Bayswater Town Centre Structure Plan

June 2017

City of Bayswater

Prepared by:

tpg + PLACE MATCH

Endorsement

This structure plan is prepared under the provisions of the City of Bayswater Town Planning Scheme No. 24.

It is certified that this structure plan was approved by resolution of the Western Australian Planning Commission on:

_____

Signed for and on behalf of the Western Australian Planning Commission:

_____

an officer of the Commission duly authorised by the Commission pursuant to section 16 if the Planning and Development Act 2005 for that purpose, in the presence of:

_____

Witness

_____

Date

_____

Date of Expiry

Table of Amendments

Amendment No.	Summary of Amendment	Amendment Type	Date approved by WAPC

Executive Summary

Purpose of the Structure Plan

The Bayswater Town Centre Structure Plan has been prepared in accordance with the requirements of the Planning and Development (Local Planning Schemes) Regulations 2015 to guide future activity and development in the Bayswater Town Centre. 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. Higher residential densities and diversity of land uses within quality developments are intended to accommodate a growing population and reinforce the principles of (or create) a functional transit oriented precinct.

The Structure Plan is intended to guide development over a 10 year timeframe and provides a number of recommendations to assist with its implementation.

Key Elements of the Structure Plan

The Structure Plan includes two parts in accordance with the Western Australian Planning Commission (WAPC) Structure Plan Framework (2015); Part One includes the implementation of the Structure Plan and comprises land use and built form provisions, while Part Two provides explanatory information.

The Structure Plan is largely presented in four main themes as follows:

1. Land Use and Activity
2. Movement and Connectivity
3. Built Form and Character
4. Open Space and Public Realm

This 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. It is intended that appropriately located increased residential densities within the Town Centre will further contribute to the walkable catchment of local shops and the Train Station, thereby reducing car reliance and enhancing the vitality of local businesses.

The Town Centre comprises 10 Character Precincts, each with unique local character. These characters are intended to be protected and enhanced through the identification of Streetscape Typologies and precinct based built form guidance. Design Guidelines are recommended to further assist with the integration of new development within the Town Centre in a sensitive manner.

Up to approximately 3,000 dwellings can potentially be accommodated throughout the centre by the proposed density increases (or an additional ~2,500 dwellings). Accordingly, a number of public realm initiatives and local retail and employment offerings are identified to support the increased number of people who will live, work and visit the Town Centre.

Vision and Objectives

Vision Statement

A vibrant, green, transit-oriented and economically sustainable neighbourhood centre, that exemplifies quality and innovative development solutions to respecting local character and heritage.

Key Objectives of the Structure Plan

Land Use and Activity

(a) To facilitate higher density mixed use development that reinforces the principles of a transit oriented precinct and that also capitalises on the increased train patronage from the Forrestfield-Airport Link and other feeder routes.

(b) To provide for a critical mass to support and encourage the creation of neighbourhood-scaled local businesses, employment and social activity.

(c) To build upon Bayswater's fined-grained retail and 'village feel' and help foster an organically-shaped identity, complemented by public realm improvements to encourage customer patronage.

Movement and Connectivity

(a) To provide convenient and legible connections between trip generators/attractors.

(b) To enhance the north-south connectivity and legibility of the Town Centre.

(c) To facilitate through-site connections that provide a public benefit.

(d) To create a modal hierarchy of movement that prioritises pedestrians, cyclists and public transport over the private car.

(e) To create pedestrian and cycling friendly streets.

Built Form and Character

(a) To encourage built form that presents quality design and incorporates, celebrates and responds sensitively to the exiting heritage fabric and character in the town.

(b) To facilitate design outcomes that present an appropriate scale and level of articulation, define and enhance the public domain and relate to the pedestrian environment.

(c) To provide for building typologies that generate street surveillance and avoid the presence of blank walls to the public domain.

(d) To ensure buildings reflect and respond to the natural local variation in topography.

(e) To encourage innovative design solutions that respond to site- and context-specific opportunities and constraints, and contribute towards to the desired precinct character and streetscape typology.

(f) To ensure design outcomes contribute towards the greening of the Bayswater Town Centre and that exemplify sustainable living.

Open Space and Public Realm

(a) To guide public domain improvements that enhance the pedestrian experience, functionality and general amenity of the Town Centre.

(b) To create a safe, welcoming and enjoyable place to live, work and visit.

Summary Table

Element	Data	Structure Plan Reference
Total area covered by this Structure Plan	48.18 hectares (gross Urban hectares)	Part Two; Figure 1
Area of each land use group provided for:	Centre Core zone: 10.1134 hectares Centre Frame zone: 17.7951 hectares	Part One; Plan 2
Public open space	4.5599 hectares	Part One; Plan 1
Estimated lot yield	Negative (amalgamation encouraged)	Part One; Section 4.3.3; and Part Two; Section 5.2.3
Estimated number of dwellings	Existing: approximately 500 dwellings Potential: Up to 3,000 dwellings	Part Two; Section 5.2.3
Estimated residential density	Existing: approximately 10 dwellings per gross Urban hectare Potential: approximately 62 dwellings per gross Urban hectare	Part Two; Section 5.2.3
Estimated population	Existing: approximately 1,150 people at 2.3 people per dwelling Potential: approximately 4,500 people at 1.5 people per dwelling	Part Two; Section 5.2.3
Estimated retail floor space	Existing: approximately 5,000 - 7,600sqm Potential: approximately 13,300 - 15,960sqm	Part Two; Section 5.2.3

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Part One
Implementation

Plan 1. Bayswater Town Centre Structure Plan

Bayswater Town Centre Structure Plan Boundary

STREETSCAPE TYPE	DENSITY	STOREYS
A2	RAC3	4-6
A2 (King William Core Precinct)	RAC3	4-5
A1	R60	3-4
D2b	R80	4-5
D2a	R60	3-4
D1	R40	3

- Local Development Plan required
- Lots below R40
- Potential Future Development Site / Parking Deck
- Potential Future Bus Interchange
- Bayswater Train Station
- Public Open Space
- Landmark Corner Site
- Civic Space / Plaza
- Key Pedestrian Linkage Opportunites
- Principal Shared Path (PSP)
- Bike Link
- Bike Boulevard

Implementation

1. Structure Plan Area

This Structure Plan applies to the Bayswater Town Centre, being the land contained within the inner edge of the line denoting the Structure Plan Boundary as shown on **Plan 1 – Bayswater Town Centre Structure Plan**.

2. Operation

The date the Bayswater Town Centre Structure Plan comes into effect is the date it is approved by the Western Australian Planning Commission.

The Structure Plan is to be read in conjunction with the City of Bayswater local planning scheme. Where any provision of the Bayswater Town Centre Structure Plan conflicts with the local planning scheme, the Scheme prevails.

Where this Structure Plan is inconsistent with an adopted Local Development Plan, the adopted Local Development Plan prevail shall prevail to the extent of the inconsistency.

Where this Structure Plan is inconsistent with the provisions of a specific Policy or Design Guidelines applying to a particular area or site, the provisions of that specific Policy or Design Guidelines shall prevail to the extent of the inconsistency.

3. Staging

As all essential infrastructure is readily available to the Structure Plan Area, development of the Structure Plan Area for the various land uses is not dependent on a staged approach.

4. Development Requirements

4.1 Land Use and Activity

4.1.1 Zones and Reserves

(a) The Structure Plan has been divided into 'Centre Core' and 'Centre Frame' areas as shown on **Plan 2 – Land Use Intent**.

(b) The land use objectives of the Centre Core area are to:

  i) Facilitate higher density mixed use development and neighbourhood-scaled activity and employment that reinforces the principles of a transit oriented precinct;

  ii) Provide for a range of active retail and commercial land use at street level that contribute towards a vibrant street and which are compatible with residential and other non-active uses on the upper levels; and

  iii) Provide for a range of civic, social, entertainment and community services consistent with the neighbourhood-serving role of the centre and compatible with surrounding development.

(c) The land use objectives of the Centre Frame area are:

  i) Facilitate predominantly residential development that contributes to the walkable catchment of the Bayswater Train Station;

  ii) Ensure transition in density towards the surrounding neighbourhoods; and

  iii) Allow for the expansion of the Centre Core over time.

(d) **Table 1 – Land Use Intent** identifies 'Preferred' and 'Contemplated' land uses within the Centre Core and Centre Frame zones.

(e) Land use shall be in accordance with the zoning table under the City of Bayswater local planning scheme. When determining development applications within the Structure Plan Area, the City shall also have regard to the objectives under clause 4.1.1(c) and clause 4.1.1(d) of this Structure Plan, and the land use intent for the Centre Core and Centre Frame areas as set out in **Table 1**.

(f) Where a land use not listed within **Table 1** is proposed, the Council may determine the application in accordance with the proceedings set out in clause 7.2.4 of the City of Bayswater Town Planning Scheme No.24.

Table 1 – Land Use Intent

Land Use Intent	Centre Core	Centre Frame
Preferred	Civic Buildings Club Premises Consulting Rooms (Medical) Convenience Store Dwellings: • Aged or Dependent Persons • Multiple Dwellings Exhibition Centre Health Studio Home Occupation Kiosk Medical Centre Occasional Uses Office Public Utility Recreation Facility (Private and Public) Restaurant Shop Small bar	Dwellings: • Single House • Grouped Dwelling • Aged or Dependent Persons • Multiple Dwellings (Note 1) Home Occupation Public Utility Residential Building Retirement Village
Contemplated	Betting Agency Car Park Child Day Care Centre Cinema/ Theatre Dry Cleaning/ Laundry Premises Dwellings: • Single House • Grouped Dwelling Educational Establishment Fast Food Outlet Home Business Home Store Hotel Infant Health Clinic Lodging House Lunch Bar Motel Public Amusement Radio Equipment Radio and Television Installations Reception Lodge Tavern	Car Park Club Premises Convenience Store Educational Establishment Funeral Parlour Home Business Home Store Lunch Bar Occasional Uses Public Assembly Place of Worship Restaurant (Note 2) Shop (Note 2)

(1) Where land is coded R50 or above.

(2) The Centre Frame is not intended to accommodate significant Restaurant or Retail development, however small scale cafés or retail may be considered at the discretion of the City with a general maximum tenancy size of 300sqm, and where it is considered not to adversely impact the residential amenity of the area. Such a proposal is to be publically advertised as if it were a use not listed under clause 7.2.4 of the City of Bayswater Town Planning Scheme No.24.

4.1.2 Residential Density

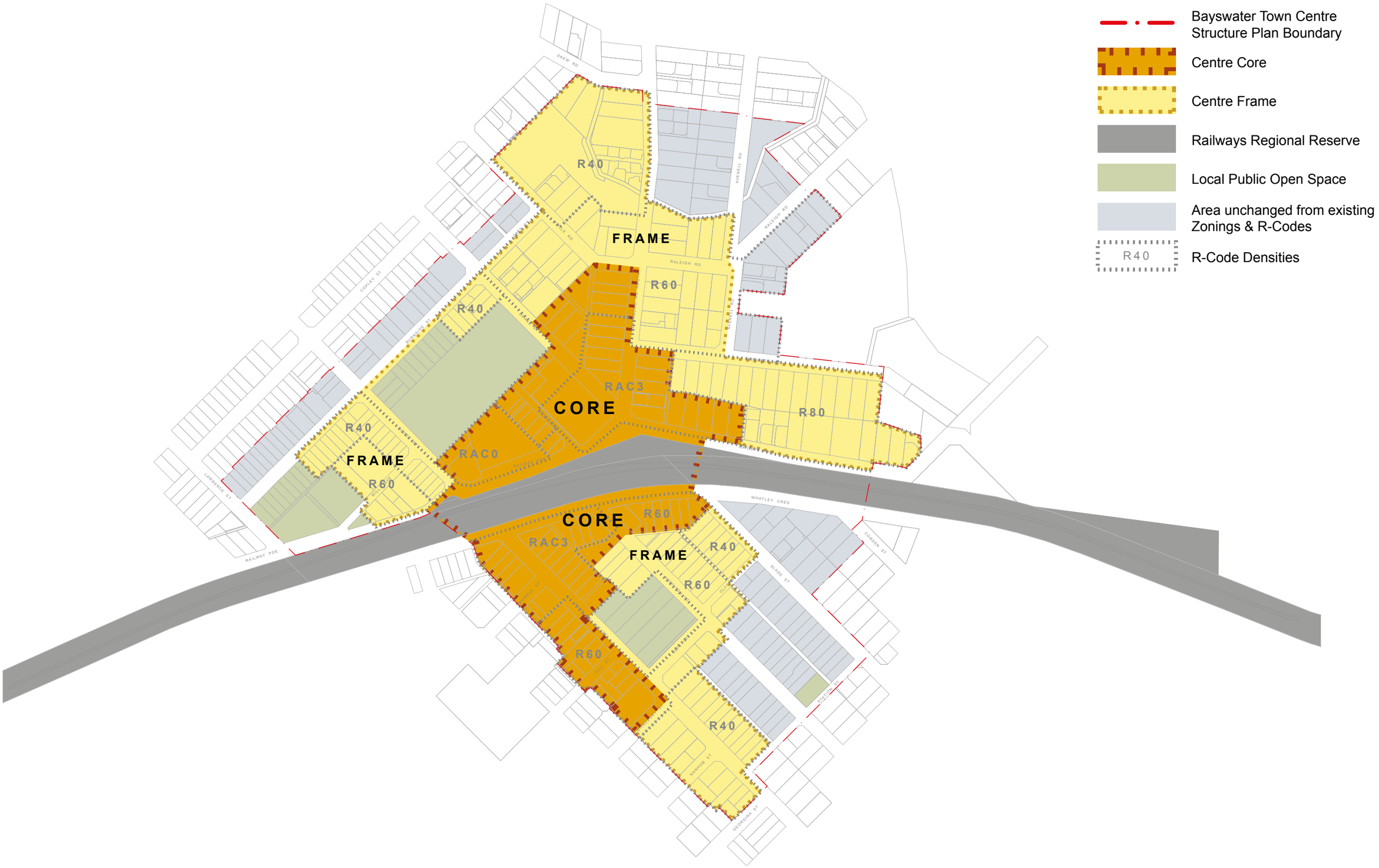
The coding of the land for the purposes of the R-Codes is shown by the coding number depicted on **Plan 1**.

4.1.3 Retail Floor Space

(a) Where development proposes new retail floor space of 1,500sqm or more, it is to be accompanied by a Retail Sustainability Assessment.

(b) Where comprehensive new development or redevelopment is proposed within the Centre Core zone, the ground floor of that development is to provide for active land use as determined by the City of Bayswater.

Plan 2. Land Use Intent



4.2 Movement and Connectivity

4.2.1 Objectives

(a) To provide convenient and legible connections between trip generators/attractors and enhance the north-south connectivity and legibility of the Town Centre.

(b) To facilitate through-site connections that provide a public benefit, particularly for active modes of transport.

(c) To create a modal hierarchy of movement that prioritises pedestrians, cyclists and public transport over the private car, and provide for development to encourage alternative modes of transport.

(d) To allow for reductions in car parking, particularly where different land uses allow for shared reciprocal parking arrangements.

4.2.2 Standards

(a) The street network within the Structure Plan Area has been divided into the hierarchy as shown in **Plan 3 – Movement Network**.

(b) Any new or comprehensive redevelopment of land identified for through-site connection is to facilitate that connection in accordance with **Plan 1**.

(c) Any new or comprehensive redevelopment of land is to gain vehicular access from a laneway or secondary street where available. Reciprocal rights of access across adjoining land, via a legal agreement between land owners, is encouraged as an alternative to gaining access to a primary street.

(d) Any new or comprehensive redevelopment is to demonstrate, through the preparation of a Green Travel Plan/ Travel Demand Management Plan or statement (as agreed to by the City), that regard has been given to enhancing the desired modal hierarchy as follows:

i) Pedestrians
ii) Cyclists / scooters / motorcycles
iii) Public transport users
iv) Car share / taxi / ride share
v) Deliveries
vi) Private car
vii) Heavy vehicles

(e) When considering the adequacy and convenience of on-site parking proposed, the City of Bayswater will have regard to the desired parking hierarchy as follows:

i) Short-term and universal access bays
ii) Car share / taxi/ ride share drop off/pick up
iii) Cycle parking
iv) Motorcycles / scooters
v) Bus bays
vi) Loading bays
vii) Visitor bays
viii) Long-term/ commuter parking

(f) On-street parking bays located adjacent to the frontage of a lot can be allocated towards the required visitor and/or non-residential parking of that development.

(g) Notwithstanding (e) and (f), the City of Bayswater may approve a development application with a shortfall of parking up to 50% of that required, if it is satisfied that the proposal facilitates and encourages active, alternate modes of transport in accordance with (d), or where it can be demonstrated that different land uses have complementary parking demands in accordance with a Parking Management Plan.

(h) Where required, cycle parking may be provided within the public domain adjacent to the development if deemed appropriate by the City of Bayswater.

(i) Where a bus interchange area is proposed within the Structure Plan Area, it shall be located in the preferred location as identified on Plan 1 unless otherwise agreed with the City.

(j) Where a consolidated, public car parking structure is proposed within the Structure Plan Area, it is to be conveniently located and accessible for visitors to the Centre Core area and short-trip train station users, and is encouraged to provide a mix of time-limited and/or paid parking options.

(k) Long-stay or park 'n' ride car parking is not promoted with the Town Centre.

Plan 3. Movement Network

LEGEND

Bayswater Town Centre Structure Plan Boundary

MODAL HIERACHY

- Car Route
- Cycle Route
- Bus Route
- Pedestrian Route

OTHER

- Laneway
- Pedestrian Route (Proposed)
- Bike Boulevard
- Point of Congestion

Note: Cars will continue to utilise other modal hierarchy streets albeit at a lesser priority.

4.3 Built Form and Character

4.3.1 Objectives

(a) To encourage built form that presents quality design and incorporates, celebrates and responds sensitively to the exiting heritage fabric and character in the town.

(b) To facilitate design outcomes that present an appropriate scale and level of articulation, define and enhance the public domain and relate to the pedestrian environment.

(c) To provide for building typologies that generate street surveillance and avoid the presence of blank walls to the public domain.

(d) To ensure buildings reflect and respond to the natural local variation in topography.

(e) To encourage innovative design solutions that respond to site and context-specific opportunities and constraints, and contribute towards to the desired precinct character and streetscape typology.

(f) To ensure design outcomes contribute towards the greening of the Bayswater Town Centre and that exemplify sustainable living.

4.3.2 General Development Standards

(a) The Structure Plan Area is categorised into varying intensities of 'Attached' and 'Detached' streetscapes, as shown on **Plan 1**.

(b) Development is to be in accordance with the General Development Standards of this part and the corresponding Primary Controls contained within **Table 2 – Primary Controls**, unless varied within **Tables 3A-3J**.

Refer to Table 2 - Primary Controls

(c) Building height is measured in storeys above natural ground level.

(d) Additional development standards apply on a precinct basis under clause 4.3.4.

(e) The minimum street setback may be reduced where development proposes to retain a dwelling, or a building listed on the City's Heritage List.

(f) Development on Landmark Corner Sites, as shown on **Plan 1**, is to be designed in a manner that recognised the site's strategic location in the Town Centre context.

(g) Where car parking is provided at ground level, it shall not be contained within the front setback area.

(h) Where car parking is provided at upper levels, it shall be sleeved from the public realm with active uses or appropriately screened to the satisfaction of the City of Bayswater.

(i) Where a basement structure is partially above ground level, it shall be screened from the public realm by innovative use of materials and / or landscaping.

(j) Where a side or rear lot boundary abuts a laneway, development is to be sufficiently setback to allow proportional widening of that lane to 6.0m in width.

(k) Where a development site contains a mature tree (as defined by Volume Two of State Planning Policy No. 7.3 Residential Design Codes – Guidance for multiple dwelling and mixed use developments), development shall:

a. retain (or relocate) at least one mature tree and incorporate that tree(s) into open space associated with that development, or where open space is not required, appropriately integrated with that development; or

b. plant two new trees per removed mature tree as part of the open space associated with that development, or where open space is not required, appropriately integrated with that development; or

c. offset with an offset cost paid for the planting of four new trees per removed mature tree within the immediate or adjoining Character Precinct (but outside the development site). The cost per tree of supply, installation, and maintenance for two years of a 100-litre pot tree is to be determined by, and paid to, the City of Bayswater.

(l) Overshadowing of any development outside of the Centre Frame area is to be assessed in accordance with the solar access requirements of the R-Coding of the adjoining properties

(m) Where a development overshadows any property outside the Structure Plan Area, it shall be assessed against the provisions of the R-Codes, using the density code of the affected lot(s).

Table 2 – Primary Controls

	Streetscape Type						Precinct Planned Areas
	Medium Density Detached			Neighbour-hood Attached	Medium Density Attached	Medium Density Attached	
	D1	D2a	D2b	A1	A2	A2 – King William Street Core Precinct	
Site R-Coding	R40	R60	R80	R60	R-AC3	R-AC3	R-AC0
Plot ratio maximum	0.6	0.7	1.0	0.9	2.0	2.0	In accordance with an approved Local Development Plan.
Plot ratio maximum with bonuses applicable	0.6^	0.9^	1.5^	1.2^	3.0^	2.5^	
Building height limit (storeys)	3	3	4	3	4	4	
Building height upper limit with bonuses applicable	3	4^	5^	4^	6^*	5^	
Boundary wall height limit (storeys)	1	1	1	2	2	2	
Minimum street setbacks*	5m	4m	4m	4m or nil**	Nil*	Nil*	
Minimum side setbacks	3m	3m	3m	Nil	Nil	Nil	
Minimum rear setback	6m	6m	6m	6m	Nil	Nil	

^ 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.

4.3.3 Incentive Based Development Standards

a) For the purpose of this clause and **Tables 3A-3J**, 'Incentive Provisions' are:

1. **Quality design:** a development achieves design excellence in all areas of external and internal amenity, aesthetics, neighbour relations, sustainability and public realm interface, having regard for any design guidelines applying to the development, elements of Volume Two of State Planning Policy No. 7.3 Residential Design Codes – Guidance for multiple dwelling and mixed use developments, and as determined by the City of Bayswater or a Design Review Panel.
2. **Preserving or enhancing heritage:** a development proposal results in an exceptional outcome for a heritage place listed on the City's Municipal Heritage Inventory (or State Register), as determined by the City of Bayswater.

   Note: Places listed on the City's Municipal Heritage Inventory are shown on Figure 10 - Municipal Heritage Inventory Places and Classifications (Categories 1-3, Part Two of this Structure Plan)
3. **Lot amalgamation or lot width:** development that amalgamates two or more lots, or has a primary frontage of 24m or more, and can demonstrate the resulting site layout achieves a superior built form outcome.
4. **Through-site connection:** development that proposes or facilitates a public accessible through-site connection as shown on the Structure Plan or, in the opinion of the City of Bayswater, improves pedestrian cycle access to existing or planned public space.
5. **Public facilities or street improvements:** development that provides high quality facilities of public benefit as determined by the City of Bayswater, such as publically accessible communal open space, plazas, and public car parking, or that provides upgrades to streetscapes, street trees, landscaping, footpaths or pedestrian or cyclist related infrastructure, adjacent to the development site or within the vicinity if appropriate, to the satisfaction of the City of Bayswater.
6. **Sustainability:** development that achieves a 6 star Green Star rating or equivalent standard of environmental sustainable design, and which actively promotes alternative modes of transport.

7. **Affordable housing:** development undertaken through a joint venture or similar arrangement with a government supported or recognised affordable housing provider. Alternatively, development that proposes a cooperative housing initiative similar to the Baugruppen Model.

b) Development may be considered for additional 'bonus' plot ratio and height, where applicable in Table 2, where it can demonstrate compliance with Incentive Provision No. 1 'Quality design', and at least two other Incentive Provisions if and as identified for that precinct as contained within **Tables 3A–3J**, unless waived within **Tables 3A-3J**.

c) Plot ratio and building height shall not exceed the upper limit with bonuses as shown in **Table 2** and **Tables 3A-3J**.

d) Bonuses and Incentive Provisions do not apply to land with a residential density of R40 or below.

4.3.4 Precinct Guidance

a) The Structure Plan area is broken into various Character Precincts as listed below and shown in **Plan 4 – Precinct Plan**.

A: Beechboro Core

B: Civic

C: King William Core

D: Coode

E: Burnside

F: Beechboro Frame

G: Station Edge East

H: Hamilton

I: Hamilton South

J: King William South

b) Built form requirements are provided for each Character Precinct in **Tables 3A-3J**.

Plan 4. Precinct Plan

Bayswater Town Centre Structure Plan Boundary

STREETSCAPE TYPE	DENSITY	STOREYS
A2	RAC3	4-6
A2 (King William Core Precinct)	RAC3	4-5
A1	R60	3-4
D2b	R80	4-5
D2a	R60	3-4
D1	R40	3

Local Development Plan required

Lots below R40

Public Open Space

A: Beechboro Core

Character Statement

The Beechboro Core precinct will continue to serve as the primary retail area for the northern hemisphere of the town centre and build upon the passing trade opportunities offered by the train station and Beechboro Road. The precinct possesses strong potential for comprehensive change and innovative new building forms are encouraged. Increased residential densities will contribute to the growing vibrancy of the area and existing landscape strategies will be adapted and enhanced to facilitate increased pedestrian activity.

Built Form Requirements

Table 3A – Precinct 1 Beechboro Core Built Form Requirements

1. Building height	• As per Plan 1 and Table 2. • Any comprehensive new development is to be a minimum of 2 storeys in height unless otherwise approved by the City. • The ground floor ceiling height of any comprehensive new development shall be a minimum of 3.5m (may exclude any raised timber floor above finished ground level).
2. Incentive Provisions for Bonus Height and Plot Ratio	• Quality design (mandatory) • Preserving or enhancing heritage • Through-site connection • Lot amalgamation or lot width • Public facilities or street improvements
3. Setbacks and articulation	• As per Table 2. • Reduced front setbacks are encouraged in the precinct to both sides of Beechboro Road South, in order to encourage consolidated retail development.
4. Heritage and character considerations	The adaptive reuse and, where possible, enhancement of a Heritage Listed Place is encouraged.
5. Street activation	• Any comprehensive new development is required to provide non-residential land use fronting the street at ground level. • Through-site connections from Beechboro Road South to rear laneways are encouraged and where provided, development is to address these connections through direct pedestrian access, an active ground floor interface (or part thereof) and employ the principles of crime prevention through environmental design to encourage their safe and welcoming use.
6. Other precinct-specific guidance	• The majority of parking is encouraged to be located to the rear of lot and accessed from rear laneways with potential through-site connections from Beechboro Road South where possible, in order to create pedestrian-scaled street blocks. • Development of short-term accommodation is encouraged in this Precinct.
7. Key nodes/ opportunity sites	• Landmark development is encouraged on the north-eastern corner of the intersection of Beechboro Road South and Railway Parade (refer to Cluse 4.3.2(f)).

B: Civic

Character Statement

The Civic precinct will respond to its nearby public domain assets, namely the train station and Halliday Park. The precinct will benefit from an improved relationship of buildings to the street, including additional ground floor retail opportunities. The Civic Precinct also has the opportunity to provide housing for aged and dependent persons and short-stay accommodation that are closely integrated with public transport.

Built Form Requirements

Table 3B – Precinct 2 Civic Built Form Requirements

1. Building height	• As per Plan 1 and Table 2. • Any comprehensive new development is to be a minimum of 2 storeys in height unless otherwise approved by the City. • The ground floor ceiling height of any comprehensive new development shall be a minimum of 3.5m (may exclude any raised timber floor above finished ground level).
2. Incentive Provisions for Bonus Height and Plot Ratio	• Quality design (mandatory) • Preserving or enhancing heritage • Lot amalgamation or lot width • Through-site connection • Public facilities or street improvements • Aged persons housing • Affordable housing
3. Setbacks and articulation	As per Table 2.
4. Heritage and character considerations	New development will respond sensitively to the existing single dwelling and heritage character of Rose Terrace.
5. Street activation	Any comprehensive new development is required to provide non-residential land use fronting the street at ground level.
6. Other precinct-specific guidance	• New buildings will address and frame the street and public domain. • Development of short-term accommodation is encouraged in this Precinct.
7. Key nodes/ opportunity sites	• Development at the rear of and/or integrated with the Bayswater Hotel is encouraged as a landmark development. • A Local Development Plan is required for land at the corner of Coode Street and Railway Parade, as denoted on Plan 1, which is to provide for: o Higher density mixed use development with architectural feature elements. o A through-site pedestrian link in accordance with Plan 1. o An active, intimate and attractive public plaza or open space that integrates with and enhances Train Station accessibility. o Development that addresses Halliday Park, Coode Street Railway Parade, and the through-site connection and public space. o A transition in building bulk and scale to create a sensitive interface with Halliday Park and existing development on Rose Terrace (notionally 2-3 storeys). o Landscaping and tree canopy that enhances the pedestrian experience and resident amenity.

C: King William Core

Character Statement

The King William Core precinct will continue to be the most recognisably consistent retail streetscape of the town centre and serve as the primary retail area for its southern hemisphere. The influence of topography and fine-grained subdivision pattern will help to preserve the historic village feel of the precinct as it evolves into a higher density mixed use area. The precinct will transition to a lower speed traffic environment and become increasingly vegetated and pedestrian and cyclist-friendly. New development in the southern portion of the Precinct will seek to capture the amenity outlook of Bert Wright Park.

Built Form Requirements

Table 3C – Precinct 3 King William Core Built Form Requirements

1. Building height	• As per Plan 1 and Table 2. • Any new or comprehensive redevelopment is to be a minimum of 2 storeys in height. • For Streetscape A2, where bonus height is being sought under Clause 4.3.3, development shall be a maximum of 5 storeys as measured from the King William Street frontage. • Notwithstanding the above point, where a sloping site results in the ground floor being higher or lower than street level, the maximum separation from the street/footpath level shall be 0.5m and facilitate at-grade access for pedestrians, so long as it does not compromise the pedestrian environment on the adjacent footpath. • The ground floor ceiling height of any comprehensive new development shall be a minimum of 3.5m (may exclude any raised timber floor above finished ground level).
2. Incentive Provisions for Bonus Height and Plot Ratio	• Quality design (mandatory) • Preserving or enhancing heritage • Lot amalgamation or lot width • Through-site connection • Public facilities or street improvements
3. Setbacks and articulation	• As per Table 2. • Development shall provide a nil street setback other than to allow for alfresco dining, integrated landscaping or other architectural feature. The street setback shall not be used for car parking. • Development is to present well and positively contribute to the King William Street frontage and public realm. • Nil setbacks to side and rear lot boundaries are encouraged to a maximum of 2 storeys. • The building's frontage to King William Street shall be articulated such that it respects the traditional 'fine-grained' subdivision pattern of the Precinct and avoids blank walls to the street. • Where a lot boundary abuts a residential lot within the Bayswater Character Protection Area, development is required to transition bulk and scale to achieve a sensitive interface.

4. Heritage and character considerations	The following principles apply to applications for development to or adjacent to Places listed on the City's Municipal Heritage Inventory: • 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. • 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. • 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. • Where possible, developments should seek to reconstruct missing/removed façade elements from heritage buildings. Applications for development to or adjacent to Places listed on the City's Municipal Heritage Inventory are to be accompanied by: • A site analysis and statement that demonstrates how the development proposal responds to the above principles. • A Heritage Impact Statement that demonstrates how the new development responds sensitively to the cultural heritage values of the Place and to demonstrate that a positive heritage outcome has been considered from the formative stages of the design process.
5. Street activation	• Any comprehensive new development is required to provide non-residential land use fronting the street at ground level. • The provision of alfresco dining space is encouraged.
6. Other precinct-specific guidance	• New buildings are to re-inforce a human scale to the streetscape. • Nil setbacks will be permitted to a maximum of two storeys. • The formation of laneways perpendicular to King William Street and which join with a rear laneway is encouraged. Development shall address and overlook such laneway(s).
7. Key nodes/ opportunity sites	• No. 1-3 King William Street is encouraged to redevelop into a landmark building, revitalising and adaptively reusing the Classification 2 Heritage Place. • Development adjacent to Bert Wright Park is encouraged to capitalise on the amenity outlook and include publically accessible space or active use at the ground level that can integrated with the Park.

D: Coode

Character Statement

The Coode precinct will remain heavily influenced by its landscape setting and heritage character homes. Any new development will seek to capture the amenity outlook of Mills Avenue Park and Halliday Park. Any new development, or alterations or additions visible from the street will respect but not replicate the Precinct's character dwellings, which are encouraged to be maintained and restored.

Built Form Requirements

Table 3D – Precinct 4 Coode Built Form Requirements

1. Building height	As per Plan 1 and Table 2.
2. Incentive Provisions for Bonus Height and Plot Ratio	• Quality design (mandatory); and • At least one other: o Preserving or enhancing heritage o Lot amalgamation or lot width
3. Setbacks and articulation	As per Table 2.
4. Heritage and character considerations	Nil.
5. Street activation	Nil.
6. Other precinct-specific guidance	New development will address frontage to Mills Avenue Park with permeable fencing and high levels of glazing and appertures.
7. Key nodes/ opportunity sites	Nil.

E: Burnside

Character statement

The Burnside Precinct is a small-scale, fine-grained residential precinct with a high level of consistency in its streetscape and accordingly, a low level of change is anticipated. Any new development, or alterations or additions visible from the street will respect but not replicate the Precinct's character dwellings, which are encouraged to be maintained and restored. Landscaping will continue to play an important role within the Burnside Precinct, with carefully considered garden spaces and trees that reduce the impact of built form on the streetscape.

Built Form Requirements

Table 3E – Precinct 5 Burnside Built Form Requirements

1. Building height	As per TPS24 and Plan 1 and Table 2.
2. Incentive Provisions for Bonus Height and Plot Ratio	Not applicable.
3. Setbacks and articulation	• As per TPS24 and Table 2. • New development should respect the established street and side setbacks of the precinct.
4. Heritage and character considerations	• Development should respect but not necessarily replicate the Precinct's character dwellings. • Character dwellings are encouraged to be maintained and restored where necessary.
5. Street activation	Nil.
6. Other precinct-specific guidance	New development should respect the established landscape character of the precinct
7. Key nodes/ opportunity sites	Nil.

F: Beechboro Frame

Character statement

The Beechboro Frame precinct will retain its residential focus in order to support and consolidate development intensity around the Beechboro Core retail precinct. While it has limited potential for comprehensive change due to the prevalence of recently constructed grouped dwellings, precinct developments will focus around enhancing the public realm to create a sense of arrival to the Town Centre from the north. New developments in the Precinct's west offers opportunities for transitional increases in residential density that capture the amenity outlook of Halliday Park.

The Beechboro Frame precinct will be an area of transition between the emerging retail activity and density development of the Beechboro Road South corridor, Station Edge East precinct, potential Mertome Village redevelopment and existing low-scale residential development to the north.

Built Form Requirements

Table 3F – Precinct 8 Beechboro West Built Form Requirements

1. Building height	As per Plan 1 and Table 2.
2. Incentive Provisions for Bonus Height and Plot Ratio	• Quality design (mandatory); and • At least one other: o Preserving or enhancing heritage o Lot amalgamation or lot width o Aged persons housing o Affordable housing
3. Setbacks and articulation	• As per Table 2. • Within the D2a Streetscape, open space is encouraged between buildings that provides for or retains trees.
4. Heritage and character considerations	Nil.
5. Street activation	• New development with frontage to the Catt Court pedestrian link shall provide passive surveillance to the space and avoid large blank walls. • The street level of residential development fronting Beechboro Road South, south of Raleigh Road, is encouraged to provide for future change of use over time.
6. Other precinct-specific guidance	• Lots fronting Foyle Road are encouraged to amalgamate or subdivide in street-fronting forms. • Parking is encouraged to be accessed from rear lanes where possible. • Amalgamation of lots is encouraged to create a detached streetscape that reflects the historic pattern of development. • The retention of mature trees is encouraged to form areas of communal open space for new development, including publically accessible communal open space.
7. Key nodes/ opportunity sites	Corner sites are particularly encouraged for redevelopment.

G: Station Edge East

Character Statement

The Beechboro East precinct will be an area of transition between the emerging retail activity and the higher density development of the Beechboro Road corridor, Station Edge East precinct and potential Mertome Village redevelopment and existing low-scale residential development to the north.

Built Form Requirements

Table 3G – Precinct 11 Station Edge East Built Form Requirements

1. Building height	As per Plan 1 and Table 2.
2. Incentive Provisions for Bonus Height and Plot Ratio	• Quality design (mandatory); and • At least one other: o Lot amalgamation or lot width o Aged persons housing o Affordable housing o Public facilities or street improvements
3. Setbacks and articulation	• As per Table 2. • Open space is encouraged between buildings that provides for or retains trees.
4. Heritage and character considerations	Nil.
5. Street activation	The street level of residential development fronting Railway Parade is encouraged to provide for future change of use over time, including but not limited to, universal and direct street access per ground floor dwelling, to the satisfaction of the City.
6. Other precinct-specific guidance	• Built form massing is encouraged to be consolidated to the Railway Parade interface, where overshadowing impacts will be minimal and to assist with transitional responses to lots fronting Winifred Road. • Development is to demonstrate mitigation against noise and vibration associated with the railway line.
7. Key nodes/ opportunity sites	Nil.

H: Hamilton

Character Statement

The Hamilton precinct will remain a residential area, supporting the King William Core retail precinct. New development will seek to capture the amenity outlook of Bert Wright Park and district views afforded by the precinct's elevated position.

Built Form Requirements

Table 3H – Precinct 12 Hamilton Built Form Requirements

1. Building height	As per Plan 1 and Table 2.
2. Incentive Provisions for Bonus Height and Plot Ratio	• Quality design (mandatory); and • At least one other: o Preserving or enhancing heritage o Lot amalgamation or lot width o Aged persons housing
3. Setbacks and articulation	Open space is encouraged within the front setback that provides for or retains large trees.
4. Heritage and character considerations	Nil.
5. Street activation	Where development has frontage to or directly towards Bert Wright Park, it shall provide opportunities for passive surveillance of the Park.
6. Other precinct-specific guidance	Low scale attached residential forms, such as terrace housing are encouraged where they frame Bert Wright Park.
7. Key nodes/ opportunity sites	Nil.

I: Hamilton South

Character statement

Hamilton South precinct will remain a low-scale residential area supporting the King William Core retail precinct.

Built Form Requirements

Table 3I – Precinct 13 Hamilton South Built Form Requirements

1. Building height	As per TPS24.
2. Incentive Provisions for Bonus Height and Plot Ratio	Not applicable.
3. Setbacks and articulation	As per TPS24.
4. Heritage and character considerations	Character dwellings are encouraged to be restored and enhanced.
5. Street activation	Nil.
6. Other precinct-specific guidance	• Vehicular access to any new and additional dwellings is to be from a rear laneway where available. • New development should respect the established street setbacks and landscape character of the precinct.
7. Key nodes/ opportunity sites	Nil.

J: King William South

Character statement

King William South will remain predominantly a residential area servicing the King William Core retail precinct. New development here will act as a transition area to the lower density residential forms to the south and east.

Built Form Requirements

Table 3J – Precinct 14 King William South Built Form Requirements

1. Building height	As per Plan 1 and Table 2.
2. Incentive Provisions for Bonus Height and Plot Ratio	Not applicable.
3. Setbacks and articulation	• As per Table 2. • New development should respect the established street setbacks and landscape character of the precinct. • Communal or private open space is encouraged within the front setback that provides for or retains large trees.
4. Heritage and character considerations	Where a lot boundary abuts a residential lot within the Bayswater Character Protection Area, development is required to transition bulk and scale to achieve a sensitive interface.
5. Street activation	Nil.
6. Other precinct-specific guidance	• Low scale attached residential forms, such as terrace housing are encouraged where they frame Bert Wright Park. • Parking will be encouraged to be accessed from the rear lane.
7. Key nodes/ opportunity sites	Corner sites framing Bert Wright Park are particularly encouraged for redevelopment.

4.4 Open Space and Public Realm

4.4.1 Objectives

a) To improve the public domain such that streets, parks, plazas and other public spaces provide a safe, welcoming and comfortable environment for all users.

b) To increase the amount of space set aside for public open space and use.

4.4.2 Standards

a) Any new or comprehensive redevelopment of land identified for localised public open space / civic space (plazas and the like) on **Plan 1** is to demonstrate how it incorporates or facilitates the creation of that space. Such space is to be appropriately addressed in accordance with (b).

b) Development is to address the public realm through major openings to habitable rooms (including balconies), raised or defined private open space, or entrances in accordance with the principles of Crime Prevention Through Environmental Design.

c) Development that is subject to a public art contribution is to provide conceptual ideas of how public art may be integrated with the development or public domain as part of the development application, unless otherwise agreed by the City of Bayswater.

d) Any new public open space shall incorporate the principles of Water Sensitive Urban Design.

e) Where the verge adjacent to a development site is void of street trees, the development shall provide 1 street tree per 10m of street frontage unless a lesser ratio is agreed with the City of Bayswater due to exceptional circumstances (e.g. for reasons of public safety / vehicle sight lines).

5. Local Development Plans

Local Development Plans (LDPs) are required to be prepared prior to lodgement of a development application for areas identified on **Plan 1** as requiring an LDP.

Notwithstanding, the City of Bayswater, with the agreement of the Western Australian Planning Commission, may require a local development plan for any other site or development proposal to coordinate and assist in achieving better built form outcomes that can include, but is not limited to, the layout of preferred land uses, protection of trees, open space, vehicular and pedestrian access, minimum, maximum and transitioned building height(s), setbacks, and orientation.

6. Other Requirements

Development may be subject to contributions in accordance with an adopted Developer Contribution Plan applicable to the Bayswater Town Centre, including any or all of its Precincts.

7. Additional Information

Table 4 – Additional Information, as applicable, sets out the additional information that is required to be submitted under the Structure Plan, and the stage at which it is to be submitted.

Table 4 – Additional Information

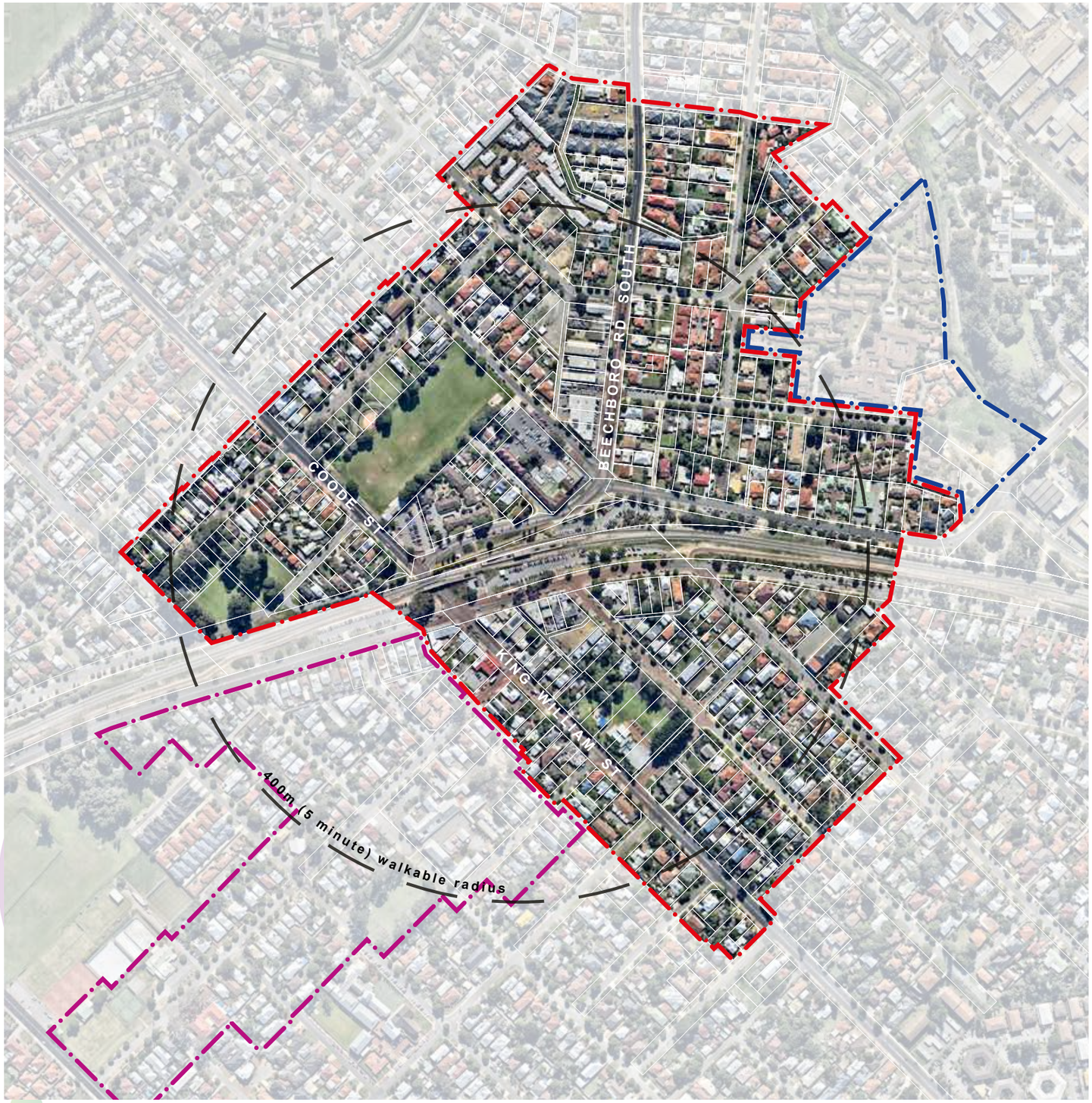
Additional Information	Approval Stage	Description	Consultation Required
Environmental Sustainable Design Management Plan	Development Application	All developments comprising 10 or more dwellings, or development with more than 500sqm net lettable area of non-residential floor space. Such developments shall achieve a 6 Star Green Star Rating.	Nil.
Heritage Impact Statement	Development Application	Where development involves a place on the Municipal Heritage Inventory.	To be publically advertised as part of the development application where that development application is required to be advertised under the local planning scheme.
Green Travel Plan / Travel Demand Management Plan	Development Application	Refer to clause 4.2.2(d)	Nil.
Transport Impact Statement	Development Application	Where development proposes to vary the number of car bays required under the local planning scheme.	To be publically advertised as part of the development application where that development application is required to be advertised under the local planning scheme.
Acoustic Assessment	Building Permit	For mixed use development to ensure acoustic amenity for residents.	Nil.
Noise and Vibration Management Plan	Building Permit	Where development is located within 100m of the Railway Lane	Nil.

8. Definitions

New or comprehensive redevelopment: means a development which is determined by the City not to be a minor alteration, addition or extension to an existing development.

Part Two
Explanatory Information

Figure 1. Bayswater Town Centre Structure Plan Area



LEGEND

- Structure Plan Boundary
- Mertome Master Plan Boundary
- Bayswater Character Protection Area Boundary
- 400m (5 min) Walkable Radius

I. Introduction

This document forms Part Two of the Bayswater Town Centre Structure Plan and is intended to be explanatory in nature and provides the rationale behind the provisions of Part One. The Structure Plan will be used by the Western Australian Planning Commission (WAPC), Department of Planning, other State Government agencies, City of Bayswater, landowners, the local community, and developers, to inform more detailed planning and greater certainty of what is envisioned for the Bayswater Town Centre.

I.1 Town Centre Structure Plan Area

The Bayswater Town Centre Structure Plan Area incorporates lots within a modified approximation of a 400m or 5 minute walkable radius around the Bayswater Train Station (refer to Figure 1). The Structure Plan Area excludes areas that are subject to other detailed planning controls or strategies, including the Bayswater Character Protection Area and the Mertome Village redevelopment area. The Structure Plan was deliberately limited to this tight frame, in order to best ensure that urban change could be better concentrated around the Train Station and thereby reinforce the principles of transit oriented development as well as to help protect the low-scale character of adjacent, established residential areas.

Refer to Figure 1 - Bayswater Town Centre Structure Plan Area

I.2 Town Centre Vision and Structure Plan Objectives

I.2.1 Vision

The Vision for the Town Centre was developed in collaboration with key stakeholders and the local community. The word cloud image below is a reflection of the most commonly heard words or themes.

Figure 2. Visioning Word Cloud

These words and themes led to the following vision statement for the centre:

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

The vision statement informed a suite of identified objectives for the Structure Plan that relate to key elements as set out below.

To achieve a "Vibrant" centre, the Structure Plan should seek to:

- Enhance housing and social diversity.
- Facilitate mixed use development with active uses at street level.
- Encourage land uses that operate beyond traditional business hours.
- Enhance safety and vibrancy of the public realm by encouraging passive surveillance of it and facilitating social interaction within it.

To achieve a "Green" centre, the Structure Plan should seek to:

- Create and enhance tree-lined streets, paths and open spaces.
- Encourage the retention or replacement of mature trees.
- Promote the principles of water sensitive urban design.
- Promote robust, sustainable building and living design that recognises and mitigates the effects of climate change, including energy, water and waste efficiency.
- Encourage buildings that allow for future changes in use through resilient design and adaptability.

To achieve a "Transit-oriented" centre, the Structure Plan should seek to:

- Incorporate a range of origin and destination land uses that create a desirable place to live, work and socialise.
- Locate higher densities of residential in locations close to public transport, social amenity and local jobs.
- Promote pedestrian and cyclist priority streets.
- Encourage alternative modes of transport and supporting public transit.
- Help reduce dependence on the private car and parking.
- Ensure destinations and places are well-connected and accessible to all.

To create an "Economically sustainable" centre, the Structure Plan should seek to:

- Support and encourage the creation of local jobs.
- Enable a critical mass of residents, visitors and workers to support new and enhance existing retail and community offerings.
- Capitalise on the increased train patronage from the Forrestfield-Airport Link and other feeder routes.
- Create an organically-driven 'Bayswater brand' and identity.
- Public and private investment in public realm improvements to encourage customer patronage.

To create a "Neighbourhood" centre, the Structure Plan should seek to:

- Focus on neighbourhood-scaled, local businesses, employment and activity.
- Encourage shopfronts that create a human scale, contribute positively to the street and help foster a sense of place.
- Enable the provision of a mix of goods and services that meet the everyday and occasional needs of the local community, including supermarkets, shops, kiosks and convenience stores; restaurants, cafes and small bars; consulting rooms, office, child care and civic uses.

To create a "Quality" centre, the Structure Plan should seek to:

- A Town Centre that serves as an exceptional example of individual and collective design excellence.
- Demonstrates functional and quality building design that meet the needs of users efficiently and effectively, and delivering optimum benefit and performance over the full life-cycle.
- Leads by example with new buildings utilising good quality, robust materials and finishes with well-resolved facades.
- Demonstrates efficient delivery of Structure Plan objectives and Design Review Panel worth.

To create an "Innovative" centre, the Structure Plan should seek to:

- Enable development that overcomes site and context-specific constraints.
- Encourage development that achieves superior built form outcomes and well-considered urban design.
- Provide a considered balance between certainty and flexibility in the planning framework.
- Encourage developments that make positive and additional contributions to the public realm

To "Respect local character and heritage", the Structure Plan should seek to:

- Promote buildings that complement and respond sensitively and intelligently to the existing built form and character, including Bayswater's unique topography, built features and heritage elements and fabric.
- Build upon Bayswater's positive collective memory and what community value about the Town Centre, and responding to the desired future character of the area.
- Encourage adaptive reuse of heritage listed buildings and restorative works.
- Encourage contemporary interpretation of built heritage elements and Bayswater's cultural heritage in new builds.

1.2.2 Process Objectives

The preparation of the Structure Plan was guided by the following overall objectives:

- To contribute positively to the City's Vision for a "Garden City and Quality Lifestyle".
- To listen to what the community values about the Town Centre and understand what community aspirations can help shape its future.
- To provide more confidence to Council and the community that well-designed and well-considered new development will enhance the area.
- To provide more certainty to the development industry regarding appropriate and acceptable types and forms of development within the Town Centre.
- To capitalise on the projected increase in the rail patronage to the area and exposure following the commencement of the Forrestfield Airport Link, and assist in the delivery of the Directions 2031 and Beyond and the draft Perth and Peel @3.5 Million strategic planning documents.

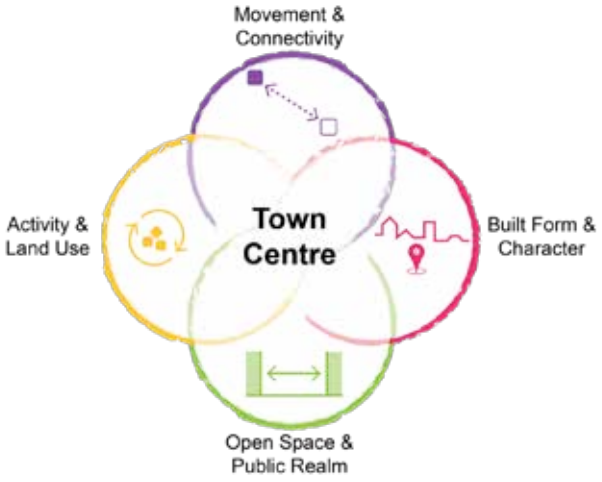
1.3 Four Broad Areas of Investigation

In order to logically analyse the existing context of the Bayswater Town Centre and to plan for its future, the Structure Plan is divided into four broad areas of investigation, or themes:

1. **Movement & Connectivity** - How pedestrians, cyclists, public transport users, and vehicles move to, from and within the Town Centre.
2. **Activity & Land Use** - The range and intensity of uses that can occur within the Town Centre.
3. **Built Form & Character** - The building form, bulk and scale of new developments and how they relate to the street, neighbours and character of the area.
4. **Open Space & Public Realm** - The spaces other than buildings that punctuate the urban form and are accessible to the public.

These themes have been consistently referred to throughout the community and stakeholder engagement phases to assist with and direct feedback on issues and opportunities.

Figure 3. Four Broad Areas of Investigation



The four themes are not mutually exclusive, with all themes interrelating with one another. As a whole, these themes encompass ‘people and place’.

Other information surrounding infrastructure servicing and water manager, for example, are addressed separately as part of the centre’s ongoing planning and implementation. Generally speaking, Part Two of the Structure Plan demonstrates the rational for the decisions made in Part One, including what the key community feedback was and how it was incorporated (or not) and why.

2. Community and Stakeholder Engagement

2.1 Introduction

Change within communities can be most effective when there is a clear vision and understanding and ownership by those that work, live in or visit a place. It is acknowledged that there has been substantial community and stakeholder interest leading up to the preparation of the Structure Plan. Particularly, stemming from the recent scheme amendment (No. 60) to allow 5-storey development within the town centre, and recent development applications that challenge development scale.

In light of this, a Community and Stakeholder Engagement Plan (CSEP) was prepared to provide an overview of the key engagement and communication objectives, methods and approaches that will form part of the preparation of the Structure Plan. The CSEP adopted an approach based on extensive community and key stakeholder engagement, undertaken in an open and genuine way, to ensure expectations for the future of the centre are weaved through the Structure Plan. It also acknowledged the need to identify the unique local characteristics of the centre which could be preserved and enhanced, and define how the centre can realistically accommodate an increased level of activity and a larger local population.

The engagement approach sought opportunities (such as a Community Advisory Group) to gauge community sentiment, whilst involving key stakeholders such as the business community along with Elected Members in the Structure Plan development process. 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 test these as part of a series of workshops. These workshops were planned and facilitated in a manner that encouraged feedback in a structured, collaborative and non-confrontational manner, however some flexibility was built into the process to allow community concerns and issues to be voiced and heard as part of the engagement approach.

The follow section outlines the various engagement methods used to inform the preparation of the Structure Plan, and summarises key outcomes. A copy of the CSEP and Outcomes Report are contained within Appendices 1 and 2.

Refer to Appendix 1 – Community and Stakeholder Engagement Plan

Refer to Appendix 2 – Community and Stakeholder Engagement Outcomes Reports

2.2 Methodology

2.2.1 Engagement Process

The community and stakeholder engagement process can be summarised in Figure 4.

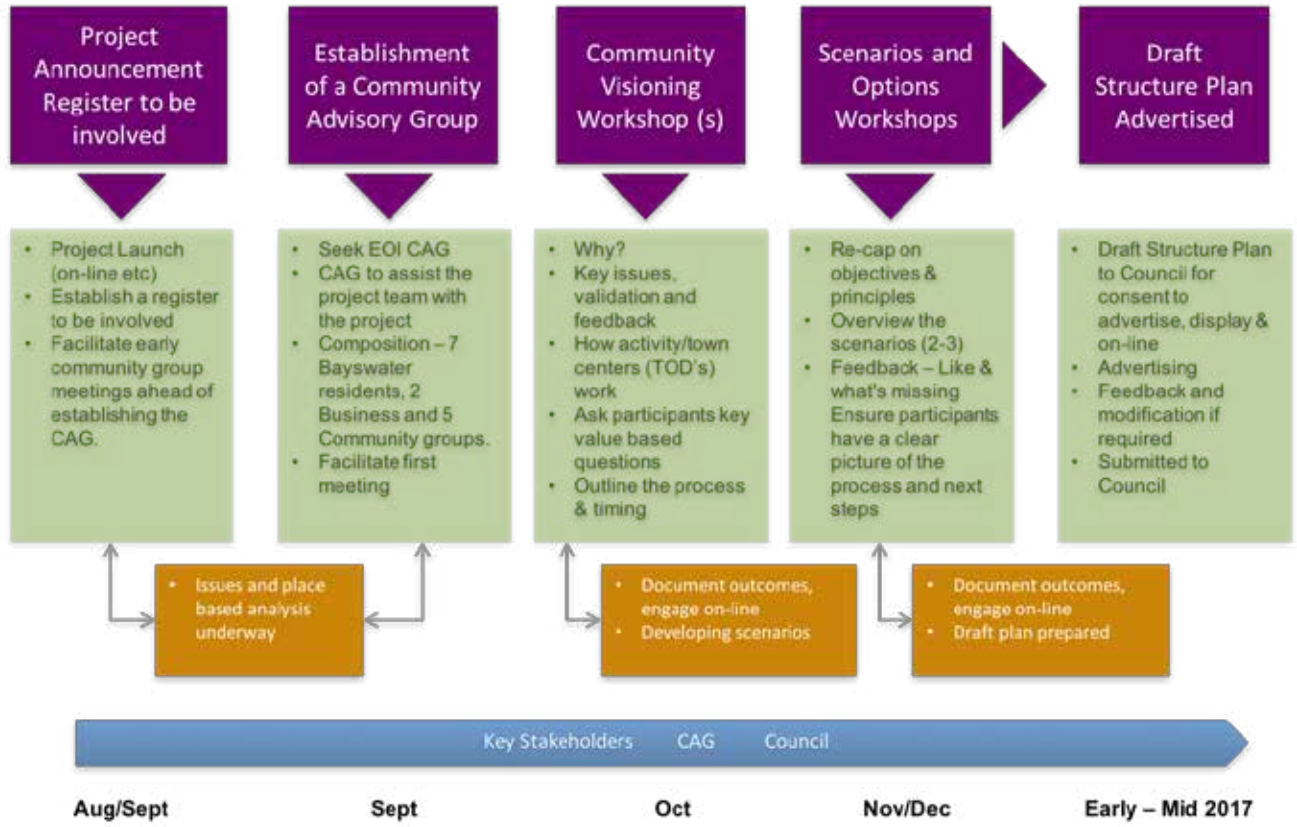
Refer to Figure 4 - Community and Stakeholder Engagement Process

2.2.2 Formation of Advisory Groups

Community Advisory Group

Membership to be a 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 resident, community group and business owners provided a platform to engage on three separate occasions throughout the preparation

Figure 4. Community and Stakeholder Engagement Process



of the Structure Plan and were consulted on both the Structure 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 Advisory Group Members

Present in photo:
Leanne Page. Caleb Goods. Wayne Zilko. Kevin Howard. Clare Chamberlain. Colin Ward. Kathryn Jones. Tessa Hopkins - Bayswater Deserves Better. Greg Da Rui - Baysie Rollers. Tony Green - Bayswater City Residents Association. Phil Slater - Future Bayswater. Linda Bullow - Bayswater Historical Society. Gary Warne - Bayswater Village Traders Association.

Absent in photo:
Elizabeth Cavalli. Lindsay Dove. Richard Lyster. Greg Smith - Bayswater Urban Tree Network.

Technical Advisory Group

The Technical Advisory Group (TAG) comprises representatives from State government agencies, including Department of Planning, Department of Transport, Public Transport Authority, Main Roads WA, Department of Water and Housing Authority. The TAG were briefed and consulted on background project analysis work, key issues, and draft opportunities and Structure Plan scenarios.

2.2.3 Council Briefings

The Council was briefed on background project analysis work, the proposed engagement approach, draft opportunities and structure plan scenarios, as well as key elements of the draft Structure Plan.

2.2.4 Stakeholder Meetings

A number of individual meetings were conducted with key stakeholders with a vested interest in the project site, including several community groups community members and government representatives (please refer to Appendix 2 for an outline of the key issues discussed at these meetings). The majority of these meetings were held prior to launching the Structure Plan project.

2.2.5 Stakeholder and Community Workshops

Workshop No. 1: Visioning Workshop

An open-invitation Visioning Workshop with the community and stakeholders was held on Saturday 29 October 2016 with approximately 80 community members in attendance. Prior to the Visioning Workshop the project team carried out extensive analysis on the project site including traffic, transport, urban design, heritage and property market analysis. The aim of the Visioning Workshop was to present these findings to the community in order to put the project in context, communicate clearly the process of the project into the future and, most importantly, to seek community validation and feedback of the project team's understanding of the local issues and opportunities.

Workshop attendees were asked to complete three table-based exercises as follows:

1. **Have We Got It Right?** Following a presentation from the Project Team on the site understanding, participants were asked to give feedback whether the Team had been successful in their interpretations. Tables were asked to group their feedback into four broad themes on their worksheets; themed around the four broad areas of investigation (refer to section 1.3 of this Report).
2. **What Do You Value About the Bayswater Town Centre?** Participants were then asked as a group to write down what they valued about the current town centre why. The aim of this activity was to further draw out what elements of the current town centre would need further consideration to incorporate into the next stage of the structure plan.
3. **What Is the Future of The Bayswater Town Centre?** Participants were asked within their tables to view a set of 160+ visioning cards and select the top four images that best reflects their aspirations for the Bayswater Town Centre. These images were then affixed to worksheets provided and participants were asked to write down the reason why they were chosen.

Refer to section 2.3.1 for key outcomes.

Workshop No 2: Opportunities and Scenarios Workshop

An open-invitation Opportunities and Scenarios Workshop with the community and stakeholders was held on two occasion on Wednesday 30 November and Saturday 3 December 2016 with 63 community members in total in attendance. Following the Visioning Workshop the project team collated and reviewed the community feedback to further shape the draft Structure Plan. A series of opportunities were realised for the Town Centre and two Town Centre scenarios were developed depicting alternative heights and land uses. A series of imaginative concepts were also devised for key civic hubs and places within the project boundary. The aims the Opportunities and Scenarios Workshops was to:

- Present the key findings from the Visioning Workshop;
- Present opportunities, concepts and scenarios to the wider community; and
- Seek community validation and feedback of the ideas and understanding of the project team of how the draft Structure Plan best represents the aspirations of the community.

Workshop attendees were asked to complete two exercises as follows:

1. **Opportunities for the Bayswater Town Centre:** A presentation was prepared to outline what was heard from the Visioning Workshop in October and what opportunities for the Town Centre were derived from this feedback. These Opportunities were themed around the four broad areas of investigation (refer to section 1.3 of this Report). Task One involved asking the community whether they liked the Opportunities that were presented, to rank them in order of priority (1 – 6 for each theme area) and finally to suggest ideas of how to achieve or improve the Opportunities. Participants were asked to complete worksheets in pairs.
2. **Town Centre Scenarios:** For the second exercise, each table group was presented with two different scenarios which imagined what the Town Centre Structure Plan could be, focusing on land use and density. Participants were asked, in their table groups, to list for each scenario what they liked and what could be Improved within the scenarios. Tables were then asked to give a rating out of ten for each of the scenarios to give an overall comparison and many tables also provided general feedback and comments.

Refer to section 2.3.2 and Figure 4 for key outcomes.

2.2.5 Online Stakeholder and Community Surveys

Survey No. 1 - Visioning

At the conclusion of the Visioning Workshop an online survey was launched via the Engage Bayswater website. This survey allowed those whocould not make it to the workshop to view the presentation and provide feedback. An outline of the information presented at the Visioning Workshop, and a series of questions similar to those asked at the Workshop were posted online and received 52 responses.

Survey No. 2 – Opportunities and Scenarios

At the conclusion of the Opportunities and Scenarios Workshop an online survey was launched via the Engage Bayswater website. This survey allowed those whocould not make it to the workshop to view the presentation and provide feedback. An outline of the information presented at the Opportunities and Scenarios Workshop, and a series of questions similar to those asked at the Workshop were posted online and received 31 responses

Feedback from the online surveys was combined with the feedback gathered at the workshops.

2.3 Key Outcomes

2.3.1 Phase One: Visioning

The visioning phase of community and stakeholder engagement, during the months of October and November 2016, included a visioning workshop and an online survey. Participants discussed issues and opportunities for the Town Centre, themed around the four broad areas of investigation, and gave feedback on what they value about the Town Centre and how they see its future. Key feedback during this phase of community and stakeholder engagement included:

(a) **Increase the options and opportunities for locals and visitors to use alternative transport.** The community indicated that they value the train station and would like to see a more integrated network of train, bus, cycling and pedestrian transport, in order to reduce the local dependence on car use. The community also indicated an overall upgrade of the train station would be desirable.

(b) **Address the concerns regarding traffic movement through the town centre.** Safety concerns for pedestrians in the town centre was raised, and the fact that the current conditions dissuade pedestrians from gathering and enjoying the Town Centre. Traffic calming infrastructure was suggested by some.

(c) **Bringing the two halves of Bayswater together.** Concerns were raised regarding pedestrian movement and the disconnect created by the railway. Sinking the railway line or building a bridge were popular suggestions.

(d) **Bayswater's point of difference.** The community noted that there is a lack of collective understanding about what makes Bayswater special, and what sets it apart from the surrounding areas. Individuals also recognized the opportunity to organically shape Bayswater into something special.

(e) **Increase the overall vibrancy of the Town Centre.** Community members felt that the Town Centre is lacking vibrancy: in its built form and the public realm. Individuals felt that creating anchors and attractors within the area would bring people into the town, to support local businesses and increase the social mix of the area.

(f) **A desire to create spaces that encourage social interaction and create new connections.** Community members raised the desire to create places that allow people to pause and linger and get actively involved in large community events.

(g) **Trees are highly valued within the urban streetscape and more are required.** Concerns were raised regarding the lack of tree cover in the Town Centre. The community felt that increasing the planting of trees, and other vegetation, within the Town Centre would provide much needed shade, beauty, slow traffic and provide natural habitat for fauna.

(h) **Heritage should be weaved into the town centre but heritage retention is not necessarily the most prominent issue.** The community was divided in its desire to make heritage the main feature of the town centre, versus pulling away form the past and forging a new modern future. Many people liked the idea of the new working with the old.

(i) **New development to complement the village feel.** Many people discussed increasing the density of housing, and that it should be achieved in a way the complements the existing built form and character.

2.3.2 Phase Two: Opportunities and Scenarios

The second phase of community and stakeholder engagement, during the months of November and December 2016, included an opportunities and scenarios workshop and an online survey. Participants discussed potential opportunities for change, grouped into the four broad areas of investigation, and two development scenarios for the town centre. Key feedback during this stage of community and stakeholder engagement included:

(a) **The community aspires to create a town centre that gives priority to pedestrians and cyclists.** Encouraging more non-vehicle travel to and within the Town Centre is seen as a key strategy to address concerns and realise opportunities for Bayswater, such as reducing traffic and the need for additional parking, increasing vibrancy and supporting local businesses. To achieve this, the streets need to be shady, safe, provide interest and become well connected to key anchors and attractions.

(b) **The beating heart of Bayswater is King William Street.** Community members strongly identified with the King William Street precinct area and indicated that priority development and upgrading should occur there first. As King William Street is a point of interest for those traveling by train it needs to be welcoming and well connected to other civic points of interest. Community members saw the value of potentially extending the mixed use activity south towards the Almondbury Street / King William Street intersection.

(c) **Quality design needs to be forefront in the minds of potential developers and City of Bayswater regulators and decision-makers.** Maintaining the integrity of Bayswater as a unique, village-styled place to live, work and visit is highly valued by the community. New developments need to be creative, environmentally sensitive and, where appropriate, respect existing heritage sites.

(d) **The appropriate density and heights for the Bayswater Town centre depends on the precinct and its medium to long term future.** In general, the community were in favour of higher densities and could identify with the benefits that they bring, including increasing vibrancy, a driver for

innovative design and increased local business attractor. It was also agreed that each precinct required a tailored approach based on its need, ability, opportunity and likelihood to change over time. Refer to Figure 4 for key likes and dislikes relating to the two scenarios presented.

(e) **Creating interesting pedestrian connections are an opportunity to activate and link neglected spaces.** The community consistently identified that the laneways are an untapped resource that could be used to link civic spaces, retail districts and areas of public open space. Laneways could be enhanced by lighting, planting, artwork, small shop fronts and pop-up activities, as well as acquired by the City and widened.

(f) **Investing in planting trees to improve the street scape is strongly supported by the community.** Planting trees is seen as a 'must do' to address concerns such as traffic calming, increasing pedestrian comfort and enhancing the public realm. Planting more trees would also provide habitat for local fauna.

Refer to Appendix 2 for the full Outcomes Reports of Community and Stakeholder Engagement.

3. Planning Context

3.1 State Planning Framework

A number of State strategic planning and policy directions have influenced the objectives and resulting provisions of the Bayswater Town Centre Structure Plan, including the following documents.

3.1.1 Directions 2031, Beyond and Draft Perth and Peel @ 3.5 Million and Draft Central Sub-Regional Planning Framework

These documents provide a high level, spatial vision for accommodating a rapidly expanding population within the Perth and Peel region. They are long-term strategies that recognise the benefits of a more consolidated city while working from historic patterns of urban growth.

The draft Central Sub-Regional Planning Framework expands upon Perth and Peel @ 3.5 Million and advocates for greater use of activity centres, transport corridors and station precincts to support a diversity of higher-density accommodation. These areas are identified as being close to transport, jobs and amenities, while ensuring urban development does not encroach on existing industrial centres and the green network. The Framework applies 10 principles of urban consolidation, which provide the context to planning for infill development, including Bayswater.

The Framework identifies the Bayswater Town Centre as a 'Station Precinct' and 'major growth area'. Station Precincts are defined under the Framework as areas surrounding train stations and major bus interchanges with the potential to accommodate transit oriented development but which are not identified as activity centres. The Framework provides an infill housing target for the Bayswater whole of local government area of 15,800 dwellings by 2050, focussing on those areas identified for more appropriate infill (i.e. station precincts, activity centres and transit corridors as mentioned), acknowledging that there is a hierarchy of centres that can and should accommodate more infill. This Structure Plan aims to provide 18% of the City of Bayswater's infill target by facilitating the development of approximately 3,000 dwellings, or an additional 2,500 dwellings (refer to Section 5.2.3 of this Report).

3.1.2 Metropolitan Region Scheme

Under the Metropolitan Region Scheme the Bayswater Town Centre is zoned 'Urban'. An Urban zoning acknowledges the area is capable of and identified for urban related land uses, such as residential, commercial, retail, and the like.

3.1.3 State Planning Policy 4.2 - Activity Centres for Perth and Peel

While the Bayswater Town Centre is not formally recognised as an 'activity centre' under State strategic planning documents, the principles of SPP4.2 are considered relevant, as are its broad planning requirements for the planning and redevelopment or renewal of existing centres. It provides broad land use and urban design criteria for centres, and the facilitates the integration of centres with public transport. This policy also seeks to ensure that centres contain a range of activities to promote community benefits through infrastructure efficiency and economic benefits of business cluster.

Neighbourhood centres like Bayswater Town Centre are important local community focal points that help to provide for the main daily to weekly household shopping and community needs. They are also a focus for medium- density housing.

In this regard, it recognised that planning decision-making should facilitate:

- employment opportunities in activity centres in higher-order centres by maximising the density and range of activities to improve access to jobs;
- smaller-scale offices and commercial tenancies, to facilitate the transition of home-based businesses and the growth of small business; and
- daily and weekly household shopping needs, community facilities and a small range of other convenience services.

3.1.4 Draft State Planning Policy 7 – Design of the Built Environment (including Design WA)

Draft SPP7 is a State Government initiative to ensure good design is at the centre of all development in Western Australia. It aims to create cities, towns and neighbourhoods where people want to live, work and socialise, now and long into the future. It includes an apartment design policy 'Design WA' (and a design review guide), to which new development within the Bayswater Town Centre will be required to give due regard. Design WA seeks to significantly improve the quality of overall design and raise the standards of new buildings in all areas of external and internal amenity, aesthetics, neighbour relations, sustainability and public realm interface.

It is intended that Design WA (and subsequent other design manuals for lower density development) will replace the current Residential Design Codes of WA. This Structure Plan therefore adopts the statutory direction as set out under Design WA by nominating Streetscape Typologies and associated Primary Controls (discussed later), as well as incorporating Design Review. At the time writing, Design WA is a seriously entertained planning proposal and intended to become operational by mid-2017.

3.1.5 Development Control Policy 1.6 Planning to Support Transit Use and Transit Oriented Development

WAPC Development Control Policy 1.6 (DC1.6) seeks to maximise the benefits to the community of an effective and well used public transit system by promoting planning and development outcomes that will support and sustain public transport use. The objectives of DC 1.6 are as follows:

- To promote and facilitate the use of public transport as a more sustainable alternative tothe private car for personal travel, to enhance community accessibility to services and facilities, including employment opportunities, community services and recreational facilities, and to improve equity in accessibility for those who do not own or have access to a car;
- To encourage spatial patterns of development that make it easier to plan and efficiently operate public transport services, and for the existing and potential users of public transport to access those services;
- To encourage balanced public transport rider-ship along transit corridors by creating places that are destinations as well as points of departure;
- To ensure the optimal use of land withintransit oriented precincts by encouraging the development of uses and activities that will benefit from their proximity and accessibility to public transport, and which will in turn generate a demand for the use of transit infrastructure and services;
- To ensure that opportunities for transit supportive development are realised, both on public and privately owned land, and that transit infrastructure is effectively integrated with other development, to maximise safety, security and convenience for transit users; and
- To promote and facilitate walking and cycling within transit oriented precincts by establishing and maintaining high levels of amenity, safetyand permeability in the urban form, and to promote and facilitate opportunities for integrating transport modes by creating opportunities for convenient, safe and secure mode interchange.

In addition, DCP 1.6 states:

"Higher residential densities and mixed use development in the walkable catchments of transit facilities have the potential to reduce car dependence; to increase accessibility for those without access to private cars; to reduce congestion on the road network and the demand for new road space; to reduce fuel consumption and air pollution; and to provide quality diverse and affordable forms of housing and development. These benefits combine to produce an attractive and viable alternative to car-based trips.

The Structure Plan acknowledges and incorporates the above strategic direction throughout its various themes.

3.1.6 Designing Out Crime Planning Guidelines:

These WAPC Guidelines aim at preventing crime through the application of a range of design principles to an area or siteto minimise the potential for that site to facilitateand support criminal behaviour. This Structure Plan addresses a number of these guidelines through its encouragement of active streets, passive surveillance of the public realm and the inclusion of mixed land uses.

3.1.7 Better Urban Water Management

The WAPC's Better Urban Water Management is designed to facilitate better management and use of our urban water resources by ensuring an appropriate level of consideration is given to the total water cycle at each stage of the planning system. The Structure Plan reinforces the principles of urban water management through its open space and public realm objectives and recommended strategies.

3.2 Local Planning Framework

3.2.1 Local Housing Strategy

The City of Bayswater's Local Housing Strategy (LHS) is a framework to guide and provide for the City's current and future housing needs. It is a locally relevant response to metropolitan level issues and State Government planning strategies and policy. The LHS identifies the Bayswater Town Centre as a 'Focus Area for Change' to accommodate a growing population. The LHS's findings and recommendations relevant to the Bayswater Town Centre can be summarised in the following table:

Area	Key Reasons for Selection	Action
Bayswater Town Centre.	• Well located with links to central Perth, Perth Airport, the Morley City Centre, the Swan Valley and Midland; • Existing town centre commercial node; • Existing railway station; • Located at the intersection of two (2) important roads; • Serviced by five (5) bus routes; • Close to two primary schools; • Within 400 metres of public open space and recreation facilities; and • Potential to be future 'District Centre'.	• The City to undertake a Bayswater Town Centre Study to further address the vision for the centre, future zonings and built form guidelines. This study would also need to consider and/ or protection, required; and character heritage where required; and • Implement appropriate zonings to encourage a mix of land uses.

Further, the key principles which Council has adopted to develop the LHS include:

- Some form of change is required to accommodate a growing population;
- Focus new development on selected areas (or nodes), including city and town centres, 'Urban villages', and Main roads (Urban Corridors);
- Different standards for different areas may be appropriate;
- Mix of housing choices to suit the City's changing population;
- Mix of appropriate land uses in certain locations;
- Develop and implement initiatives to promote high-quality development;
- Better align land use with transport network; and
- Add life and vibrancy to some areas.

.3.2.2 City of Bayswater Town Planning Scheme No. 24

Overview

Town Planning Scheme No. 24 (TPS24 of the Scheme) was originally Gazetted in November 2004 provides the statutory planning framework for land use and development within the City of Bayswater (currently excluding Morley). The Bayswater Town Centre Structure Plan Area contains a number of zones and local reserves as shown on Figure 5. TPS24 also provides for the statutory consideration of places listed on the City's Municipal Heritage Inventory, as discussed within section 5.4 of this Report.

Refer to Figure 5 – City of Bayswater Town Planning Scheme No. 24.

Bayswater Character Protection Area

The Bayswater Character Protection Area (CPA) bounds the Structure Plan Area to the southwest. The CPA retains a high percentage of places that positively contribute to the streetscapes. The City of Bayswater policy on CPAs aims to ensure that new development in character protection areas is consistent with the character, rhythm, scale and visual amenity of existing residential streetscapes. The CPA is therefore purposefully excluded from the Structure Plan, however key uses within its area are acknowledged for key movement and connectivity, such as recreational and educational uses.

King William Street Special Control Area

A recent amendment to TPS24 (Amendment 60) introduced Special Control Area 12 (SCA 12), which covers a core commercial area of King William Street and Whatley Crescent. Key aspects of Amendment No. 60 included the following:

- Allowing the development of multiple dwellings within the centre;
- Increasing the height limit from two storeys (9m) to five storeys (20m); and
- Introducing new uses to the town centre such as small bars, markets, convenience stores, exhibition centres and kiosks.

The aim of SCA 12 was to amend the TPS 24 controls which prohibited residential development and restricted height to two storeys in the Bayswater Town Centre, and to encourage mixed use development with higher density residential to facilitate the Bayswater town centre in becoming a more social and economically vibrant and active place. The amendment was initiated ahead of a structure plan for the Bayswater town centre as an interim measure to ensure that the core of the town centre was not underdeveloped. Recent development applications have challenged building scale within SCA12.

Mertome Retirement Village Special Control Area

Mertome Retirement Village is owned by the City of Bayswater and is located on the eastern edge of the Bayswater Town Centre Structure Plan Area (refer to Figure 1). In investigating the potential redevelopment of Mertome Retirement Village, the City prepared a draft Masterplan for the site, which in turn informed the initiation, adoption and Gazettal of SCA 11 under TPS24 (Amendment 59). SCA 11 allows for the redevelopment of the site in general accordance with the Masterplan, allowing for the development of aged care apartments up to seven storeys (24m) in height.

Figure 5. City of Bayswater Town Planning Scheme No. 24.

LEGEND

REGION SCHEME RESERVES (MRS)

- Railways

LOCAL SCHEME RESERVES

- Drainage
- Local distributor roads
- Local public open space
- CP Public purposes : Car parking
- CF Public purposes : Community facilities
- LA Public purposes : Local authority
- OCG Public purposes : Other Commonwealth Government
- P Public purposes : Police
- PS Public purposes : Primary school
- RI Public purposes : Religious institution

LOCAL SCHEME ZONES

- Business
- General industry
- Medium and high density residential
- Mixed use
- Hotel
- Residential
- Special purpose

OTHER CATEGORIES

- R20 R Codes
- SCA1 Special control area
- Structure Plan Boundary

3.2.3 Local Planning Policies

There are a number of Local Planning Policies that will continue to apply to development within the Structure Plan area, including:

- Car Parking and Cash in Lieu of Car Parking;
- Construction Materials;
- Flexibility Application of Statutory Requirements for Buildings Contained Within the City's Heritage List;
- Landscaping;
- Precent for Public Art;
- Residential Design Guidelines;
- Street Trees; and
- Visual Privacy.

However, where there is an inconsistency between an applicable local planning policy and this Structure Plan or any Design Guidelines or Local Development Plan applicable within the Structure Plan Area, this Structure Plan, Design Guidelines and LDP shall prevail to the extent of the inconsistency.

3.2.4 Local Bike Plan (2014)

The City of Bayswater's Bike Plan aims to improve the existing cycle network at a local level and promote, encourage and facilitate the greater use of cycling as a mode of transport. The Plan sets out a programme through which to develop a comprehensive and interconnected cycling network, providing a comfortable and enjoyable cycling experience for cyclists of all types and confidence levels. The Plan recommends a number of improvements within and surrounding the Structure Plan Area such as:

- **Coode Street / King William Street:** Convert kerbside lanes into buffered cycle lanes from Haddrill Street to Broun Avenue.
- **Beechboro Road:** Construct shared path along eastern side of Beechboro Road. Improve the termination of Beechboro Road South into Coode Street.
- **Coode Street / King William Street:** Install bicycle symbols in the centre of the lane between Whatley Crescent and Hill Street; and install cycle lanes in both directions between Hill Street and Guildford Road, including changes to lane arrangements at Guildford Road.
- **Leake Street:** Provides basis for Bicycle Boulevard.

4. Town Centre Context

4.1 Local History and Setting

Aboriginal people have lived in the Bayswater area for thousands of years. The remains of a campsite have been found at nearby Upper Swan and are believed to be between 40,000 and 53,000 years old. When Europeans first arrived in the area, the entire South West region of Western Australia was occupied by the Nyungar people. These people were nomadic hunter-gatherers and they altered and regulated the environment through systematic burnings

Bayswater, as it is known today, developed in a gradual manner in the late 1880s and early 1890s, largely as an agricultural area with gardens, orchards, and dairying on five or ten-acre lots centred around the old township. Growth was spurred by the opening of the Fremantle to Guildford line of the Eastern Railway in 1881, the Gold Rush and the opening of the WAGR Railway Workshops to Midland in 1904.

Early residential buildings are representative of the Federation Bungalow styles with some early timber workers cottages. Early commercial buildings have had their early verandahs removed and facades altered, yet still contribute to the character of the area through their form and decorative parapets treatments. Commercial buildings are largely rendered brick, with McLeish Store now Liquor Land (No. 10-12 King William Street), being unique as an example of a corrugated iron building.

It is important that buildings which display this early character are identified, retained and innovatively incorporated along side new development as part of future planning works to ensure that what gives Bayswater its unique identity is not lost. Heritage and character is further discussed in section 5.4 of this Report.

4.2 Regional Context

The Bayswater Town Centre is located approximately 6.5km northeast of the Perth Central Business District and is the seventh train stop along the Perth to Midland passenger railway line. Bayswater Train Station is planned to become the junction point for the future rail spur to the Perth Airport as part of the Forrestfield Airport Link, with the first train services due to commence in 2020 (and potentially lines through from Ellenbrook in the future). This inherently means many more locals and inter-state and international visitors to Perth will be passing through Bayswater in the future. The planned Rapid Transit Bus service from Ellenbrook to Bassendean Train Station may also increase patronage on the Perth-Midland Line, passing through Bayswater.

The area is also well served by regional road networks, including Guildford Road, Tonkin Highway and Great Eastern Highways all within a few minute's drive. Surrounding retail activity is largely small-scale, with intermittent minor retail activity along Guildford Road and nearby local centre. Morley Galleria, located approximately 2km to the northwest of the Town Centre provides large-format consolidated retail needs associated with its Strategic Metropolitan Centre status, while the nearest full-line supermarkets are located on Guildford Road in Maylands. Identifying Bayswater's market position in surrounding retail catchments, allowing 'destination-based' drawcard uses to establish within the centre, and upgrading the public domain to complement its character, will all help Bayswater manage, cater to and capitalise upon these regional influences.

Refer to Figure 6 – Regional Context

Figure 6. Regional Context

4.3 Local Context

The Town Centre is located approximately 2km from the Swan River and is predominantly surrounded by residential development including the Bayswater Character Protection Area and Mertome Retirement Village (Special Control Area 11). Other key destinations/ attraction generators in the local area include the Bayswater/Ashfield industrial area located to the east of the Centre as well as a number of nearby primary and secondary schools and the Bayswater Bowling Club.

Topography plays an important role in generating Bayswater's unique character within its local context. The interplay of ridges and valleys, steep and flat land has influenced the alignment of streets and lanes, as well as the location of particular land uses and built form outcomes. As the landform around the centre is varied and complex, the Structure Plan required a more customised approach for considering each street and at times each lot in terms of streetscape guidance.

To the north of the railway line, land is generally flat around Halliday Park with Beechboro Road South rising as it heads north away from the train station. To the south of the railway line, King William Street sits in a localised valley, with land rising approximately 6-10m up to local ridgelines on each side.

Significant district views are available from the public domain and existing development. New development can benefit from capturing these district views, particularly as these often overlook existing parks located in lower areas. A significant characteristic of the town centre is the street vista south along King William to the hills beyond the Swan River Reserve.

The station is a natural focal point for the Town Centre, yet its associated tracks create a physical and psychological barrier between the northern and southern hemispheres for both vehicular and pedestrian traffic. The Station itself is understood to undergo a Disability and Discrimination Act (DDA) upgrade to bring it into line with State and National Standards. The local community, including the City of Bayswater, has expressed a considerable interest in a substantial upgrade to the Bayswater Station, over and above the proposed DDA upgrade (refer to section 5.3.2 of the Report). Some community groups have also advocated for the undergrounding of the station as part of a separate Public Transport Authority/ Department of Transport project.

Refer to Figure 7 – Local Context

Refer to Figure 8 – Topography

Figure 7. Local Context

LEGEND

- Structure Plan Boundary
- Residential
- Aged Care
- Education
- Commercial / Retail / Mixed Use
- Industrial
- Green Space
- Rail Line
- Train Station
- 400m / 800m Walkable Catchment

Figure 8. Topography

LEGEND

- Study Area
- Area of High / Low ground
- Local High Point
- Broad ridge plateau
- Major ridgeline
- Minor ridgeline
- Open drainage line

5. Town Centre Analysis

5.1 General

5.1.1 Areas of Change

While redevelopment and change over time is part of the natural evolution of a centre, this Structure Plan seeks to focus and encourage this change to targeted areas where the flow-on benefits of redevelopment to the wider public can be most effectively and strategically deployed, without compromising the historic character of the area or diluting the effects of change.

Three broad areas of potential change are identified in Figure 9 and have been identified based on:

- containing areas of existing higher commercial activity; or
- containing larger lot parcels; or
- being in proximity to parks.

The following table summarises the rationale for change:

Area	Rational for Change	Structure Plan Response
North	Subdivision patterns in this areas generally comprise lots of deeper and wider dimensions than the small-grained subdivision pattern that is characterises the remaining Town Centre, and is largely devoid of historic housing stock. This area acknowledges the context of the Mertome Retirement Village, and how its redevelopment potential interrelates with the future development of the Town Centre.	• Allows higher densities up to RAC3 and intensity of Town Centre land uses within core area close to Train Station. • Provides higher densities of R80 along Railway Parade adjacent to Mertome redevelopment area. • Allows for transition in density away from the train station, with primarily R60 then down to R40 adjacent to established single houses in the north.
Central	The area directly surrounding and north of the Bayswater Train Station presents significant redevelopment potential due the largely State and local government-owned lots as well as consolidated parcels of land in close proximity to urban amenities including the Train Station, retail and public open space.	• Allows higher densities up to RAC3 and intensity of Town Centre core land uses. • Seeks to enhance the safety of Halliday Park through increased potential for overlooking. • Identifies further detailed planning required for large Government-owned land parcel. • Allows for transition in density to create appropriate interface with Halliday Park and consistent single houses on Rose Avenue.
South	This area is the traditional focus of the Town Centre in which investment and change through new development could assist its revitalisation as desired by the community. The area also contains a high proportion of local heritage listed places, which requires more sensitive consideration of built form outcomes moving forward to ensure the successful integration of new and old.	• Focuses higher densities up to RAC3 and intensity of Town Centre land uses within core area. • Seeks to enhance the safety of Bert Wright Park through increased potential for overlooking from surrounding R60 development sites. • Allows for transition in density away from the train station, down to R40 adjacent to established single houses.

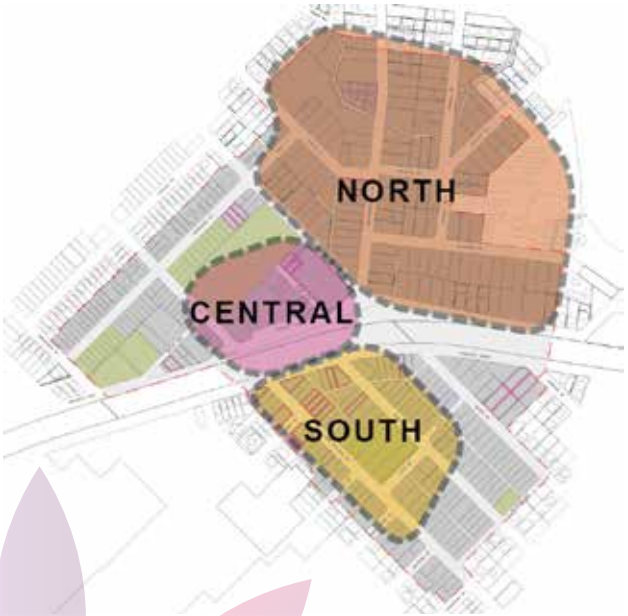
These areas are considered appropriate for the careful allocation of additional development potential to facilitate change. In addition to considering site specific sensitivities, the amount of development potential will need to be carefully considered so as to be sufficiently attractive to developers and also not so great as to create artificial land value increases that are out of step with what the market is ready to absorb both now and in the envisaged future.

The balance of the study area is considered a lower priority for change by virtue of their narrow lot parcels, topographic challenges or proximity to consistent and established single dwelling residential areas, which has been reflected through the designation of lower residential densities and detached streetscape typologies that help transition density appropriately.

Refer to section 2.3.2 for community feedback on areas of change.

Refer to Figure 9 – Areas of Change

Figure 9. Areas of Change



5.1.2 Staging

As all essential infrastructure is readily available to the Structure Plan Area (refer to section 5.1.3), development of the Structure Plan Area for the various land uses is not dependent on a staged approach. Notwithstanding, the Structure Plan provides pseudo staging by focusing the intensity of development within a concentrated area surrounding the Train Station and the traditional areas of intensity along King William Street and Beechboro Road South. As the Structure Plan has an approval lifespan of 10 years, it has the opportunity to (and should) be reviewed within this timeframe for the potential to expand the concentration of development if appropriate. The focus of intensity, as provided, was a key outcome of community and stakeholder engagement.

Consideration should be given as to how the City and other authorities implement public realm improvements to maximise and encourage private investment, as a matter of priority.

5.1.3 Infrastructure Servicing

The Structure Plan seeks to promote more efficient use of public infrastructure to achieve a more sustainable urban environment. Various servicing authorities have been consulted with to ensure the vision and outcomes of the Structure Plan are factored into servicing plans. While no specific infrastructure servicing implications have been identified (such as required capacity increases, land takes or developer contribution mechanisms), the structure plan does seek to integrate the planning requirements of the various servicing authorities, as outlined below.

Notwithstanding the commentary from servicing authorities below, the State Government's Central sub-Regional Planning Framework for Perth and Peel (which identifies Bayswater as a Station Precinct (refer to section 3.1.1 of this Report)) notes that it "identifies where development is likely to take place, which provides more certainty to infrastructure agencies in respect to forward planning and the allocation of funding and resources. The service capacity of existing infrastructure to accommodate the proportion of the 3.5 million people who will live in the city in infill developments within the next 30–40 years has been taken into consideration. State Government

infrastructure agencies and utilities have assessed the implication of the proposed urban growth in the locations identified in the framework and have found, in most instances, that there is either capacity in the existing infrastructure systems or provision has been made for the expansion of the system as demand for additional housing grows. Ongoing review and capacity planning by the State Government will be undertaken to ensure infill growth can be delivered."

The Framework then goes on to acknowledge that "In consultation with utility suppliers and infrastructure agencies, the Western Australian Planning Commission will need to investigate new and alternative approaches, and innovative funding models, for the provision of infrastructure in order to encourage infill development.

5.1.3.1 Responses from Servicing Authorities

Water Corporation

Water Supply and Wastewater

Reticulated water and sewerage is currently available to the Structure Plan Area. Due to the increase in the potential of development density, upgrading of the current system may be required to supply future development and to prevent existing customers being affected. The Water Corporation will be reviewing their scheme planning to determine what upgrades may be required in the future.

All water main and sewer extensions and upgrades, if required for the area, must be laid within the existing and proposed road reserves, on the correct alignment and in accordance with the Utility Providers Code of Practice.

The principle followed by the Water Corporation for the funding of subdivision or development is one of user pays. As the area contains multiple land owners it may be beneficial for any construction or upgrading of reticulated water, sewer or drainage (if and when required), due to the potential increase in density, be included within a future Developer Contribution Plan. This could help prevent inequality in funding of any upgrades required by individual land owners.

It should be noted that existing sewerage mains are located within private land within the subject area. Protection of these sewers is required, which may be via easements. Due consideration will be required when developing in the vicinity of these sewers in the future, including protection and modification where required.

Drainage

The Structure Plan Area falls within the Bayswater Drainage Catchment. The Water Corporations drainage system can only take predevelopment flows and as such future developers will need to compensate any additional flows on their own land, in accordance with standard practice and are encouraged to adopt the principles of better urban water management as highlighted in Section 3.1.7 of this report.

Western Power

Western Power has advised that where there is a development interface with Western Power transmission assets, it is recommended that all future subdivision and development approved under the structure plan include appropriate conditions that address requirements for easements for and/or relocation or removal of electricity assets (upon referral to Western Power).

Western Power have also advised on planning grounds that new development proposal should be designed to a standard that mitigates perceived amenity issues associated with Western Power infrastructure and include, inter alia the orientation of buildings and windows to minimise visual impact and encouraging hard and soft landscaping designs within the development that provide an effective visual buffer. These planning aspects are captured as part of the site orientation and design information that is expected to accompany all major development applications.

ATCO Gas

ATCO Gas has advised that no reinforcement is required for the (future) development (of the Town Centre). ATCO Gas analyse the growth and prudently reinforce the network each year, as needed.

5.2 Land Use and Activity

5.2.1 Existing Context

The Bayswater Town Centre is a long-standing neighbourhood-scaled centre with a focus on convenience shopping. The predominant land use in the Structure Plan Area is single residential dwellings and while there are a numberof grouped dwelling sites, particularly in the northof the Structure Plan Area, the density and diversification of residential product is low. There are two separate clusters of retail shopfront buildings on each side of the railway line; each containing a small supermarket and operating largely independently of each other.

Refer to Figure 10 - Activity and Land Use

Refer to Figure 11 – Activity Heat Map

When considering the area as a whole, the Town Centre appears to cater adequately for the daily, social, civic and specialised needs of the community at a neighbourhood scale well. Special buildings, which often cater for civic and cultural purposes, are spread throughout the Structure Plan Area. The train station generates a significant amount of daily pedestrian and commuter vehicle movements each day.

Many businesses in the town centre are owner-occupier and there is generally low turnover of business and modest leasing activity. Shops in the town centre are typically small in overall size and fine-grained (narrow). This is a by-product of the area's significant topography and relative proximity to the larger format offer of Morley.

In 2013, the existing and future potential of centres within the City of Bayswater was modelled as part of the City of Bayswater Commercial, Retail and Industrial Analysis (Pracsys, July 2013). The analysis estimated the existing retail floor space within the Bayswater Town Centre being 5,000sqm. The results of the City's Analysis highlighted, among other things, the potential for TOD centres (i.e. Bayswater) to increase in importance. Using two future scenarios (centralised and TOD focused), the likely range of future retail, floor space requirements were modelled. In the 'centralised' scenario, Bayswater was modelled to likely support up to 5,750sqm of retail floor space by 2022, and up to 14,592sqm in the TOD scenario. Note: the Analysis was based on the strategic planning framework in place at the time, and appears to underestimate the total number of households within the Bayswater centre by 2022.

Figure 10. Activity and Land Use

Figure 11. Activity Heat Map

Retail analysis was also undertaken by AEC in the preparation of the Structure Plan (refer to Appendix 3) to estimate the existing floor space area and compare this with what would ordinarily be considered appropriate for a population of Bayswater's size, irrespective of the Structure Plan potential for additional dwellings. It was estimated there is approximately 7,600sqm of existing retail floor space for a population of approximately 21,200 persons (Bayswater Statistical Area 2 (SA2), Australian Bureau of Statistics, 2011). Note: This floor space is relatively conservative (overestimated) given the majority of the Hotel site (as identified in Appendix 3) does not contain retail as such.

By adopting an industry standard of 1.5sqm per capita for retail demand, the current population could theoretically accommodate 31,800sqm of retail floor space. However, given the Morley Strategic Metropolitan Activity Centre is located just outside of the Bayswater SA2, this figure can be halved (as an example) to allow for local retail demand. A 50% application results in a demand of approximately 15,900sqm of local retail floor space (similar to the 2013 Pracsys Analysis of 14,592sqm).

Refer to Appendix 3 – Retail Analysis

5.2.2 Opportunities and Rationale for Change

5.2.2.1 General

The long-term outlook for the Town Centre and Bayswater property market is generally positive, with some increased activity observed for retail uses in recent years, although this increase in activity is modest if compared to areas such as Maylands and Mount Lawley where residential growth has been greater. Analysis suggests that the Town Centre's slow supply of new retail activity is in part due to the lack of quality retail stock currently present in the Town Centre and therefore a poorly established market, rather than the drivers of demand.

Retail and commercial markets require critical mass. The co-location of a number of occupiers not only lifts the profile of a centre, but facilitates the provision of services and amenity that contribute equally to overall amenity, attractiveness and desirability of a centre. As residential unit living grows in market acceptance, a critical mass of residents will establish and, assisted by increased patronage of the Perth-Midland Railway, thereby fuel demand for retail/commercial services which will improve the amenity associated with Town Centre living in Bayswater. This cycle of activity has important flow-on implications for the continued health and growth of the Town Centre.

The City's Commercial, Retail and Industrial Analysis similarly highlights that the modelling under both the Centralised and TOD scenarios (refer to section 5.2.1) demonstrates "a general need to align future residential development with retail floor space development. Dispersed development is considered a more likely outcome than wholly centralised development, as it is expected activity centres served by heavy rail, closer to Perth CBD and proximate to the high amenity of the Swan River are more attractive for the development of new dwellings. Growth in convenience retail is expected to strongly correlate to dwellings growth".

The opportunity therefore exists to reinforce the TOD nature of the Town Centre by concentrating activity and residential density closest to the train station and traditional areas of intensity, and catering for a range of socio-demographic users. Further encouraging the small ('fine grained') retail character and land use opportunities can help evolve Bayswater's local identity and narrow street facing shopfronts also provide the opportunity for walk-in customer patronage and alfresco dining. Land uses that have the potential to operate beyond traditional hours can help create a social nightlife and opportunities exist to capture tourism and hospitality offerings associated with the airport link.

5.2.2.2 City of Bayswater Draft Economic and Business Framework

The City's Draft Economic and Business Framework (May 2017) sets out the findings and recommendations resulting from a three-month investigation into the role of the City of Bayswater can play in supporting, enhancing and revitalising its existing local businesses and the incentives for new businesses to emerge and existing businesses to relocate to the district.

With regard to the Bayswater Town Centre, respondents ask for improved carparking management including adding more customer bays, reviewing carbay time limits, better ranger attendance,

management of private/public bay conflicts and the provision of all day staff parking. They also ask for a better retail / 'shopping centre' vision that includes great customer attraction, precinct marketing and increasing foot traffic. They also ask that traffic management is improved, particularly to decrease through traffic, traffic congestion and noise.

A summary of the recommended actions are as follows:

Actions	Delivery Method	Estimated Resourcing and Timing
Improve parking management 1.1.1 Measure and assess all town centre parking options and deliver an action plan that improves availability and turnover rates for staff and customers in public and private bays.	Direct City delivery	**Years 2-5** • $40,000 for a parking management plan for the Bayswater town centre will be required. • Additional resources to implement actions (to be determined in parking plan).
Decrease traffic congestion and impacts 1.1.2 Create a traffic management strategy for the Bayswater town centre that seeks to decrease through-traffic, traffic noise and traffic speeds including liaising with Main Roads to reduce speed limits and redirect trucks via Garratt Road.	Co-delivery by the City and business or other groups	**Year 1** • City's draft 2017-2018 budget proposes $40,000 to complete a streetscape concept plan(s). • There is a Notice of Motion to be considered at the 23 May 2017 Council meeting seeking a similar outcome. • City's draft long term financial plan proposes $1.74 million over the next six years for road and streetscape development in the Bayswater town centre.
Precinct marketing 1.1.3 Create a Bayswater town centre marketing plan that itemises the qualities of the precinct and transmits them to the public.	Co-delivery by the City and business or other groups	**Years 2-5** • Place Manager to facilitate and monitor. • $6,000/annum for marketing.
Increase customer attraction and foot traffic 1.1.4 Assess and improve walkability infrastructure, throughout and to/from the town centre with a view to create improvements in accessibility, connectivity, safety, comfort and attractiveness.	Direct City delivery	**Year 1** • City's draft 2017-2018 budget proposes $40,000 to complete a streetscape concept plan(s). • City's draft long term financial plan proposes $1.74 million over the next seven years for road and streetscape development in the Bayswater town centre.
1.1.5 Create an updatable database of all land, premises, landowners and occupiers in the town centre to record vacancy rates and a plot the business mix with a view to minimising vacancies and attracting businesses that create customer traffic and support the vision of the town centre.	Direct City delivery	**Years 2-5** • Place Manager to facilitate and monitor.
1.1.6 Commence a permanent people counting program that accurately records foot traffic at key locations in the town.	Direct City delivery	**Year 5+** • External supplier managed by Place Managers. • One location costs $3,400 to supply and install plus $1,500 per annum for program delivery.
Improve shopfront activation 1.1.7 Develop a shopfront design and maintenance standard (including signage) and communicate them effectively. Possible future grant program to incentivise redevelopment can be considered.	Co-delivery by the City and business or other groups	**Years 2-5** • Action is also a priority identified in the Bayswater Activation Plan (to be considered at the 16 May 2017 Planning and Development Services Committee meeting). • Place Manager to project manage. • $10,000 for an architect to create design standard. • Business groups assist with consultation and to disseminate final outcomes.

5.2.3 Structure Plan Response

5.2.3.1 Land Use Intent

The Structure Plan identifies two zones relating tothe Town Centre; a 'Centre Core' and 'Centre Frame'. The Centre Core (close to and surrounding the Train Station) is intended to provide a range of activeretail and commercial land use (at street level) that contribute towards a vibrant street environment, together with higher density mixed use development and neighbourhood-scaled activity (e.g. ne-grained retail shop fronts, boutique stores, small supermarket, creative offices and that like with a focus on convenience shopping and local employment. The Centre Frame is intended to facilitate predominantly residential development, at a higher density than currently provided, that contributes to the walk-on catchment of the Bayswater Train Station and supports the Centre Core.

It is generally preferred by the WAPC that a local planning scheme include land use permissibility rather than a Structure Plan. This is because a scheme is the statutory document which provides certainty and prevails over a structure plan, which a decision-maker is required to have due regard to and has discretion to vary. The Structure Plan therefore provides a 'Land Use Intent' Table that may be used as a guide when amending the Scheme in relation to the Structure Plan Area.

The Structure Plan also provides for other landuses such as short term accommodation and office development. This land use and location was chosen based on the existing, traditional location of short term accommodation associated with the Bayswater Hotel, as well as the potential to capture the additional rail patronage from the Perth Airport and support local employment.

5.2.3.2 Residential Density, Housing Typologies and Dwelling Estimate

The main principle of infill development is to facilitate higher densities close to areas of public transport and amenity, including retail cores and public open space. The Structure Plan increases residential density and encourages multiple dwelling and terrace housing development to enhance the housing choice and relative affordability for all ages within the Town Centre. As mentioned in section 5.1.1, densities range from R40 on the edges of the Town Centre to RAC3 within core areas closest to the train station and retail intensity.

The Structure Plan is calculated to provide for approximately 3,000 dwellings. The calculations are derived from multiplying the residential and mixeduse site area by the permitted plot ratio and dividing this area by an average dwelling size (nominally 70sqm), and is expanded within Appendix 4. This dwelling calculation is considered an overestimate,as it assumes that all land is redeveloped to itsfullest potential (multiple dwellings), which involvesthe amalgamation of lots to optimise development efficiencies. Figure 12 illustrates the indicative potential of the Structure Plan in terms of full redevelopment.

The Structure Plan could therefore theoretically accommodate an additional 3,350 residents. This population is approximated based on 1.5 people per dwelling, which is represents a one-third reduction in the 2011 census data of 2.3 people per dwelling (for the suburb of Bayswater) to cater for apartment living.

Refer to Appendix 4 – Dwelling Yield Estimates

Refer to Figure 12 – 3D Illustration of Theoretical Town Centre Potential

5.2.3.3 Retail Floor Space

Further to the Analysis described in section 5.2.2.1, in light of the current estimated supply of retail floor space (5,000 – 7,600sqm), and demand for retail floor space (15,900sqm), the Structure Plan Area could reasonably be expected to accommodate an additional 8,300sqm of retail floor space with no increase in resident population (or more based on the 2013 Pracsys Analysis). It then appears logical that additional retail can be accommodated within the Town Centre as its population grows through infill.

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 (based on 30% built employment floor space – refer to Appendices 3 and 4 for explanation), and therefore comfortably the estimated demand.

It is important to note however that other aspects of the Town Centre's development and performance should be considered alongside retail floor space, such as community infrastructure and amenities for

Figure 12. 3D Illustration of Theoretical Town Centre Potential

local residents, visitors and employees, as well as the attractiveness of the retail offerings. Note: it is unlikely that the almost doubling of retail floor space, as estimated, will occur within the lifetime of the Structure Plan.

It is acknowledged that a detailed Retail Sustainability Assessment would provide more accurate information on the amount of current and future retail floor space within the Town Centre. However, given the size and corresponding level of planning being undertaken, and the existing context of supply and demand of the Bayswater Town Centre, such detailed analysisis considered excessive at this stage. The Structure Plan therefore seeks to ensure that any retail addition to the Town Centre is of a neighbourhood scale, by requiring an RSA for development proposing more than 1,500sqm of retail floor space (being half the size ofa typical full-line supermarket). As the Structure Planis reviewed over time, an RSA may be warranted to ensure the level of retail floor space reflects the Town Centre's role.

Refer to Appendix 4 –Retail Analysis

5.3 Movement and Connectivity

5.3.1 Existing Context

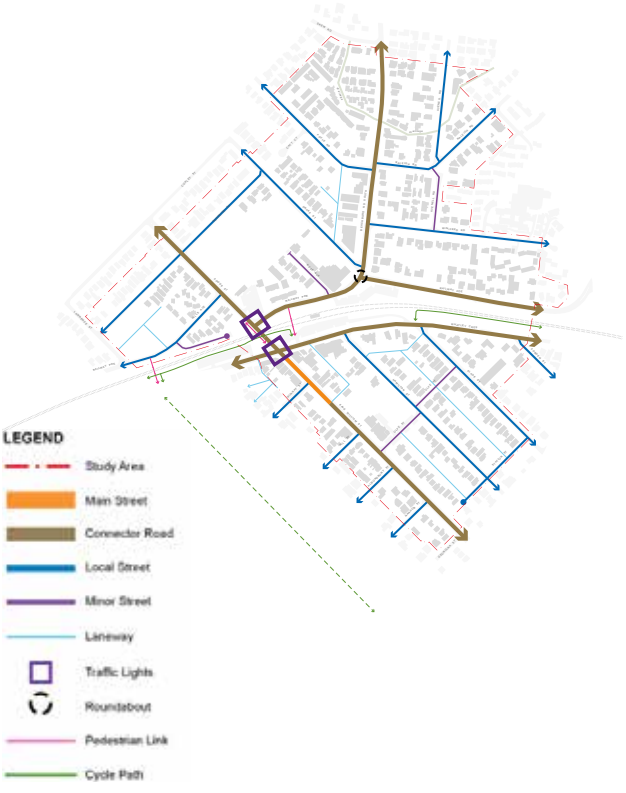
5.3.1.1 Vehicular Movement

The town centre is divided into two halves by the railway line; physically and psychologically. One vehicle connection across the railway line is provided in the form of an underpass at Coode/ King William Streets, where there is also an intermittent issue of collisions with the railway bridge associated with the heavy vehicles using the King William/ Coode Street corridor. The vehicle underpass is also trafficable by pedestrians, but is not a particularly inviting environment.

There are existing laneways, particularly at the rear of properties fronting King William Street and Beechboro Road South, however some are under-width for efficient two-way vehicular access and under private ownership. There are occasional areas of incidental landscaping of laneways but generally, few dwellings or commercial properties address or front the laneways.

The existing street types or hierarchies are shown in Figure 13a.

Figure 13a. Street Types



5.3.1.2 Parking

Parking demand within the Bayswater Town Centre includes the competing interests of long-stay train commuters and short to medium-stay visitors to the retail, commercial and civic land uses within the Town Centre.

The Public Transport Authority operates three off-street car parks for train commuters, which regularly reach capacity on weekdays. The demand for commuter parking spills onto surrounding streets and off-street parking areas, including the Bayswater Village Shopping Precinct car park. The City of Bayswater manages the demand for on-street long stay commuter parking through time restricted parking. No parking fees are currently charged for on-street bays. Most roads surrounding the train station are subject to length of stay or time of day restrictions. Streets close to the rai line with no parking restrictions, such as the southern side of Railway Parade (staring at 120m east of the Beechboro Road South), the verge on the northern side of Whatley Crescent, Drake Street and Beechboro Road South are regularly used by train commuters arriving by car.

The existing parking areas within the Town Centre are shown in Figure 13b.

Figure 13b. Existing Parking

5.3.1.3 Pedestrians

While there is a good network of pedestrian paths within the Bayswater Town Centre, the quality of the paths is sometimes low, with paths narrowed for on-street parking and a lack of shade from street trees.

A main pedestrian railway underpass is located to the east of the vehicle underpass and provides connection between Whatley Crescent and Railway Parade and includes a ramp up to the platform itself. This connection appears uninviting and presents a perceived safety issue for its users and local community, with the current land use mix on either side of the railway line not overly incentivising cross-town centre movement. There is a controlled at-grade pedestrian crossing point at the eastern end of the train station which connects between commuter parking areas. The area around the train station is largely occupied by parking, landscaping and other PTA related infrastructure.

The existing pedestrian network is shown in Figure 13c.

Figure 13c. Pedestrian Network

5.3.1.4 Cyclists

The existing bicycle network surrounding the Town Centre provides a high degree of connectivity particularly to the north, however minimal provision is made for cycle infrastructure within the Town Centre itself. The district network includes a principle shared path (PSP) along the railway reserve (with a currently incomplete section adjacent to the Bayswater Train Station), shared paths along Coode and King William Streets and Beechboro Road South, on-road cycle lanes along Coode Street and Beechboro Road South and on-road mixing with general traffic on the lower-order roads. Refer to section 3.2.4 of this Report for information on the City's Local Bike Plan 2014.

While there are existing shared paths along King William Street and Whatley Crescent, the sections of shared path through the Town Centre main streets are unsuitable for anything but very low speed cycling. The requirement for the section of on-road cycle lane proposed for Railway Parade between Coode Street and Beechboro Road South under the Local Bike Plan is supported by the higher than expected incidence of bicycle crashes at the intersections of Beechboro Road South with Railway Parade and Drake Street. Cyclist do not currently have safe opportunities to jump traffic ques at the intersection of King William Street and Whatley Crescent.

The existing cycling network is shown in Figure 13d.

Figure 13d. Cycling Network

5.3.1.5 Public Transport

The Town Centre is served by high frequency train and bus services bus routes 998/999 (Circle Route) and 48 travel through the Town Centre along Coode Street/ King William Street. Even though Bayswater Station does have train and bus transfer (albeit not a dedicated bus interchange facility), observations indicate the majority of people arriving to catch the train do so by car. This is supported by the PTA's Station Access Strategy (refer below).

The Forrestfield-Airport link, utlilising the existing Midland line between Perth and Bayswater before a spur line continues underground to Forrestfield, is expected to double the number of train services through Bayswater Station when services commence in late 2020.

At the time of writing the current WA Labor Government has pledged to ease metropolitan congestion and connect suburbs with the METRONET rail system. METRONET envisages additional rail services connecting the north east suburbs, spurring off the Perth to Midland train lines, and an upgrade to the Bayswater station in the process.

5.3.2 Opportunities and Rationale for Change

Enhancing the north-south connectivity and legibility of the Town Centre can help bring to the two halves of the Town together and improve its walkability. A key outcome of community consultation was the strong desire for a shift toward active transport and prioritising pedestrians and cyclists over cars. The Structure Plan can help facilitate this by encouraging new land use offerings and intensity on either side of the railway and promoting public realm upgrades to improve the pedestrian experience, such as new connections, civic spaces, pathway widening, shading and shelter and improving the on-road conditiongs for confident cyclists.

Reducing regional through-traffic can also assist in creating a pedestrian-friendly environment, with many community members suggesting a right turn from Guildford Road into Garratt Road may alleviate some regional traffic. Implementing outcomes of the PTA's Station Access Strategy (see below) will also help to improve connectivity with and through the Train Station area, which provides a focus on pedestrians, cyclists and bus users (including the opportunity to provide a dedicated bus interchange).

Laneways play an important role in the Town centre, particularly as alternative vehicular access, pedestrian access and as activated spaces. They provide an opportunity to enhance low speed and low volume traffic environments that improve pedestrian connectivity throughout the centre, as well as providing service access and reducing the need for crossovers onto higher-order streets. Bayswater's laneways should be recognised as positive assets and their functionality and safety enhanced.

In 2016, the City of Bayswater conducted a survey to understand the community's top 10 priorities for upgrading the Train Station and better integrating it with the Town Centre. These priorities included:

- New platform buildings that provide more shelter, seats and toilets for passengers;
- Improved pedestrian crossings to make access to the station safer;
- Undergrounding of the rail line;
- Integrated bus and rail interchange;
- Better lighting on the platform and in the car park;
- Better landscaping and tree planting around the station;
- More train station car parking;
- Increased vehicle clearance under the rail bridge;
- More secure storage for bicycles; and
- Dedicated taxi rank at the station with taxi call facility.

The City informed the Minister for Transport of the above priorities to help inform the upgrade of the Station in the future.

In addition to these priorities, there is an opportunity to improve the functionality and presentation of car parking within the Town Centre, including rationalising PTA car parking at the Station (e.g. its long-term phasing out) as well as the balance of on-street car parking. The community has showed desire to reduce the amount of long term car parking within the Town Centre and giving priority to short term visitors to local retail shops.

5.3.3 Structure Plan Response

5.3.3.1 General Intent

The Structure Plan aims to reinforce a hierarchy of street networks; upgrades to facilitate better pedestrian and cycle movements will be prioritised and less space will be devoted to the private vehicle. The hierarchy also refers to streets of varying connectivity, capacity and resulting streetscapes that contribute to the Centre's legibility and safety. It does this by requiring new development to gain vehicular access from the lowest order street. Over time, the number of vehicular crossovers (driveways) to main streets will diminish, improving the pedestrian amenity and footpath safety of these higher order streets. It can also allow traffic to disperse and to improve traffic safety.

Figure 13e illustrates the transport priority intended for the Town Centre, including future linkages to improve the movement network.

Figure 13e. Transport Priority Map

The Structure Plan also aims to encourage alternative modes of transport through the principles of Travel Demand Management:

- Increasing density and mixed use development close to the train station and encouraging more non-vehicle travel to and within the Bayswater Town Centre by promoting streetscape and laneway improvements that encourage more walking and cycling, and highlighting an indicative area for a future bus interchange (adjacent to the train station with access for existing circle, and future, bus routes).
- Improving the public realm and accessibility for pedestrians and cyclists (e.g. shade, shelter, pavement treatments, bicycle que jumps at traffic lights, and recognising key bicycle links);
- Reducing vehicle traffic and the need for additional parking by allowing for a reduction in car parking requirements and reciprocal use of parking (and having regard to the desired hierarchy of parking users); and
- Investigating traffic calming measures, both locally and at a district level.

Other non-infrastructure improvements could also meet the above objectives at relatively low cost. These improvements may include real time travel information; travel behaviour programs that encourage more active travel in households, schools and workplaces; parking management strategies such as pricing, caps and prioritising short-term users over all-day commuters; travel plans for new residential and commercial developments, way-finding signage; bike share, car share and ride share schemes. The Structure Plan recommends that ongoing liaison should be had between the City of Bayswater, Public Transport Authority, Main Roads WA and Department of Transport to implement infrastructure and non-intrastate related initiatives. Refer to section 6.2.2 of this Report for more information.

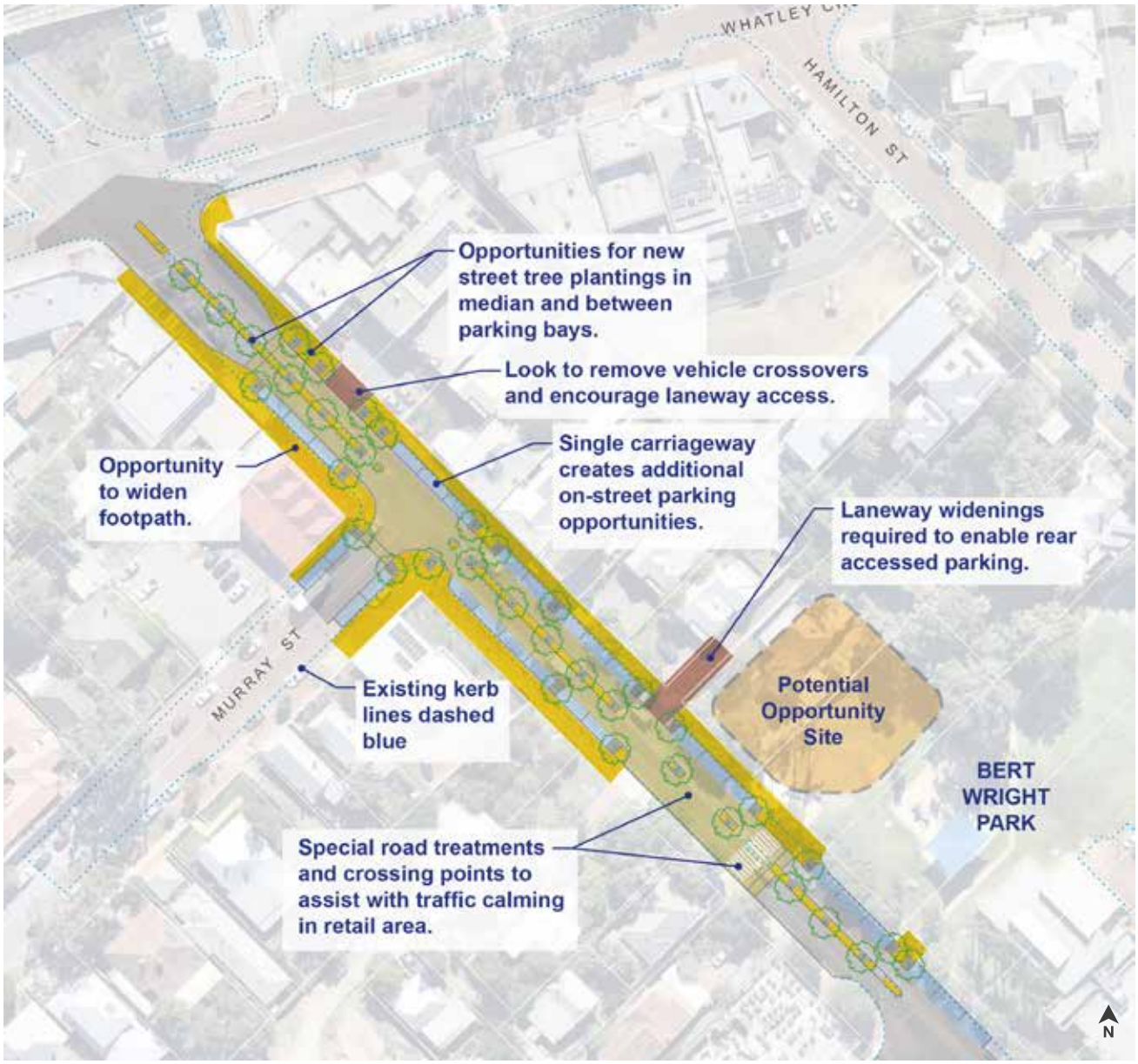
Station Access Strategy and Integrated Traffic and Transport Modelling

Refer to Appendix 5 – Transport Modelling

5.3.4 Indicative Concepts of Key Initiatives

Imaginary Concept	Design Principle and Intent	Potential Community Benefit
King William Street Figure 14	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.	Slower vehicular speeds through the Town Centre, improved pedestrian amenity through shade trees, improved functionality and presentation of on-street car parking bays, and safer pedestrian environment for crossing King William Street.

Figure 14. King William Street Upgrade Indicative Concept.



5.4 Built Form and Character

5.4.I Existing Context (Whole of Town Centre)

5.4.1.1 Building Typologies

The predominant building typology in the study areas is detached single dwelling houses. There are a number of grouped dwelling sites to the north of the study area, which are less likely to change over time. There are currently very few apartment buildings in the study area, although several are proposed.

Shop buildings are typically street fronting, and incorporate awnings. Most original fabric (especially along King William Street) is set to the property boundary. Newer development forms are typically set back to allow for customer parking in front of the building. Factory and shed typologies are more common along Beechboro Road South in the north of the study area.

Special buildings (civic, religious etc.) are typically located in prominent places such as high points, corners, within open space or other curtilage areas.

5.4.1.2 Building Heights

Single houses in the study area are predominantly single storey, with newer residential developments tending towards 2 storeys. Some single storey homes located on the high side of the street, especially along King William Street, have significant retaining and battering which increases their perceived height from the street below. Recent development applications have been approved up to 7 storeys in height and challenge building scale under the local planning scheme.

Heritage and Character

a. Heritage Overview

The study area contains a number of locally Heritage Listed places and is adjacent to the Bayswater Character Protection Area (refer to section 3.2.2 of this Report). 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 rail line and form a traditional 'main street' precinct. Whilst there is some variation, these historic retail buildings typically feature:

- Built form to the street edge
- Generous awnings (which in most instances have replaced original verandahs)
- Large display windows above stall risers
- Decorative parapets and associated returns
- Pilasters providing rhythm to the façade
- Recessed entrances

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.

b. Heritage Protection

The *Heritage of Western Australia Act 1990* requires each local government to identify buildings of cultural heritage significance in its district through a Municipal Heritage Inventory (MHI) also known as a Local Government Inventory. A MHI is an information source (a list) of places of local heritage value, grouped into management category classifications (refer to MHI for classification descriptions), however inclusion on the MHI has no statutory implications/protection requirements. For a local government to have statutory authority and the ability to influence or manage the development of a heritage place, the MHI needs to be adopted under a Local Planning Scheme.

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 to 3 are afforded statutory protection; which means any work to these places requires the submission and approval of a Development Application under the statuary panning 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 therefore it is expected that new work will incorporate and weave sensitively with, and adjacent to, heritage listed buildings. There are no MHI classification 1 heritage places within the Bayswater Town Centre Structure Plan Area.

Note: At the time of writing, the City was undertaking a review of the MHI classifications across the local government area.

MHI classifications 4 and 5 are not adopted on the Heritage List and therefore there are no statutory implications applicable to these places. However, inclusion on the MHI is recognition of a place's heritage value to the community. There are no places within the Bayswater Town Centre Structure Plan Area that are listed on the State Register of Heritage Places.

Refer to Figure 15 – Municipal Heritage Inventory Places and Classifications

Places on the MHI are shown in Figures 16.

NOTE: It is recommended that the City be contacted directly to ascertain the heritage status of any property in the study area.

c. Heritage Management

When considering development to a Heritage Listed Place the principles of State Planning Policy 3.5 relating to Historic Heritage Conservation (SPP 3.5); and those of the Burra Charter, should be applied. Based on these documents the following parameters should be used in the management of heritage within the Bayswater Town Centre Structure Plan Area:

- Places on the Heritage List should be retained, conserved, adaptively reused and where possible enhanced as part of any development.
- 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 the cultural significance.

A Heritage Impact Statement is a useful tool, which should be prepared and submitted as part of any Development Application to demonstrate how the proposal responds to the cultural heritage values of a particular place; and to demonstrate that a positive heritage outcome has been considered from the formative stages of the design process.

- Development to, or adjacent to, Heritage Listed places, should embrace the following broad principles:
  - o New work should respect the context, strength, scale and character of the original, and should not overpower it. The considered sitting/location of additional height, provision of appropriate setbacks and place responsive materiality, proportion of openings etc. are all integral to a respectful heritage response.
  - o 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.
  - o 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.
  - o Where possible developments should seek to reconstruct missing/removed façade elements from heritage buildings.

5.4.2 Opportunities and Rationale for Change (Whole of Town Centre)

The following opportunities and principles are applicable to the whole of the Town Centre and have been ranked in order of priority as indicated through feedback from the community Scenarios Workshops.

(a) Ensure new buildings reflect and respond to the natural local variation in topography and landform.

(b) Ensure quality design that incorporates, celebrates and responds sensitively to the exis.ng heritage character and fabric in the town (including the contemporary interpretation of traditional elements).

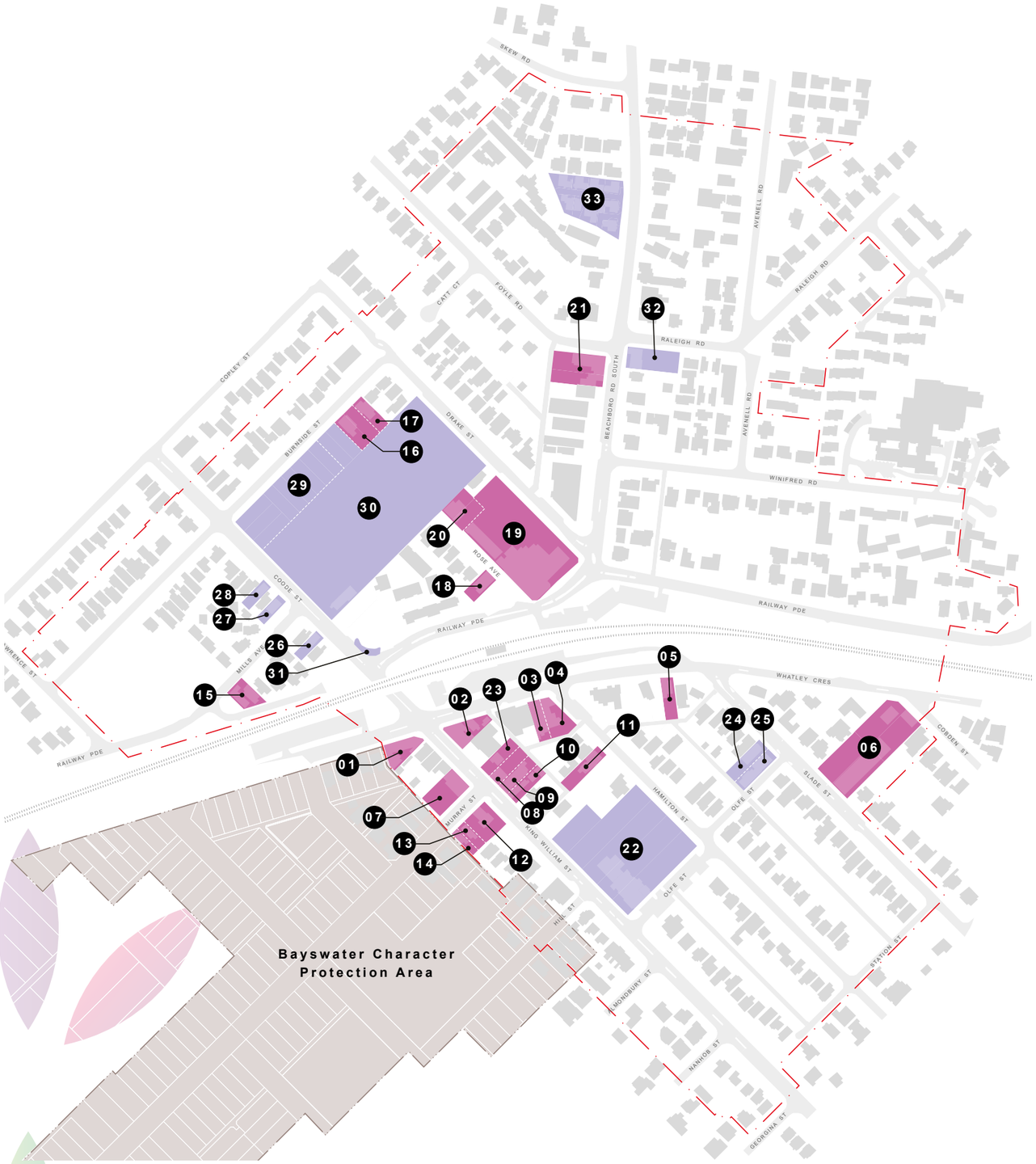
(c) Where possible, seek to build upon the 'fine-grained' shop front nature of the Town Centre.

(d) Ensure new building step down in height to respect neighbouring built form and public realm, and to provide a human scale to the pedestrian environment.

(e) Ensure built form responds to existing important vistas and vantage points (sight lines/ views).

(f) Facilitate iconic development to create visual cues that assist with way-finding and the formation of memorable elements within the Town Centre.

Figure 15. Municipal Heritage Inventory Places and Classifications



LEGEND

- Study Area
- Bayswater Character Protection Area
- Properties with a Classification 1, 2 or 3 are included on the City's Heritage List
- Properties with a Classification 4 or 5 are included on the City's MHI

Properties with a Classification 1, 2 or 3 are included on the City's Heritage List

01 89 Whatley Crescent - Classification 2
02 1-3 King William St - Classification 2
03 81-83 Whatley Cres - Classification 2
04 79 Whatley Cres - Classification 3
05 67 Whatley Cr - Classification 2
06 5-7 Slade Street (includes 53 Whatley Cr & 2 Cobden Street) - Classification 2
07 10-12 King William Street (McLeish's Store) - Classification 2
08 11 King William Street - Classification 3
09 13 King William Street - Classification 2
10 15 King William Street - Classification 2
11 6 Hamilton Street - Classification 3
12 14 King William Street - Classification 2
13 1 Murray Street - Classification 3
14 1A Murray Street - Classification 3
15 102 Railway Parade - Classification 3
16 3-5 Burnside Street - Classification 3
17 1 Burnside Street - Classification 3
18 5 and 5a Rose Avenue - Classification 3
19 78-80 Railway Parade (Bayswater Hotel) - Classification 2
20 16-18 Rose Avenue - Classification 3
21 17-19 Beechboro Road South - Classification 3

Properties with a Classification 4 or 5 are included on the City's MHI

22 23 King William Street (Bert Wright Park) - Classification 5
23 9 King William Street - Classification 4
24 12 Slade Street - Classification 4
25 14 Slade Street - Classification 4
26 7 Coode Street - Classification 4
27 15 Coode Street - Classification 4
28 19 Coode Street - Classification 4
29 17 Burnside Street (Grace Hardie Memorial Rose Gardens) - Classification 5
30 6 Coode Street (Halliday Park) - Classification 5 (change in classification pending)
31 92 Railway Parade (Magnolia Tree) - Classification 5
32 20 Beechboro Road South - Classification 4
33 29-31 Beechboro Road South - Classification 4

Figure 16. Photographs of Places on the Municipal Heritage Inventory

5.4.3 Structure Plan Response

5.4.3.1 Streetscape Typologies (Whole of Town Centre)

This Structure Plan seeks to establish desired streetscape patterns by categorising areas of the Bayswater Town Centre into Streetscape Typologies. Categories are grouped as either detached or attached streetscapes, relating to whether the built form is desired to be predominantly separated or connected.

Streetscape Typologies are implied by Volume Two of State Planning Policy No. 7.3 Residential Design Codes – Guidance for multiple dwelling and mixed use developments Design WA (draft for public comment October 2016, 'Design WA'), which will (at the time of writing) replace Part 6 of the R-Codes. Under Design WA, the Primary Controls of different streetscapes (Table 1 in Design WA) will apply to the corresponding R-Code of a lot, with the 'Detached' streetscape controls applying by default unless land is designated as 'Attached' in a local planning scheme. This Structure Plan therefore identifies appropriate locations for attached and detached streetscapes and modifies the primary controls (including incentive provisions) to suit the local context and character. It is intended to amend TPS24 to formally designate streetscape typologies and set out primary controls.

Plan 1 (the Structure Plan; Part One of this Report) categorises the Town Centre streetscapes into 'Attached' or 'Detached', which are then broken down further into different levels of intensity. These streetscapes are illustrated by example in draft Design WA as follows:

Refer to Figure 17 – Streetscape Typologies from draft Design WA

5.4.3.2 Character Precincts

The Bayswater Town Centre contains a diverse range of urban environments with varying activity levels, streetscape and landscape treatments, as well as topographic conditions. The consistency, scale, age and condition of the existing built form also varies across the study area. This Structure Plan responds to this variety by considering the Town Centre as a tapestry of precincts – each with their own unique blend of characteristics, requiring different strategies for planning controls such as building heights, setbacks and plot ratio. The various Character Precincts are shown in Plan 4 in Part One of this Report.

The Structure Plan seeks to manage change in these Precincts through employing descriptive 'character statements'. Character statements are snap-shots of the 'future-state' of an area, aimed at giving decision-makers, developers, planners and the community guidance about the development outcomes envisaged for an area in ways that quantitative provisions cannot. They can enhance the strategic intentions of built form as well as public realm improvements to assist in the achievement of the overall desired character. The statements are particularly important when there is a significant difference between the existing and desired future character of a precinct.

Note: character must not be confused with heritage. While character may be derived from heritage 'fabric', heritage itself is determined through tests of heritage significance under separate legislation. Character is better described as those visual qualities or attributes, patterns and spatial definition that 'characterise' an area.

The following sub-section summarises the analysis and rationale behind those precincts anticipated for higher degrees of change only. This sub-section primarily addresses built form outcomes encouraged by the Structure Plan. Public investment in open space and public realm and movement and connectivity improvements are addressed in the relevant sections of this Report.

5.4.3.3 Beechboro Core

a. Existing Context

- The Precinct is generally flat and contains a mix of residential and retail properties. Buildings are typically single storey.
- Lots to the east of Beechboro Road South are typically the original and traditionally deep single dwelling residential blocks with large backyards.
- Lots to the west of Beechboro Road South are typically retail shopfronts which share common forecourt customer parking in their front setbacks. There is a small cluster of historic buildings to the north of the Precinct and heritage shopfronts have a nil street setback.
- Rear laneways exist to the west of Beechboro Road South.

b. Opportunities and Rationale for Change

- The Precinct includes some heritage elements which will need to be treated sensitively in any redevelopment.
- There are opportunities afforded for increased residential densification particularly to the east where lots are deep and some benefit from laneway access.
- The Precinct is a logical area for incremental expansion of main street type land uses.

c. Structure Plan Response

- Retains and supports the existing retail cluster and encourages mixed use developments in this Precinct through a 'Centre Core' zoning.
- Expands the housing diversity of the Town Centre and fosters walkable living environments through densification.
- Acknowledges the traditional retail shopfront and built form through designation of an 'Attached' streetscape.
- Encourages through-site access and parking from rear laneways.

5.4.3.4 Civic

a. Existing Context

- Built form is typically low scale residential buildings and contains expanses of car parking; that sit adjacent to an inner-city Train Station.
- There is a large grouped dwelling complex under single ownership and a large City of Bayswater owned land parcel.
- The Bayswater Hotel forms a local landmark with hospitality and associated accommodation uses, with a large area of at-grade car parking at its rear.
- There are high levels of vehicular movements along Railway Parade and Coode Street, some on-street parking and relatively large areas of off-street commuter parking (formal and informal), and other Public Transport Authority infrastructure.
- There are perceived safety concerns relating to the pedestrian underpasses, parking areas and other areas associated with the railway line, with activity levels generally low, particularly pedestrian activity beyond train user patronage.
- The railway line poses acoustic and vibration amenity challenges for potential future residential uses.

b. Opportunities and Rationale for Change

- The large grouped dwelling complex is coming to the end of its economic lifespan and may be ready for redevelopment in the near future.
- The Civic Precinct lends itself well to improving the sense of connection between the northern and southern hemispheres of the Town Centre.
- Land in the Civic Precinct has the potential to be well-connected with the Train Station and offers a focus for community and civic land uses.
- The amenity afforded to the precinct by its proximity to Halliday Park produces benefits for new development.

c. Structure Plan Response

- Facilitates the comprehensive and planned redevelopment of larger land parcels in this precinct, including through-site connections to Halliday Park, through a Local Development Plan.
- Expands the housing diversity of the Town Centre and fosters walkable living environments through densification.
- Encourages mixed use developments in this Precinct through a 'Centre Core' zoning.
- Requires development to provide an appropriate transition to development along Rose Avenue.

5.4.3.5 King William Core

a. Existing Context

- The precinct is steeply contoured through localised variations in topography. Both sides of King William Street slope up and away from the street.
- Buildings are typically single storey retail shopfronts with awnings and many are heritage listed places. Some newer building stock are setback from the street and incorporate customer parking forecourts.
- Lots typically benefit from rear laneway access.
- The southern end of the precinct abuts Bert Wright Park, but this interface is fairly inert and under-utilised.
- The streetscape is paved throughout with on-street parking, including some short-term flush-kerb parking that functions well but impacts upon pedestrian amenity.

Figure 17. Streetscape Typologies from draft Design WA

D1 – Neighbourhood detached

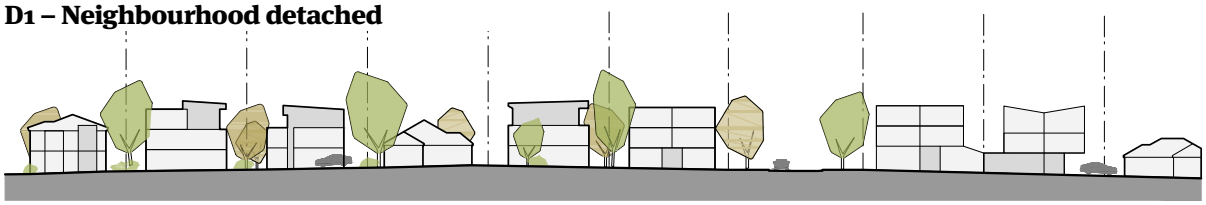


Figure 2.3c Indicative D1 streetscape pattern

Location context: D1 types are appropriate within detached neighbourhoods, which make up a large portion of the Perth metropolitan area. Single houses tend to be the predominant development type, so apartment projects should make a well-considered response to this established urban pattern.

Character statement: Apartment buildings in the D1 type should be designed to reflect the finer-grained proportions and lower street- scale of free-standing houses in order to integrate with the streetscape. They should reflect the prevailing patterns of front and side setbacks along their street, and allow for generous on-site landscaping, especially between buildings.

Typical apartment buildings: Maisonettes, Walk-up Garden Apartments.

Design priorities: Retention of existing trees on site is a priority, as well as protection of the amenity and privacy of back gardens of adjacent.

D2 – Medium-density detached

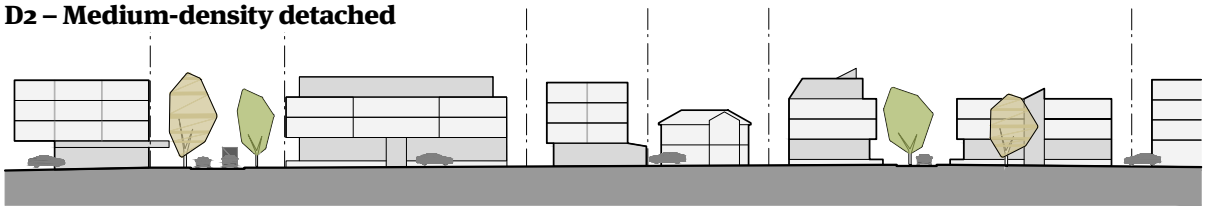


Figure 2.3d Indicative D2 streetscape pattern

Location context: D2 types are appropriate within areas of high-amenity where retaining a landscape character is desirable. May relate to views of the ocean, river, parkland or city. D2 precincts will often be within walking distance of local amenities and transit.

Character statement: Apartment buildings typically align to locations and aspects, capturing key views. They should reflect the prevailing patterns of side setbacks along their street, and allow for on-site landscaping. In areas of transitioning density, it may be appropriate to reduce front setbacks to promote the intended streetscape.

Typical apartment buildings: Garden apartments, courtyard apartments.

Design priorities: Ensuring good solar orientation, as well as protecting the amenity and privacy of adjacent development.

Figure 17b. Streetscape Typologies from draft Design WA

A1 – Neighbourhood attached

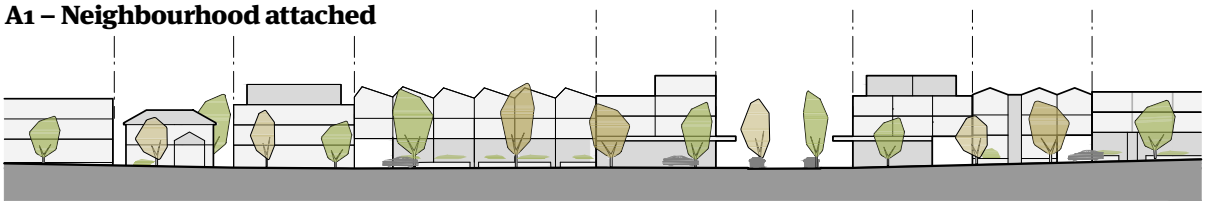


Figure 2.3f Indicative A1 streetscape pattern

Location context: A1 types can be appropriately designated within planned compact neighbourhoods with a cohesively urban character and good access to nearby amenities. Often in hinterland of urban centre or corridor.

Character statement: Apartment buildings in the A1 type should be designed to relate to the streetscape. Apartment outlooks are oriented towards street and rear, with little or no sideways aspect.

Typical apartment buildings: Walk-up attached apartments, Shoptop apartments, Courtyard apartments, Live/work apartments.

Design priorities: Using the efficiency of nil-setbacks to side boundaries to allow more generous rear setbacks. Moderating overlooking and overshadowing.

A2 – Medium-density attached

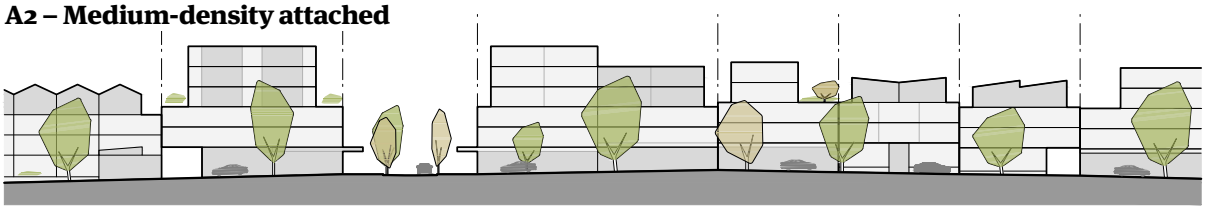


Figure 2.3g Indicative A2 streetscape pattern

Location context: A2 types can be appropriately designated within or near town centres or urban corridors with a mix of activity.

Character statement: Apartment buildings in the A2 type contribute to strong and consistent urban frontages. Contiguous street frontage often relates to lower 3-5 storeys with setbacks to higher levels, or tower element.

Typical apartment buildings: Attached Apartments, Courtyard Apartments, Podium and Tower Apartments.

Design priorities: Support active and high quality streetscapes.

b. Opportunities and Rationale for Change

- Being adjacent to the Train Station, there are opportunities to enhance the principles of Transit Oriented Development, with both destination (retail, commercial) and departure (residential) land uses.
- The King William Core precinct is well-patronised, however the pedestrian environment is negatively impacted upon by the significant vehicle movements through the precinct.
- The precinct includes heritage places which will need to be treated sensitively in any redevelopment.
- The amenity afforded to the precinct by its proximity to Bert Wright Park and elevated views produces benefits for new development.
- The precinct lends itself to opportunities for increased residential densifications, particularly to the east where lots are deep and some benefit from laneway access.

c. Structure Plan Response

- Retains and supports the existing retail cluster and encourages mixed use developments in this Precinct through a 'Centre Core' zoning.
- Expands the housing diversity of the Town Centre and fosters walkable living environments through densification.
- Acknowledges the traditional retail shopfront and built form through designation of an 'Attached' streetscape and nil setbacks.
- Encourages development that addresses and activates Bert Wright Park, including a potential plaza space adjacent to the King William Street interface integrated into new development.
- Encourages developments to gain access from rear laneways and/or activate side laneways.
- Reinforces principles of good design and additional matters for consideration for heritage buildings.
- Requires development to respect the Precinct's unique topography.
- Requires development to provide an appropriate transition to development in the adjoining Bayswater Character Protection Area.

5.5 Open Space and Public Realm

5.5.1 Existing Context

The study area is well serviced by local parks that typically sit in low lying land as shown in Figure 18a, namely:

(a) **Bert Wright Park** contains the library building, has large shade trees to its perimeter and a steep batter to its Hamilton Street edge. A new adventure play area has been incorporated into the battered slope, with plans for a new youth area and bbq area. There is little overlooking or positive address from the properties with direct frontage onto the park.

(b) **Halliday Park** is largely a flat, turfed surface area with a sloping northern boundary which contains heritage listed memorial area. The park is used for both active and passive purposes, with several sports clubs operating and competing there. The park is floodlit, has club rooms and ball-restricting fencing along Coode St.

(c) **Mills Avenue Park** is a flat, largely turfed surface with large shade trees and kid's play equipment.

(d) **Hamilton Reserve** functions as a small pocket park - largely mulched surface, with substantial shade trees and kid's play equipment. The public domain extends beyond the parks and open spaces mentioned previously and incorporates streets, laneways, forecourts, parking areas and other public spaces.

(e) Open drainage lines run through and to the north of the Structure Plan Area and connect through to the Swan River. Lots typically do not address these drainage areas.

Other areas of open space and the public realm as shown in Figure 18b include:

(a) **Beechboro Road Retail Area** contains some tree plantings, including large tree in median at either end of retail strip. Shops are typically set back behind parking forecourts.

(b) **King William Street Retail Area** comprises narrow footpaths, with existing street bins take up much of the footpath space. There are several embayed, flush kerb short term parking spaces on the south side of the street which function well, but potentially erode the pedestrian experience. There are some shop buildings which are set back from the property boundary, which has enabled alfresco opportunities to take hold despite the narrow footpaths.

(c) **Whatley Crescent Retail Area** functions as a single-sided streetscape with parking areas and some established tree plantings opposite shops. No street trees to the shop-side of the street. Whatley Crescent footpaths are steep, and south of King William Street is elevated from carriageway and fenced for safety.

(d) **Left-Over Spaces.** There are a number of smaller landscaped areas associated with the intersections of streets around the railway line and its associated commuter parking areas. These spaces are given turf, shrub or rose garden treatments are typically not intended to be destinations or places to pause and linger, as demonstrated by the lack of street furniture and shade tree plantings.

The existing trees within the Town Centre are mapped on Figure 18c and represents an opportunity to significantly increase tree canopy across the Town Centre, especially in retail areas and a potential to connect Halliday and Bert Wright Parks with avenues of shade.

Refer to Figure 18a - Public Open Space

Refer to Figure 18b – Public Realm

Refer to Figure 18c – Existing Trees and Avenue of Shade

5.5.2 Opportunities and Rationale for Change

There are currently no real urban plazas or hardscaped public gathering spaces, which could also provide occasional community event space. While parks themselves are generally well-lit and well-used, there is a perceived safety concern relating to the underpasses, parking areas and left-over spaces associated with the train station. Passive surveillance of, and interaction with, the public realm could be improved.

The functionality and diversity of public spaces could also be improved to cater for increasing residential population and increased general patronage of the area. The value of trees and landscaping generally within the Town Centre was widely recognised and considered highly important in community consultation activities during the preparation of the Structure Plan. The 'Garden City' moniker could be enhanced to provide shaded and shelters public realm environment and encourage year-round, multipurpose trips to the Town Centre.

5.5.3 Structure Plan Response

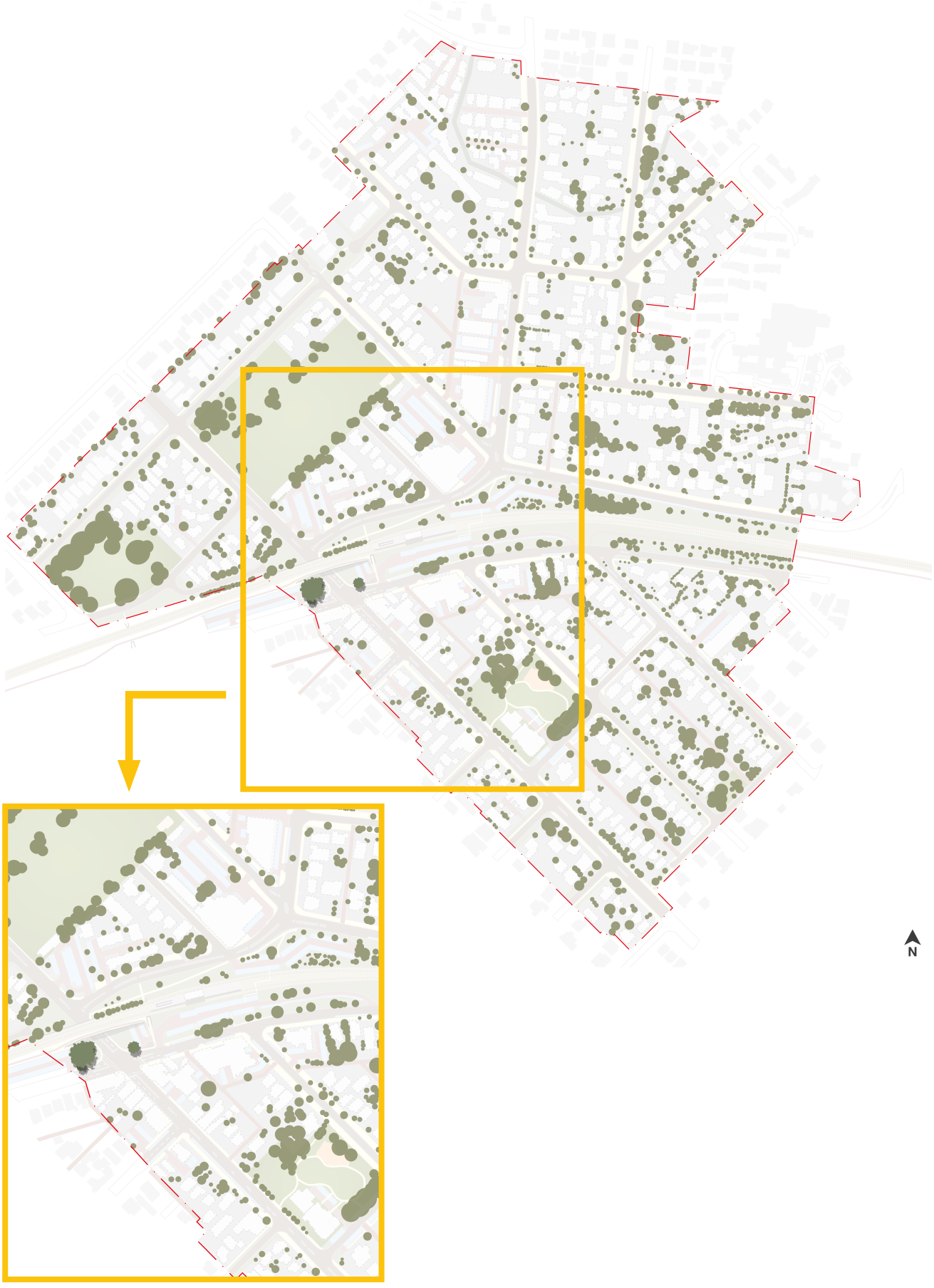
As open space and public realm improvements are largely influenced by public investment through upgrades (see key initiatives below), the Structure Plan focusses on how new development can contribute to creating safe, welcoming and comfortable streets and public spaces. Provisions are included to ensure development provides appropriate passive surveillance of, 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 Structure Plan recommends that further investigation is made to prepare a King William Street Place Activation Strategy to provide practical implementation of a revitalisation programme that results in a lively, inclusive and viable place and public realm. The Plan would look at the Town Centre's positioning, branding, and place management to attract interest and investment to diversify its existing activities and uses.

Whilst not always located in the public realm themselves, it is acknowledged that 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. In this regard, the Structure Plan promotes the retention, replacement or offset for trees on development site, to ensure their ongoing role in the Town Centre is enhanced.

Figure 18a. Public Open Space

Figure 18b. Public Realm

Figure 18c. Existing Trees and Avenue of Shade



5.5.4 Indicative Concepts of Key Initiatives

Imaginary Concept	Design Principle and Intent	Potential Community Benefit
Bert's Corner Figure 19a	To increase activity levels of Bert Wright Park through a landmark corner building that provides a contributory public plaza space. ***It is acknowledged this imaginary concept is located on locally reserved public open space and provides an indicative conceptual idea only and is not intended to remove usable public open space.***	Improved activity, safety, functionality and enjoyment of the Park and enhanced sense of connection to the retail activity along King William Street through encouraging pedestrian movement past retail offerings.
Halliday Park Link Figure 19b	Investigate opportunities to create a through site link from Halliday Park to the existing pedestrian railway underpass (included in LDP area).	Improved Town Centre permeability and connection and provision of greater passive surveillance of Halliday Park through new dwellings.
Whatley Plaza Figure 19c	Investigate opportunities to create a pedestrian overpass over the railway line that could also incorporate decked parking and public plaza.	Provision of a contributory public plaza space close to historic areas of intensity and social interaction. Improved Town Centre permeability and connection (and removal of level crossing and associated safety and noise concerns). Car parking could comprise short and long-term parking located conveniently to the Train Station and Town Centre retail.
Bayswater Junction Figure 19d	Investigate ways to reconfigure the Railway Parade/ Beechboro South intersection to either create a larger redevelopment site on its north-eastern corner or additional (decked) parking opportunities on adjoining Public Transport Authority land, sleeved by 'urban' land uses.	Car parking could comprise short and long-term parking located conveniently to the Train Station and Town Centre retail. Development could connect to the Whatley Plaza.

Figure 19a. Bert's Corner Indicative Concepts

Figure 19b. Halliday Park Link Indicative Concepts

Figure 19c. Whatley Plaza Indicative Concepts

Figure 19d. Bayswater Junction Indicative Concepts

5.6 Resource Conservation

The Structure Plan allows increased opportunities for higher density residential infill and mixed use developments within close proximity to a train station, exemplifying the benefits of transition oriented development. Accordingly, it will implement best practice sustainable development through efficient use of urban land and by intensifying and consolidating land uses, including housing, which are located adjacent to and well serviced by public transport. The Structure Plan further seeks to encourage active modes of transport which assist in reducing the depending on the private vehicle and associated emissions and energy consumption.

It is intended to ensure buildings within the Structure Plan Area demonstrate sustainable design principles, including energy and water conservation, through the preparation and implementation of appropriate Town Centre-specific Design Guidelines.

5.7 Investigating the Undergrounding of the Train Station

Undergrounding the Bayswater Train Station was one of the community's most cited solutions offered, and areas of opposition, for addressing the north-south connectivity of the Town Centre. This concept is explored indicatively in Figure 20, which is one possible outcome, illustrating building opportunities and challenges (particularly over a tunnel) including potential new at-grade linkages for pedestrians and vehicles over approximately 3 hectares of reclaimed land. Importantly, the Structure Plan does not preclude the possibility for undergrounding the Train Station in the future, which would need to be investigated in detail to understand the cost implications versus value-capture.

The State Government pledged $40 million during its March 2017 election campaign to upgrade the Train Station. Should the undergrounding of the station become a seriously entertained project, this Structure Plan may be amended to reflect its implications, including but not limited to the effects of reclaimed land, integration, access and movement.

Figure 20. **Undergrounding the Train Station**

6. Implementation

6.1 Governance, Collaboration and Delivery Process

6.1.1 Encouraging Centre Revitalisation

The capacity of urban land to accommodate new development and catalyse revitalisation can be thought of as two-fold: planning capacity and market capacity:

1. Planning capacity (or theoretical capacity) refers to the physical ability of land to be developed, taking into account permissibility under planning framework, environmental and infrastructure constraints, etc.
2. Market capacity refers to issues of commercial viability - whether pricing levels, development costs, etc. make development a commercial proposition, i.e. if development is financially feasible. In some instances, constraints to new development could be as a result of market capacity, relating to market and economic factors, in which case those impediments are beyond the control of planning authorities.

Market cycles and other factors (e.g. valuable uses, lot fragmentation, non-alignment of ownership objectives or confidence, community division etc.) can be the reason for a lack of development activity, and this is beyond the control of planning authorities. Taking a longer-term, united view (and as the market rebounds during the usual course of market cycles), there is nothing to suggest the Bayswater Town Centre will not continue to benefit from the fundamental drivers of demand, subject to the availability of financially feasible development opportunities.

This Structure Plan therefore seeks to deliver a community-backed vision and pathway forward for revitalising the Town Centre through, among others, increased densities and diversified land uses. The co-location of these not only lifts the profile of a centre, but facilitates the provision of services and amenity that contribute equally to overall amenity, attractiveness and desirability of a centre.

As residential unit living grows in market acceptance, a critical mass of residents will establish and thereby fuel demand for retail/commercial services which will improve the amenity associated with Town Centre living in Bayswater. This cycle of activity has important flow-on implications for the continued health, growth and resilience of the Town Centre through various market cycles.

6.1.2 Partnerships and Collaboration

Ongoing implementation will require strong communication and cooperation between the City, the local community, and State government stakeholders. To facilitate ongoing revitalisation, the City may seek to:

- Identify potential public and private partners, which aim to deliver and potentially manage key initiatives/ strategic development and public infrastructure identified within this Structure Plan.
- Collaborate with State Government delivering agencies to ensure mutual needs of all stakeholder (inclusive of the community) are addressed appropriately, efficiently and fairly.

The need for a Developer Contribution Plan should also be evaluated should the above investigation determine that contributions, above and beyond an increase in the rates base, are required to assist with delivery.

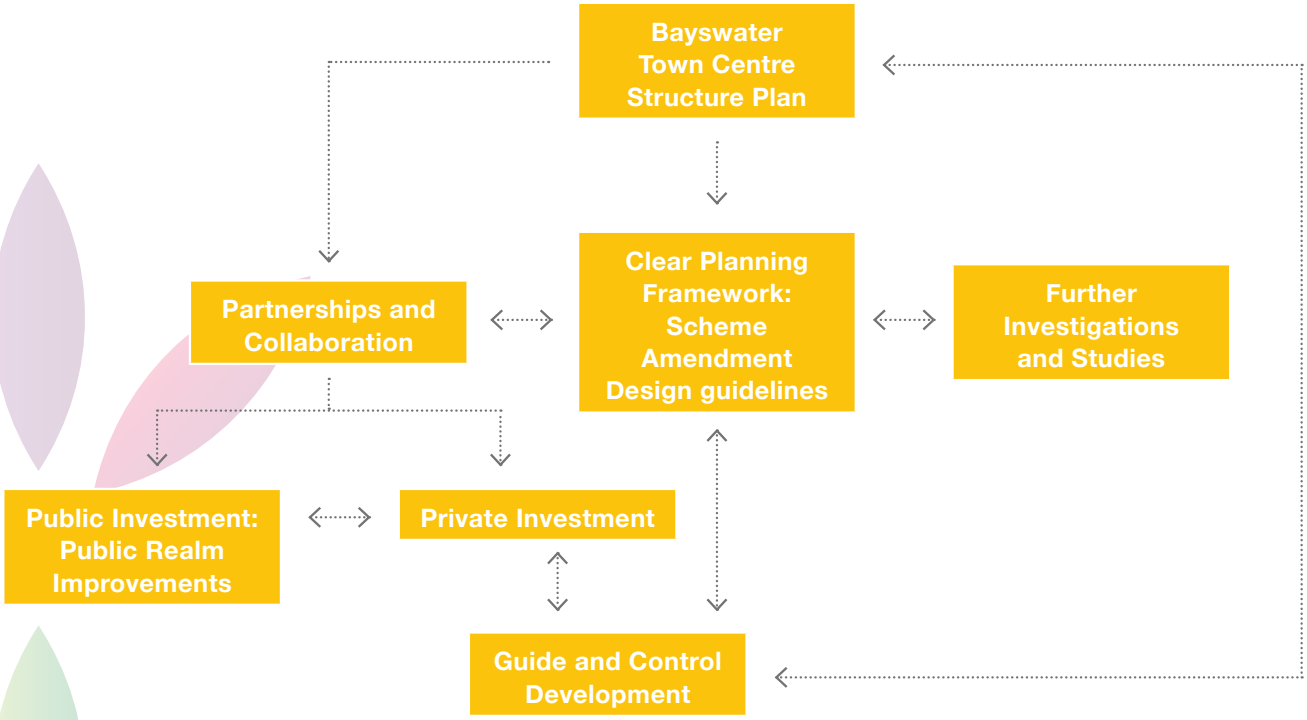
6.1.3 Land Assembly

Overcoming fragmented land tenure issues is essential to achieving the coordinated development outcomes envisaged within the Structure Plan. Whilst development will generally rely on consolidation of land parcels to be market driven (and as incentivised under the provisions of the Structure Plan), there may be certain opportunities to for the City to acquire strategic land parcels to either accommodate essential services or infrastructure, or undertake a demonstration project/ architectural competition to exemplify quality development (whether public or privately funded). Identification of specific land parcels will need to occur in line with the following considerations:

- Undertake investigations to determine the quantum of need for strategic infrastructure such as decked parking station and liaise with potential partners (e.g. PTA).
- Site identification studies and analyses that determine impacts and benefits of particular locations on adjoining sites notwithstanding the Town Centre as a whole.
- Further consultation with key stakeholders, landowners within the Centre and the local community.

6.1.4 Delivery Model

Figure 21. **Delivery Model**



6.2 Recommended Further Studies and Investigations

This section summarises key initiatives and recommends further strategies, negotiations and action plans to help the Bayswater Town Centre realise the Structure Plan vision. They generally target desired outcomes that cannot always be addressed or achieved through individual private developments. Differing timeframes for implementation are proposed, being short-term (within 5 years of the Structure Plan approval); medium-term (5-10 years); and long-term (10 years +). The actions are not listed in any order of priority.

It should be noted that under the **Regulations**, the Structure Plan has an approval 'lifetime' of 10 years, before which it should be reviewed and amended accordingly. It remains open however to the WAPC to extend this timeframe on a case by case basis, should the situation warrant it.

6.2.1 Land Use and Activity

ID	Description	Timeframe for Implementation	Responsibility/ Collaboration
A	Develop a King William Street Place Activation Strategy to provide practical implementation of a revitalisation programme that results in a lively, inclusive and viable place. The Plan would look at the Town Centre's positioning, branding, and place management to attract interest and investment to diversify its existing activities and uses.	Short-term	City of Bayswater/ Community
B	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	City of Bayswater/ landowners
C	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	City of Bayswater/ landowners

6.2.2 Movement and Connectivity

ID	Description	Timeframe for Implementation	Responsibility/ Collaboration
A	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	City of Bayswater
B	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 que 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	City of Bayswater/ Department of Transport
C	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	City of Bayswater/ MRWA
D	Develop car parking management regimes to address on-street commuter parking on Railway Parade and other surrounding streets.	Short-term and Ongoing	City of Bayswater/ PTA
E	Collaborate with the Department of Transport to develop and implement a whole-of-centre Travel Demand Management Strategy.	Medium-term	City of Bayswater/ Department of Transport
F	Examine engineering implications, funding and value-capture mechanisms for sinking the railway line.	Short to Medium-term	City of Bayswater/ PTA/ State Government
G	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 the street by residential or other urban uses.	Short to Medium-term	City of Bayswater/ PTA
H	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 (refer to section 5.5.4 of this Report).	Medium to Long -term	City of Bayswater/ PTA
I	Investigate ways to reconfigure the Railway Parade/ Beechboro South intersection to either create a larger redevelopment site on its north-eastern corner or additional (decked) parking opportunities on adjoining Public Transport Authority land (refer to section 5.5.4 of this Report).	Medium to Long-term	City of Bayswater/ PTA/ Landowners
J	Investigate widening the central pedestrian railway underpass and make improvements in line with the principles of Crime Prevention Through Environmental Design.	Short-term	City of Bayswater/ PTA

6.2.3 Built Form and Character

ID	Description	Timeframe for Implementation	Responsibility/ Collaboration
A	Develop design guidelines to build on the design principles and development criteria articulated in this Structure Plan, and to facilitate sensitive and context-responsive development in key precincts of the Town Centre (King William Core, Civic and Beechboro Core).	Short-term and High Priority	City of Bayswater/ Community

6.2.4 Open Space and Public Realm

ID	Description	Timeframe for Implementation	Responsibility/ Collaboration
A	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-term and High Priority	City of Bayswater
B	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	City of Bayswater
C	Look for opportunities to increase urban tree canopy quantity and quality within the Town Centre to provide (among other things) shade, amenity, and habitat for fauna, and implement an ongoing maintenance program.	Short-term, High Priority and Ongoing	City of Bayswater
D	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	City of Bayswater
E	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	City of Bayswater
F	Prepare and implement a laneway acquisition and widening strategy.	Medium-term and Ongoing	City of Bayswater

6.3 Statutory Planning Mechanisms

Statutory planning controls can generally be broken into two main functions; land use (zoning) and built form. Under the current TPS24, the Bayswater Town Centre Structure Plan Area is controlled through a number of overlapping and fragmented provision, and the structure and location of some of these provisions is also inconsistent with contemporary State planning practices. It is therefore proposed to simplify these provisions, with a summary of statutory implementation and path of rationale provided in the following table.

Existing Situation: Current TPS24 Provisions	Rationale for Change: Contemporary State Planning Practices for Schemes and Structure Plans	Proposal: Bayswater Town Centre Structure Plan	Implementation: Proposed TPS24 Amendment and Supporting Documents
Land Use: • Patchwork of Zones and Reserves, including: o Business, Mixed Use, Residential, Medium and High Density Residential. o Reserves for Public Open Space, Car Park, Religious Institution, Local Authority, Police, Community Facilities and Local Distributor Roads. o Special Purpose (Hotel/ Motel and Aged Persons Accommodation). • Other Categories, including: o R-Codes apply to Residential zones, R17.5/25 and R40. o Special Control Area (SCA12), which includes land use permissibility. **Built Form:** • Controls for each land use. • Specific zone controls. • Detailed controls for SCA12.	• Structure Plans (SP) are not statutory documents and cannot override the Scheme. **Land Use:** • The Scheme shall specify land use permissibility, not SPs, and should be within the Scheme's Zoning Table. • Centres should have an appropriate 'Centre' zoning. • Precinct planning should focus on the future intent for an area, rather than carry over historic Special Purpose (Use) and the like. **Built Form:** • Detailed built form controls should not be within a Scheme and SPs cannot vary R-Code provisions for residential development. Rather, this detail should be within Local Development Plans, Design Guidelines or Local Planning Policy. • Draft Design WA introduces 'Streetscape Typologies' and associated Primary Controls. 'Attached' streetscapes can be applied through Schemes. Primary Controls can be varied through Schemes.	• Acknowledges where the SP conflicts with the Scheme, the Scheme prevails. **Land Use:** • Provides for centre zoning; 'Centre Core' and 'Centre Frame'. • Provides a 'Land Use Intent' table (**Table 1 in Part One**) with preferred and contemplated land uses for each Centre zone. • Retains Local Public Open Space reservations. **Built Form:** • Provides varying intensities of Streetscape Typologies and Primary Controls adapted to suit local context. • Provides general, whole of town centre built form principles and standards. • Provides Incentive Based Development Standards (bonus development potential). • Divides the town centre in to 10 precincts, with precinct-specific guidance. • Requires a Local Development Plan for particular site. • Provides for review of developments by a Design Review Panel.	**Land Use:** • Rezone lots within the BTCSP Area by introducing 'Centre Core' and 'Centre Frame' zonings, as per **Plan 2**, retain selected reserves. Amend R-Coding. • Insert into the Zoning Table, land use permissibility for each 'Centre Core' and 'Centre Frame' zone as intended by **Table 1 in Part One.** **Built Form:** • Delete SCA12* and replace with new SCA encompassing whole of BTCSP Area. • Within new SCA Schedule: o Include two plans; Streetscape Typologies Plan; and Precinct Plan. o Include primary controls and incentive provisions Tables. o Include general principles and key precinct provisions. • Prepare Design Guidelines for key town centre precincts.

* The detailed provisions of SCA12 relating to built form are generally sound and should continue as guidance, but are better suited as part of comprehensive Design Guidelines. It is intended that the Design Guidelines be adopted at the same time as the Scheme Amendment.

Note: The Regulations encourage 'normalisation' of Structure Plans through a scheme amendment by way of a 'basic' amendment, in lieu of a 'standard' amendment. This means that the Bayswater Town Centre Structure Plan can be incorporated into TPS24 in a timely manner to provide it with the statutory effect that is being sought.

Appendix I

Stakeholder and Community Engagement Plan

Appendix 2

Stakeholder and Community Engagement Outcomes Reports

Appendix 3

Dwelling Yield Estimates

Appendix 4

Informal Retail Analysis

Appendix 5

Transport Modelling

Prepared by:

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