned the policy (Policy No. 7.5.11: Exercise of Discretion for Development Variations) last year. Why? Because developments were being granted additional storeys by the DAP, but without achieving proper sustainable outcomes. The City of Vincent has since introduced a policy which consists of much more prescriptive or code-based design and built form guidelines.</li> </ul> <p><b>BACKGROUND</b></p> <ul style="list-style-type: none"> <li>• BDB formed in 2015 in response to Yolk Property Group's application to build a 7-storey apartment block at 9-11 King William Street. The proposal involved demolishing the brick cottage at number 9 and all but the facade of number 11 (originally McLeish's grain store, built by prominent local builder Henry Halliday.)</li> <li>• Yolk's development proposal triggered an outcry from Bayswater</li> </ul>
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		<p>residents, many of whom said it would destroy the town centre's "village feel" and unique sense of heritage and character. Some 300 people turned out to Bert Wright Park for BDB's rally opposing the proposed 7-storey apartment block and hear from the Mayor and local Federal and State Members of Parliament.</p> <ul style="list-style-type: none"> <li>• Mayor Barry McKenna told the rally the 7-storey apartment block "was just too high". Maylands MLA Lisa Baker helped local residents get together a petition. (In total, about 1,000 signatures were obtained).</li> <li>• Former Planning Minister and then Perth MHR Alannah MacTiernan identified Bayswater as one of the "heritage gems on the Midland line". Soon after learning about the issue from BDB members, Ms MacTiernan met with developers. She asked them to modify their proposal so that it complied with the five-storey maximum set out in Bayswater's town planning scheme. When York refused, Ms MacTiernan got behind her constituents, arguing against the development at both of the Development Assessment Panel (DAP) hearings. Ms MacTiernan criticised the DAP system for undermining people's faith in town planning, with unelected DAP members exercising way too much discretion, based on their own personal opinions. She said that for the planning system to work properly, it was up to Councils to insert solid or clear rules into their town planning schemes, avoiding any urge to be wishy-washy, and for DAPs to observe those rules when assessing development applications:</li> <li>• "To work properly, the WA Government needs to let local councils insert solid rules in their town planning schemes, instead of insisting they be so wishy-washy that DAPs and the state administrative tribunal are able to drive a truck of discretion through them."</li> <li>• Ms MacTiernan also publicly criticised York's retention of the number 11 facade as "laughable... a pathetic attempt at heritage retention."</li> <li>• "Elected councils must set the planning "rules" and DAPs must apply those rules"</li> <li>• In August this year, York submitted new plans! The modified development application is now for a 6-storey apartment block. The proposal is still 20 metres high and the total number of apartments (27) remains unchanged. Balconies have been removed to make way for apartments and there are now shops, not a restaurant/cafe, at street level.</li> <li>• At the BTCSP's first Visioning Workshop, the community was instructed by TPG that we would not be able to talk about the York development - that we had to "move on".</li> <li>• Many in the community feel that this was a major flaw in the BTCSP process as the York experience exposed the many real and underlying issues in the State's heritage and planning laws which leave heritage buildings and precincts vulnerable to demolition and inappropriate development. If anything, discussion about the York development had the potential to lead to discussion about the town centre's future that was much better informed and more realistic. Censorship about the York development has led to feeling in the community that the BTCSP process was biased and not as legitimate as it should have been.</li> </ul>
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	<p>DRAFT BAYSWATER TOWN CENTRE STRUCTURE PLAN (BTCSP)</p> <ul style="list-style-type: none"> <li>• BDB has limited its focus on the Draft BTCSP to just one of the 10 precincts - the King William Core (KWC). This is not because we regard the future of the other nine precincts to be insignificant. Rather it is because, for us, the commercial sections of King William Street and Whatley Crescent comprise a heritage area which we consider to be the 'beating heart' of Bayswater town centre. It is irreplaceable and precious.</li> <li>• It is BDB's view that if the built form of the KWC changes beyond recognition, if its heritage/character buildings are demolished and the precinct comes to resemble any other newly developed retail centre, Bayswater town centre, with a unique sense of place, will cease to exist.</li> <li>• BDB is therefore lobbying anyone who will listen (local residents and business owners, Bayswater councillors and candidates, our State and Federal MPs) to support our goal - the retention of heritage/character buildings in the KWC and new development which is architecturally sympathetic and respectful.</li> </ul> <p>BDB'S VISION</p> <ul style="list-style-type: none"> <li>• If retaining the heritage/character buildings in the KWC and allowing only new development there which is architecturally sympathetic and respectful, is BDB's goal, what is BDB's vision?</li> <li>• We share the vision voiced by the community and articulated in the Draft BTCSP that the King William Core (King William Street and Whatley Crescent) is the "beating heart of Bayswater".</li> <li>• It is true that Bayswater town centre's heritage precinct has become shabby and, in some cases, disfigured. Facades have not been painted for decades, windows have been completely covered over, sometimes with large metal sheets of advertising, awning linings have been removed and not replaced.</li> <li>• Many of these challenges to visual attractiveness are "cosmetic" and it is BDB's contention that enough of the 'bones' of the original heritage buildings exist to warrant their retention and conservation.</li> <li>• Indeed, the southern side of King William Street and the southern end of Whatley Crescent are both completely intact heritage streetscapes, with no "new" buildings located in them.</li> <li>• BDB is fiercely pro-development and we share the goal of developing a structure plan that is the first step towards enabling the town centre to become renewed and revived.</li> <li>• We do not, however, accept demolition as a necessary or inevitable pathway to renewing the King William Core, the town centre's "beating heart".</li> <li>• For us, the sympathetic conservation of the old, and the sympathetic development of the new, are the key to Bayswater becoming a unique and vibrant destination place - a place with character where people want to visit and stay, because it feels good to hang out in.</li> <li>• If you look at Perth's most popular urban hotspots, they all</li> </ul>
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		<p>include heritage precincts made up of buildings built before the 1960s - Angove Street (North Perth), Whatley Crescent (Maylands), Beaufort Street (Highgate and Mt Lawley) and Guildford, to name a few.</p> <ul style="list-style-type: none"> <li>• It is no coincidence that these funky "destination" high streets have attracted interesting, niche or boutique businesses. Their streetscapes consist of original 'human-scale' heritage/character buildings with wide awnings and elegant tree plantings, creating a space of original character, social interaction and intimacy which other, more modern places, are unable to provide.</li> <li>• Those in the community who regard new development as the key to revitalising the town centre, who are actively lobbying for a minimum of six-storey development in the KWC and who neglect to speak about the importance of retaining the heritage/character buildings there, overlook the precinct's quantity and quality of original buildings.</li> <li>• No less than 18 out of the KWC's 24 shopfronts were built between the turn of the 20th century and the 1950s. This is three-quarters of the total number of buildings - no small amount. Similarly, the majority of the 18 heritage buildings in the KWC are Classification 2 on the Council's Municipal Heritage Inventory (MHI) - the second highest ranking.</li> </ul> <p>As the Draft BTCSP itself acknowledges:</p> <ul style="list-style-type: none"> <li>• "Despite some change, the Structure Plan Area contains a wealth of early building stock. It is important that these valued buildings are identified, retained and innovatively incorporated alongside new development as part of future planning works to ensure what gives Bayswater its unique identity is not lost."</li> <li>• As laid out in State Planning Policy 3.5 Historic Heritage Conservation, heritage buildings and places, structures and landscapes, are not liabilities, or obstacles to progress and development. Rather, places of heritage significance are assets which contribute to our social, environmental and economic prosperity, supporting amenity, underpinning our sense of place, contributing to an area's attractiveness and, importantly, encouraging investment.</li> </ul> <p>To quote from State Planning Policy 3.5:</p> <ul style="list-style-type: none"> <li>• "Western Australia has a rich historic cultural heritage that is a significant asset for the State. The protection and management of that heritage is important to our social, environmental and economic prosperity.</li> <li>• Heritage supports urban and rural amenity by providing familiarity and the presence of landmarks, by underpinning our 'sense of place', and by enhancing the quality of our built environment generally.</li> <li>• Heritage conservation can aid economic prosperity by contributing to the attractiveness of the living and working environment, and encouraging investment in a locality or region from homeowners, investors and tourists. The avoidable loss of buildings through demolition and neglect is a waste of economic</li> </ul>
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		<p>as well as environmental resources."</p> <ul style="list-style-type: none"> <li>• "Heritage conservation can aid economic prosperity..."</li> <li>• Economic potential is always a necessary consideration in urban planning but the importance of local community identity as a source of affection, respect and connectedness, cannot be overstated. As articulated in the Burra Charter, our nation's policy on heritage conservation:</li> <li>• "Places of cultural significance enrich people's lives, often providing a deep and inspiring sense of connection to community and landscape, to the past and to lived experiences. They are historical records that are important expressions of Australian identity and experience. Places of cultural significance reflect the diversity of our communities, telling us who we are and the past that has formed us and the Australian landscape. They are irreplaceable and precious."</li> <li>• The KWC's heritage/character buildings are irreplaceable and precious; they are the building blocks for the town centre's future renewal. If Bayswater town centre is to achieve the aspiration of becoming a popular destination place, there must be no demolition of the heritage/character buildings which make up the KWC and only development which is architecturally respectful and sympathetic.</li> <li>• Quite simply, why would a local resident, tourist or day visitor want to visit, or linger in, a town centre that resembles any other suburban retail centre?</li> <li>• BAYSWATER - ONE OF THE MANY HERITAGE STOPS ON THE MIDLAND LINE BDB's focus is limited to the KWC precinct alone, but if we entertained a grand vision, it would take in the whole of the Midland railway line and the recreational and tourism potential of the heritage towns which are located along it.</li> <li>• The towns of Bayswater, Bassendean, Maylands and Guildford all boast their own unique local histories and these histories are materialised in the buildings which make up their heritage precincts. Taken together, seen as a whole, these Midland line towns provide a unique window into the history of the eastern region.</li> <li>• It was the construction of the Midland line and, soon after, the relocation of the Western Australian Government Railways (WAGR) from Fremantle to Midland, which resulted in the development of the communities along the Midland line.</li> <li>• "By the turn of the century, it is clear that a substantial number of people in Bayswater caught the train to Perth daily. Between 1897 and 1901, the estimated number of residents as provided by the Road Board for the Statistical Register rose from 400 to 600 in about 200 dwellings, and it can be gathered from occupations listed in the Rate Books that many of the newcomers consisted of workers, especially tradesmen and railway employees. Bayswater, which had been predominantly agricultural, was coming to be identified as a 'working man's suburb'."</li> <li>• "The decade between 1904 and 1914 was the golden age of the railway as a carrier of passengers in Perth and the suburbs. During these years, passenger traffic almost doubled. Looking back on this time, the Town Planning Commission's report of 1930 noted that 'there is no doubt that the railway in the</li> </ul>
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		<p>metropolitan area was the only important passenger carrying service, and a fairly intensive settlement took place along the route of the railway.' Bayswater was bound to be favoured by the rise in commuter traffic.....the particular development which gave impetus to settlement along the railway between Perth and Guildford was the relocation of the Western Australian Government Railway (WAGR) workshops from Fremantle to the new settlement of Midland Junction. Whereas the land to the east had tended to be a backwater, it now had a substantial focus of activity and from 1904 onwards a marked stepping up of activity in Bayswater was apparent.</p> <ul style="list-style-type: none"> <li>• The Bayswater Rates Books for 1906 shows a substantial number of resident ratepayers whose occupation is described as 'loco shops'.</li> <li>• Some workshop employees continued to commute from Fremantle to Midland, by special train - the 'Rattler'. However, others moved to more convenient locations, and Bayswater was an ideal suburb for workshop employees. It was handy to Midland, on the railway line, and with land prices which had already attracted a population of artisans.</li> <li>• Thus the existence of the 'Shops' remained a reason for the growth of Bayswater for decades to come."</li> </ul> <p>THE DRAFT BTCSP - REASSURING, BUT CAN IT BE ACHIEVED?</p> <ul style="list-style-type: none"> <li>• BDB applauds the Draft BTCSP's vision statement: "The Bayswater Town Centre seeks to be a vibrant, green, transit-oriented and economically sustainable neighbourhood centre that exemplifies quality and innovative development solutions to respect local character and heritage."</li> <li>• The Plan acknowledges the contribution heritage buildings make to the town centre, particularly the KWC, and the local community which values them:</li> <li>• "The study area contains a number of locally Heritage Listed places and is adjacent to the Bayswater Character Protection Area. These places and buildings play an important role in helping to form the character of Bayswater Town Centre. They are valued by the community as a window into Bayswater's past and their common traditional elements helps to create a unique sense of place. Historic shopfront buildings are largely concentrated south of the railway line and form a traditional 'main street' precinct....Despite some change, the Structure Plan Area contains a wealth of early building stock. It is important that these valued buildings are identified, retained and innovatively incorporated alongside new development as part of future planning works to ensure what gives Bayswater its unique identity is not lost."</li> <li>• The Draft BTCSP clearly values heritage. It also proposes initiatives which, it argues, have the potential to achieve positive heritage outcomes.</li> <li>• BDB is less optimistic that the initiatives proposed by the Draft BTCSP will be capable of preventing demolition and ensuring new development is architecturally respectful.</li> <li>• The State's heritage and planning laws pose major obstacles to</li> </ul>
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		<p>achieving a respectful heritage response in the KWC and these obstacles were never identified, let alone discussed by the community, openly and directly, during the TPG consultation process. These obstacles continue to remain unidentified, or obfuscated, in the Draft BTCSP and BDB regards this as a major flaw.</p> <p>LOCAL HERITAGE LISTING - WHAT LEVEL OF PROTECTION DOES IT PROVIDE?</p> <ul style="list-style-type: none"> <li>• The first major obstacle to retaining the KWC's heritage buildings is the fact that, under the State's heritage laws, even those buildings which are categorised as Classification 2 can be demolished.</li> <li>• Under the State's heritage laws, buildings which are listed on the Municipal Heritage Inventory (MHI) simply don't stand a fair or fighting chance of not being demolished.</li> <li>• State Planning Policy 3.5 Historic Heritage Conservation strives to weigh up the issue of preventing heritage places from being demolished, versus supporting demolition to enable redevelopment.</li> <li>• In terms of cautioning against demolition, SPP 3.5 states that demolition of local heritage places should be avoided wherever possible. It places the onus on developers to provide clear justification for demolition and goes on to state that "demolition approval should not be expected simply because redevelopment is a more attractive economic proposition, or because a building has been neglected."</li> <li>• BDB agrees that the promise of economic stimulation must not be unfairly advantaged or weighted above other equally important considerations when development proposing demolition is assessed.</li> <li>• Indeed, as previously mentioned, heritage conservation can play a key role in supporting economic renewal:</li> <li>• "Heritage conservation can aid economic prosperity by contributing to the attractiveness of the living and working environment, and encouraging investment in a locality or region from homeowners, investors and tourists. The avoidable loss of buildings through demolition and neglect is a waste of economic as well as environmental resources."</li> <li>• Yes, "heritage conservation can aid economic prosperity by contributing to the attractiveness of the living and working environment, and encouraging investment..."</li> <li>• Unfortunately, Western Australia's planning laws as they currently stand are investor-driven, designed to deliver certainty for higher density housing but few other real benefits to anyone other than the development industry. It is BDB's view that the best planning is that which recognises local community, identity and amenity and seeks to encourage and facilitate development that enhances these things, not undermines or destroys them.</li> <li>• If there is a bottom-line, and there must be, as in all decision-making, it is that Council's only obligation is to "consider" the heritage value of a heritage listed building when assessing a development application involving demolition. As stated in the</li> </ul>
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	<p>City of Bayswater's Local Housing Strategy, Council's only responsibility as elected representatives is "to consider the heritage value of a building or place (listed on the Municipal Heritage Inventory) upon assessment of a development subdivision or demolition application."</p> <ul style="list-style-type: none"> <li>• Many people have no idea that Bayswater town centre's MHI listed buildings have no real or statutory protection from demolition - because this fact was omitted by TPG.</li> <li>• The Draft BTCSP's explanation of MHI listing also fails to shed light on this issue and is misleading at best and obfuscating at worst. One could even claim that the explanation creates a false impression that MHI-listed buildings (Classification 1, 2 and 3) are, in fact, legally protected - because they are linked to Town Planning Scheme 24:</li> <li>• "The City has adopted MHI classifications 1 through to 3 as its 'Heritage List' under TPS24. Consequently, those places identified as MHI classifications 1 through 3 are afforded statutory protection which means any work to these places requires the submission and approval of a Development Application under the statutory planning framework, where the management of the heritage place can then be assessed. There is a general presumption against the demolition of places on a Heritage List and therefore it is expected that new work will incorporate and weave sensitively with, and adjacent to, heritage listed buildings."</li> <li>• It is simply incorrect to say that MHI listed buildings with classifications 1 to 3 are "afforded statutory protection". And work on, or development of, ANY building or place, not just a MHI-listed building, requires the submission and approval of a Development Application. It is not unique!</li> <li>• And finally, what is "a general presumption against demolition of places on a Heritage List"? In the face of law, such a presumption is nothing more than wishful thinking . The fact remains that the decision as to whether or not a heritage listed building can be fully or partially demolished, to make way for a new development, is subject to the personal views and agendas of Councillors elected at the time. End of story.</li> </ul> <p>STATE PLANNING LAWS - THE DAPS</p> <ul style="list-style-type: none"> <li>• The second major obstacle to conserving the heritage precinct of the KWC, and delivering good or amenity-based planning and development generally, are the State Government's planning laws, specifically the Development Assessment Panels (DAPs).</li> <li>• Coupled with the lack of protection provided by the State's heritage laws, the DAPs create a perfect storm - a storm we believe has the potential to lead to the demolition of the KWC's best and oldest buildings and allow new development there which is architecturally inappropriate.</li> <li>• Under the DAP system, developers with development applications valued at \$2million or more are able to bypass local councils and, it seems, the requirements of their town planning schemes, to seek approval from a DAP.</li> <li>• Monetarily, the \$2million threshold in today's environment of</li> </ul>
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		<p>development is ludicrously low. On top of this, DAPs are automatically biased towards development as three of the five panel members are appointed from the development industry. Only two of the panel members are local government councillors.</p> <ul style="list-style-type: none"> <li>• DAPs may have a legitimate role to play in advancing developments of a regional significance but their role in terms of planning in local communities has become essentially undemocratic. Indeed, as former Planning Minister and former MHR Alannah MacTiernan pointed, DAP approvals are alienating local governments and communities across Western Australia, as well as undermining the key principles of good planning.</li> <li>• As we saw with the DAPs approval of the Yolk development, a maximum of five storeys set out in the town planning scheme can easily become seven when a DAP is in control. Similarly, fundamental conditions, such as parking requirements and building setbacks, can also be ignored.</li> <li>• We commend Bayswater Council for taking a stand against the DAPs last year and encourage the Council to continue lobbying for their reform or abolition.</li> </ul> <p>MECHANISMS TO RETAIN HERITAGE AND DELIVER A POSITIVE HERITAGE OUTCOME</p> <ul style="list-style-type: none"> <li>• So, given the perfect storm of the DAPs combining with the toothlessness of a MHI listing (Classification 2), where does this leave the future of the KWC?</li> <li>• As mentioned earlier, the Draft BTCSP makes various encouraging statements about the importance of retaining existing heritage/character buildings and ensuring that new development is respectful.</li> <li>• Primarily, the Plan asserts that heritage buildings in the BTCSP area must be managed according to principles outlined in State Planning Policy 3.5 Historic Heritage Conservation and those of the Burra Charter and identifies parameters to guide such management, specifically:</li> <li>• "Places on the Heritage List should be retained, conserved, adaptively reused and where possible enhanced as part of any development.</li> <li>• Development should protect the cultural significance of a heritage place based on a respect for the existing building, specifically elements/fabric which have been identified as contributing to the place's cultural significance."</li> <li>• The only tool or mechanism proposed by the Draft BTCSP to help achieve these parameters are Heritage Impact Statements (HIS) which, the Plan suggests, should be submitted as part of development applications. The purpose of HISs is for a developer to demonstrate how a positive heritage outcome was considered from the very beginning of the design process.</li> <li>• BDB welcomes HISs but believes that, on their own, they will be insufficient to guarantee the parameters or heritage and development outcomes outlined above, specifically the retention, conservation and adaptive reuse of places on the MHI.</li> <li>• Similarly we welcome the broad design principles identified in the Draft BTCSP for development to, or adjacent to, a heritage listed</li> </ul>
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		<p>place, yet harbour serious reservations that developers will adhere to such principles:</p> <ul style="list-style-type: none"> <li>• “Development to, or adjacent to, Heritage Listed places, should embrace the following broad principles:</li> <li>• New work should respect the context, strength, scale and character of the original and should not overpower it. The considered siting/location of additional height, provision of appropriate setbacks and place responsive materiality, proportion of openings etc are all integral to a respectful heritage response.</li> <li>• New work should respect and support the significance of the place. As per the Burra Charter, imitative solutions should generally be avoided as they can mislead the onlooker and may diminish the strength and visual integrity of the original.</li> <li>• New construction that is imaginative, well designed and harmonious should not be discouraged as it can have a positive role in the future interpretation of a place.</li> <li>• Where possible developments should seek to reconstruct missing/removed facade elements from heritage buildings.”</li> <li>• Given the DAPs’ disregard for local planning, BDB cannot envisage why developers would feel compelled to adhere to these design principles.</li> </ul> <p>DESIGNATION OF THE KWC AS A HERITAGE AREA</p> <ul style="list-style-type: none"> <li>• A major omission in the Draft BTCSP, and the consultative process conducted by TPG, is their failure to consider if the KWC should be designated as a heritage area.</li> <li>• Heritage areas can require restrictions on demolition and building design, so there is obvious merit in this option being explored, if not adopted, by Council:</li> <li>• “Demolition of a local heritage place should be avoided wherever possible.... Demolition approval should not be expected simply because redevelopment is a more attractive economic proposition, or because the building has been neglected.”</li> <li>• “Demolition approval should not be expected simply because redevelopment is a more attractive economic proposition...”</li> <li>• According to SPP 3.5, heritage areas are designated by local governments under a local town planning scheme and they:</li> <li>• “..... should be designated on the basis of a clear statement of significance and a clear identification of the significant physical fabric in the area. This information may be provided within a local government inventory or in other supporting assessment documentation.</li> <li>• In designation a heritage area, the local government is required to adopt a local planning policy that sets out the objectives and guidelines for conserving the significant heritage fabric of the area.”</li> <li>• Of course, the City’s review of its 2006 MHI is still being finalised, so this most up-to-date information concerning the significance of the KWC and its heritage/character buildings is not yet available.</li> <li>• This is clearly problematic as this vital heritage information should have been made available as part of the BTCSP process. For a start, there are four significant and intact buildings in the KWC which are not currently included on the MHI, and should be -</li> </ul>
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		<p>numbers 4, 6 and 8 King William Street and number 91 Whatley Crescent. Importantly, all four buildings are located within completely intact heritage streetscapes.</p> <ul style="list-style-type: none"> <li>• Of course, those in the community who welcome development at any cost and have little regard for the heritage nature of the KWC, and the economic potential this can provide, will argue that the precinct is an "urban character area", but not a heritage area.</li> <li>• Given the high number of Classification 2 MHI listed buildings in the KWC, we strongly dispute this.</li> </ul> <p><b>KWC SITE SPECIFIC DESIGN GUIDELINES</b></p> <ul style="list-style-type: none"> <li>• BDB believes a key plank in ensuring the retention of the Bayswater's 'beating heart', the KWC, is to develop a Local Development Plan (made up of design guidelines which are not general, but rather site-specific) for this heritage precinct.</li> <li>• The City of Stirling developed such a plan for Beaufort Street, called the Beaufort Street Local Development Plan (BSLDP).</li> <li>• The BSLDP is a major feat of fine-grained planning work, taking the conservation of heritage to a whole new level, articulating a clear vision for five precincts located along the Beaufort Street corridor, extending from Mt Lawley to Inglewood.</li> <li>• At its core, the BSLDP is all about heritage as a foundation stone for place making; it is based on a genuine investigation of, and respect for, the existing heritage architectural styles of buildings built before the 1960s.</li> <li>• The retention of existing buildings is front and centre within the BSLDP and maximum building height and front setbacks within the five precincts are mandatory - or non-negotiable.</li> <li>• The plan proposes form-based codes, ensuring that all new development is respectful and sympathetic in style and proportional in height, bulk and scale to surrounding buildings and the streetscape in which developments will sit.</li> <li>• The BSLDP starts from the basis of identifying four basic architectural styles - art deco, brick simple, brick decorated and light classical. Developers are required to nominate one of these four styles and demonstrate how their proposed development adheres to, and complies with, the style they have chosen.</li> <li>• To explore the feasibility of a Local Development Plan being developed for the KWC, BDB members met with heritage architect and urban planner Malcolm Mackay earlier this year. Mr Mackay worked on Stirling's BSLDP and he was able to provide us with an indicative budget outlining the costs associated with developing and LDP for the KWC. (The maximum cost estimated was \$40,000 and Mr Mackay's indicative budget was provided to Acting CEO Carissa Bywater.)</li> <li>• BDB understands that \$75,000 has been set aside in the 2017/18 Council budget to develop design guidelines for the BTCSP.</li> <li>• We would argue that, consistent with Mr Mackay's quote, \$40,000 must be allocated for design guidelines which are site specific for the KWC precinct. General design guidelines simply will not achieve the desired heritage outcomes.</li> <li>• BDB believes the Local Development Plan process for the KWC must include community input so that people can actually see</li> </ul>
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		<p>visual images of design guidelines as they are proposed and before they are adopted.</p> <ul style="list-style-type: none"> <li>• Consultation would enable key and controversial design issues - including particular architectural styles and matters relating to height, bulk and scale - to be worked through by community members.</li> <li>• The strength of having a Local Development Plan for the KWC is that it would provide certainty to both developers and the community. It would be capable of providing proper statutory protection because it can be placed into a Local Planning Policy, linked to the town planning scheme, thereby reducing the "wobble room" which developers rely on and exploit and which DAPs are happy to accept.</li> <li>• As Ms MacTiernan pointed out, for the planning system to work properly, it is up to Councils to insert solid or clear rules into their town planning schemes, avoiding any urge to be wishy-washy, and for DAPs to observe those rules when assessing development applications.</li> </ul> <p><b>BUILDING HEIGHT IN THE KWC</b></p> <ul style="list-style-type: none"> <li>• In terms of building height, the draft BTCSP proposes a minimum of two and a maximum of up to five storeys in the KWC. The fifth storey is considered to be a 'bonus' storey. Developers are required to earn the right to this extra or bonus storey if they meet a quality design and two other development standards. We will have more to say about the proposed "incentives-based system" later on.</li> <li>• The KWC is currently made up of predominantly single and some double storey buildings.</li> <li>• Three of the double storey buildings are heritage/character buildings - the other two were built in the 1980s.</li> <li>• As mentioned earlier, the Draft BTCSP recognises that building height, bulk and scale in a heritage precinct, such as the KWC, must respect the surrounding original buildings, not overpower them:</li> <li>• "New work should respect the context, strength, scale and character of the original building, and should not overpower it. The considered siting/location of additional height, provision of appropriate setbacks and place responsive materiality, proportion of openings etc, are all integral to a respectful heritage response."</li> <li>• In order to respect the heritage nature of the KWC, BDB believes a three-storey maximum is the right "human scale" for building height in the KWC. We say this for a few reasons.</li> <li>• Firstly, none of the heritage precincts of the towns located along the Midland line include heritage/character buildings higher than two storeys. To go to even a third storey is stretching the original heritage nature or fabric of these areas. As Midland MLA Michelle Roberts recently pointed out, addressing the "Say NO to McDonalds in Guildford" rally, the buildings in heritage precincts such as Guildford, simply do not go to four, five or six storeys.</li> <li>• Secondly, three storeys is what the Bayswater community wants for the KWC. When BDB was collecting signatures for petitions opposing the Yolk development, the three-storey Match</li> </ul>
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	<p>development in Maylands is what people consistently pointed to as being acceptable for King William Street. They said this development "worked" because it had resulted in the street level shopfronts being restored and overall it was "human scale" in terms of height, bulk and scale.</p> <ul style="list-style-type: none"> <li>• Thirdly, the Council might recall that the majority of people who attended the Special Electors meeting held in December 2015 voted in favour of proposing a three-storey limit for Bayswater town centre.</li> <li>• The Council subsequently rejected this motion; however, the fact remains that development in the town centre which is three storeys is the height the community is on the record as wanting.</li> <li>• Fourthly, the State's flawed and undemocratic planning system means that any building height maximum which the Council proposes for the Bayswater town centre has the potential to be ignored anyway! On the basis of how DAPs operate, we should really be lobbying for a single storey height limit, so we end up with three (storeys). Crazy, mad and ludicrous.</li> <li>• Finally, building height is an issue of immense significance - and yet at no time during the consultation did TPS raise it, openly and directly, as an issue for consideration and discussion. As an issue in its own right. Bayswater residents were simply not asked what height they felt would be suitable for the KWC, or any other precinct in the BTCSP area for that matter. We regard this as a major flaw in the process.</li> </ul> <p>INCENTIVES-BASED SYSTEM FOR ADDITIONAL BUILDING HEIGHT</p> <ul style="list-style-type: none"> <li>• The Draft BTCSP proposes an incentives-based system which enables developers to obtain additional storeys and plot ratios in their developments, in return for meeting the mandatory development standard of quality design, plus two other development standards. The six development standards proposed for the KWC, include:             <ul style="list-style-type: none"> <li>• preserving and enhancing heritage</li> <li>• lot amalgamation or lot width</li> <li>• through-site connection</li> <li>• public facilities or street improvements discontinuance of a non-conforming use provision of a quality green wall or green roof</li> </ul> </li> <li>• Preserving and enhancing heritage as a development standard in the KWC should not be negotiable - it must be mandatory. To make it negotiable sets the bar far too low and allows heritage to be "traded away" in favour of other development standards.</li> <li>• Similarly, a development standard which concerns quality design is commendable but such a standard would only be 'generalised', not site-specific, and therefore would have no real or applicable value in the KWC. As we argue above, BDB's preference is for design guidelines which are site-specific to the KWC precinct.</li> <li>• BDB understands the rationale behind incentives-based systems - ie a developer can be motivated to deliver a higher quality, more sustainable development in order to earn the right to additional height (and increased financial return).</li> <li>• Unfortunately, such a system has failed in other council areas -</li> </ul>
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		<p>not surprisingly, given the biased, blatantly pro-developer environment currently dominated and encouraged by the DAPs.</p> <ul style="list-style-type: none"> <li>• The City of Vincent introduced an incentives-based system in 2011 but abandoned the policy (Policy No. 7.5.11: Exercise of Discretion for Development Variations) last year. Why? Because developments were being granted additional storeys but without achieving proper sustainable outcomes. The City of Vincent has since introduced a policy which consists of much more prescriptive or code-based design and built form guidelines.</li> <li>• BDB believes the City of Bayswater should learn from Vincent's experience. We certainly do not consider an incentives-based system to be appropriate for the KWC. Under such a system, a developer would be able to demolish the five "row of shops" located along Whatley Crescent and, in their place, build a five-storey apartment block, with retail at street level. All they would have to do to obtain the fifth storey is - demonstrate that they had complied with generalised quality design standards, provide a through-site connection to the nearby rear laneway and argue that the lot was sufficiently wide to warrant the additional height. This is not a positive heritage outcome!</li> </ul>
<p>55.</p>	<p>Not support the structure plan</p>	<ul style="list-style-type: none"> <li>• I am an active member of Bayswater Deserves Better, a community-based group which I represented on the Community Advisory Group for the Bayswater Town Centre Structure Plan. My passion is to see the commercial part of the town centre retain its existing heritage buildings and build further on this character with new development which is genuinely respectful and high quality. In short, no chunky pre-fab concrete boxes in the sky (please).</li> <li>• So much has been said by the pro-any development lobby, Future Bayswater, and their incredible support network both in Government and the private sector, about development being the only pathway to the town centre's renewal.</li> <li>• I agree - to an extent. But, for me, Council and the community's first goal must be to get the best town centre possible — a place which attracts people because it is unique, different, authentic. Heritage and character are the foundation stone for this goal.</li> <li>• When I visit cities like Melbourne and Sydney, I choose not to stay in their CBD, but rather in one of the inner urban centres - Brunswick, Fitzroy, St Kilda, Glebe and Balmain. It's the way of the future and Bayswater has a chance to participate in this new local economy, particularly given the Airport Link.</li> <li>• I have run out of time to write this submission, so in summary, my views on the Draft BTCSP can be found in BDB's submission and, in summary, are:</li> <li>• Success with the future of Bayswater town centre - and our suburb - rests with the King William Core. It is the goose which lays the golden egg. You have a choice - turn our town centre into a unique destination place, with character and a genuine 'vibe', or let it become a soulless suburban retail centre like any other.</li> <li>• Make the KWC a heritage area. If this had been done years ago, the KWC would not have been allowed to become as degraded as it is today. This degradation has allowed the KWC to become 'low hanging fruit' for property development of the basest kind.</li> <li>• Be confident to create a locally-based and long-term vision for the</li> </ul>

		<p>KWC and the town centre. Don't be intimidated by State Government policies and pressures, which are generally one-size-fits-all for pragmatic purposes. And don't be seduced by the promise of development which provides short-term gain, mainly for the developers, but destroys existing amenity and identity.</p> <ul style="list-style-type: none"> <li>• Set a three-storey height maximum in the KWC.</li> <li>• Commission a heritage architect to undertake a Local Development Plan of site-specific design guidelines for the KWC. By site-specific I mean the new design guidelines must start from a place of understanding and appreciating the existing forms included in the existing heritage buildings - ie it must identify existing architectural styles/forms which can then be applied (and interpreted) in new development works.</li> <li>• Ensure that the community has the opportunity to actually see - visually - what the proposed design guidelines for the KWC will look like - and provide feedback on them.</li> <li>• Certain or key design guidelines must be mandatory, not negotiable - height, setbacks, the architectural style which the developer has chosen etc - please refer to the City of Stirling's Beaufort Street Local Development Plan.</li> <li>• Place the LDP into a town planning scheme amendment - making the guidelines law. Only through this level of statutory protection will the DAP be guided to ensure that development applications comply with the site-specific guidelines and curb their tendency to exercise way too much discretion (personal bias), at the expense of the community and good "locally based" planning.</li> <li>• Do not proceed with any kind of incentives-based system enabling developments to obtain an extra storey. The system didn't work in the City of Vincent and it won't work here in Bayswater. Learn from Vincent's mistakes. Offering developers an incentive to produce better buildings is a nice idea, in principle (yes, we all value imagination, flexibility, sustainability, good design, affordable housing etc) but, unfortunately, the majority of developers just don't deliver - and they get the extra height.</li> <li>• Bayswater Council to focus on developing a landscaping plan for Bert Wright Park, in consultation with the community, so that works can be implemented in 2018/2019.</li> <li>• Bayswater Council to focus on developing traffic calming and streetscaping plans for the KWC and other key precincts, so that works can be implemented in 2018/2019. Again, community consultation required.</li> <li>• No developments anywhere in the BTCSP area to be higher than four storeys.</li> <li>• Definitely no eight-storey development on the corner of Railway Parade and Coode Street. A maximum of four storeys - with setbacks - here, to respect the homes in Rose Avenue.</li> <li>• Develop design guidelines for developments of three and four storeys - to ensure they include space for the planting of tall trees, with proper canopy cover, particularly at the front (street) and rear of development areas, as well as green garden spaces inside development areas. (Even single and double-storey developments, including battleaxed lots, should be required to include space for the planting of proper trees. It's simply incredible that four decades of infill development in metropolitan</li> </ul>
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<p>56. <b>(Property Council of Australia)</b></p>	<p><b>Support the structure plan with modifications</b></p>	<p>Perth has been allowed without this provision for canopy cover.)</p> <ul style="list-style-type: none"> <li>• Industry feedback on the Bayswater Town Centre Structure Plan highlighted the need for greater density around the Bayswater Train Station Precinct. To develop a revitalised and vibrant community hub, while also providing enough economic benefit to attract investment from developers, the Property Council recommends a minimum of 6-Storey zoning with a focus on 10-storey products where appropriate.</li> <li>• Currently the structure plan allows for a maximum of 6 storey including bonuses, however, if podium I typology is introduced to minimise the height perception for pedestrians; there is no reason to inhibit density to 6 storeys. Enabling developers to build higher will ensure revenue will offset the increased construction costs, minimizing risk and encouraging investment.</li> <li>• The maximum height of 6-storeys will make Bayswater uncompetitive with areas such as Murdoch, Vincent and Victoria Park. In an area with challenging topography for it to be attractive or feasible to invest, developers must have certainty of greater height.</li> <li>• Also, the placing of high density encourages people away from the City Centre. The highest mixed use density should be on King William Street to create a high density shopping strip that will boost local trade and create jobs. The density increases in the current town centre structure plan are modest at best, and will not optimise the revitalisation of the centre.</li> <li>• In future drafts of the Bayswater Town Centre Structure Plan, more industry consultation is needed particularly with the investment and development industry who are of the view that the typography of the area and the current proposed height limits would make development unviable for many developers.</li> <li>• The State Government has committed to the creation of vibrant Metro hubs, as part of METRONET. It is imperative that all local planning schemes align with the State Government's vision to deliver vibrant and liveable precincts. While we understand that the State Government's plans were revealed after the process of development the structure plan had begun, the City of Bayswater must ensure current plans are in line with state plans to avoid unnecessary and arduous amendments down the track.</li> <li>• The Property Council strongly urges the City of Bayswater to amend the Bayswater Town Centre Structure Plan to allow for greater density which will provide the residential population needed to ensure the sustainability of the commercial precinct, create local jobs and improve local amenity.</li> </ul>
<p>57.</p>	<p><b>Support the structure plan with modifications</b></p>	<p><b>Plan unlikely to align with latest Metronet Plans</b></p> <ul style="list-style-type: none"> <li>• The Structure Plan was consulted and prepared before the new Government was elected in March 2017. The Government has since committed to the Metronet program including a new line to Ellenbrook, which is planned to join the Midland line to the east of Bayswater Station, in addition to the Forrestfield Airport Link.</li> <li>• The September State Budget included \$86.2 million to improve the Bayswater Station and surrounds (up from a \$40 million pre-election commitment).</li> <li>• While section 5.7 indicates there has been exploration of</li> </ul>

		<p>development should the rail be sunk, it is only a very superficial analysis. While the updated \$86million budget may not be enough to lower the railway line there is the prospect of either:</p> <ul style="list-style-type: none"> <li>• Far greater changes to the existing station and surrounds; or</li> <li>• The Federal Government could provide additional funding to lower the station and railway line.</li> <li>• The significance of the investment proposed for Bayswater including three lines joining to the east Bayswater will see it now be a key Metronet Station and therefore a more important Activity Centre.</li> <li>• These material facts were not known when the Structure Plan was undertaken.</li> <li>• Therefore, the plan needs to be paused and reviewed and updated to ensure it integrates with current planning being undertaken for the Bayswater Train Station by the Metronet team.</li> </ul> <p><b>The Proposed Densities are too low for a Transit Oriented Precinct.</b></p> <ul style="list-style-type: none"> <li>• As a contemporary 'next generation' Structure Plan this plan should comply with the direction of current 'seriously entertained' State Policies such as the Draft State Planning Policy 7 Design of the Built Environment, otherwise known as 'Design WA'.</li> <li>• Under densities outlined in the proposed 'Design WA' documents, the densities proposed in the 'Core' area of the Bayswater Structure Plan are considered to be light-on:</li> <li>• RAC3 (A2 — 'Medium Density Attached') is the highest proposed density under the plan but the lowest of any Activity Centre Code. It is only a medium density code under Design WA. And</li> <li>• R60 (AI 'Neighbourhood Attached') — is in the lowest density coding category under Design WA which would be applicable to an Activity Centre.</li> <li>• These are too low for the core of a key Station precinct and will not create the vibrant centre that is desired by the community.</li> <li>• These density codes should represent the minimum permissible density in the core areas (refer point 3 below).</li> <li>• All maximum densities in the Core area need to be higher than proposed to attract investment, people and jobs into the Bayswater Town Centre — or it is very likely that no change will occur.</li> <li>• It is suggested the maximum densities be increased from:</li> <li>• RAC3 (A2) to RAC1 (A3) - with RAC3 as a minimum and</li> <li>• R60 (AI) to R120 (A2) - with R80 as a minimum for the outer edges of the core</li> <li>• The Centre Frame area, despite being within the 400m catchment of the railway station, has significant areas with what appears to be a surprising new density coding of "Lots below R40" (which is assumed to mean an unchanged coding)?</li> <li>• It is very surprising that such a large area of low density coding would be contemplated within the 400m station catchment. Key corridors such as Coode St, King William St South and Beechboro Rd North, where they traverse the Frame Precinct, should be attracting significantly higher coding (eg R60 — R80) on a consistent basis rather than the spotty coding as proposed.</li> </ul>
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	<p><b>Two Storey minimum height in the Core areas is too low</b></p> <ul style="list-style-type: none"> <li>• The three precincts which effectively make up the 'Core' area — Beechboro Core; Civic; and King William Core; (albeit the boundaries do not align with the core in all locations) state that "any comprehensive new development is to be a minimum of 2 storeys in height unless otherwise approved by the City".</li> <li>• A 2 storey minimum is considered to be seriously inadequate for the core of a Transit Oriented development precinct.</li> <li>• As stated in #2 above both the minimum and maximum required density should be lifted.</li> <li>• There are precedents for Activity Centre Structure plans requiring a minimum density coding, in some cases the minimum is set at 80% of the maximum coding.</li> <li>• It is quite possible the community misunderstood the height ranges shown on the plans in the November / December community engagement sessions. For example a notation of "4-5 storeys" on the plan could have been interpreted as minimum of 4 storeys.</li> <li>• If a minimum of 2 storeys is adopted for the Core it could represent a lack of density required to generate change and vibrancy, a risk of underdevelopment that is of poor quality resulting and mixed messages to the development industry who (assuming they will invest) would be uncertain about the quality of any neighbouring development.</li> </ul> <p><b>Reinforce the King William Core area as the key focus</b></p> <ul style="list-style-type: none"> <li>• The report describes King William Street as the core/heart of the town centre - as identified in the community engagement findings. It would seem logical that the proposed densities and incentives to generate economic activity should be the highest in this area.</li> <li>• However, the most intense density development has been identified for the Core area to the northeast area of the railway line.</li> <li>• Although Core areas to the north and south side of the railway are coded the same (RAC3), for some reason the plan has elected to reduce the development incentive ('Bonus') in the King William Core area to just +1 storey (5 overall) rather than the bonus of +2 storeys (6 overall) which applies to the north east side of the railway station.</li> <li>• Unfortunately, there is no rationale provided for this difference. When considering the challenges outlined next, the incentives in King William St should be at least the same as the north east side, if not more (+3 storeys).</li> </ul> <p><b>King William St Challenges are not taken into account</b></p> <ul style="list-style-type: none"> <li>• There does not appear to be adequate consideration of the many challenges to achieve redevelopment of lots especially in the In King William Street Core area. Without adjustment, the redevelopment of this key area will be more difficult than other flatter and larger lots in the core areas to the north of the railway line.</li> <li>• There are 2-3 significant challenges across most of these King William Street Core lots:</li> <li>• In King William Street most of the lots are small and sized</li> </ul>
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		<p>between 500sqm (mostly) to 700sqm. On their own the lots are too small to achieve redevelopment to the desired density and lot amalgamations will be required. This will require significant 'patience' for an owner and/or developer to wait to assemble a suitably sized parcel of 2 or more lots.</p> <ul style="list-style-type: none"> <li>• Secondly the topography of this area sees many lots with a significant gradient resulting in a 1-2 storey fall from the rear to the front of many sites. The small nature of these sites means that incorporating parking will be quite expensive to create access to a basement or alternatively for parking to be buried behind active street front uses. The topography does provide for good transition of height to integrate with surrounding areas.</li> <li>• Thirdly several of these lots also contain heritage structures which would be worthy of retention, adding another layer of development challenge and cost. At the least it would be worthy of the Grade 2 listed building facades (if not more of the buildings) to be incorporated.</li> <li>• The 'Bonus' for the King William St Core area should be raised to be at least the same as the RAC3 area north east of the railway line. In fact there is a good case to specifically incentivise lot amalgamation in the King William St Core area to a greater degree due to the challenges of developing these smaller lots making the bonus +3 storeys (7 storeys overall).</li> <li>• There does not appear to have been any specific architectural and property market testing of the built form in the King William Core, nor economic considerations as to how to enable the most effective outcomes to deliver quality increased density around the train station.</li> </ul> <p><b>The A2 Zoning for King William Street needs to continue further down the road to create a 'Main Street' (and be balanced on both sides of the street)</b></p> <ul style="list-style-type: none"> <li>• The higher density area (A2) proposed for King William Street should be increased and carried further down to Hill Street, if not Almondbury Rd to create a mixed used 'Main Street' that extends the shopping strip equally on both sides. This will create a more vibrant strip and optimise the City's assets of the Library, Park and Senior Citizens Centre.</li> <li>• The plan truncates the development of the A2 zoning at the Bendigo bank on the South West side of the road, while it continues it down the opposite North East side. Both sides of the street should have comparable densities to create a formal main street and to increase the economic and residential footprint to give the high street a chance a being viable into the future.</li> </ul> <p><b>Frame Precinct Anomaly — Table #1.</b></p> <ul style="list-style-type: none"> <li>• Table 1 sets out the land use intent. Under the 'Centre Frame' area Multiple Dwellings are a preferred use, but Note 1 stipulates this is only where the land is coded R50 or above.</li> <li>• Multiple Dwellings are not listed as either Preferred or Contemplated below R50, which means they are intended to be prohibited in areas coded below R50.</li> <li>• The Structure Plan Map shows reasonably significant areas (often abutting major roads) identified as D1 (R40). Apartments</li> </ul>
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	<p>would not be permitted in any of those areas (within 400m of a train station) but low density grouped dwellings or villas in the form of 'backyard-clearing' multi pack dwellings are considered OK?</p> <ul style="list-style-type: none"> <li>• Further a height limit of 3 storeys is suggested in these R40 coded areas, however this is highly improbable for either single housing or grouped dwellings, but would likely be achieved if multiple dwellings were permitted.</li> <li>• It also appears the dwelling yield estimates are based on these R40 areas being developed with apartments, not villas/townhouses. As such, there is a clear mismatch — the dwelling yields for villas/townhouses will be much less than for apartments, so the Structure Plan has overestimated the potential dwelling yield.</li> </ul> <p><b>Application of setbacks</b></p> <ul style="list-style-type: none"> <li>• The rear set-backs on lots with laneways / Right of Way (ROW) to the rear are treated the same as those with no ROW and only a dividing fence between properties.</li> <li>• Properties with laneways (ROW) at their rear should have reduced set back requirements as they are not directly interfacing with other properties as much of the separation will be taken up with the ROW itself.</li> </ul> <p><b>Compulsory requirement for using the bottom floor of mixed use for commercial purposes only</b></p> <ul style="list-style-type: none"> <li>• The plan indicates that all properties within the large core area must use the bottom floor for commercial purposes only.</li> <li>• Has the City sought any independent commercial property or economic advice to support this approach?</li> <li>• The prospect of all ground floor space having commercial uses is very unlikely in the short to medium term and only likely in the very long term.</li> <li>• In Activity Centres it is common practice to require ground floors to achieve a minimum floor-to-ceiling height to support commercial use, however that can be designed to be adaptable for interim uses enabling future conversion to commercial uses when the precinct matures and the market exists for additional commercial floor space.</li> <li>• Unless changed this requirement will very likely be an impediment to investment.</li> </ul> <p><b>Lack of a detailed Transport Assessment, study or plan</b></p> <ul style="list-style-type: none"> <li>• With Bayswater being an important transport oriented hub, the lack of detailed transport, traffic and parking assessment seems to be a significant deficiency.</li> <li>• There is significant through-traffic, which does not use the Town Centre as a destination and is a serious barrier to the creation of an amenity.</li> <li>• Although there is an action listed under 6.22 item C of Movement &amp; Connectivity to "Liaise with Main Roads Western Australia to explore district level traffic strategies", this is listed as a short to medium term timeframe which could mean up to 10 years.</li> <li>• The priority of this action needs to be raised and connected to</li> </ul>
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		<p>various other actions in that list to provide an overall integrated transport Strategy. The City should engage with a wider group including the Department of Transport, PTA, Main Roads and the WAPC to engage experts in transport planning to conduct a comprehensive transport and traffic management study, so that effective strategies can be put in place to encourage public transport and better manage traffic, parking and to create a more pedestrian friendly town centre.</p> <p><b>Design Quality</b></p> <ul style="list-style-type: none"> <li>• Achieving Design Quality remains a significant concern within the community and one that could be enhanced in the Structure Plan.</li> <li>• The draft Structure Plan has very little reference to the proposed Design Guidelines, which are yet to be prepared, however it is understood there is an allocation of \$75,000 in the City's 2017-2018 Budget for their preparation. One could read the entire Precinct Guidance Section (4.3.4) and not see a cross reference to (proposed) Design Guidelines.</li> <li>• Although there is some brief mention of Design Guidelines at the beginning of Part 1 and the Statutory Table in section 6.3, it would be useful for the community to see a diagram to explain the relationship and interaction between the TPS, the Structure Plan, Design Guidelines and the proposed Design Review Panel and a DAP Panel.</li> <li>• There is also reference to the draft Design WA policy which could be shown including the underpinning 10 design principles.</li> <li>• A 'Precincts' volume of Design WA is also to be drafted which could also enhance the controls in a later guidelines document.</li> </ul>
58.	Support the structure plan with modifications	<ul style="list-style-type: none"> <li>• Plan zone is excessive and should be limited to immediate vicinity of Bayswater Town Centre – King William Street and Bayswater Railway Station.</li> <li>• Limit to maximum four storeys in Bayswater Town Centre – King William Street only, which is lower and will not result in high-rise skyline.</li> <li>• Every dwelling needs to have two car parking spaces mandated.</li> <li>• Plan has inadequate public car parking for increased number of residents and railway station users.</li> <li>• Plan has inadequate public open space for increased number of residents.</li> <li>• All significant trees should be protected.</li> </ul>
59.	General comment	<ul style="list-style-type: none"> <li>• The requirements for tree retention are inadequate and do not reflect the true value of trees. Other Council have clear tree policies in their Town Planning Schemes that address issues, such as: indicating all trees onsite as part of a development application and retaining trees where possible. In the City of Bayswater, a developer usually clear-fells all the trees on the property.</li> <li>• In relation to trees on the verge, the City of Bayswater adopt a 2 for 1 view, which is laughable.</li> <li>• The City has little chance of making the 20% canopy cover by 2020.</li> <li>• If a developer wants to remove a tree then the true monetary value of the tree should be imposed to offset the trees value, this would make developers consider the design of developments to</li> </ul>

		<p>retain trees and the City would receive funds to plant additional trees.</p> <ul style="list-style-type: none"> <li>The City needs to change its attitude regarding trees by creating a healthy tree budget and valuing trees.</li> </ul>
60.	Not support the structure plan	<ul style="list-style-type: none"> <li>The City could capitalise on the character of King William Street by conserving the rows of heritage buildings for future generations to enjoy, rather than a free market APPROACH WHICH IN MY OPINION WOULD DESTROY THE CHARACTER OF THE TOWNSITE.</li> <li>3-4 storeys would provide a reasonable level of impact on the street and human scale, with older buildings still fitting in. The zoning does not make enough provision for the existing buildings and puts pressure on owners to sell to developers to maximise profit.</li> <li>The initial consultation process gave limited A or B options and future Bayswater planted members at each table, which made the process feel underhanded.</li> <li>The R60 zoning will impact character homes in Hamilton Street to Leake Street.</li> </ul>
61.	General comment	<p><b>Side Setbacks</b></p> <ul style="list-style-type: none"> <li>Under Table 2 of The Draft Structure Plan, the minimum side street setback applicable to developments within the Beechboro Core Precinct is nil. However, boundary wall heights are limited to two storeys and it is therefore unclear what setbacks are expected above the second storey. Consistent with the Beechboro Road South streetscape, we consider it is inappropriate to limit boundary wall heights to two storeys for the following reasons:             <ol style="list-style-type: none"> <li>The narrow lots create an undesirable built form. The majority of lots within the Beechboro Core Precinct are relatively narrow, being 15 to 16 metre wide lots. To implement side setbacks would be onerous as the potential building envelope within a 15-metre-wide block would be too narrow. The resultant built form for the subject site is shown in Figure 1 below. As is evident from this illustration, the built form which is created is an unduly narrow building above a two storey podium. In our experience, this is likely to encourage low rise, poorly designed developments which would not provide density necessary to support the ongoing viability of the town centre. It is important to note that the draft Design WVA Apartment Design Guide suggests boundary walls with a height of 3 storeys are 'deemed to comply' within the A2 'Medium Density Attached' streetscape character type. This deemed to comply standard is intended to apply 'as of right' in all circumstances throughout the state, and is therefore relatively conservative. Taking into account the specific attributes of the subject site and locality, and more specifically the intent for the Beechboro Core precinct to function as the highest-intensity sector within the Bayswater TOD, and the absence of any sensitive land uses or buildings within the Beechboro Core, we submit boundary walls of 4 storeys and greater is clearly appropriate.</li> <li>No impact on adjoining properties. The sites on the northern side of Beechboro Road (between Drake Street and Foyle Road) are each commercial. It is highly unlikely that a five storey</li> </ol> </li> </ul>

		<p>boundary wall would have an undue impact on these properties and there are no areas which would be particularly sensitive to overshadowing or building bulk.</p> <ul style="list-style-type: none"> <li>• 3. Future streetscape. A five storey boundary wall allowance would offer a more cohesive future streetscape, befitting of a town centre context. It is very common for town centres to allow continuous boundary-to-boundary development. For example, the Maylands Town Centre allows boundary walls in its main street. One example is shown in Figure 2 below which depicts a four storey boundary wall on a narrow lot. Located along Eighth Avenue, Maylands, it is evident that the development utilises a variety of colours and public art adding to the streetscape without adversely affecting the adjoining property. We consider it appropriate to increase the maximum boundary wall height limit to five storeys under Table 2 of The Structure Plan.</li> </ul> <p><b>Building Height</b></p> <ul style="list-style-type: none"> <li>• We request the City reviews the Structure Plan and increases the building height in the Beechboro Core Precinct to eight storeys. The subject site is located within a highly accessible area with frequent public transport services and all necessary residential amenities. Additionally, with the initiation the State Government's METRONET proposal, Bayswater is set to accommodate additional patronage from the proposed Perth Airport (due for completion in 2020) and the Ellenbrook rail link (where planning and feasibility studies are underway). The proposed yield of 2,500 dwellings is underwhelming and would be unlikely to facilitate the types of activities the Structure Plan seems to envisage. Additionally, much of the land in the precinct is sterilised by existing strata or heritage constraints. This means by 2031, the yield is unlikely to reach anywhere near the projected 2,500 dwellings. Therefore, it is appropriate to increase the height and density for the Beechboro Core Precinct to at least eight storeys. Otherwise, any development may fail to achieve the Structure Plan's objectives to cater for a variety of multiple dwellings and housing options of adequate density.</li> </ul> <p><b>Street Activation</b></p> <ul style="list-style-type: none"> <li>• Under Table 3A – Precinct 1 Beechboro Built Form Requirements, any new development is to provide non-residential land use fronting the street at ground level. We understand the importance of accommodating a variety of land uses within the precinct however, it seems appropriate to allow residential development at the ground floor if commercial floor spaces cannot be achieved. Until the demand for non-residential land uses matures, the Structure Plan should allow residential development if it has the potential to be converted to commercial at some point in the future.</li> </ul>
<p>62. (Yolk Property Group)</p>	<p>Support the structure plan with modifications</p>	<ul style="list-style-type: none"> <li>• The SP is short-term focused; it is a plan for next year not the next 30 years, this only lead to another review as larger leafy green family lots are taken over by medium density development.</li> <li>• Residential density is needed to activate shops.</li> <li>• No new commercial spaces will be built, unless they are part of mixed use developments with adequate residential above that is</li> </ul>

		<p>economically viable.</p> <ul style="list-style-type: none"> <li>• Higher density is located on the north side, which will jeopardise the energy of the King William town centre.</li> <li>• More density should be kept closer to the train station to protect the leafy green lots further out. I would encourage an even smaller hub with greater density.</li> <li>• Topography needs to be accounted for as it impacts the viability of developments, particularly at 7-11 King William where parking accessed from the laneway needs to enter on the effective second storey.</li> </ul>
63.	General comment	<ul style="list-style-type: none"> <li>• Ensure water tight wording is used where a maximum height is required.</li> <li>• Green walls and roofs should be mandatory, not just incentivised.</li> <li>• Strick environmental guidelines should be imposed, i.e.: no black/dark roofs, orientation, roof-top solar, gardens, green walls, deep root trees, retention of trees, footpath shade cover.</li> <li>• 50% of dwellings should be for over 50's in the centre core to enable walkability and access to shops, public transport and public open space.</li> <li>• A comprehensive medical centre, an aged care facility and a high-rise parking area should be provided near the station within the central core.</li> </ul>
64. (Department of Education)	General comment	<ul style="list-style-type: none"> <li>• This structure plan falls within the local intake area for the Bayswater Primary School and Hillcrest Primary School. There is currently existing student accommodation capacity at both primary schools for future growth. However, both sites would have limited capacity for development due to site restraints. Further work would need to be commissioned to identify the ultimate development capacity for each site.</li> </ul>
65.	General comment	<ul style="list-style-type: none"> <li>• Provide a railway crossing from Slade Street to Railway Parade to ease traffic congestion on Beechboro Road.</li> <li>• I presume that the road will be deepened under the bridge to stop trucks getting stuck there as well as measures to manage flooding.</li> <li>• Each dwelling should have at least 1 car bay, cheap and free parking is a problem for the economic success of the centre.</li> <li>• Create circuit not liner flowing commercial areas, which give people an interesting path to walk. Utilise the laneways to achieve this in the town centre.</li> <li>• The plan does not mention vistas - views from and of buildings and units are opportunities.</li> <li>• The LDP site shows a step-back form of building that is very wasteful.</li> <li>• Poor quality developments age very fast and are often too expensive to remove. Ensure high quality developments.</li> <li>• The Library and Senior Citizens Centre space could be transformed into a more multi-function space and/or cultural centre.</li> <li>• Awnings and there supporting structures are a very Australian heritage characteristic. Awnings should be required on traditional commercial buildings in a form that reflects heritage values.</li> <li>• Rates bonuses could be applied to commercial tenancies for heritage restoration and an award system for heritage excellence</li> </ul>

		<p>in such projects.</p> <ul style="list-style-type: none"> <li>• Renovation and redevelopment of heritage buildings and areas should be sympathetic in scale and style and should respect the quality of the existing heritage.</li> <li>• Tin buildings, such as the now Liquor Land building, should remain a viable building solution for it utility, beauty and economy.</li> <li>• There are two examples of Brutalist Architecture, being the Elders Real Estate and the Oxfam buildings that should be considered as having heritage value.</li> <li>• Palm tree roundabouts are rear heritage items in Perth, which exist in wealthy suburbs like Mosman. They should be systematically cultivated and extended outwards from the town centre as they will develop a sense of unique status.</li> </ul>
66.	Support the structure plan with modifications	<ul style="list-style-type: none"> <li>• The uproar over the proposed York Development in King William Street should make Council aware that "high rise" development is not wanted in Bayswater.</li> <li>• Having just returned from overseas, it has again reinforced my belief that high rise apartment blocks are not what I want for Bayswater.</li> <li>• I understand that we cannot maintain the current rate of urban sprawl that we have in Perth and that we have to accept a certain amount of development, especially in the suburbs close to the CBD.</li> <li>• This does not mean that I accept that its ok to build 5 &amp; 6 storey buildings in Bayswater just because they are close to the railway line. Over time the majority of this style of housing just becomes an eyesore. What we need for Bayswater if a very considered plan for infill development that respects the heritage and the lifestyles of those who live in Bayswater.</li> <li>• I am not opposed to Council giving consideration to subdivision of backyards especially those that have laneways, this will need to be done mindfully taking into consideration the style and design of said development. Unit development should be kept to no more than 2 storey and no more than 6 per 1000sqm.</li> </ul>
67.	Support the structure plan with modifications	<p>Restrict height to 4 storey within the Core</p> <ul style="list-style-type: none"> <li>• My comments relate to the issue of height of the buildings particularly within the King William street area as I feel this area should be restricted to 4 storeys as a means of creating both a creative lively space and preserving the older streetscape. It is my belief at this time that investors and developers will essentially be inclined to maximise profit and approach the area in such a manner to increase a height advantage in lieu of good design. In reviewing the height proposed in the plan feel this will result in over shadowing the street scape and as the present paths are somewhat narrow the support of above 4 storeys will reduce Bayswater's existing sense of place and potential heritage.</li> <li>• I also would like to support the retention and reuse of heritage buildings and facades as part of CoB planning and design. Such as improved incentive based development standards, greater significance in heritage management and a priority and recognition within Council policy. Developers should be communicated with up front about policies and requirements that reflect Council's heritage preservation and restoration, which</li> </ul>



		<p>prioritise reuse of buildings and incentivised plans and projects to design both innovatively within the context of adopting architectural best practice. In this way in submitting development proposals in which Heritage Impact Statements articulate how their plan meet existing cultural heritage values.</p> <p>Improved public access and connectivity</p> <ul style="list-style-type: none"> <li>• I support the plans views on connectivity of the two different sides of Bayswater, and think this could be improved by extending the lanes and creating a pedestrian walk way through to the river.</li> <li>• I commend and agree with the general intent of the Structural Plan to connect the civil community, open space and services. (refer to page 2 &amp; 3. Plan 1.) The allocation of RACO on the hotel side is well positioned and opening to public space in Halliday Park with good utilisation and connectivity. However there is still a disconnect of the two areas of Bayswater and I believe this could limit the potential of the Whatley Street side, and older township area to high rise narrow alleys. BHS would like to see the key pedestrian link (laneway behind 9- 11 King William Street) through (depicted as potential walk way refer to Plan 1) to be connected to the Bert Wright Park public open space.</li> <li>• A walk way could be created that continues on the other side of the Bert Wright Park of Olife Street, through the old lane ways to the Swan River. This would encourage the flow of people to the river and the use for trains as a both local traffic and tourism potential to be expanded and be in keeping with Bayswater origins and history as a river community.</li> <li>• Bert Wright Park should also be noted as a key public open space and community civic space raising potential and usage of the Seniors Centre and Library as Community Space to a more diverse range of uses and offering our township greater local services and civic use. This open park space could include greater focus on the significance of water and underground springs, environmental wetlands and our first peoples (Aboriginal settlement and cultural &amp; social aspects)</li> </ul> <p>Heritage</p> <ul style="list-style-type: none"> <li>• In view of this, new 2017 MHI has not been completed or provided for comment as such the current ratings of buildings (provided in the Structural Plan ) is significantly out of date. It is of concern to BHS that the previous MHI plan has rated buildings lower than "heritage value". It is imperative that the DRAFT Structural Plan be reconsidered against the new DRAFT Bayswater Municipal Heritage Inventory 2017 (MHI) and further to this category rating of existing buildings within the Structural Plan be upgraded. BHS is of the view that buildings such as the 14 King William St, Bayswater should be category MHS' Category 1. While the Structural plan indicates the area is presently LA Public Purposes; the building hold significant state history being the first service post outside the metro area and it also still retains the original roof and facades of this building. In responding to the Structural Plan , I am concerned about the potential for increased</li> </ul>
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		<p>demolition of buildings from the MHI and Heritage register. Based upon this shared relationship we seek to raise preservation categories of buildings within the inventory and precinct, request improved evidence of reasons for demolition, where required for non re-use to be substantiated by independent adviser nominated by Council, seek BHS consultation at onset including at notification to Council and improved expertise involved in such decision making - prior to planning consent provided by Council.</p>
<p>68. (Bayswater Historical Society)</p>	<p>General comment</p>	<ul style="list-style-type: none"> <li>• The look and feel of today's Township reflects the trends and changes of what was thought to be progress at the time – it very much reflects past poor decision making of the demolition of buildings as a reflection of making progress. Sometimes this tendency to under value older Australian heritage and character reinforced attitudes of heritage versus development as though these are opposing positions, this has had a tendency to evoke "one over the other" heritage versus development. BHS position is this should not be the case and heritage should not be considered as taking a back step.</li> <li>• BHS and our members do not wish to see heritage being given a low priority going forward. The need to recognise and save our heritage is further highlighted and discussed amongst our members as of concern as we are now faced with considerable change given the State government's focus on increased density along the train line and economic higher investor activity and expectation for returns.</li> <li>• 1.1 Adoption of improved Council practices and policy that recognises cultural history and local heritage in the planning process.</li> <li>• 1.2 The adoption of Heritage Officer Position within Council with the role of proactive promotion and recognition of Bayswater heritage.</li> <li>• 1.3 The adoption of improved Heritage Management -incentive based management development standards, which focuses upon style, and proportion including height, bulk and scale.</li> <li>• 1.4 Site specific Local Plan Development with statutory status and protection.</li> <li>• 2.1 Adoption of improved Council practices and policy that recognises cultural history and local heritage in the planning process.</li> <li>• 2.2 The adoption of improved Heritage Management -incentive based management development standards, which focuses upon style, and proportion including height, bulk and scale.</li> <li>• 2.3 Council should not accept compensation in lieu of parking space.</li> <li>• 3.1 Structural Plan Review and alignment to the new Bayswater Municipal Heritage Inventory (MHI) 2017.</li> <li>• 3.2 Endorsed recognition of local buildings within the Bayswater Municipal Heritage Inventory (MHI) through increased category ratings</li> <li>• 3.1 Creation of a Heritage Officer position which seeks to advise Council through the formation of an independent Heritage Committee with oversight on present heritage buildings, formation of links to major national and state heritage bodies best practices planning and actively facilitate local archives.</li> </ul>

		<ul style="list-style-type: none"> <li>• 5.1 Structural Plan Review and alignment to the new Bayswater Municipal Heritage Inventory (MHI) 2017</li> <li>• 5.2 Endorsed recognition of local buildings within the Bayswater Municipal Heritage Inventory (MHI) through higher category ratings</li> <li>• 5.3 Endorsed recognition of local buildings within the Bayswater Municipal Heritage Inventory (MHI) with more plaques located across the retail areas and at minimum across the 33 identified buildings presented in pages 66-67, of the DRAFT Structural Plan.</li> <li>• 5.4 Initiate active Heritage Advisory Group operating within our Council</li> <li>• 6.1 Recommend that a height limit of 4 storeys be applied within the Township and King William core precinct.</li> <li>• 6.2 Recommend height limit of 4 storeys be applied and extend to Almondsbury street, given this takes in Public Open space - Bert Wright Park, a significant historical area within the main township.</li> <li>• 7.1 The continuation of the key pedestrian walk way through to the laneways present on the Whatley Street side, indicated on Plan 1 pages 2-3.</li> <li>• 7.2 That council purchase this (Whatley Street side, behind 9-11 King William) laneway area and create a pedestrian walk way through to Bert Wright Park and continue the pedestrian walk on the other side of Olife Street.</li> <li>• 7.3 That the pedestrian walk way be "water" themed similar to the East Perth development area, providing a walk to the Riverside gardens.</li> <li>• 7.4 That landmarks be included at the Park corners (King William and Olife Street).</li> <li>• 7.5 Civic pride to include stronger connection to the first peoples cultural and social customs.</li> <li>• 7.6 That included within the park are increased community services and an increase in the civic pride focused activities.</li> <li>• 8.1 BHS recommends a staged approach in adopting the structural plan, "sanction off" A2, A1, A1 (refer to Structure Plan Boundary areas) pending the provisions of plans for the railway development and local government development groups.</li> <li>• 8.2 BHS recommends containing and restricting height and better defining heritage. We recommend to Council to err on the side of caution to allow "big picture" thinking and better understand the intent of the proposed stakeholders such as the various State government departments as this will impact significantly upon our township and in particular community</li> <li>• 8.3 Create a Liveable Innovative City Development group for our city which works across the areas of business, community services, environment whose role is to act as a consultative group with State government projects occurring in Bayswater.</li> </ul>
69.	Not support the structure plan	<ul style="list-style-type: none"> <li>• The meetings conducted by TPG regarding the structure plan were a major disappointment and all they did was push on the size of buildings to be "economically viable" i.e. "profit making for the developers" and at a meeting in the Drill Hall presenting two options – 8 storey town centre or a 6 storey option. In the last two years Bayswater Deserves Better has been talking 3 storeys and</li> </ul>

		<p>12 metre height – this was not allowed to be discussed at TPG meetings and summarily dismissed. This tactic by TPG was overbearing and not democratic in any manner or form.</p> <ul style="list-style-type: none"> <li>• The town centre especially needs to be constructed in a human scale with buildings being 12 metres at a maximum and a 3 storey maximum. As we saw with the Yolk Development at 9/11 King William Street – 5 can end up being 7 with no concessions regarding appearance and heritage considerations.</li> <li>• Preserving and enhancing heritage as a development standard in the King William core should not be negotiable; it should be mandatory.</li> <li>• I believe that the main point in ensuring the retention in Bayswater’s King William core is to develop a Local Development Plan made up of design guidelines that are site specific and not generally applied.</li> <li>• In conclusion, I would recommend that the structure plan is put on hold until the plan for the railway station is unveiled. We need to know what is proposed, where drop off points are and where changeovers are to be located. Once again, we appear to be developing before planning, as with the Yolk Development at 9/11 that started this whole structure plan process back in 2016.</li> </ul>
70.	Not support the structure plan	<ul style="list-style-type: none"> <li>• What TPG is proposing in the Draft BTCSP is development on steroids with no consideration for development to harmoniously integrate with the heritage built form!</li> <li>• The Draft BTCSP incentivises and enables developers to buy up multiple blocks to build additional storeys, build larger structures and have bigger plot ratios. And worst of all (as per Table 2 – Primary Controls Page 9 of the Draft BTCSP) the areas that are in KWC that are zoned R60 (where I live) and can be part of a multiple block are able to be built to 4 storeys with Nil side setback and Nil street setback and with a boundary wall height of 2 storeys. If developers buy land adjacent to me and have their way – which in my experience is they do - I will lose all my amenity - my garden and house will be completely overshadowed. Especially since my property slopes down considerably from neighbouring properties.</li> <li>• I chose to live in a character house in Bayswater over other suburbs specifically because people couldn’t build a block of flats in their back yard – as was/is possible in Maylands for example. All the houses behind me and my eastern side neighbour’s house are part of the Bayswater Character Protection area – my home, an original workers cottage was surprisingly not included in this area.</li> <li>• The Draft BTCSP includes plans and building proposals that are totally out of step with the heritage built form in the KWC. The Draft BTCSP seems to favour large scale development and indeed developers. It appears everything in the Vision Statement is up for negotiation by developers – the group that has the most to gain from this Structure Plan. TPG has plonked an ersatz high rise town centre on top of the existing heritage village. There will be nothing left of Bayswater’s unique heritage town centre and people will alight from the train to “experience” a soulless shopping precinct indistinguishable from any other new development in a new suburb.</li> </ul>

	<ul style="list-style-type: none"> <li>• Surprisingly in the Draft BTCSP there is not a lot about the Bayswater train station upgrade, except that it will be a major hub as part of the Metronet Forrestfield rail link. What will the new station look like? How will it be integrated with the ideas/plans in the Draft BTCSP? This appears to be a huge oversight as the station is at the centre of the Draft BTCSP.</li> <li>• The community consultation by TPG leading up to the creation of the Draft BTCSP was always skewed towards large scale development. How can there be sympathetic development that incorporates heritage when the entire area of heritage shops and the Old Bayswater Post Office (Bendigo Bank) in KWC can be demolished. At no time did TPG make this clear to attendees at the information sessions, yet discussion from the community attendees clearly supported retaining and enhancing the unique heritage of the KWC. The KWC Town Centre is a unique village that should be revitalised NOT demolished and replaced with 6 story buildings with NO height restrictions – as the Draft BTCSP proposes. At the Visioning workshops TPG stonewalled discussion about buildings being developed that were 3 or 4 stories and that were more to human scale and sympathetic to the heritage streetscapes in and around the Bayswater Town site/KWC. TPG's process was clearly undemocratic. TPG were not truly interested in community consultation/ ideas as they offered only 2 scenarios of planning/development of 6 storeys or alternatively 8 storeys.</li> <li>• The 2 TPG scenarios were about implementing a predetermined idea of what a "new" town centre should look like based on the recommendations of the WAPC Apartment Design Policy DRAFT. I have read this document and it embraces some sound elements of good design.</li> <li>• Why can't KWC be enhanced and developed like other heritage precincts in the metropolitan area such as the thriving heritage hubs of Whatley Cres Maylands, Angove St North Perth or Beaufort St Mt Lawley? Whatley Cres shops also harmoniously incorporate a large multi apartment 3 storey development. Why can't this approach be taken when considering developments in KWC?</li> <li>• And what is patently clear after following the proposals of Yolk Developers with 9 &amp; 11 King William St is that any development will most likely end up being 8 stories OR more. SCA12 clearly states 5 stories or 20 metres. Yolk property developers argued the case for 7 stories with 27 apartments which the unelected members of DAP approved. Yolk incorporated token "heritage" touches in the ground floor levels of its original design. Yolk have now substantially changed their plans again to squish 27 apartments into 6 stories and now with no heritage design elements included. I am sighting the Yolk "experience" as indicative of how the City of Bayswater ultimately has limited or no control of how or what gets built by developers. Yet at one of TPG's Community Visioning Workshops, community members were told to move on and not discuss the Yolk development. Yet what Yolk has done is indicative of so many developers – they pay lip service to councils, residents and community groups and then ostensibly do whatever they like to reap optimum financial</li> </ul>
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<p>71.</p>	<p>Support the structure plan with modifications</p>	<p>gain to the detriment of local amenity and residents.</p> <ul style="list-style-type: none"> <li>• I appreciate that Bayswater is a TOD and that some high density housing and infill is necessary around the train station but I believe that if the heritage buildings in the town centre are not preserved, or are lost at the expense of development, then a major asset is destroyed and with it the 'heart and soul' of the town centre. As some of the buildings are only rated Classification 2 on the Council's Municipal Heritage Inventory I am concerned that these buildings may not be awarded the protection they deserve.</li> <li>• I also believe that a three storey limit should be imposed on development on the King William and Whatley Cres core with appropriate setback. As much of this area lies in a valley the skyline would look odd with large looming buildings on the main street.</li> </ul>
<p>72.</p>	<p>General comment</p>	<ul style="list-style-type: none"> <li>• That social and affordable housing targets are identified in the Structure Plan, to support incentives and other initiatives. Having these targets demonstrates that social and affordable housing is a key consideration for the area.</li> <li>• The Cockburn Coast District Structure Plan produced by the City of Cockburn identifies a 20% affordable housing target, and highlights "affordable housing targets... enable representation of people in lower income brackets in the area."</li> <li>• Incorporating "an adequate supply of social and affordable housing for a range of households and demographics" under creating a 'vibrant' city centre, pg. 28. This demonstrates the local government's intent.</li> <li>• Consult with community housing providers and developers to determine feasibility of development densities, and on potential use of affordable housing incentives. Ensuring that developers are engaged in the process of formulating the Structure Plan, and developing incentives early on, increases their knowledge and will ideally increase usage of them. Shelter WA can assist to facilitate discussions with community housing providers.</li> <li>• Consider providing commercial plot ratio bonuses for affordable housing development. As the core of the Structure Plan includes mixed use, it may be worth considering offering a bonus for commercial component of the land if affordable housing is provided within the residential component of the mixed-use area. This use of this incentive may be limited based on viability of commercial floorspace, but as the centre develops into a more vibrant hub, it may become better utilised.</li> <li>• Consider partnerships with community housing and the Department of Housing (Communities) on City owned land within the Structure Plan area. The council owned piece of land in the core of the Structure Plan, located next to the Department of Communities (Housing) is likely to have a great potential to deliver social housing, alongside private rental, shared equity and affordable home ownership options.</li> <li>• Community opposition to public housing and to a lesser extent community and affordable housing can be a significant challenge for developers. Shelter WA recommends the City of Bayswater considers its role in educating the community about the need for an increase in supply and overcoming misconceptions about</li> </ul>

		<p>affordable housing. Such an educative role can lay the groundwork for more direct community engagement when there are incidents of NIMBY opposition to planning applications for projects, including affordable housing. Shelter would be pleased to work with the City, other local governments, WALGA and key stakeholders on this.</p>
73.	General comment	<ul style="list-style-type: none"> <li>• Please rezone our property (32 Beechboro Road South) to R30 or R40</li> </ul>
178. (Department of Transport)	General comment	<ul style="list-style-type: none"> <li>• We have reviewed the draft Plan and acknowledge the inclusion of Travel Demand Management (TOM) principles including: <ul style="list-style-type: none"> <li>• A TOM strategy for the whole town centre;</li> <li>• Increasing density and mixed-use development close to the train station;</li> <li>• Encouraging non-vehicle travel to and within the Town Centre by promoting streetscape and laneway improvements that encourage more walking and cycling;</li> <li>• Highlighting an indicative area for a future bus interchange adjacent to the train station with access for the existing circle bus route and future bus routes;</li> <li>• Improving the public realm for pedestrians and cyclists, incorporating shade, shelter, pavement treatments, bicycle lanes and queue jumps at traffic lights, and recognising key bicycle links;</li> <li>• Managing car parking by encouraging reciprocal use, having regard to a hierarchy of parking users and allowing for a reduction in the number of car bays required;</li> <li>• Investigating traffic calming measures, both locally and at a district level, for pedestrian priority areas;</li> <li>• Improving the cyclists experience through End of Trip facilities;</li> <li>• Widening the central pedestrian railway underpass;</li> <li>• Redevelopment of the train station; and</li> <li>• Streetscape upgrades.</li> </ul> </li> <li>• The Public Transport Authority (PTA) is currently preparing a Station Access Strategy for Bayswater that identifies a range of access scenarios. The Department of Transport has identified Bayswater Train Station as a TOM demonstration project and will be working with the PTA to realise best practice outcomes, including managing parking supply.</li> </ul>
75 - 76.	Not support the structure plan	<ul style="list-style-type: none"> <li>• There are many anomalies that exist between what the plan proposes and what the community sought when they provided feedback during workshops and surveys. We believe it is beholden of the City to respect the input provided by the community and respond to this appropriately in the planning documentation.</li> <li>• It is concerning that the plan has no reference to the likely major changes that MetroNet will bring to the Bayswater Town Centre, nor is there any evident of integration with the planning currently being undertaken by the Public Transport Authority in planning for the Bayswater Train Station.</li> <li>• Densities are too low in the majority of the areas for such a strategic transport hub and are unlikely to attract investment and</li> </ul>

		<p>quality development as result. The densities shown in the plan are in fact lower than what was proposed in the draft options presented during the community consultation process – despite there being a high degree of public support for the higher density options, as described repeatedly in the community engagement report.</p> <ul style="list-style-type: none"> <li>• These areas have not seen any revitalisation and such a low “tweak” of the densities will result in minimal or no change. It is likely that the only development (if any) will be low scale, low specification , treeless multi-pack developments rather than high quality mixed use developments with green space around them, these will be the only viable developments.</li> <li>• If King William Street is the core/heart of the town centre as described in the report and as identified in the community engagement findings– then the proposed densities should be the highest in this area. However the most intense density development has been identified for the Northern area of Structure Plan area along Beechboro Road. Rather than optimising the area that currently generates most foot traffic and trade along King William Street and Whatley Crescent, the report has nominated densities in complete opposition. While Future Bayswater is not saying that the density should not be planned for Beechboro Road other side of the rail too, it seems odd to provide the highest densities in that location rather than creating a “High Street” in King William Street with people living in the heart of the town centre, which is what the community feedback notably asked for.</li> <li>• If the train station is maintained above ground level, the King William Street retailers will not be able to capture the commuters living in the Northern precinct, unless the commuters are looking for a specific destination in King William Street, as it will be less convenient.</li> <li>• The plan proposes reducing the number of storeys that currently are possible in the existing Special Control Area 12 in the town centre. This is an area that so far has only resulted in one development being proposed since its adoption over four years ago (9-11 King William Street, by Yolk Property). To downsize the density so close to the station and the heart of the town centre lacks logic and certainly won't result in investment to revitalise the area, but will open the door to poor quality investment, from poor quality developers: the very thing the council and members of the community fear.</li> <li>• The community engagement sessions undertaken following the release of the plan demonstrated the lack of understanding by the community that the minimum development requirement across all sites, including strategic sites in the town centre core is only two storeys. Although it is customary to note the maximum heights allowed on plans, the general community interpreted the plan notation of “4-5 storeys” as minimum 4 storey. This is not the case. The minimum is 2 storey which represents a zero increase in the density across key strategic sites and represents a risk of underdevelopment and poor quality development if any, in this important transport hub. If the area is designated for 4-5 storeys as a maximum, then the minimum should be four storeys and not</li> </ul>
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		<p>two. The lack of explanation to the community is either an oversight or a demonstrable lack of commitment for the potential development of the town centre.</p> <ul style="list-style-type: none"> <li>• The proposed plan ignores the topography and does not provide solutions to address it nor integrate with it, nor identify the opportunities it presents.</li> <li>• The setbacks applied have been applied on masse according to the designated precinct and lack the nuance to take into account the specific streets, particular sites, their role and interface with others properties.</li> <li>• A particular case in point is the set-backs proposed in the A1 area of King William Street. This is a high street that will be mixed use. These should have nil set back to the front, as per any high street and as per the other commercial properties in the street. The combined impact of the proposed setbacks and lane widening requirement of maintaining a 6metre laneway is that the developable parcel depth is reduced by approximately 12 metres which is significant on blocks of 35 – 40metres in depth). This represents a set-back of over 25% on key sites in the middle of a town centre and makes development for revitalisation unviable.</li> <li>• The document does state that R40-R60 will enhance the safety of Bert Wright Park by providing passive surveillance, but fails to recognise that these lower densities will not be viable due to the site topography. Higher densities should interface with these assets to optimise their use and even provide the conditions where an aged care provider (or similar) seeks to generate a multi-aged precinct that utilises the senior citizens centre; the library and the park.</li> <li>• The plan does not properly recognise the Bayswater Library and its role as a key city asset and there is no mention of the Senior Citizens Centre that adjoins it, in any of the documentation. The plan misses the opportunity to optimise integration with the library; Bert Wright Park and Bayswater Senior Citizens Centre, where there could be increased patronage, engagement and passive surveillance from density development across the road.</li> <li>• There is no proposed changes to residential properties on Whatley Crescent that abut the current shops and face directly onto the railway (i.e those along Whatley up to Veitch Street). The future station will likely end up having a long platform and these properties will be directly across from the station, yet there is no uplift in their zoning which result in them remaining single storey residential sites. This is a complete underutilisation of these strategic sites.</li> </ul>
77. (Main Roads WA)	General comment	<ul style="list-style-type: none"> <li>• Traffic calming measures, reduction of speed limits and bicycle queue jump lanes at traffic lights will need to be consulted with by Main Roads and any request will be fully assessed by Main Roads.</li> <li>• The existing MRS road reservation on Guildford Road does not have the capacity to upgrade the Garratt Road intersection to a fully movement intersection.</li> </ul>
78 - 79.	Support the structure plan with modifications	<ul style="list-style-type: none"> <li>• Determine what planning is being done by the State Government with the Bayswater Train Station (which has been allocated \$86 million in funding) and then revise the Structure Plan to ensure it integrates with the planning for the station.</li> </ul>

	<ul style="list-style-type: none"> <li>• Ensure quality developments are undertaken in the town centre that reflect the unique character of the area by developing specific and detailed Design Guidelines that reflect Design WA policies.</li> <li>• A proper analysis needs to be done regarding key sustainability factors such as proposed green zones, sustainable building requirements, traffic calming (as part of a proper transport strategy) and improved provision for pedestrian access and cyclists. A review of parking is also needed.</li> <li>• Review the plan once a proper assessment has been done by property / economic development experts to assess if what the plan proposes will actually create the conditions that will drive investment and sustainable business development in the town centre.</li> <li>• Take action regarding urban sprawl which is seeing the degradation of the local environment from low density subdivisions that result in treeless, heat sink developments. Create much higher density provision only in strategic locations around this important transport oriented hub to reduce tree canopy loss, with identified deep soil zones space requirements and for tree planting.</li> <li>• The current recommendation of two storey minimum heights in the core precinct area delivers no change to what is currently allowed and will result in not enough people living within the town centre to make revitalization of a commercial precinct viable. Two storey developments should not be considered appropriate in a strategic transport oriented hub and town centre.</li> <li>• The densities in the Core Area of the plan are way too low to create a revitalised Transport Oriented Hub. The proposed medium density or lower 'neighbourhood' density of (R60) which is proposed in a number of key central areas, is totally inappropriate for what will be one of Perth's most important Transport Oriented Precincts. The result of such low densities will be that investment in new developments and businesses will go to other locations that have planned their areas properly like Cannington; Murdoch; Cannning Bridge; Shenton Park and Fremantle. The City's proposed approach will result in little development – or poor quality development that will not enhance the town centre.</li> <li>• Focus the increases in the proposed densities further along King William Street to Hill or Almondbury Streets. Currently the densities proposed for this area, which is known to be the heart of the town centre, are much lower than other areas. King William Street is the main shopping and retail area (surveys show this) and should have the highest mixed use zonings for commercial development to foster a main street environment, with more people living in the heart of the town centre (shop top living) that creates greater direct demand for more retail, hospitality services (e.g. cafes, small bar; restaurants) and other businesses – which generates jobs.</li> <li>• The topography of King William Street has not been considered. There is a 1.5 – 2.0 storey drop from the rear of the sites to the front. The proposed densities particularly between Bendigo Bank and Hill Street are too low to make any development viable due to</li> </ul>
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		<p>the sloping blocks. The densities should be increased as it is the perfect location for development, with two storeys being screened by the hill. This will create a high street environment that the community is seeking.</p> <ul style="list-style-type: none"> <li>• The City of Bayswater needs to propose more balanced development along King William Street having similar densities on both sides of the street. The A2 zoning currently stops on one side of King William Street at Bendigo Bank site, while continuing down the other side of the street. The Bendigo Bank site is heritage listed, but still has a higher zoning than neighbouring properties that have no heritage significance. The A2 area continue down to Hill Street to ensure that a greater number of residents directly access the Library, Bert Wright Park, and Senior Citizens' Centre.</li> <li>• Differing property types are all lumped in together, rather than considering a finer grain analysis of what is needed for boundary setbacks. The current proposed setbacks on some properties make quality development in the middle of the town centre very challenging if not impossible. The proposed rear setbacks on properties that have a Right of Way (ROW) at their rear - particularly in the core area of the town centre should be as per those in the A2 area.</li> </ul>
<p>80 - 100.</p>	<p><b>Support the structure plan with modifications</b></p>	<ul style="list-style-type: none"> <li>• Review the plan once a proper assessment has been done by property and economic development experts to assess if what is proposed will actually create the conditions that will drive investment and sustainable business operations in the town centre.</li> <li>• A proper analysis needs to be done regarding key sustainability factors such as proposed green zones, traffic calming (as part of a property transport strategy) and improved provision for pedestrian access and cyclists.</li> <li>• Ensure quality developments are undertaken in the town centre by developing specific and detailed Design Guidelines that reflect the character of area.</li> <li>• Take action regarding rampant urban sprawl which is seeing the degradation of the local environment from low density subdivisions that result in treeless, heat sink developments by creating much higher density provision around this important transport oriented hub, with identified deep soil zones space requirements and for tree planting.</li> <li>• The current recommendation of two storey minimum heights in the core precinct area delivers no change to what is currently allowed and will result in not enough people living within the town centre to make revitalization of a commercial precinct viable. Two storey developments should not be encouraged in a strategic transport oriented hub and town centre.</li> <li>• Update the plan after conducting a proper transport study that investigates the use of public transport; cars, parking, cycling and walking. This study should determine how best to calm traffic in the area, manage parking and increase cycling and pedestrian activity.</li> <li>• Determine what planning is being done by the State Government with the Bayswater Train Station (and has been allocated \$86 million in funding) and then revise the Structure Plan to ensure it</li> </ul>

		<p>integrates with the State Government's planning.</p> <ul style="list-style-type: none"> <li>• The densities in the Core Area of the plan are way too low to create a revitalised Transport Oriented Hub. The proposed medium density or lower 'neighbourhood' density of (R60) is totally inappropriate for what will be one of Perth's most important Transport Oriented Precincts. The result of such low densities will be that investment in new developments and businesses will go to other locations that have planned their areas properly like Cannington; Murdoch; Canning Bridge; Shenton Park and Fremantle. The City's proposed approach will result in little development – or poor quality development.</li> <li>• Focus the increases in the proposed densities further along King William Street. Currently the densities proposed for this area, which is known to be the heart of the town centre, are lower than other areas. King William Street is the main shopping and retail area (surveys show this) and should have the highest mixed use zonings to foster a main street environment, with more people living in the heart of the town centre (shop top living) that creates greater direct demand for more retail, hospitality services and other businesses – which generates jobs.</li> <li>• The topography of King William Street has not been considered. There is a 1.5 – 2.0 storey drop from the rear of the sites to the front. The proposed densities particularly between Bendigo Bank and Hill Street are too low to make any development viable due to the sloping blocks. The densities should be significantly increased as it is the perfect location for it, with two storeys being screened by the hill. This will create a high street environment that carries further down the street.</li> <li>• The City of Bayswater needs to propose more balanced development along King William Street by continuing higher density zonings on both sides of the street. The A2 zoning currently stops on one side of King William Street at Bendigo Bank site, while continuing down the other side of the street. The Bendigo Bank site is heritage listed, but still has a higher zoning than neighbouring properties that have no heritage significance. The A2 area should be increased and also continue down to Hill Street to ensure that a great number of residents directly access the Library, Bert Wright Park, and Senior Citizens' Centre.</li> <li>• Differing property types are all lumped in together, rather than considering a finer grain analysis of what is needed for setbacks. The current proposed setbacks on some properties make quality development in the middle of the town centre very challenging. The proposed rear setbacks on properties that have a Right of Way (ROW) at their rear - particularly in the core area of the town centre should be as per those in the A2 area.</li> <li>• Page 4 of the Bayswater Town Centre Structure indicates that multiple dwellings will be permitted on land zoned R50 and above. Multiple dwellings should also be permitted on land zone R40 within the Structure Plan area.</li> </ul>
<p>101 - 104.</p>	<p>Support the structure plan with modifications</p>	<ul style="list-style-type: none"> <li>• Increase the densities proposed in the 'Core' area / central area of the plan in King William Street and Whatley Crescent. They currently are only medium density or even lower at an R60 neighbourhood zoning, which is under scaled for the core of a town centre and important transport hub. Currently the densities</li> </ul>

		<p>proposed for this area are lower than those in areas outside. The heart of the town centre. The King William Whatley Crescent area is the main shopping and retail area and should have the highest mixed use zonings to create a main street environment with more retail, hospitality and other business types, supported with more people living in the heart of the town centre. Such inappropriate zonings will not result in revitalization nor will it create the conditions that spur investment and jobs in an area that really needs it.</p> <ul style="list-style-type: none"> <li>• The higher density A2 zoning currently truncates abruptly on one side of King William Street, straight after the current Bendigo Bank (old Post Office) site. If the heritage listed old Post Office site can have a higher zoning - surely the houses that are next to it (up to Hill Street or Almondbury Street) should also have the higher zoning to ensure continuity of heights on both sides of the street. These sites have nearly a two storey gradient from back to front of each lot. Three storey developments, when you lose two storeys to the gradient are not viable. The densities on these lots should be increased substantially.</li> <li>• The A2 zoning should be raised and also continue further down King William Street to Almondbury Street to enable more people to access and utilise the City of Bayswater's key assets of Bert Wright Park, the Library and senior citizens' centre. This will also create a strip of shops, cafes and other places to visit like other vibrant high streets.</li> <li>• The plan lacks any assessment of how to enhance the local environment. The City needs to undertake a proper environmental study to ensure that there is the proper provision of green spaces and environmentally sensitive design - to improve the comfort and amenity of the town centre.</li> <li>• Review the plan once a proper assessment has been done by experts in property and economic development to assess if what is proposed will actually create the conditions that will drive investment and sustainable business operations in the town centre. This analysis has not been done. There is no detailed economic or retail demand assessment - this needs to be done to prove what is planned is viable.</li> <li>• The City needs to employ experts in transport (planning to conduct a comprehensive transport and traffic management study, so that effective strategies can be put in place to better manage traffic, parking and to create a more pedestrian friendly town centre. This expert analysis should also consider what planning is being done by the State Government with the creation of a new Bayswater Train Station (and has been allocated \$86 million in funding) and then revise the Structure Plan to ensure it integrates with this station planning.</li> <li>• Reduce the proposed rear setbacks on properties that have a Right of Way (ROW) at their rear - particularly in the core area of the town centre. Currently houses with ROW are treated the same as properties who directly adjoin houses to their rear. The setbacks make quality development challenging in the middle of a town centre, if not impossible.</li> <li>• Develop a detailed and specific set of Design Guidelines that reflect the character of the area as well as the new 'Design WA'</li> </ul>
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		<p>policies to ensure quality developments are undertaken in the town centre.</p> <ul style="list-style-type: none"> <li>The plan needs to better address urban sprawl and the constant removal of the urban tree canopy that are resulting from low density subdivisions. This can be done by creating higher density around transport oriented hubs rather than through the suburbs, with high density developments requiring deep soil zones for tree planting. The current designation of two storey minimum heights in the core precinct area will not do this as it provides no change to what is currently allowed will result in poor quality outcomes.</li> </ul>
105 - 167.	Support the structure plan with modifications	<ul style="list-style-type: none"> <li>The Structure Plan was prepared before the new Government announced Metronet and the Ellenbrook line. Bayswater will now be a key Metronet Station and therefore a more important Activity Centre. Accordingly the plan needs to be reviewed and updated to ensure it integrates with current planning being undertaken for the Bayswater Train Station by the State Government's Metronet team (as per the \$86.2 million announced in the recent State Budget to improve the Station and surrounds).</li> <li>Densities proposed in the 'Core' area of the plan are only 'Medium Density' (RAC3) or the lower 'Neighbourhood' (R60). These are too low for the core of a key Station precinct and will not create the vibrant centre that is desired by the community. All densities in the Core area need to be higher than proposed to attract investment, people and jobs into the town centre – or no change will occur.</li> <li>Density in the King William Street and Whatley Cres area is lower than the west side of the station for some unexplained reason. To support the status of the King William/Whatley area as the key shopping/retail area it needs increased density and mixed zonings on these streets to create a high street with retail, hospitality and other businesses.</li> <li>Extend the proposed higher zoning for development (A2) further down King William Street to Almondbury Street to enable more people to utilise the City of Bayswater's library; park and senior citizens' centre, and to create a strip of shops; cafes and other places to visit.</li> <li>Address the design quality of new buildings, by providing sufficient resources to prepare Design Guidelines that are in line with the new 'Design WA' policies.</li> <li>Increase the proposed minimum height of only two storeys in the core precinct / shopping area. Two storeys represents no change to the current situation and doesn't optimise this important transport precinct and town centre – nor does it properly address the environmental issues caused by urban sprawl.</li> <li>Develop the key technical reports that are missing in the plan - on subjects such as environmental issues (proper provision of green spaces and environmentally sensitive design); a comprehensive transport, traffic and parking management study, (to create a more pedestrian friendly town centre) and a full economic development and retail analysis study.</li> </ul>
168. (Future Bayswater)	Support the structure plan with modifications	<p>Positive Aspects of the Plan</p> <ul style="list-style-type: none"> <li>The plan <u>may</u> create the conditions for more housing options in the local area and a potential increase in the number of people</li> </ul>

		<p>living around the Train Station, however only if developers and investors find it attractive. This <u>may</u> increase demand for more shops; restaurants, cafes, bars and other services.</p> <ul style="list-style-type: none"> <li>• Proposed increases in density around the train station, if they lead to actual development, will likely encourage greater use of public transport and potentially less car use</li> <li>• Proposed road treatments to King William Street will make it more pedestrian friendly</li> <li>• Addressing the need for more trees and shade, as is indicated in the plan is a priority for a more comfortable town centre experience.</li> </ul> <p>Key aspects of the plan don't reflect many of the reported community engagement outcomes.</p> <ul style="list-style-type: none"> <li>• There are many anomalies that exist between what the plan proposes and what the community sought when they provided feedback during workshops and surveys. We believe it is beholden of the City to respect the input provided by the community and respond to this appropriately in the planning documentation.</li> </ul> <p>Lack of integration with the planning for the Bayswater Train Station as a significant Metro hub</p> <ul style="list-style-type: none"> <li>• The Bayswater Train Station Precinct is identified as core asset at the centre of the Town Centre Structure Plan Area. This transport precinct is now one of the most strategically important of all transport hubs in the Perth Metropolitan area - being where the rail lines to Forrestfield/Airport, Midland, and Ellenbrook will connect, as well as being a location where the Prospector and Indian Pacific trains travel through.</li> <li>• It is concerning that the plan has no reference to the likely major changes that MetroNet will bring to the Bayswater Town Centre, nor is there any evident of integration with the planning currently being undertaken by the Public Transport Authority in planning for the Bayswater Train Station</li> <li>• The plan needs a detailed assessment of the transport issues relating to the existing town site and lacks detailed negotiation with the appropriate transport authorities to set a future vision for the town. Department of Transport, Main Roads, Public Transport Authority, RAC, West Cycle etc.</li> <li>• Future Bayswater asked the council to delay the release of the structure plan in its current format until further information was garnered from the appropriate authorities as to what is planned for the Bayswater Train Station and to make sure the plan integrates with those plans for the Bayswater Train Station. This did not occur.</li> </ul> <p>The plan is completely under-scaled in regards to density to harness the opportunity that the redevelopment of the train station presents</p>
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		<ul style="list-style-type: none"> <li>• Densities are too low in the majority of the areas for such a strategic transport hub and are unlikely to attract investment and quality development as result. The densities shown in the plan are in fact lower than what was proposed in the draft options presented during the community consultation process – despite there being a high degree of public support for the higher density options, as described repeatedly in the community engagement report.</li> <li>• Densities in the 'Core' area of the plan are only 'Medium Density' (RAC3) or the lower 'Neighbourhood' (R60). These are too low for the core of a key Station precinct and will not create the vibrant centre that is desired by the community. All densities in the Core area need to be higher than proposed to attract investment, people and jobs into the town centre – or no change will occur.</li> <li>• Many areas within the town centre that are a stone's throw from the train station are already zoned R40 and have only been increased to R60, or no increase at all in the draft plan. These areas have not seen any revitalisation and such a low "tweak" of the densities will result in minimal or no change. It is likely that the only development (if any) will be low scale, low specification , treeless multi-pack developments rather than high quality mixed use developments with green space around them, these will be the only viable developments.</li> <li>• There have been no economic considerations as to how to enable the most effective outcomes to deliver quality increased density around the train station.</li> </ul> <p>King William Street – Is the core/high street, yet densities are lower there than other less strategically important areas, and the division of the Town Centre will be exacerbated.</p> <ul style="list-style-type: none"> <li>• If King William Street is the core/heart of the town centre as described in the report and as identified in the community engagement findings– then the proposed densities should be the highest in this area. However the most intense density development has been identified for the Northern area of Structure Plan area along Beechboro Road. Rather than optimising the area that currently generates most foot traffic and trade along King William Street and Whatley Crescent, the report has nominated densities in complete opposition.</li> <li>• The King William Street/Whatley Crescent precinct should be optimised and consolidated as the primary mixed use/commercial area in the first instance. extensive Baysie Rollers survey, found that 80% of people frequented the King William Street side of the town centre, 3% frequent the Beechboro Road side and 17% go to both. Why has the proposed Structure Plan nominated a much greater amount of density the northern /Beechboro side? The King William/Whatley precinct should at least be equivalent, if not</li> </ul>
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		<p>more. A more strategic approach is to build on what is working, rather than create two competing areas, that develop ad hoc and never form an associated whole.</p> <ul style="list-style-type: none"> <li>• The proposed Structure Plan pays no attention to a time line of development that would provide an opportunity to develop both sides of the town centre cohesively and in the most effective economic and social manner</li> <li>• While Future Bayswater is not saying that the density should not be planned for Beechboro Road other side of the rail too, it seems odd to provide the highest densities in that location rather than creating a “High Street” in King William Street with people living in the heart of the town centre, which is what the community feedback notably asked for</li> <li>• The plan will exacerbate the divide in the town centre, rather than optimising the area that the vast majority see as the heart of the centre (King William/Whatley Precinct). Community feedback is clear – they want to see a High Street/shopping strip prioritised along King William Street and this will not be effectively delivered in the proposed plan</li> <li>• If the train station is maintained above ground level, the King William Street retailers will not be able to capture the commuters living in the Northern precinct, unless the commuters are looking for a specific destination in King William Street, as it will be less convenient. Coupled with this, providing greater density and additional retail space in the northern area (where the larger lots and lower value buildings already exist) means the earlier stages of retail development are likely to occur in the northern area, further undermining the struggling King William Street core.</li> <li>• The plan proposes reducing the number of storeys that currently are possible in the existing Special Control Area 12 in the town centre. This is an area that so far has only resulted in only one development being proposed since its adoption over four years ago (9-11 King William Street, by Yolk Property). To downsize the density so close to the station and the heart of the town centre lacks logic and certainly won't result in investment to revitalise the area, but will open the door to poor quality investment, from poor quality developers: the very thing the council and members of the community fear.</li> </ul> <p>The A2 Zoning for King William Street needs to have greater density and continue further down the road to create a high street (and be balanced on both sides of the street)</p> <ul style="list-style-type: none"> <li>• The higher density area (A2) proposed for King William Street should be increased and also carried further down to Hill Street, if not Almondbury to create a mixed used High Street that extends the shopping strip equally on both sides. This will create a more vibrant strip and optimise the City's assets of the Library, Park and Senior Citizens Centre.</li> <li>• The plan truncates the development of the A2 zoning at the Bendigo bank on the South West side of the road, while it</li> </ul>
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		<p>continues it down the North East side. This does not make sense, as both sides of the high street should have comparable densities to create a formal high street and to increase the economic and residential footprint to give the high street a chance a being viable into the future.</p> <ul style="list-style-type: none"> <li>• The properties between the Bendigo Bank and Hill Street are optimal for future revitalisation as they have no heritage significance and have opportunistic location and topography. Due to the slope of the blocks, the first two levels at street front would effectively be screened from any rear properties. The first few houses back onto a laneway, providing separation with the properties behind. The rear property to all of these properties is a large unused space at the rear of Bayswater Primary School – so there is no interface with residential properties. Yet these sites have only been slightly increased from R40 to R60 and designated for be three storeys, with a possible addition of one storey. Under such conditions these sites will be impossible to develop and the town centre misses an opportunity to raise from its current moribund status. No redevelopment has occurred on these blocks, nor will it with such a low density, on such a sloping block.</li> <li>• Such zoning and suggested building setback conditions reflect the lack of economic and design integrated input into a structure plan that appears to randomly suggest solutions but remains unaware of the actual outcomes.</li> <li>• If the A2 area is not continued past the bank to Almondbury Street and the issues of the setbacks and densities are not addressed it will result in:             <ul style="list-style-type: none"> <li>o Little or no investment in revitalisation of the core high street and shopping precinct of the Town Centre – a missed opportunity for the future of our residents, children and future vision.</li> <li>o A street that is disjointed and lopsided, with development only being viable on one-side at a higher level and not on the other</li> <li>o Missing the opportunity to optimise integration with the city's assets, being the library; Bert Wright Park and Bayswater Senior Citizens Centre, where there could be increased patronage, engagement and passive surveillance from density development across the road.</li> </ul> </li> </ul> <p>Retaining a two (2) storey minimum in all areas</p> <ul style="list-style-type: none"> <li>• The community engagement sessions undertaken following the release of the plan demonstrated the lack of understanding by the community that the minimum development requirement across all sites, including strategic sites in the town centre core is only two storeys. Although it is customary to note the maximum heights allowed on plans, the general community interpreted the plan notation of "4-5 storeys" as minimum 4 storey. This is not the case. The minimum is 2 storey which represents a zero increase</li> </ul>
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		<p>in the density across key strategic sites and represents a risk of underdevelopment and poor quality development if any, in this important transport hub. If the area is designated for 4-5 storeys as a maximum, then the minimum should be four storeys and not two.</p> <ul style="list-style-type: none"> <li>• The lack of explanation to the community is either an oversight or a demonstrable lack of commitment for the potential development of the town centre.</li> </ul> <p>Town Centre topography and site sizes are not taken into account</p> <ul style="list-style-type: none"> <li>• There has been no consideration of the topography of the town centre nor has there been enough consideration of the small site sizes when identifying locations for higher density land uses. This is particularly evident in King William Street, the core high street precinct, which has a significant gradient resulting in a two storey fall from the rear to the front of many sites. The densities on these sloping blocks are too low to make any quality development viable. These blocks range from only 500sqm to 700sqm.</li> <li>• However the planning documentation states specifically that shops are small and narrow, which is identified as a bi-product of the significant topography. Although noted, interestingly the proposed plan ignores the topography and does not provide solutions to address it nor integrate with it, nor identify the opportunities it presents.</li> <li>• The densities on the South West side of King William Street (between Murray Street and Almondbury Street) have only been slightly increased from R40 to R60 ignoring the significant gradient and the development opportunities it presented. Development here will be very challenging if not impossible with such a low zoning. The area between Murray Street and up to Almondbury Street (on King William Street) should be at least six storeys because from the rear it would only be four storeys high, backing on to a laneway with the rear neighbour being an unused part of a school site.</li> <li>• The 3D illustration below of the theoretical town centre potential (taken from the Structure Plan) demonstrates that the sites are effectively treated as being flat and does not consider the topography.</li> </ul> <p>Application of setbacks</p> <ul style="list-style-type: none"> <li>• The setbacks applied have been applied en masse according to the designated precinct and lack the nuance to take into account the specific streets, particular sites, their role and interface with others properties.</li> <li>• For example the rear set-backs on houses on streets with laneways / Right of Way (ROW) to the rear are treated the same as those with no ROW and only a dividing fence between properties. The houses with laneways (ROW) at their rear should have reduced set back requirements as they are not directly interfacing with other properties. Where a laneway exists, it makes no sense to provide a large setback, as much of it will be taken up with vehicle access driveways, and will not be the</li> </ul>
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		<p>pleasant landscaped areas that the plan apparently imagines.</p> <ul style="list-style-type: none"> <li>• A particular case in point is the set-backs proposed in the A1 area of King William Street. This is a high street that will be mixed use. These should have nil set back to the front, as per any high street and as per the other commercial properties in the street. The combined impact of the proposed setbacks and lane widening requirement of maintaining a 6metre laneway is that the developable parcel depth is reduced by approximately 12 metres which is significant on blocks of 35 – 40metres in depth). This represents a set-back of over 25% on key sites in the middle of a town centre and makes development for revitalisation unviable.</li> </ul> <p>Civic Character Statement anomalies</p> <ul style="list-style-type: none"> <li>• The plan says that the proposed Civic precinct will respond to its nearby public domain assets, including the train station and Halliday Park. How is this possible when the City acknowledges it hasn't seen the plan for the train station? Those two 'assets' are divided by an enormous railway bridge and significant traffic. It is not possible to even see one from the other.</li> <li>• The plan does not properly recognise the Bayswater Library and its role as a key city asset and there is no mention of the Senior Citizens Centre that adjoins it, in any of the documentation. The plan misses the opportunity to optimise integration with the library; Bert Wright Park and Bayswater Senior Citizens Centre, where there could be increased patronage, engagement and passive surveillance from density development across the road. The document does state that R40-R60 will enhance the safety of Bert Wright Park by providing passive surveillance, but fails to recognise that these lower densities will not be viable due to the site topography. Higher densities should interface with these assets to optimise their use and even provide the conditions where an aged care provider (or similar) seeks to generate a multi-aged precinct that utilises the senior citizens centre; the library and the park.</li> </ul> <p>No change to zoning of many properties facing the railway within close proximity to the core mixed use precinct on Whatley Crescent</p> <ul style="list-style-type: none"> <li>• There is no proposed changes to residential properties on Whatley Crescent that abut the current shops and face directly onto the railway (i.e those along Whatley up to Veitch Street). The future station will likely end up having a long platform and these properties will be directly across from the station, yet there is no uplift in their zoning which result in them remaining single storey residential sites. This is a complete underutilisation of these strategic sites.</li> <li>• Figure 2 below demonstrates that these properties will remain as single, low density residential facing the rail line and in close proximity to the station, while properties on the other side of the rail will increase in density, despite not abutting a mixed use precinct.</li> </ul> <p>Compulsory requirement for using the bottom floor of mixed use for</p>
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		<p>commercial purposes only</p> <ul style="list-style-type: none"> <li>The plan indicates that all properties within the large core area must use the bottom floor for commercial purposes only. While the bottom floor of each property should be designed to enable commercial uses, by imposing this requirement on these properties it demonstrates a lack of understanding of the economic market and best practise town planning. It will likely be another impediment to investment. It is our understanding that Council has undertaken this approach in direct opposition sound advice.</li> <li>It is often preferable to require ground floors to achieve a minimum floor-to-ceiling height, and to be designed to be adaptable to commercial uses when the precinct matures and the market exists for additional commercial floor space.</li> </ul> <p>Lack of an Environmental Study</p> <ul style="list-style-type: none"> <li>The plan does not include an environmental study to ensure that there is the proper provision of green spaces and environmentally sensitive design - to improve the microclimate of the town centre.</li> </ul> <p>Lack of a detailed transport assessment, study or plan</p> <ul style="list-style-type: none"> <li>With Bayswater being an important transport oriented hub, the lack of detailed transport, traffic and parking assessment seems to be a significant deficiency. Future Bayswater encourages the City and/or the WAPC to engage experts in transport planning to conduct a comprehensive transport and traffic management study, so that effective strategies can be put in place to better manage traffic and to create a more pedestrian friendly town centre.</li> </ul>
<p>169 - 175.</p>	<p>Support the structure plan with modifications</p>	<ul style="list-style-type: none"> <li>Determine what planning is being done by the State Government with the Bayswater Train Station (and has been allocated \$86 million in funding) and then revise the Structure Plan to ensure it integrates with this station planning. The plan needs to be aligned to the State Government's Metronet and Metrohub strategies as the station will become a major hub with the Forrestfield Airport Link and Ellenbrook lines both interconnecting at Bayswater.</li> <li>The plan does not address the issue of what will happen to the train station which is the major piece of infrastructure that the plan has to be built around. In many of the community forums there was a lot of support for sinking the station as Subiaco has done. This would help with the disastrous and dangerous traffic congestion under the bridge and bring the currently divided Town site, together. The plan does not examine the economic feasibility of this option. This seriously flawed aspect of the plan and needs to be addressed urgently.</li> <li>Increase the density proposed in King William Street and Whatley Cres areas. This area has an A2 streetscape type and an RAC3 zoning but has a 4-5 story maximum whereas the same streetscape and density on the other side of the railway line has a 4-6 maximum. This is an inconsistency in the plan. The King</li> </ul>

		<p>William/Whatley Crescent area is the main shopping and retail area and should have the highest mixed use zonings to create a main street environment with more retail, hospitality and businesses – with more people living in the heart of the town centre.</p> <ul style="list-style-type: none"> <li>• Increase the densities proposed in the 'Core' area of the plan. The proposed plan identifies the King William St precinct as the "beating heart" yet proposes higher densities on the other side of the railway line. Currently the density for this area under Special Control Area 12 is up to 5 story's or 20 meters. It is ludicrous to propose a lower density of minimum of 2 to a maximum of 4 or 5 (with special conditions) in a plan that will need to meet State Government housing targets. At all of the community forums increased density was supported in the Core area however this has not been reflected in the proposed plan. 'Medium Density' or lower 'Neighbourhood' (R60) is not appropriate for the core of a town centre and transport hub and will likely result in little development – or poor quality development. These densities will not create a thriving town centre with more shops and services, nor will they create investment and jobs after decades of inaction. The Core areas need densities of at least 5-6 story's to attract investment.</li> <li>• The identified "Core" area has a change of streetscape type half way through it. This is inconsistent with the "Core" area. The higher density A2 classification currently stops on one side of King William Street, straight after the current Bendigo Bank (old Post Office) site then changes to A1. The A2 classification needs to be extended along the whole of the identified "Core " area to Almondbury St. If the heritage listed old Post Office site can have a higher zoning – surely the houses that are next to it (up to Hill Street or Almondbury Street) should also have the higher zoning to ensure continuity of heights on both sides of the street. The A2 zoning should continue further down King William Street to Almondbury Street to enable more people to access and utilise the City of Bayswater's key assets of Bert Wright Park, the Library and senior citizens' centre. This will also create a strip of shops; cafes and other places to visit like other vibrant high streets. This A2 classification should also extend up Olfe Street for the same reasons.</li> <li>• Reduce the proposed rear setbacks on properties that have a Right of Way (ROW) at their rear - particularly in the core area of the town centre. Currently houses with ROW are treated the same as properties who directly adjoin houses to their rear. The setbacks make quality development challenging. Setbacks at the front should be nil to be consistent with a "high street" and reduced at the back to take advantage of the right of way. This would stimulate investment which is the ultimate outcome of the structure plan</li> <li>• Develop a detailed set of Design Guidelines, in line with the new 'Design WA' policies, that demonstrate how new buildings should be planned to reflect the unique character of the town centre.</li> <li>• Address urban sprawl and removal of trees from low density subdivisions by creating density around transport oriented hubs, with identified deep soil zones for tree planting. The current</li> </ul>
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		<p>designation of two storey minimum heights in the core precinct area will not do this. It provides no change to what is currently allowed will result in poor quality outcomes. Two storey's is not appropriate in a transport oriented hub and town centre precinct.</p> <ul style="list-style-type: none"> <li>• The plan lacks any assessment of how to enhance the local environment. The City needs to undertake a proper environmental study to ensure that there is the proper provision of green spaces and environmentally sensitive design - to improve the comfort and amenity of the town centre.</li> <li>• There is no detailed economic or retail demand assessment – this needs to be done to prove what is planned is viable.</li> <li>• The City needs to employ experts in transport planning to conduct a comprehensive transport and traffic management study, so that effective strategies can be put in place to better manage traffic, parking and to create a more pedestrian friendly town centre.</li> <li>• There is no proposed changes to residential properties on Whatley Crescent that abut the current shops and face directly onto the railway (i.e those along Whatley up to Veitch Street). The future station may likely end up having a long platform and these properties will be directly across from the station, yet there is no uplift in their zoning which result in them remaining single storey residential sites. This is a complete underutilisation of these strategic sites. Similarly on the other side of the Railway line in the Coode area</li> <li>• The plan indicates that all properties within the large core area must use the bottom floor for commercial purposes only. While the bottom floor of each property should be designed to enable commercial uses, by imposing this requirement these properties demonstrates a lack of understanding of the economic market and best practise town planning. It will likely be another impediment to investment. It is my understanding that Council has undertaken this approach in direct opposition the advice they have received on this.</li> <li>• The Forrestfield Airport Link will be transporting lots of tourists from the airport through Bayswater. There is no provision in the BTCSP for short stay accommodation which is very short sighted as the economic benefits tourism could bring to the area is enormous. There needs to be provision for short stay accommodation as part of the economic benefits of the BTCSP.</li> </ul>
<p>176.</p>	<p>General comment</p>	<ul style="list-style-type: none"> <li>• A greater consideration of the role that Bayswater will play once the Forrestfield line and up to four new Metronet lines pass through Bayswater. The integration between the town centre and the Department of Transport's planned station upgrades should be the first priority for the BTCSP. By working with State government, Bayswater could be a great local and national case study in Transit-Oriented Development. The current proposed BTCSP is far too conservative to achieve this.</li> <li>• Consider that due to the Forrestfield Airport link, Bayswater has the opportunity to receive high tourist visitation. Cater for this by allowing for increased density in the town centre; allowing for land uses such as bars, restaurants, short term accommodation; encouraging investment in these land uses through planning laws that are not too onerous; and locating density in the town</li> </ul>

		<p>centre to protect the surrounding suburb from unsustainable battle-axe subdivision and similar. If this is not planned for it will be a huge missed opportunity for the first town centre that visitors see when leaving the airport.</p> <ul style="list-style-type: none"> <li>• Increase the allowed height limits, especially along William Street, in order to locate density strategically and encourage mixed-use development.</li> <li>• Enforce good design guidelines that reflect best practice to ensure that development is on Bayswater's terms... but do not make this too onerous. Good design guidelines should still encourage creative and interesting built form of many shapes and sizes.</li> <li>• Realise that density and the protection of the things that people love about Bayswater can go hand in hand. The trees and gardens, for example, are not threatened so much by York's King William St development, but by battle-axe subdivision in the surrounding areas. Bayswater could become a weary outer suburb in the inner ring of Perth, or could become a bustling town centre surrounded by interesting built form and even more green routes and spaces than it currently has. Bayswater is a difficult political environment, but you have the opportunity to please those who want to protect the natural environment, those who want development and activation, and those who want to protect heritage. I am one of many who agrees with all of these principles - an environmentalist who believes that density done well is completely necessary to protecting what we love and what makes a healthy natural and built environment. The guidelines for achieving this are not particularly difficult - the principles of New Urbanism and Transit-Oriented Developments have been around a long timer but could be applied to Bayswater to great effect. Unfortunately, the current plan is too narrow in its scope to make Bayswater the town centre it could be.</li> </ul>
<p>177.</p>	<p><b>Support the structure plan with modifications</b></p>	<ul style="list-style-type: none"> <li>• The densities in the Core Area of the plan are too low to create a revitalised Transport Oriented Hub. The proposed medium density or lower 'neighbourhood' density of (R60) is totally inappropriate for what will be one of Perth's most important Transport Oriented Precincts. The result of such low densities will be that investment in new developments and businesses will go to other locations that have planned their areas properly like Cannington; Murdoch; Cannning Bridge; Shenton Park and Fremantle. The City's proposed approach will result in little development – or poor quality development.</li> <li>• The topography of King William Street has not been considered. There is a 1.5 – 2.0 storey drop from the rear of the sites to the front. The proposed densities particularly between Bendigo Bank and Hill Street are too low to make any development viable due to the sloping blocks. The densities should be significantly increased as it is the perfect location for it, with two storeys being screened by the hill. This will create a high street environment that carries further down the street.</li> <li>• Ensure quality developments are undertaken in the town centre by developing specific and detailed Design Guidelines that reflect the character of area.</li> <li>• Take action regarding rampant urban sprawl which is seeing the</li> </ul>



		<p>degradation of the local environment from low density subdivisions that result in treeless, heat sink developments by creating much higher density provision around this important transport oriented hub, with identified deep soil zones space requirements and for tree planting.</p> <ul style="list-style-type: none"> <li>• The current recommendation of two storey minimum heights in the core precinct area delivers no change to what is currently allowed and will result in not enough people living within the town centre to make revitalization of a commercial precinct viable. Two storey developments should not be encouraged in a strategic transport oriented hub and town centre.</li> <li>• Determine what planning is being done by the State Government with the Bayswater Train Station (and has been allocated \$86 million in funding) and then revise the Structure Plan to ensure it integrates with the State Government's planning.</li> <li>• Focus the increases in the proposed densities further along King William Street. Currently the densities proposed for this area, which is known to be the heart of the town centre, are lower than other areas. King William Street is the main shopping and retail area (surveys show this) and should have the highest mixed use zonings to foster a main street environment, with more people living in the heart of the town centre (shop top living) that creates greater direct demand for more retail, hospitality services and other businesses – which generates jobs.</li> <li>• Update the plan after conducting a proper transport study that investigates the use of public transport; cars, parking, cycling and walking. This study should determine how best to calm traffic in the area, manage parking and increase cycling and pedestrian activity.</li> <li>• Review the plan once a proper assessment has been done by property and economic development experts to assess if what is proposed will actually create the conditions that will drive investment and sustainable business operations in the town centre.</li> <li>• A proper analysis needs to be done regarding key sustainability factors such as proposed green zones, traffic calming (as part of a property transport strategy) and improved provision for pedestrian access and cyclists.</li> </ul>
<p>178</p>	<p><b>General comment</b></p>	<p>Comments are based on a development proposal for 9/11 King William Street, Bayswater.</p> <p>The vision statement for the Bayswater Town Centre Structure Plan states a vibrant, green, transit-oriented and economically sustainable neighbourhood centre that exemplifies quality and innovative development solutions to respecting local character and heritage.</p> <ul style="list-style-type: none"> <li>• VIBRANCY - This development will not increase our vibrancy as can be seen by the York Development in Eighth Avenue Maylands whose commercial spaces on street level are still empty after two years.</li> <li>• There will be disruption to King William Street and the existing businesses for approximately twelve months.</li> <li>• Will Council compensate (as in Scarborough) businesses in our main street for loss of business?</li> </ul>

		<ul style="list-style-type: none"> <li>• GREEN - This development has NO respect for green at all and incorrectly depicts landscaping in its development proposal.</li> <li>• The Jacaranda Tree on this block is a heritage tree of significance. It has a social value as it was the location of the first large community activation in the town site by the Baysie Rollers.</li> <li>• Voted tree of the year by radio ABC 720 Perth.</li> <li>• This tree is visible from the train station along with approximately twenty other Jacaranda trees which form the view scope from the train station, making it collectively significant.</li> <li>• TRANSIT - ORIENTED - It is near the train station. The number of parking bays has gone from 36 to 35, how is this a good thing?</li> <li>• ECONOMICALLY SUSTAINABLE - This is not normally a town planning concern, but with the over-supply of flats in the Perth metropolitan area we run the possibility of demolition and no development leaving a hole in our main street.</li> <li>• With only 1 and 2 bedroom flats, we run the risk of them ending up as rented properties with little connection to our community.</li> <li>• QUALITY - This proposal is an environmental disaster with no renewable energy; no consideration of overshadowing neighbours solar panels; no areas to dry clothes (have to have electric dryers); boundary to boundary concrete.</li> <li>• INNOVATIVE - No innovation in this development at all. It is a bog standard block of flats that is NOT environmentally friendly. It is alien to the existing streetscape and disregards our existing amenity.</li> <li>• LOCAL CHARACTER - If you look at the proposal and the pathetic attempt to retain the façade of 11 King William Street, you will see that this façade will have to be demolished to create what York are proposing and we will end up with an imitation façade.</li> <li>• HERITAGE - This development has created strong public opinion in favour of retaining the town centre's heritage, with this view coming through loud and clear at the Bayswater town centre structure process and workshops.</li> <li>• We need to increase our infrastructure to accommodate extra families in our suburb. Both Bayswater Primary School and Saint Columba's Primary School are full to capacity and neither can take on any more construction or transportables.</li> </ul> <p>Council have rejected this proposal before and need to reject it again and do so otherwise it would be a tragedy for our town site.</p>
<p>179</p>	<p>General comment</p>	<ul style="list-style-type: none"> <li>• I am a resident residing in Embleton, and a commercial property owner in Bayswater. I have loved, lived and travelled in this area for 20+ years. I see the potential development of the Bayswater railway station and the surrounding precinct as a once in a lifetime opportunity to create a vibrant and attractive Bayswater landmark central zone, and have attached my ideas for your perusal:</li> <li>• Traffic overpass - Alleviate congestion of Coode St/King William</li> </ul>

		<p>St/Railway Parade/Whatley Crescent.</p> <ul style="list-style-type: none"> <li>• Elimination of incidence of vehicles being stuck under Coode St railway line bridge.</li> <li>• Creation of King William St mall.</li> <li>• Creation of Beechboro Rd South/Guildford Rd tunnel.</li> <li>• Building of new Bayswater railway station plus high rise shopping/apartment building above station, architecturally designed to incorporate period styling in liking to current era character. Top floor to be a revolving restaurant which captures views of city, airport, Ascot race course, Perth hills.</li> <li>• Walk bridge from Beechboro Rd South to station platform and King William Street.</li> <li>• Possible first terminal stop for arriving Indian Pacific passengers/transit to airport.</li> <li>• Luxury accommodation within buildings to be built above railway line.</li> </ul>
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**Attachment 3 - Recommended Modifications**

Subject to be amended	Proposed Modification
<p><b>1. <u>Bayswater Train Station Upgrade</u></b></p> <p><b>To reflect information received from Metronet</b></p>	
<p>a) Amend Plan 1 Bayswater Town Centre Structure Plan (page 2)</p>	<ul style="list-style-type: none"> <li>• Indicate the new proposed position of the train station,</li> <li>• Retain 'Key Pedestrian Linkage Opportunities' over the train line, except for the one to the east of the new station as it will be replaced with a primary linkage between King William and Coode Street via the new train station area;</li> <li>• Remove reference to the 'Potential Future Bus Interchange', and</li> <li>• Remove reference to the 'Potential Future Development site / Parking Deck'.</li> </ul>
<p>b) Amend text - 4.2.2 Standards (page 6)</p>	<ul style="list-style-type: none"> <li>• Remove (g) referring to bus interchange,</li> <li>• Remove (h) referring to public car parking structure.</li> </ul>
<p>c) Amend text - 5.7 Investigating the Undergrounding of the Train Station (page 79)</p>	<ul style="list-style-type: none"> <li>• <u>Replace text with the following:</u> The State Government has conducted detailed investigations and advised that this is not possible for the following reasons:                         <ul style="list-style-type: none"> <li>• Operational complexities of the diesel-powered regional passenger trains, such as the Indian Pacific and Prospector, which uses this section of railway. In particular these trains require much longer tunnels and complex ventilation and fire emergency systems;</li> <li>• Tunnels would impact on Meltham Station, with the need to either close or rebuild the station underground;</li> <li>• Major disruption that would mean closing the entire Midland Line during construction; and</li> <li>• Constraints arising from the design of the Forrestfield-Airport Link.</li> </ul> </li> <li>• Delete Figure 20.</li> </ul>

<p><b>2. <u>Density and Height</u></b></p> <p><b>To reflect proposed density increases</b></p>	
<p>a) Amend Plan 1 Bayswater Town Centre Structure Plan (page 2) and Plan 4 Precinct Plan (page 11).</p>	<ul style="list-style-type: none"> <li>• <u>Coode Precinct:</u> Increase the density of lots fronting Coode Street shown as R40 and lots shown as R60 to R80, as indicated in Figure 5 in the Committee Agenda report.</li> <li>• <u>Beechboro Frame Precinct:</u> Increase the density of lots shown as R25 ('lots below R40') to R40, as indicated in Figure 6 in the Committee Agenda report.</li> <li>• <u>Hamilton Precinct:</u> Increase the density of the lots facing Whatley Crescent shown as D2a R60 to D2b R80, as indicated in Figure 7 in the Committee Agenda report.</li> </ul>
<p><b>3. <u>Amend Dwelling and Population Estimates</u></b></p> <p><b>To reflect the impact of density increases</b></p>	
<p>a) Amend text - Key Elements of the Structure Plan (page v).</p>	<ul style="list-style-type: none"> <li>• Up to approximately <b>3,120 dwellings</b> can potentially be accommodated throughout the centre by the proposed density increases (or an additional <b>~2,620 dwellings</b>).</li> </ul>
<p>b) Amend Summary Table (page vi)</p>	<ul style="list-style-type: none"> <li>• Estimated number of dwellings: Potential - up to <b>3,120 dwellings</b>,</li> <li>• Estimated residential density: Potential - approximately <b>65 dwellings</b> per gross urban hectare,</li> <li>• Estimated population: Potential - approximately <b>4,700 people</b> at 1.5 people per dwelling.</li> </ul>
<p><b>4. <u>Laneway Activation</u></b></p> <p><b>To reflect the need for and ensure laneway activation</b></p>	
<p>a) Insert new text - 4.2.2 Standards (Page 6)</p>	<ul style="list-style-type: none"> <li>• <u>Insert the following text:</u> (g) Where possible, laneways should be shared with pedestrians to promote connectivity and activation.</li> <li>• Change point (i) to (h).</li> </ul>
<p>b) Insert new text - 4.3.2 General Development Standards (page 8)</p>	<ul style="list-style-type: none"> <li>• <u>Insert the following text:</u> (k) Where possible, and where laneways function as pedestrian connections, these laneways need to be activated for amenity and safety reasons, to the satisfaction of the City</li> </ul>

	<p>of Bayswater (refer 4.3.3 Incentive Based Development Standard).</p> <ul style="list-style-type: none"> <li>• Change existing point (k) to (l).</li> </ul>
<p><b>5. <u>Setbacks</u></b></p> <p><b>To manage the interface between zonings</b></p>	
<p>a) Insert new text - 4.3.2. General Development Standards (Page 8)</p>	<ul style="list-style-type: none"> <li>• <u>Insert the following text:</u> (m) Where the subject site and an affected adjoining site have a different density code or streetscape type, the setback and boundary wall requirements of the lower code or streetscape type will apply.</li> </ul>
<p>b) <u>Amend Table 2 - Primary Controls</u></p>	<ul style="list-style-type: none"> <li>• Replace the 2 storey Boundary wall height limit under 'Streetscape Type' to N/A</li> </ul>
<p><b>6. <u>Minor Grammatical and Spelling Errors</u></b></p> <p><b>Correct any minor grammatical and spelling errors</b></p>	

**Attachment 4 - Bayswater Town Centre Structure Plan - Implementation Plan**

The Implementation Plan identifies a number of actions that will assist to implement the Bayswater Town Centre Structure Plan, including the action time-frames, required resources and the authority responsible for implementing the actions.

Action No.	Action	Estimated Timeframe	Estimated Resources	Responsibility/ Collaboration
1.	Amend Town Planning Scheme No.24 to accommodate the implementation of the Bayswater Town Centre Structure Plan.	Short-term (1-2 years)	To be resourced as part of existing strategic planning resources.	City of Bayswater
2.	Prepare Design Guidelines.	Short-term (1-2 years)	The City has budgeted \$75,000 for the preparation of design guidelines.	City of Bayswater
3.	Implement the measures contained within the adopted Bayswater Town Centre Interim Place Activation Plan.	Short-term and Ongoing (1-2 years)	To be resourced as part of place management actions in the Bayswater Town Centre.	City of Bayswater/ Community
4.	Upgrade the physical appearance of the retail strip and shop frontages within the Centre Core. This could conceivably provide an incentive for shop owners to reinvest in their properties and improve the area's overall amenity.	Medium-term (5 years)	To be resourced as part of the 'Streetscape Plan' (\$50,000 existing budget), the 'Economic/Business Framework' (\$10,000 for design work) and as part of place management actions in the Bayswater Town Centre.	City of Bayswater/ Landowners
5.	Encourage alfresco dining opportunities where possible and investigate opportunities for the temporary use of parking bays for public open space or alfresco dining.	Short-term (1-2 years)	To be resourced as part of place management actions in the Bayswater Town Centre.	City of Bayswater/ Landowners
6.	Investigate localised traffic calming measures for pedestrian-priority areas on King William Street and Whatley Crescent such as speed limit decreases, strategic carriageway narrowing, on-street parking embayed with street trees, alternate carriageway surface treatments, and pedestrian crossings.	Short-term (1-2 years)	To be resourced as part of the 'Streetscape Plan' (\$50,000 existing budget) and as part of place management actions in the Bayswater Town Centre.  In addition the Corporate Business Plan 2017/2027 allocates \$1,740,000	City of Bayswater/ MRWA

			over six years road and streetscape development in the Bayswater Town Centre.	
7.	Investigate ways to improve the cyclist experience through public domain enhancements such as cycle parking and storage close to active uses, which could be take the form of contemporary, interpretive or artistic cycle infrastructure. Consider the local artist community for the preparation of concepts (refer to 6.2.4(A) for pedestrian/public domain upgrades). Investigate the provision of bicycle queue jumps at traffic lights, protected bicycle lanes along Coode Street, Railway Parade and Beechboro Road South, and other streets identified as necessary, with reference to the City's Bike Plan 2014.	Short to Medium-term (1-5 years)	To be resourced by the DoT, MRWA and/or Metronet and as part of place management actions in the Bayswater Town Centre.	City of Bayswater/ DoT/ MRWA/ Metronet
8.	Liaise with Main Roads Western Australia to explore district level traffic strategies that could help address through-traffic in the town centre, including the potential to upgrade the intersection of Guildford Road and Garratt Road into a full movement intersection.	Short to Medium-term (1-5 years)	To be resourced by MRWA.	City of Bayswater/ MRWA
9.	Develop car parking management regime to address on-street commuter parking on Railway Parade and other surrounding streets.	Short-term and Ongoing (1-2 years)	\$40,000 for car parking management plan.	City of Bayswater/ PTA
10.	Collaborate with the Department of Transport to develop and implement a whole-of-centre Travel Demand Management Strategy.	Medium-term (5 years)	To be resourced by the DoT.	DoT / City of Bayswater
11.	Investigate the use of Public Transport Authority (PTA) land to locate a bus interchange area close to the Train Station, and to introduce decked car parking structures sleeved to	Short to Medium-term (1-5 years)	Part of the Metronet Bayswater Train Station upgrade project.	PTA/ Metronet/ City of Bayswater



	the street by residential or other appropriate urban uses.			
12.	Investigate the use of Public Transport Authority land and surrounding road reserves to bridge the railway and create civic spaces by taking advantage of level changes on either side of the railway line.	Medium to Long-term (5-10 years)	Part of the Metronet Bayswater Train Station upgrade project.	PTA/ Metronet/ City of Bayswater
13.	Investigate ways to reconfigure the Railway Parade/ Beechboro South intersection to either create a larger redevelopment site on its north-eastern corner or additional parking opportunities on adjoining Public Transport Authority land.	Medium to Long-term (5-10 years)	\$30,000 for investigations.	City of Bayswater/ PTA
14.	Investigate widening the central pedestrian railway underpass and make improvements in line with the principles of Crime Prevention Through Environmental Design.	Short-term (1-2 years)	Part of the Metronet Bayswater Train Station upgrade project.	PTA/ Metronet/ City of Bayswater
15.	Progress the public art initiatives contained within the adopted Bayswater Town Centre Interim Place Activation Plan.	Short-term and Ongoing (1-2 years)	To be resourced as part of place management actions in the Bayswater Town Centre.	City of Bayswater/ Community
16.	Investigate ways to improve the pedestrian experience through public domain enhancements such as increased street tree planting and themed street furniture, signage, shelter and lighting.	Short to Medium-term (1-5 years)	To be resourced as part of the 'Streetscape Plan' (\$50,000 existing budget) and as part of place management actions in the Bayswater Town Centre.	City of Bayswater
17.	Develop a public art strategy and focus on the scoping and delivery of public art that is interactive, engaging and interprets the historic values of the Town Centre. Consider the local artist and wider community for the preparation of the strategy and preliminary concepts.	Medium-term (5 years)	To be resourced as part of the City-wide 'Public Art Strategic Plan' (\$70,000).	City of Bayswater
18.	Look for opportunities to increase urban tree canopy quantity and quality within the Town Centre to provide	Short to Medium-term (1-5 years)	To be resourced as part of the 'Streetscape Plan' (\$50,000 existing	City of Bayswater

	(among other things) shade, amenity, and habitat for fauna, and implement an ongoing maintenance program.		budget) and as part of place management actions in the Bayswater Town Centre.	
19.	Integrate water themes into civic spaces and public open space with water sensitive urban design for drainage and water quality management, including the development of living streets to link green spaces.	Medium-term and Ongoing (5 years)	Resourcing requires further investigation.	City of Bayswater
20.	Enhance the Town Centre's connection to the Swan River through interpretive public art, wayfinding signage and/ or tree canopy focused along King William Street.	Long-term (10 years)	\$14,000 for art trail, signage and tree plantings	City of Bayswater
21.	Prepare and implement a laneway acquisition and widening strategy.	Medium-term and Ongoing (5 years)	To be resourced as part of a review of the City's Right of Way Strategy (\$20,000).	City of Bayswater

- The timeframes in the above table are indicative only and may vary due to changing circumstances, and the City of Bayswater priorities and budgetary considerations at the time.
- The costings in the above table are indicative only and will need to be further refined based on more details such as detailed design and procurement processes.

**Monitor and Review**

- Review of the Implementation Plan will coincide with a review of the Bayswater Town Centre Structure Plan.

**9.6 Request for Lease of Telecommunications Facility Land at Crimea Park**

<b>Location:</b>	<b>Park 29473, Lot 9087, 2 McArthur Street, Morley</b>
<b>Owner:</b>	<b>City of Bayswater</b>
<b>Reporting Branch:</b>	<b>Strategic Planning and Place Services</b>
<b>Responsible Directorate:</b>	<b>Planning and Development Services</b>
<b>Refer:</b>	<b>Item 14.1: OCM 14.11.2017</b>
	<b>Item 10.5: OCM 4.10.2016</b>

***Confidential Attachment - in accordance with Section 5.23(2)(e) of the Local Government Act 1995 - information that has a commercial value to a person.***

**EXECUTIVE SUMMARY****Application:**

Council consideration is sought on a request from Property Logistics (acting on behalf of Vodafone Network Pty Limited) to lease land for a proposed telecommunications facility at Park 29473, Lot 9087, 2 McArthur Street, Morley (Crimea Park).

**Key Issues:**

- Council at its Ordinary Meeting on 4 October 2016 refused a development application for the construction of a telecommunications facility (mobile phone tower) at Crimea Park, Morley.
- An application for review/appeal against the City's refusal of the application was lodged with the State Administrative Tribunal (SAT) and was subsequently granted planning approval on 6 October 2017.
- The City has received a request to lease the proposed telecommunications facility in correspondence dated 27 November 2017 (***Confidential Attachment 1***).

**BACKGROUND**

Crimea Park is owned by the State of Western Australia and vested with the City of Bayswater for the purpose of 'Public Recreation'. The property is reserved as 'Local Public Open Space' under the City's Town Planning Scheme No. 24 (TPS 24).

A development application was received dated 6 May 2016 for a proposed telecommunications facility at Crimea Park. The proposed development involved replacement of an existing 20m high light tower situated in a central position on the Reserve with a 20m high telecommunication monopole fitted with replacement floodlights and a 1.5m high antenna above the monopole. There was also proposed to be an equipment shelter at ground level with associated cabling and ancillary equipment. The shelter was to occupy an area of approximately 3.2m<sup>2</sup> and was 3.6m in length, 0.9m wide and 2.1m high.



Council at its Ordinary Meeting on 4 October 2016 considered the development application and resolved as follows:

*"That Council:*

1. *Refuses planning application dated 6 May 2016 and plans dated 27 July 2016 for the proposed telecommunications infrastructure to recreational facility at Lot 9087, 2 McArthur Street, Morley, for the following reasons:*
  - (a) *The proposal does not comply with clauses A (iv) and A (vi) of the City of Bayswater local planning policy relating to Telecommunications Towers and Associated Facilities which stipulate that telecommunication facilities may not be located within 250m of land zoned or developed for residential purposes.*
  - (b) *The proposal does not comply with the State Planning Policy 5.2 relating to telecommunications infrastructure in that it is not sited to minimise visual impact (i.e. not located where it will not be prominently visible from recreation sites and not sympathetic to the surrounding landscapes).*
  - (c) *The proposal is considered to have an undue impact on the amenity of the area.*
  - (d) *The proposal is considered to be inconsistent with the orderly and proper planning of the locality.*
2. *Does not support a management order and lease for telecommunication purposes over portion of Crimea Park (Park 29473), and the City advises the applicant and the Department of Lands accordingly."*

An application for review/appeal against the City's refusal of the application was lodged with the State Administrative Tribunal (SAT) on 1 November 2016. A full hearing on the application was held at SAT on 7 June 2017 and the order setting aside the Council decision and granting planning approval for the telecommunications facility subject to conditions was released by SAT on 6 October 2017.

The proponent is required to satisfy a number of conditions of the approval prior to construction commencing, including approval of a landscaping plan and a financial contribution towards that landscaping.

As noted above, Council previously resolved not to support a management order and lease as a part of its refusal for planning approval for a telecommunications facility at Crimea Park. Accordingly, the applicant has submitted a new request for Council consideration (**Confidential Attachment 1**).

### **CONSULTATION**

No consultation has occurred to date in relation to this matter. Should Council wish to proceed with the lease public comments must be invited for a 14 day period as part of the local public notice of the proposed disposal (lease), pursuant to section 3.58 of the *Local Government Act 1995*.

### **ANALYSIS**

Vodafone wishes to enhance its network coverage in the Morley by constructing a new telecommunications facility (radio base station) at Crimea Park, which has been granted planning approval by the SAT. Accordingly, Vodafone is now seeking to enter into lease agreement to secure tenure over the facility.

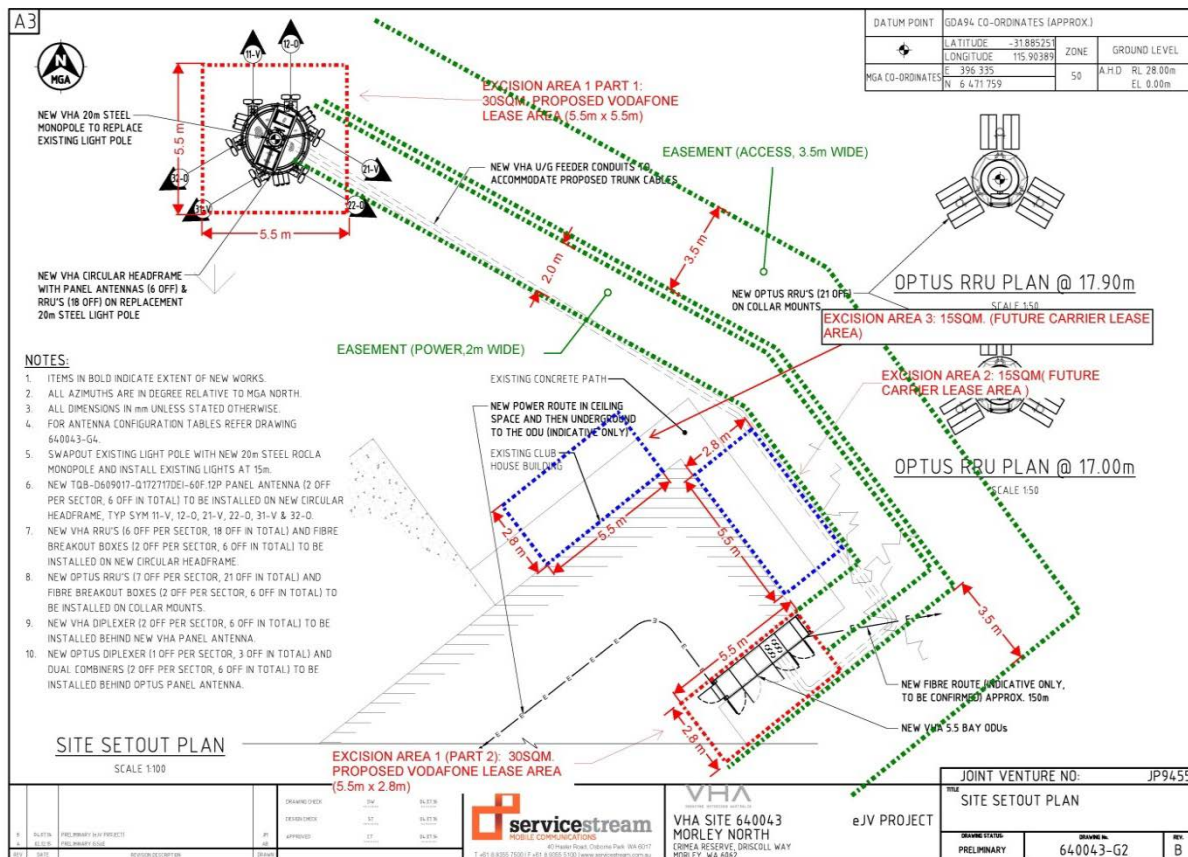
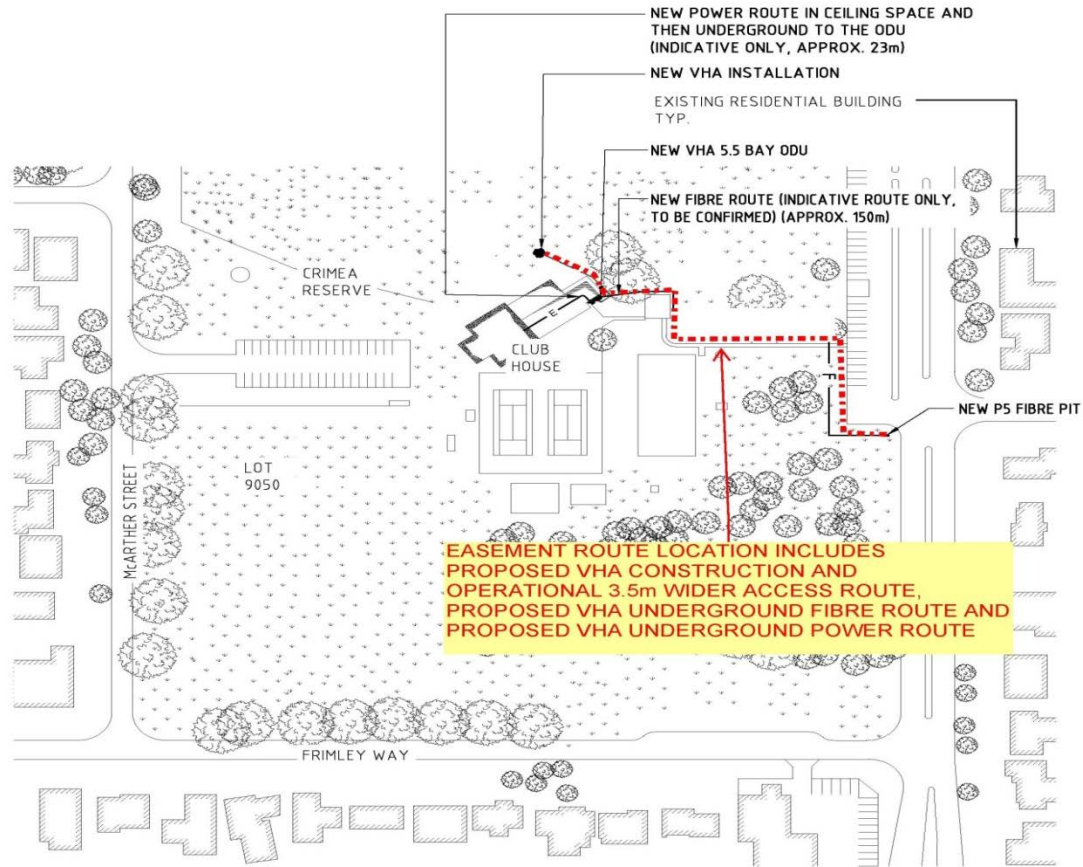
The location of the proposed lease area for the tower and ground infrastructure are indicated in the figures below.

The request comprises the following elements:

- A 30.25m<sup>2</sup> proposed lease area for the 20m telecommunications tower;
- Three lease areas comprising 15.4m<sup>2</sup> each to accommodate cabinets for Vodafone and two other carriers;
- A 2m wide easement between the tower and the cabinets to accommodate underground power (approximately 23m in length); and
- A 3.5m wide easement between the tower and Crimea Street for power, telecommunications fibre and access purposes (approximately 150m in length).

All of these lease areas and easements are required to facilitate the current proposal on behalf of Vodafone with the exception of the lease area for the cabinet for the two other carriers.

The exact alignment of the easements and location of the cabinets will be confirmed through further discussion between the proponent and the City if the proposal excision and lease are supported by Council.



### Lease Options

Crimea Park is a Crown Reserve (No. 29473) vested with the City of Bayswater for the purpose of 'Public Recreation'. To facilitate the development and leasing of the proposed telecommunications facility a new reserve will need to be created within the existing reserve. This could be achieved in one of the following two ways:

1. An excision of the area required and the issue of a section 79 of the *Land Administration Act 1997* direct lease to Vodafone (i.e. the Minister for Lands leases direct to Vodafone); or
2. An excision of Reserve 29473 and a new reserve being created for Telecommunications purposes, with a Management Order to the City of Bayswater with power to lease, and Vodafone leases direct from the City.

Under Option 1, the lease fee is payable to the State Government. Under Option 2, the lease fee is paid to the City.

### Commercial Lease Terms

An overview of the commercial terms of the proposed lease is contained in **Confidential Attachment 2**.

The applicant's initial offer included an annual fee with fixed annual rent increases over a 20 year lease period.

The applicant has also offered to pay \$1,000 towards the City's legal fees associated with the preparation and review of the lease agreement.

In December 2017 the City obtained an independent valuation of the proposed lease by a licenced valuer. The executive summary of the valuation is contained in **Confidential Attachment 3**.

On the basis of the valuation, the City reverted to the proponent and exchanged valuation evidence. The outcome was the City's valuer noted that many of the pieces of evidence that the proponent provided related to outlying, semi-rural areas and therefore were not applicable to the subject site. The City's valuer concluded that there was some scope to move to the lower end of the range for the annual rental adopted in their initial valuation, but no lower than that amount.

The proponent subsequently responded with a revised offer for the annual rental as outlined in **Confidential Attachment 2**. The revised offer is an improvement on the original offer, however, it is still less than the valuation received by the City.

It is considered that the annual rental should reflect the revised valuation amount that the City's valuer adopted following the exchange of evidence. This is an independent assessment of the market value of the tower and the City should be seeking to obtain fair compensation from the lessee.

The proponent has requested that the lease terms include the right to sublet on the tower to one other carrier (Optus). The proposed lease terms would specify that for Vodafone to sub-let on the tower to any other carriers, the City's consent would be required. In granting development approval, the SAT imposed the following condition:

"...

- (ii) *The facility shall be designed to enable co-location by at least two other telecommunication carriers."*

The power to sub-let to one other carrier (or other carriers in the future with the City's consent) applies only to the tower itself. Ground leases for telecommunications cabinets will be the subject

of a separate lease with the City on commercial terms. Therefore, there is the ability for the City to obtain additional income from the telecommunications facility in the future.

The other key terms, being a 20 year lease term with no options and 3% per annum fixed rental increase, are considered appropriate.

Process

In the event that the excision and lease to the proponent are supported by Council, the City would write to the Department of Planning, Lands and Heritage (DPLH) for them to action the creation of a new reserve for telecommunications purposes and its vesting with the City.

In the meantime the City would advertise and invite comments for 14 days its intention to enter the lease and report any submissions received to Council for a final decision.

The lease agreement will be prepared by the City following the further consideration by Council and it would be executed upon creation of the new telecommunications reserve.

Previous Resolution

It is considered that Council does not need to revoke its decision at the 4 October 2016 Ordinary meeting not to support a management order and lease for telecommunication purposes over portion of Crimea Park. The previous decision was in relation to the application before Council at that time and not the new request made that is the subject of this report. To the extent that the previous decision could be construed to constraint this or other future decisions, this is considered potentially unenforceable because it could breach the following administrative law principles:

- Discretionary power is to be exercised in light of the circumstances at that time;
- Each discretionary decision should be taken on its own merits;
- Policy, guiding future decision making, is to be reasonable and not remove discretion or be inflexible; and
- The future exercise of a discretionary power cannot be fettered by a decision.

**OPTIONS**

The following options are available to Council in relation to the excision of a portion of Crimea Park to facilitate the lease to a telecommunications carrier:

OPTION		BENEFIT	RISK
1.	Request the excision of a portion of Crimea Park and the creation of a new reserve for Telecommunications purposes, vested with the City with the power to lease.  <b>Estimated Cost:</b> <ul style="list-style-type: none"> <li>• \$1,000 for the City's legal fees associated with the excision.</li> </ul>	<ul style="list-style-type: none"> <li>• The City has control over the leasing to telecommunications carriers.</li> <li>• Revenue from the lease is received by the City.</li> </ul>	<ul style="list-style-type: none"> <li>• Nil.</li> </ul>
2.	Request an excision of the relevant portion of Crimea Park and the issue of a section 79 of the <i>Land Administration Act</i>	<ul style="list-style-type: none"> <li>• Nil.</li> </ul>	<ul style="list-style-type: none"> <li>• The City has no control over the telecommunication carriers that the State</li> </ul>



	<p>1997 direct lease to the proponent.</p> <p><b>Estimated Cost:</b></p> <ul style="list-style-type: none"> <li>\$1,000 for the City's legal fees associated with the excision.</li> </ul>		<p>Government lease the site to.</p> <ul style="list-style-type: none"> <li>The revenue from the lease is received by the State Government, not the City.</li> </ul>
3.	<p>Not support a lease for telecommunications purposes at Crimea Park.</p> <p><b>Estimated Cost:</b></p> <ul style="list-style-type: none"> <li>Nil.</li> </ul>	<ul style="list-style-type: none"> <li>Consistent with the City's position on the development application.</li> </ul>	<ul style="list-style-type: none"> <li>The State Government may proceed with the excision under section 79 of the <i>Land Administration Act 1997</i> and directly lease to the proponent without the City consent.</li> </ul>

The following options are available to Council in relation to the lease to telecommunications carrier:

OPTION		BENEFIT	RISK
A.	<p>Accept the offer from the proponent to lease a portion of Crimea Park, with the annual rental being in accordance with the Officer Recommendation in Confidential Attachment 2, and advertise the intention to lease via private treaty.</p> <p><b>Estimated Cost:</b></p> <ul style="list-style-type: none"> <li>\$1,400 for notice of intention to lease in a local newspaper and City's proportion of legal fees to prepare the lease agreement.</li> </ul>	<ul style="list-style-type: none"> <li>Disposal could raise revenue in line with the City's Long Term Financial Plan.</li> <li>The City will receive rental income in accordance with the independent valuation.</li> </ul>	<ul style="list-style-type: none"> <li>Nil.</li> </ul>
B.	<p>Accept the offer from the proponent to lease a portion of Crimea Park, with the annual rental in accordance with the revised offer by the proponent outlined in Confidential Attachment 2, and advertise the intention to lease via private treaty.</p> <p><b>Estimated Cost:</b></p> <ul style="list-style-type: none"> <li>\$1,400 for notice of intention to lease in a local newspaper and City's proportion of legal fees to prepare the lease agreement.</li> </ul>	<ul style="list-style-type: none"> <li>Disposal could raise revenue in line with the City's Long Term Financial Plan.</li> </ul>	<ul style="list-style-type: none"> <li>The City will receive less rental income than specified in the independent valuation.</li> </ul>
C.	<p>Accept the offer from the proponent to lease a portion of</p>	<ul style="list-style-type: none"> <li>Disposal could raise revenue in line with the</li> </ul>	<ul style="list-style-type: none"> <li>Depends on the alternative annual rental</li> </ul>

	<p>Crimea Park, with the annual rental being an alternative amount, and advertise the intention to lease via private treaty.</p> <p><b>Estimated Cost:</b></p> <ul style="list-style-type: none"> <li>• \$1,400 for notice of intention to lease in a local newspaper and City's proportion of legal fees to prepare the lease agreement.</li> </ul>	<p>City's Long Term Financial Plan.</p> <ul style="list-style-type: none"> <li>• Depends on the alternative annual rental determined.</li> </ul>	<p>determined.</p>
<p>D.</p>	<p>Do not accept the offer received from the applicant.</p> <p><b>Estimated Cost:</b></p> <ul style="list-style-type: none"> <li>• Nil.</li> </ul>	<ul style="list-style-type: none"> <li>• Consistent with the City's position on the development application.</li> </ul>	<ul style="list-style-type: none"> <li>• The State Government may proceed with the excision under section 79 of the <i>Land Administration Act 1997</i> and directly lease to the proponent without the City consent.</li> <li>• The City would not receive any lease income associated with the offer.</li> </ul>

**CONCLUSION**

In light of the above, it is recommended that Council resolves to request that the Department of Planning, Lands and Heritage excise a portion of Reserve 29473 Lot 9087, 2 McArthur Street, Morley (Crimea Park) and create a new reserve for Telecommunications purposes, with a Management Order to the City of Bayswater with power to lease (Option 1).

It is further recommended that Council accepts the lease offer from Property Logistics on behalf of Vodafone to lease a portion of Crimea Park for a telecommunications facility and associated easements, with the annual rental being in accordance with the Officer Recommendation in **Confidential Attachment 2**, subject to public notice being given of the intention to lease via private treaty (Option A).

**FINANCIAL IMPLICATIONS**

Upon commencement of the lease, the City would receive new income from the site. The funds could be used to improve/maintain Crimea Park or other public open space within the area.

The advertising and legal costs outlined in the Options table can be met within the City's existing budget.

**STRATEGIC LINK**

In accordance with the City of Bayswater Strategic Community Plan 2017-2027, the following applies:

- Theme: Leadership and Governance
- Aspiration: Open, accountable and responsive service
- Outcome L1: Accountable and good governance.

**COUNCIL POLICY AND LEGISLATIVE IMPLICATIONS**

Section 3.58 of the *Local Government Act 1995* applies to the disposal (via lease).

**VOTING REQUIREMENTS**

Simple Majority required.

**ATTACHMENTS**

1. Request for Lease (Confidential)
2. Analysis of Lease Terms and Valuation (Confidential)
3. Independent Valuation - Executive Summary (Confidential)

**(OFFICER'S RECOMMENDATION)**

That:

1. Council requests that the Department of Planning, Lands and Heritage excise a portion of Reserve 29473 Lot 9087, 2 McArthur Street, Morley (Crimea Park) and create a new reserve for Telecommunications purposes, with a Management Order to the City of Bayswater with power to lease.
2. Council accepts the lease offer from Property Logistics on behalf of Vodafone contained in Confidential Attachment 1, subject to notice of the intention to lease for a telecommunications facility and associated easements at Reserve 29473, Lot 9087, 2 McArthur Street, Morley (Crimea Park) by private treaty being given, in accordance with section 3.58 of the *Local Government Act 1995* on the following terms:
  - (a) The annual rental being as per the Officer Recommendation in Confidential Attachment 2;
  - (b) Rent Reviews: 3% per annum fixed rental increases;
  - (c) Lease Term: 20 years;
  - (d) Sub-letting: The right to sublet on the telecommunications tower to one carrier;
  - (e) Cessation: All obsolete telecommunications facilities must be removed and the land reinstated to the satisfaction of the City of Bayswater within three months of cessation of the use; and
  - (f) Other terms and conditions as determined necessary by the Chief Executive Officer.
3. A further report be referred to Council to consider any submissions received during the public notice period in relation to the intention to enter a lease with Vodafone for a telecommunications facility at Reserve 29473, Lot 9087, 2 McArthur Street, Morley (Crimea Park).

***Cr Catherine Ehrhardt returned to the meeting at 9:16pm.***

**COMMITTEE RESOLUTION**

That:

1. Council requests that the Department of Planning, Lands and Heritage excise a portion of Reserve 29473 Lot 9087, 2 McArthur Street, Morley (Crimea Park) and create a new reserve for Telecommunications purposes, with a Management Order to the City of Bayswater with power to lease.
2. Council accepts the lease offer from Property Logistics on behalf of Vodafone contained in Confidential Attachment 1, subject to notice of the intention to lease for a telecommunications facility and associated easements at Reserve 29473, Lot 9087, 2 McArthur Street, Morley (Crimea Park) by private treaty being given, in accordance with section 3.58 of the *Local Government Act 1995* on the following terms:

- 
- (a) The annual rental being as per the Officer Recommendation in Confidential Attachment 2;
  - (b) Rent Reviews: 3% per annum fixed rental increases, with a market review to be undertaken after 10 years;
  - (c) Lease Term: 20 years;
  - (d) Sub-letting: The right to sublet on the telecommunications tower to one carrier;
  - (e) Cessation: All obsolete telecommunications facilities must be removed and the land reinstated to the satisfaction of the City of Bayswater within three months of cessation of the use; and
  - (f) Other terms and conditions as determined necessary by the Chief Executive Officer.
3. A further report be referred to Council to consider any submissions received during the public notice period in relation to the intention to enter a lease with Vodafone for a telecommunications facility at Reserve 29473, Lot 9087, 2 McArthur Street, Morley (Crimea Park); and
  4. Internally restricts any rental income received for the telecommunications facility at Crimea Park for initiatives that improve the amenity of the surrounding North Ward area for nearby residents; such initiatives are to be determined by Council in consultation with local residents.

**CR FILOMENA PIFFARETTI MOVED, CR BRENT FLEETON SECONDED**

**CARRIED UNANIMOUSLY: 11/0**

***REASON FOR CHANGE***

***The Committee changed the Officer's Recommendation as it was of the opinion that with a lease term of 20 years, it was pertinent to complete a market review after 10 years. The Committee was also of the view that any rental income received from the telecommunications facility at Crimea Park should be spent on initiatives to improve the amenity of the surrounding North Ward area for residents, thereby offsetting any potential loss of amenity caused by the telecommunications facility.***

**10. REPORTS BY OFFICERS (COUNCIL DECISION)**

Nil.

**11. REPORTS FOR NOTING**

Nil.

**12. LATE ITEMS**

Nil.

**COMMITTEE RESOLUTION - EN BLOC RESOLUTION**

**To en bloc the Officer's Recommendations to Ordinary Items:**

**CR BRENT FLEETON MOVED, CR ELLI PETERSEN-PIK SECONDED**

**CARRIED UNANIMOUSLY: 11/0**

**13. CONFIDENTIAL ITEMS**

**13.1 Reports by Officers (Committee Delegation)**

Nil.

**13.2 Reports by Officers (Council Decision)**

Nil.

**14. NEXT MEETING**

The next meeting of the Planning and Development Services Committee will take place in the Council Chambers, City of Bayswater Civic Centre, 61 Broun Avenue, Morley on 12 June 2018 commencing at **6:30pm**.

**15. CLOSURE**

There being no further business to discuss, the Chairperson, Cr Brent Fleeton declared the meeting closed at 9:18pm.