Meltham Station Precinct Structure Plan

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PS

Prepared for
Bayswater JV Pty Ltd

November 2017

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Rev 3	171120 3924 Meltham Structure Plan	20 November 2017

Endorsement page

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:

30 January 2018

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 of the Planning and Development Act 2005 for that purpose, in the presence of:

Witness

7 February 2018 Date

30 January 2028 Date of Expiry

Table of modifications to Part One and Structure Plan Map

Modification no.	Description of modification	Date endorsed by WAPC
Modification 0		
Modification 1		

Executive summary

This Structure Plan has been prepared for the area surrounding the Meltham Train Station, which is located approximately 5.5 kilometres north-east of the Perth CBD. The Structure Plan area is characterised by a small cluster of commercial premises on Railway Parade, surrounded by a mix of single and grouped housing.

The purpose of the Structure Plan is to facilitate the development of a higher density residential and mixed use precinct surrounding the Meltham Train Station. The Structure Plan seeks to fulfil the objectives of the state and local strategic planning framework, including *Directions 2031 and Beyond* and the City of Bayswater Local Housing Strategy.

The current planning framework restricts development to low-medium density residential development. Furthermore, residential development is currently prohibited on a number of non-residential zoned properties immediately opposite the station. This is ultimately inconsistent with the desired intent for the area as articulated within the strategic planning framework which the Structure Plan seeks to address.

The Meltham Station Precinct is identified as being suitable for a mixed-use transit oriented development (**TOD**). The Structure Plan therefore seeks to promote medium to high density development which maximises the benefits of being in close proximity to a railway station. Small scale commercial land use, particularly mixed use development is supported in the Structure Plan area. However, a balance is sought so as not to create a place which unduly impacts the functions of nearby activity centres at Maylands and Bayswater.

As built form is vital to the success of the Structure Plan, a set of design guidelines are intended to accompany the Structure Plan to encourage built form which is of high quality and complements the character of the area.

Table (i) below provides for a summary of the proposed development of the Structure Plan area.

Table (i) – Structure Plan summary

Item	Data	Section number referenced within the Structure Plan report
Total area covered by the Structure Plan	Total: 19.63 hectares Total area of zoned land (excluding rail reserve): 17.67 hectares	Structure Plan Map
Area of each land use proposed:	Residential (Residential Core and Residential Frame Precincts): 9.23 hectares Mixed Use: 3.45 hectares	Structure Plan Map
Estimated lot yield	217 lots, including strata lots (no change to existing number of lots)	
Estimated number of dwellings	2,016 dwellings	Section 4.1.3
Estimated residential site density	181 dwellings per site hectare (based on developable land of 12.68 hectares)	Section 4.1.3
Estimated population	3,629 people (at 1.8 persons per dwelling)	Section 4.1.3
Estimated commercial floor space (for activity centres if appropriate)	3,000m^2 net lettable area	Part Two, Section 2.5.4
Employment self sufficiency targets	Not applicable	

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Appendix No.	Document title	Approval required OR supporting document only	Approval status	Approval agency
A	Transport assessment report	Supporting document only		
B	Noise and vibration assessment	Supporting document only		
C	Pre-lodgement consultation table	Supporting document only		
D	Community engagement summaries	Supporting document only		
E	Civil services infrastructure report	Supporting document only		

Meltham Station Precinct Structure Plan
Part One – Implementation

1 Structure Plan area

This Structure Plan shall apply to the land contained within the inner edge of the line denoting the Structure Plan boundary on the Structure Plan map (**Plan 01**).

2 Structure Plan content

This Structure Plan comprises:

a) Part One - Implementation
This section contains the Structure Plan map and planning provisions required to implement the Structure Plan.

b) Part Two – Explanatory section
This section to be used as a reference guide to interpret and justify the implementation of Part One.

c) Appendices – Technical reports and supporting documents.

3 Operation

This Structure Plan shall come into operation on the date it is certified by the Western Australian Planning Commission (WAPC).

4 Staging

All components of the Structure Plan can be implemented following approval of the Structure Plan by the WAPC.

5 Land use and subdivision requirements

The Structure Plan Map (**Plan 01**) outlines land use, zones and reserves applicable within the Structure Plan area. In accordance with Clause 27 of the Deemed Provisions, Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015*, a decision-maker for an application for development approval or subdivision approval in the structure plan area is to have due regard to, but is not bound by, this structure plan when deciding the application.

5.1 Land use permissibility

a) The Structure Plan Map (**Plan 01**) is divided into the following precincts:
- Mixed Use Core
- Residential Core
- Frame

b) The Zoning Table (**Table 1**) identifies the use class permissibility within each of its precincts.

c) The symbols used in Table 1 shall have the same meaning as Clause 7.2.2 of Town Planning Scheme No. 24.

d) Notwithstanding the permissibility in Table 1, any comprehensive new development is to meet the following requirements:

i. Sites designated with a 'mandatory commercial frontage' on the Structure Plan Map shall provide an active land use and frontage at ground level fronting the primary street.

ii. Shop/retail floor space shall not exceed the areas set out in Clause 5.4 of this Structure Plan unless approved by the City in accordance with Clause 5.4.1(a).

Table 1: Zoning Table

USE CLASSES	Mixed Use Core	Residential Core	Frame
Amusement Parlour	P*	X	X
Automotive Panel Beating / Spray Painting	X	X	X
Automotive Repairs	X	X	X
Automotive Wrecking	X	X	X
Automotive & Marine Sales	X	X	X
Bed and Breakfast	D	D	D
Betting Agency	D	X	X
Builders Yard	X	X	X
Car Park	D	D	D
Car Wash	X	X	X
Caretaker's Dwelling	D	D	D
Child Day Care Centre	D	D	D
Cinema / Theatre	D	X	X
Civic Buildings	P	D	D
Club Premises	D	A	A
Consulting Rooms	P	D	D
Convenience Store	P*	X	X
Cottage Industry	D	D	D
Display Home Centre	D	D	D
Dry Cleaning Premises	D	X	X

USE CLASSES	Mixed Use Core	Residential Core	Frame
Dwellings:			
Single House	D	D	D
Grouped Dwelling	X	D	D
Aged or Dependent Persons	D	D	D
Multiple Dwelling	P	P	P
Ancillary Accommodation	D	D	D
Educational Establishment	D	D	D
Exhibition Centre	D	X	X
Extractive Industry	X	X	X
Factory	X	X	X
Factory Tenement Building	X	X	X
Fast Food Outlet	D	X	X
Fuel Depot	X	X	X
Funeral Parlour	X	X	X
Garden Centre	X	X	X
General Industry	X	X	X
Health Studio	D	X	X
Hire Service (Industrial)	X	X	X
Hire Service (Non-Industrial)	D	X	X
Home Occupation	D	D	D
Home Business	A	A	A
Home Office	P	P	P
Home Store	P	D	D
Hospital	X	X	X
Hostel	A	A	A
Hotel	D	X	X
Industry	X	X	X
Infant Health Clinic	D	D	D
Kiosk	P*	X	X
Light Industry	X	X	X
Liquor Store (Large)	A	X	X
Liquor Store (Small)	P*	X	X
Lodging House	A	A	A
Lunch Bar	P*	X	X
Market	D	X	X
Medical Centre	D	X	X

USE CLASSES	Mixed Use Core	Residential Core	Frame
Motel	X	X	X
Noxious Industry	X	X	X
Occasional Uses	D	D	D
Office	P	D	X
Open Air Display	X	X	X
Public Amusement	D	X	X
Public Assembly	X	X	X
Public Utility	P	P	P
Public Worship	D	A	A
Reception Lodge	D	X	X
Recreation Facility Private	D	X	X
Recreation Facility Public	D	X	X
Residential Building	A	A	A
Restaurant	P*	X	X
Restricted Premises	X	X	X
Retirement Village	D	D	D
Service Industry	X	X	X
Service Station	X	X	X
Shop	P*	X	X
Serviced Apartments	P	D	D
Showroom	X	X	X
Showroom / Warehouse	X	X	X
Small Bar	P*	X	X
Storage Yard	X	X	X
Tavern	A	X	X
Telecommunications Infrastructure	P	P	P
Trade Display	X	X	X
Transport Depot	X	X	X
Veterinary Consulting Rooms	D	X	X
Veterinary Hospital	X	X	X
Warehouse	X	X	X
Zoological Gardens	X	X	X

** Means the land use is permitted (P) at pedestrian level where the site is designated with a mandatory or optional/future commercial frontage on the Structure Plan Map; and discretionary (D) in other situations.*

5.2 Subdivision

Freehold or survey-strata subdivision applications will be expected to demonstrate how the proposal complies with, or will not prejudice, the objectives of this structure plan.

5.3 Residential Density

5.3.1 Dwelling target objective

To provide for a minimum of 305 dwellings and a maximum of 2,016 dwellings within the Structure Plan area as provided in **Table 2**.

Table 2: Dwelling Target Objective

Strategy / Policy Document	Density Target	Provided (based on 50% development rate)	Provided (based on 100% development rate)
• State Planning Policy 4.2 (Local / Neighbourhood Centre) • Perth and Peel @ 3.5 million	15 dwellings per gross hectare = 305 dwellings	1,116 dwellings (63 dwellings per gross hectare)	2,016 dwellings (114 dwellings per gross hectare)
• Development Control Policy 1.6	25 dwellings per hectare = 379 dwellings (or substantially higher than 25 dwellings per hectare where in close proximity to rail station)		

5.3.2 Density

Plan 01 prescribes the residential densities that apply to the Structure Plan area.

5.4 Commercial

5.4.1 Shop / Retail Floor space

Maximum retail floor space Net Lettable Area (**NLA**) for the Structure Plan is to be in accordance with the following **Table 3**.

Table 3: Retail Floor space Provision

Precinct	Lot Details	Site Area (m^2)	Maximum shop/ retail NLA (m^2)
Mixed Use Core (sites with a mandatory commercial frontage)	Lot 153 (No. 202) Railway Parade, Bayswater	612	204
	Lot 154 (No. 204) Railway Parade, Bayswater	561	187
	Lot 155 (No. 206) Railway Parade, Bayswater	511	170
	Lot 156 (No. 208) Railway Parade, Bayswater	460	153
	Lot 30 (No. 210) Railway Parade, Bayswater	666	222
	Lot 44 (No. 187) Whatley Crescent, Bayswater	1,000	333
	Lot 43 (No. 183) Whatley Crescent, Bayswater	852	284
	Lot 1 on Strata Plan 39854 (No. 181) Whatley Crescent, Bayswater	658	219
	Sub-total	**5,320**	**1,772**
Mixed Use Core (non-mandatory commercial frontage)	Floor space allocated on a 'first come, first serve' basis, to a maximum of one third of the site area.		1,228
Residential Core			Nil
Frame			Nil
Total Maximum NLA			**3,000m^2**

a) Where a site specifically mentioned in Table 3 does not use its full allocation of shop/retail floor space upon redevelopment, the City may permit the floor space to be utilised by other sites within the Mixed Use Core Precinct.

5.5 Development Standards

a) All development within the Structure Plan area is to be in accordance with the provisions of the Local Planning Scheme and shall have due regard to any Local Planning Policy adopted by the City.

b) In the absence of any provisions in the Local Planning Scheme, or a Local Planning Policy, residential development shall be in accordance with the Residential Design Codes of Western Australia (as amended from time to time).

6 Other requirements

6.1 Infrastructure upgrades

The Structure Plan area is capable of being serviced through extensions and minor upgrades to existing services in the vicinity as outlined in the Meltham Servicing Report, included as an appendix to the Structure Plan.

6.2 Potential Streetscape Improvement

Potential Streetscape Improvement sites have been identified on the Structure Plan Map, which may be subject to further investigation and consultation by the City.

Note: The provision of these sites is not triggered by the development proposed by the Structure Plan.

6.3 Road and Intersection Upgrades

The structure plan identifies the need for the intersection of Grand Promenade and Bowden Street to be upgraded in the long term. The preferred intersection treatment will be subject to further investigation by the City of Bayswater.

The City of Bayswater has identified the potential need for the following road and intersection upgrades to occur in the future:

- upgrading of the Hotham Street bridge to cater for left and right turn movements; and
- upgrading Whatley Crescent between Garratt Road and the Hotham Street bridge to dual lane.

The need for these upgrades will be influenced by proposed changes to the Caledonian Avenue rail crossing and will be subject to further investigation and consultation with relevant agencies. Main Roads Western Australia has advised that the installation of traffic lights at the intersection of the Hotham Street bridge and Whatley Crescent will not be supported.

7 Additional Information

Prior to the lodgement of a development application, the plans/reports outlined in **Table 4** are to be prepared, as applicable, to the satisfaction of the relevant authority:

Table 4: Additional Information Requirements

Additional Information	Approval Stage	Consultation Required?
A Transport Assessment demonstrating compliance with this Structure Plan (unless exempt in accordance with the WAPC Transport Assessment Guidelines).	Development Application	City of Bayswater
An acoustic assessment / noise management plan demonstrating noise mitigation strategies.	Development Application	City of Bayswater
A detailed acoustic assessment may be required as a condition of planning approval demonstrating mitigation measures, construction standards and implementation strategies.	Prior to lodgement of a building permit, or occupation of a development if a building permit is not required.	City of Bayswater

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SCALE	1: 3,000 @ A3
DATE	13 November 2017
FILE	171113 3924 Structure Plan Map.dwg
REVISION	5/DR/Rev/13.11.2017 4/EF/Rev/23.11.2016 3/EF/Rev/26.10.2016

Scale Bar (m) 0 50 100

STRUCTURE PLAN MAP

MELTHAM STATION PRECINCT

PLAN 01

 BASEPLAN SOURCE:WATERCORP, CITY OF BAYSWATER

Meltham Station Precinct Structure Plan
Part Two - Explanatory Section

1 Planning background

1.1 Introduction and purpose

Structure plans are forward planning documents that provide a guiding framework for subdivision and development and coordinate the provision of land use.

This Structure Plan has been prepared in accordance with the City of Bayswater (**City**) District Town Planning Scheme No. 24 (**TPS24**) and the relevant 'deemed provisions' of the *Planning and Development (Local Planning Scheme) Regulations 2015* (**LPS Regulations**). The purpose of the Structure Plan is to facilitate higher density residential and mixed use development within the Meltham Station Precinct.

With the support of the technical data, the Structure Plan provides for the following:

- Pattern of land use.
- Shop / retail floor space.
- Residential density.
- Traffic management.
- Rail transport noise management.
- Servicing strategy.

The Structure Plan will guide the subdivision, land use and residential density for the precinct. In accordance with the LPS Regulations, the Structure Plan does not seek to provide detailed development standards, nor does it seek to vary the requirements of the Residential Design Codes (**R-Codes**). An amendment to TPS24 or a local planning policy may be pursued where it is necessary to vary the deemed-to-comply requirements of the R-Codes.

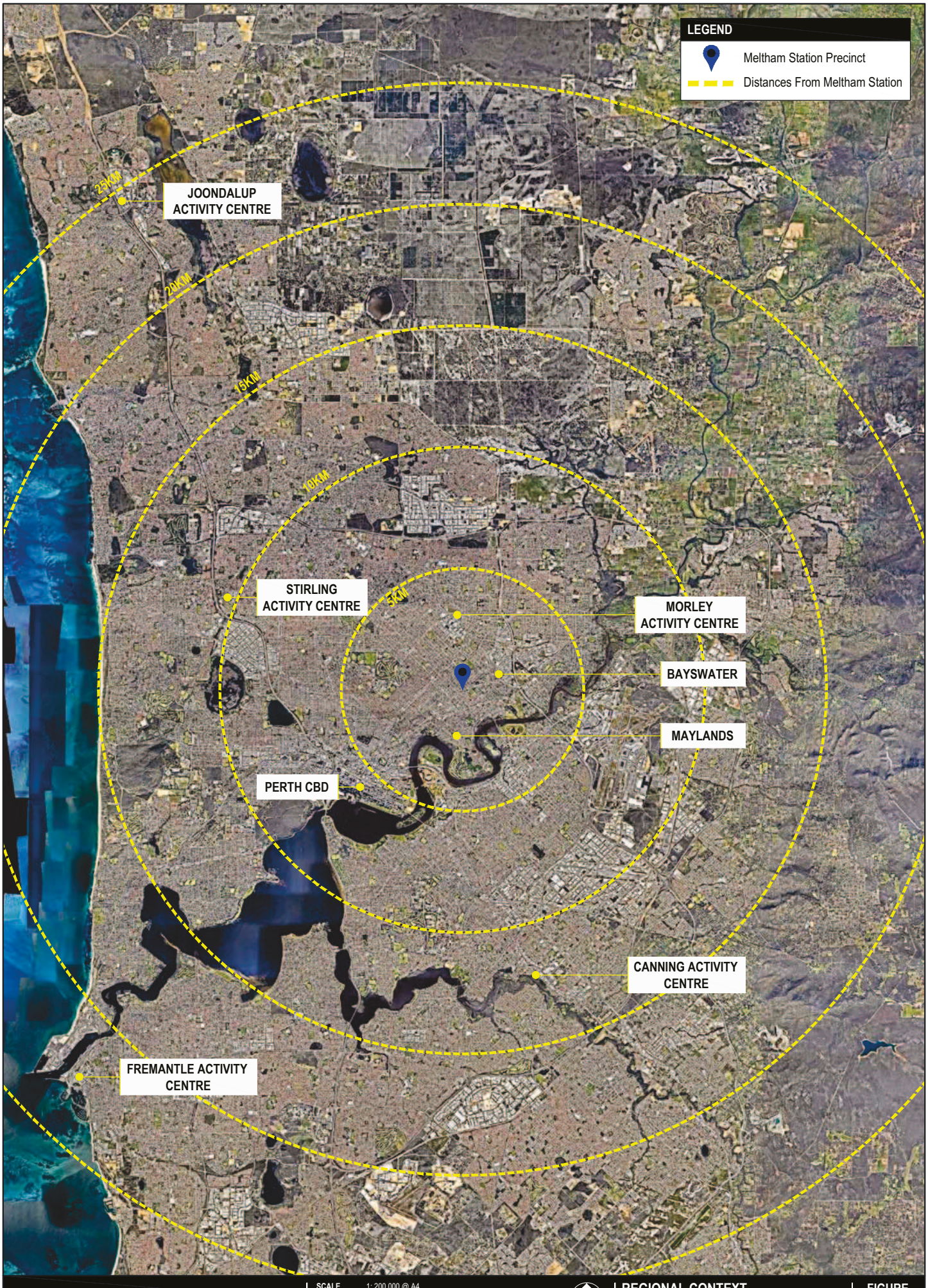
As required by the Department of Planning, the proposed Structure Plan has been prepared with due regard to the requirements of *Liveable Neighbourhoods* (**LN**) and is structured in accordance with the requirements of TPS24 and the WAPC's *Structure Plan Framework (August 2015)*.

1.2 Location

1.2.1 Regional context

The Meltham Station Precinct Structure Plan area (**the Structure Plan area**) is located in the suburbs of Bayswater and Maylands, within the City of Bayswater. It is located approximately 5.5 kilometres north-east of the Perth CBD and approximately 1.7 kilometres north of the Swan River.

The Structure Plan area is located approximately 300 metres north of Guildford Road, which is a major arterial road servicing a significant number of Perth's eastern suburbs. Approximately 2.3 kilometres east of the precinct, Guildford Road intersects with Tonkin Highway, a major arterial road linking the south eastern and north eastern metropolitan suburbs. The Morley City Centre is located approximately 2.5 kilometres north of the Structure Plan area. In addition, the Bayswater Industrial Area, a significant employment centre, is approximately 1.8 kilometres east of the Structure Plan area (refer **Figure 1**).



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SCALE	1: 200,000 @ A4
DATE	25 August 2016
FILE	01 161025 3924 Regional Context.dwg
REVISION	2/EF/Rev/25.10.2016 1/EF/First Draft/18.08.2016

Scale Bar (m)
0 5,000

REGIONAL CONTEXT

MELTHAM STATION PRECINCT

FIGURE 01

The Structure Plan area is well serviced by passenger rail with the train station forming the key focus of the precinct. This is further detailed in the Movement section of this Structure Plan.

Frank Drago Reserve is located approximately 400 metres (or five minutes walking distance) east of the centre of the Structure Plan area, providing recreational sporting facilities such as a tennis club, soccer pitch, bowling club and croquet club.

A shared pedestrian and cycle path runs along the south side of the Meltham train station. Destinations to the south include the Perth CBD and the activity centres of Maylands and Mt Lawley (Beaufort Street). Destinations to the north include the Bayswater Town Centre and Guildford Town Centre. Refer **Photographs 1 and 2** depicting the cycle path through the Meltham Station Precinct.

Photograph 1: View of Perth CBD from Meltham Station

Photograph 2: Principal Shared Path adjoining the railway line

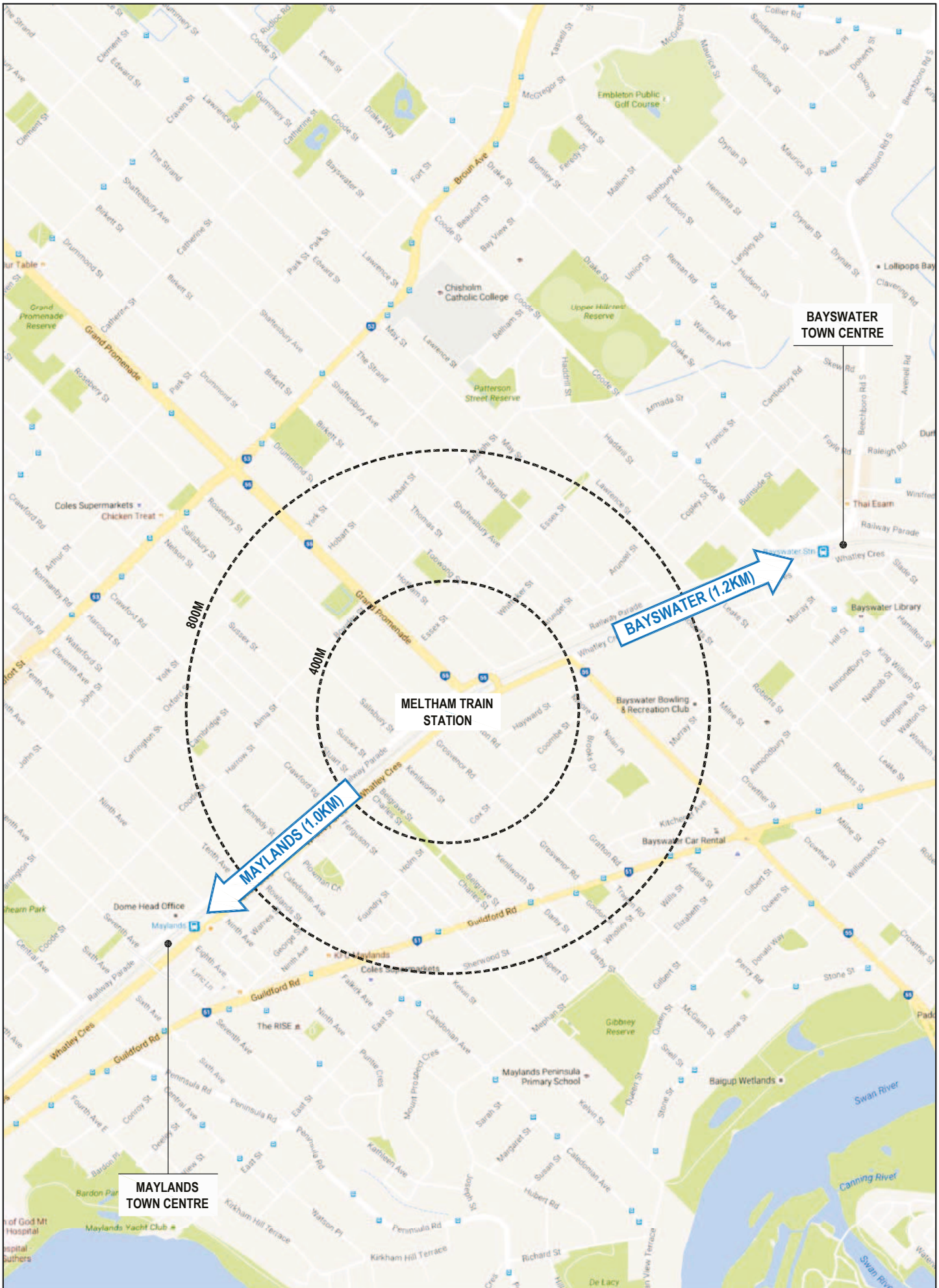
1.2.2 Local context

The subject site is conveniently located approximately mid-way between the Maylands and Bayswater Town Centres, both of which provide a range of commercial and community facilities within approximately one kilometre of the Structure Plan area. These facilities include the following:

- Bayswater Public Library;
- Bayswater Senior Citizens Centre;
- Bendigo Community Bank;
- Bayswater Post Office;
- Bayswater Hotel;
- Peninsula Tavern;
- The RISE (Recreation, Information, Socialising and Entertainment) facility;
- Various Cafés, restaurants and takeaway food outlets; and
- Various supermarkets and boutique retail shops.

In summary, the Structure Plan area is well serviced nearby cultural, recreational, community, commercial and transport infrastructure, at a local and regional level.

Refer **Figure 2**, local context.



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FILE	02 161025 3924 Local Context.dwg
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Scale Bar (m) 0 100 200 300 400 500

LOCAL CONTEXT

MELTHAM STATION PRECINCT

FIGURE 02

 BASEPLAN SOURCE: GOOGLE MAPS

1.2.3 Topography

The topography of the Structure Plan area is a key element in establishing the precinct boundaries and built form outcomes.

The Structure Plan area generally slopes downwards from north-east to south-west (refer **Figure 3** below). The highest point is approximately 35.0 meters Australian Height Datum (**AHD**) at the north-east boundary and lowest point being approximately 18.5 meters AHD at the south west corner of the Structure Plan area.

There is an elevated point in the north-west of the Structure Plan area, with the high point at 37.7 meters AHD located between Hotham Street and Toowong Street.

The topography has influenced the Structure Plan provisions and accompanying design guidelines. For example, in the area between Grand Promenade and Hotham Street, building heights are intended to decrease as the topography increases to ensure no buildings unduly protrude at the high point.

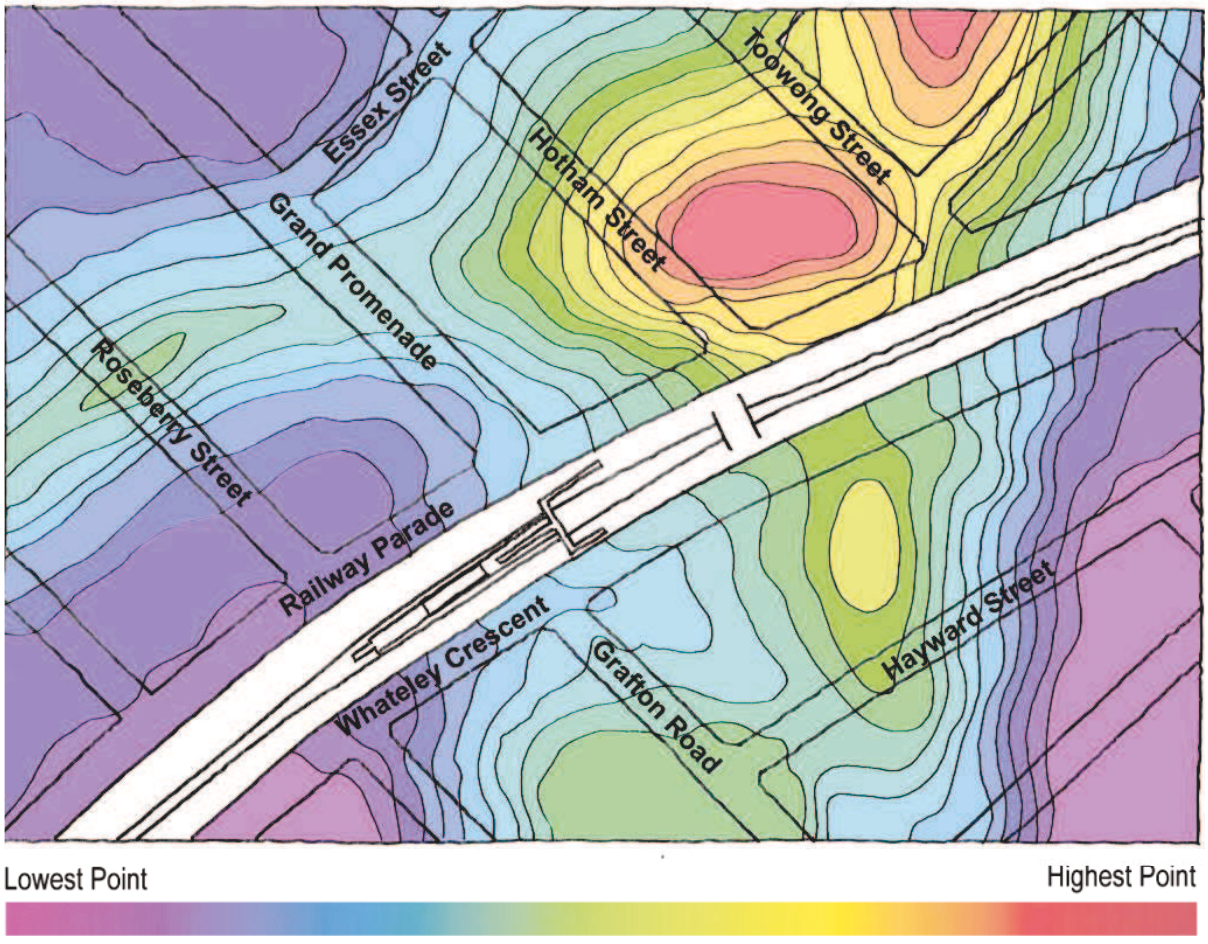


Figure 3: Topographic map (contour interval = 1m). Data source: City of Bayswater Online Mapping

1.2.4 Area and land use

The Structure Plan area currently comprises a mix of uses, including commercial and residential premises. Specifically, the Structure Plan area comprises the following land uses:

- Commercial tenancies at Lots 153-156 (202, 204, 206 and 208) fronting Railway Parade, including (three vacant tenancies and a restaurant).
- The Yaksich Osteopathic Clinic at Lot 157 (2) Grand Promenade.
- The Meltham Motors automotive repairs at Lot 43 (183) Whatley Crescent.
- Industrial uses and offices between Salisbury Street and Sussex Street.
- Single and grouped residential development for the remainder of the Structure Plan area.

The surrounding land uses are predominantly low to medium density residential.

Refer **Figure 4**, aerial photograph. Refer **Photographs 3 – 7**, depicting the built form and land use within the Structure Plan area.

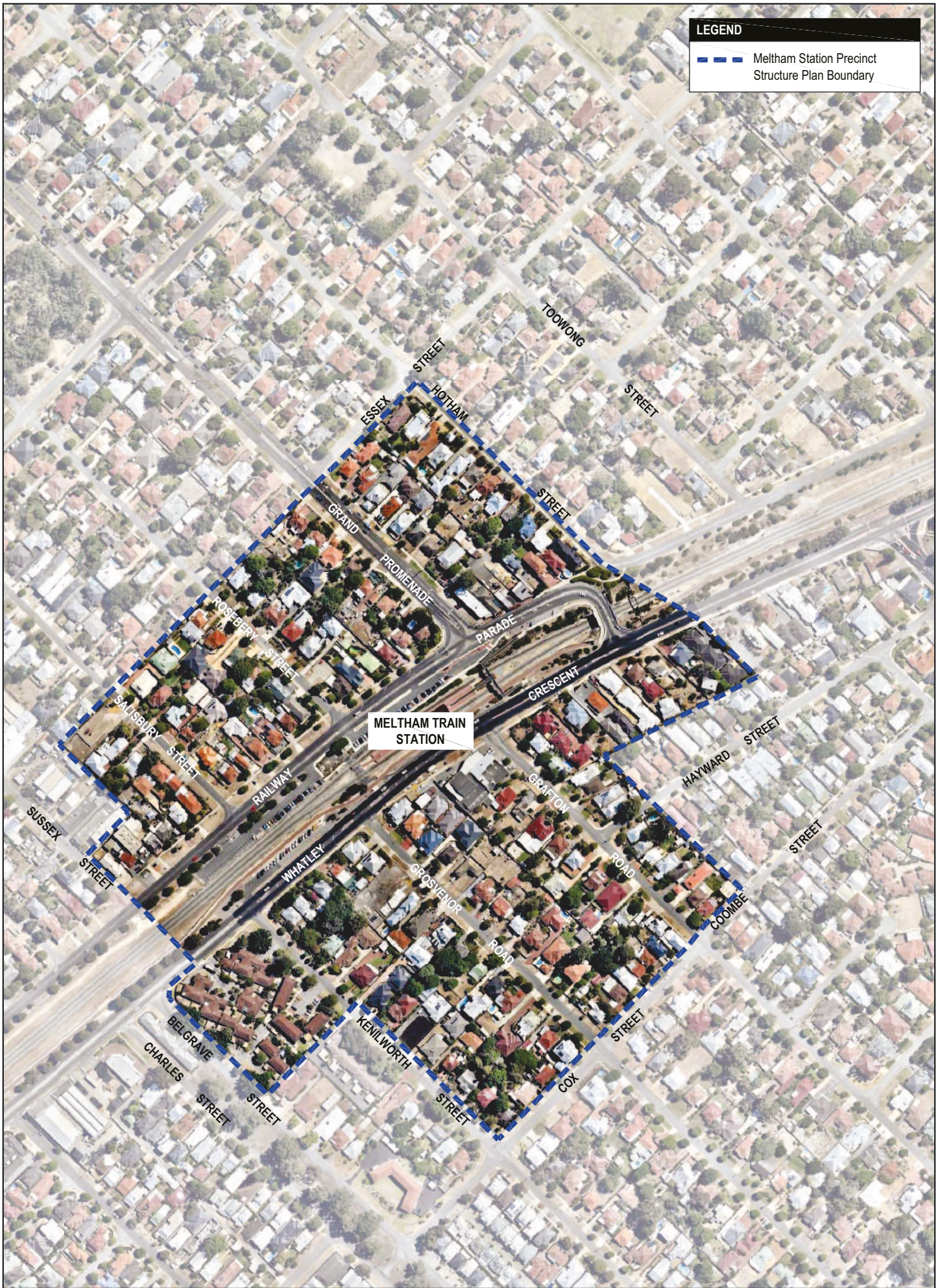
Photograph 3: Meltham Motors site, Whatley Crescent.

Photograph 4: Typical residential built form within the area (Grand Promenade)

Photograph 5: Commercial development at the corner of Railway Parade and Grand Promenade.

Photograph 6: Commercial / industrial development on Railway Parade, near the corner of Sussex Street.

Photograph 7: Residential development on Whatley Crescent, viewed from the station.



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SCALE	1: 4,000 @ A4
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FILE	01 171106 3924 Aerial Photograph.dwg
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	2/EF/First Draft/25.10.2016
	1/EF/First Draft/18.08.2016

AERIAL PHOTOGRAPH

MELTHAM STATION PRECINCT

FIGURE 04

1.2.5 Legal description and ownership

The Structure Plan area covers a typical grid layout with lot sizes generally ranging between 500m² and 1,200m². Consequently, there are a significant number of individual landowners of the 217 lots within the precinct (this figure includes strata lots).

Bayswater JV Pty Ltd, the proponent of the Structure Plan, is a joint venture between Pindan Pty Ltd and the land owners of the following properties which are intended to form a development site:

- Lot 157 (2) Grand Promenade.
- Lot 50 (2A) Grand Promenade.
- Lot 49 (2B) Grand Promenade.
- Lot 149 (5) Hotham Street.

1.3 Planning framework

1.3.1 Zoning and reserves

Metropolitan Region Scheme

The land the subject of this Structure Plan is zoned Urban under the provisions of the Metropolitan Region Scheme (**MRS**). The Perth to Midland train line runs through the Structure Plan area, which is reserved for Railways under the MRS (refer **Figure 5**).

The Structure Plan is consistent with the provisions of the MRS.

Local Planning Scheme

Under the provisions of the City's TPS24, land within the Structure Plan area is zoned a mix of 'Business', 'General Industry', 'Service Station' and 'Medium and High Density Residential'. Most of the Structure Plan area has an applicable density of R25 (refer **Figure 6**).

The current density coding does not allow for the form and scale of development that is appropriate to land immediately opposite the train station. In addition, the current 'Business' zoning of the lots fronting Railway Parade preclude mixed use residential development.

FIGURE 05

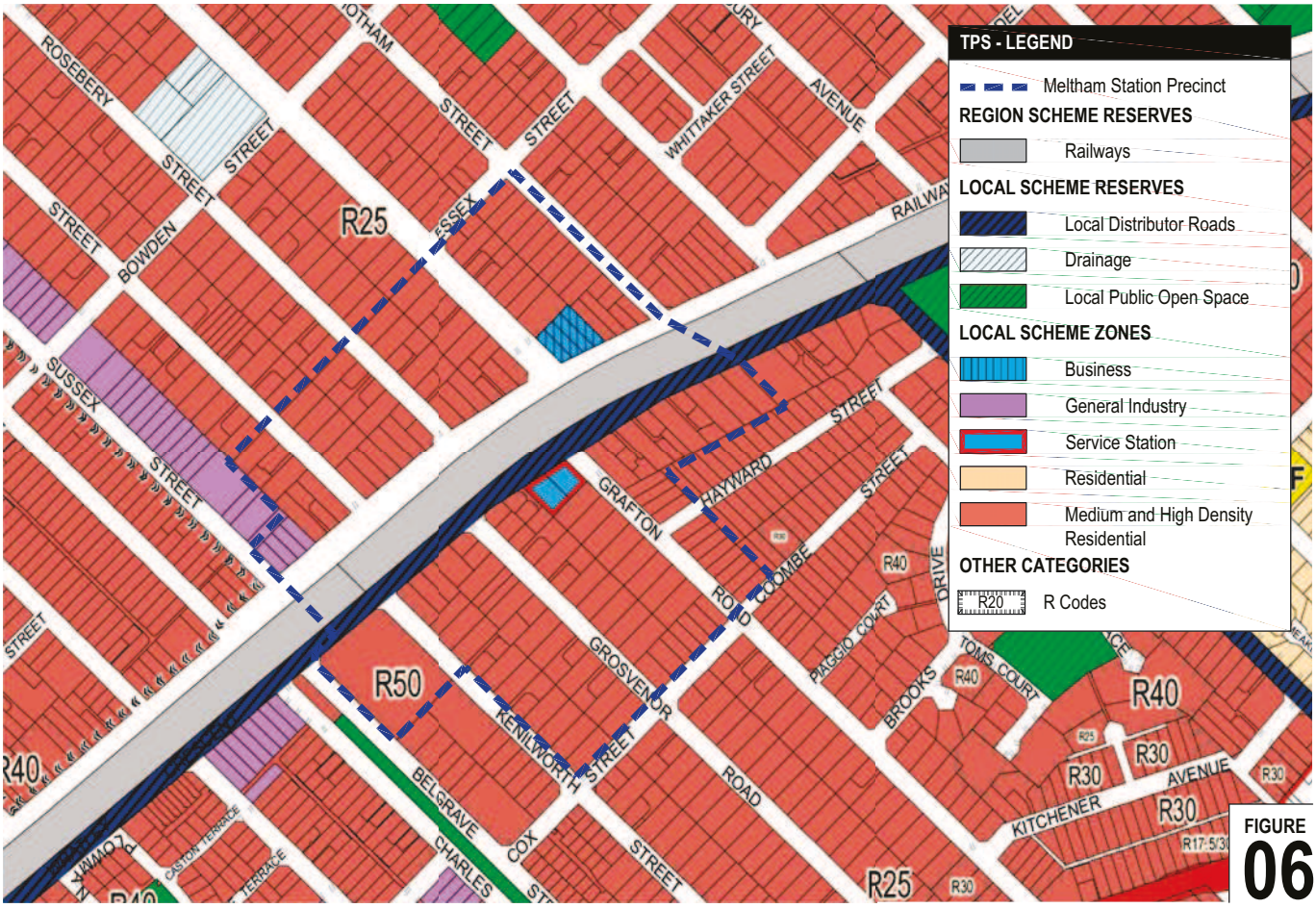

FIGURE 06

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SCALE	NTS @ A4
DATE	13 November 2017
FILE	171113-3924-Zoning.7ap-MRS and TPS.dwg
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ZONING PLAN - MRS AND TPS

MELTHAM STATION PRECINCT

1.3.2 Planning strategies

Directions 2031

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

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

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

Central Metropolitan Perth Sub-Regional Strategy

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

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

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

Draft Perth and Peel @ 3.5 million

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

The purpose of the Structure Plan is to increase density surrounding Meltham Station to provide housing diversity and make the most efficient use of the existing infrastructure in the area. The Structure Plan is consistent with the intent of the draft Perth and Peel @ 3.5 million.

Draft Central Sub-Regional Planning Framework

The draft Central Sub-Regional Planning Framework (**Sub-Regional Planning Framework**) builds upon the principles of Directions 2031 and is a key instrument for achieving a more consolidated urban form that will reduce dependence on new urban greenfield developments. The Sub-Regional Planning Framework provides the spatial framework which will guide local governments in achieving optimal urban consolidation over the long term. The City has been set a target of 15,800 dwellings by 2050 to assist in meeting the overall draft framework targets.

The Sub-Regional Planning Framework supports the concept of directing increased development around key station precincts to create high-amenity urban environments that also maintain or enhance a station's transport function within the broader transit network.

The area surrounding the Meltham train station is designated a 'station precinct' under the Sub-Regional Planning Framework. Station precincts are designated around train stations that are not already located within an activity centre. The purpose of a station precinct is:

- Focus development in and around station precincts, promoting public transport use.
- Create a high amenity urban environment, while maintaining/improving the transport function of the station.
- Ensure inclusion of complementary land uses surrounding the station.

A notional area of 400 metres in diameter around the station is identified, and is suitable for a type of development that includes a mix of housing, office, retail and/or amenities integrated into a walkable neighbourhood.

The proposed Structure Plan accords with these principles and seeks to progress the implementation of the vision established in the Sub-Regional Planning Framework.

Refer **Figure 7**, Draft Central Sub-Regional Planning Framework Map.

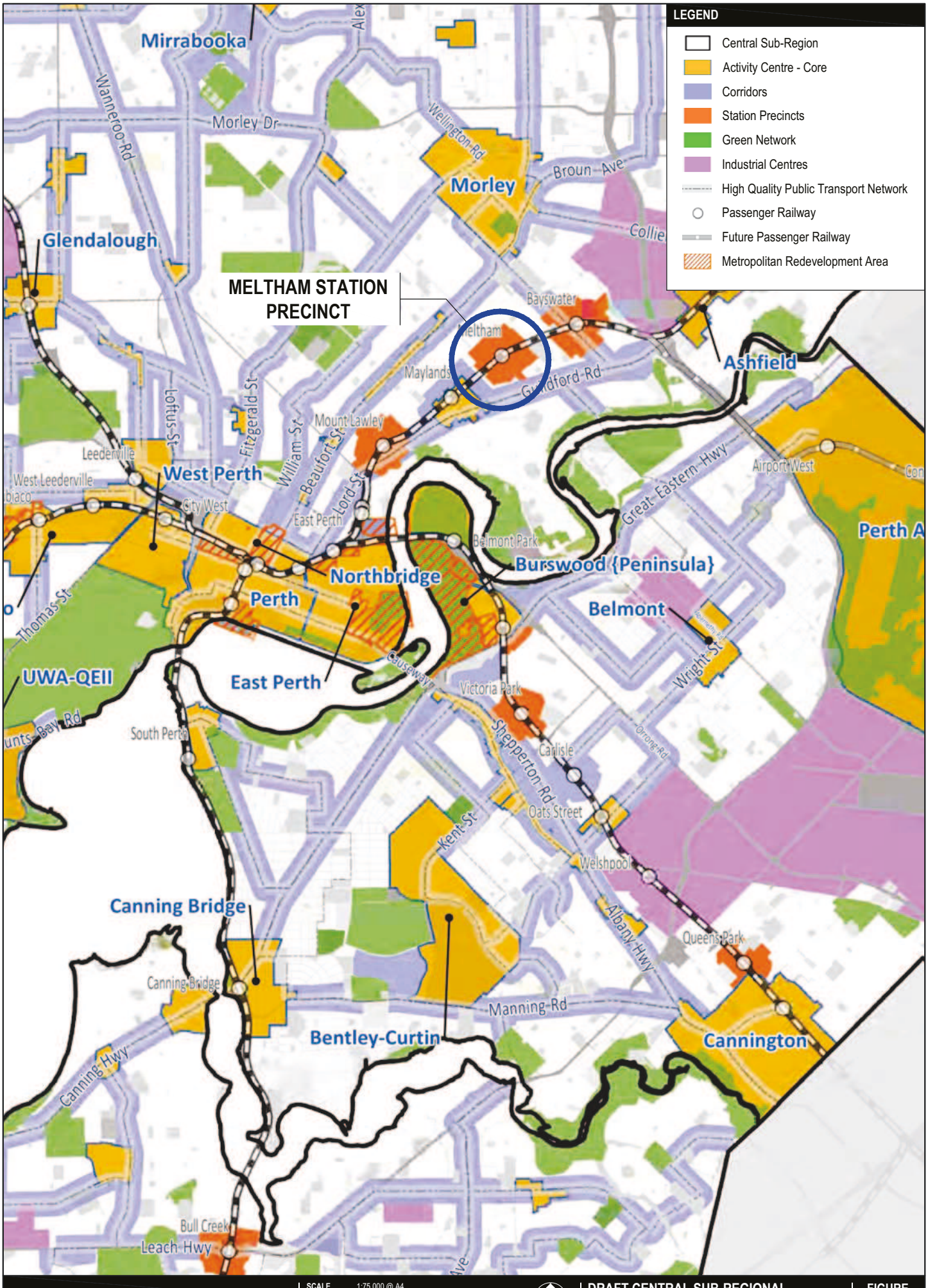
Local Housing Strategy

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

Consistent with to the Sub-Regional Planning Framework, Meltham Train Station is identified as a high priority Focus Area for Change in the LHS. The LHS provides a list of actions for focus areas for change. In relation to the Meltham Railway Station (focus area no. 2.7), the listed actions include:

- *The City to prepare a detailed area plan for the area around Meltham Railway Station to further address the vision, future zonings and built-form guidelines for the area; and*
- *Implement appropriate zonings to encourage a mix of land uses.*

The proposed Structure Plan recognises the importance and potential to provide high quality mixed use development around the Meltham train station. The accompanying design guidelines will guide the built form of the subject site, and is consistent with the actions outlined in the LHS.



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DRAFT CENTRAL SUB-REGIONAL PLANNING FRAMEWORK MAP

MELTHAM STATION PRECINCT

FIGURE 07

City of Bayswater Commercial, Retail and Industrial Analysis

In 2013, the City engaged Pracsys to conduct the Commercial, Retail and Industrial Analysis. The document identifies Meltham Station as being suitable for Transit Oriented Development (**TOD**). The analysis notes that approximately 1,800 additional jobs need to be created within the City of Bayswater by 2026. The analysis examines two growth scenarios; a centralised scenario and a TOD focused scenario. The centralised scenario assumes population and floor space growth will be focused around Morley Strategic Metropolitan Centre, with minimal growth elsewhere. In contrast, the TOD focused scenario assumes that population and floor space growth will be focused around the Midland railway line, including Meltham Station. The analysis states "*under [the TOD] scenario it is assumed that a higher level of demand for housing, goods and services will naturally occur at the TOD centres*".

The Commercial, Retail and Industrial Analysis included a retail market potential analysis which confirms an additional 46,000m^2 retail floor space is likely to be supported across the City of Bayswater until 2022.

In relation to the Meltham station precinct, the analysis indicates a maximum supportable retail floor space of 4,571m^2 in 2022 using a 'TOD scenario'. **Table 5** below demonstrates the predicted retail potential for Meltham in 2022 under both scenarios.

Table 5: Meltham potential under the centralised and TOD scenario's (2022)

Scenario	Total Retail Floorspace	Maximum Supportable Retail Floorspace
Centralised Scenario	330m^2	700m^2
TOD Scenario	2,210m^2	4,571m^2

Source: Pracsys 2013, City of Bayswater: Commercial, Retail and Industrial Analysis

1.3.3 Policies

State planning policies

SPP 3 – Urban Growth and Settlement

State Planning Policy 3 – Urban Growth and Settlement (**SPP 3**) applies to all development throughout Western Australia. SPP 3 notes orderly planning of urban growth and settlement should be facilitated by Structure Plans, which should take into account the strategic and physical context of the locality, provide for the development of safe, convenient and attractive neighbourhoods which meet the diverse needs of the community, and facilitate logical and timely provision of infrastructure and services. The proposed Structure Plan is consistent with the intent of SPP 3 in terms of attaining the policy's stated objectives.

SPP 3.1 – Residential Design Codes

State Planning Policy 3.1 - Residential Design Codes (**R-Codes**) applies to residential development in Western Australia. Clause 8.5.2 of TPS24 requires the development of land for residential purposes to conform to the provisions of the R-Codes.

The R60, R80 and RAC-3 density codings identified by the Structure Plan will be implemented in accordance with the R-Codes. Future subdivision and residential development across the Structure Plan area is to comply with the requirements of any subsequent amendment to TPS24 or any Local Planning Policy.

SPP 3.6 – Development Contributions for Infrastructure

State Planning Policy 3.6 – Development Contributions for Infrastructure (**SPP 3.6**) outlines the relevant considerations and principles for developer contributions for infrastructure, and the preparation of development contribution plans. Refer to Section 7.6 of this report.

SPP 4.2 – Activity Centres for Perth and Peel

State Planning Policy 4.2 – Activity Centres for Perth and Peel (**SPP 4.2**) specifies the broad planning requirements for the planning of new activity centres and the redevelopment and renewal of existing centres in Perth and Peel. SPP 4.2 includes objectives for a range of activity centres, including Perth capital city, strategic metropolitan, secondary, specialised, district and neighbourhood centres.

Meltham is not recognised as an activity centre under SPP 4.2, however the policy stipulates that activity centres should be planned in line with transit-oriented development principles. The intent and size of the Structure Plan area is a hybrid of a local and neighbourhood centre under SPP 4.2, noting the role of a station precinct under *Perth and Peel @ 3.5 million* is primarily to support residential density. The main role/function of a neighbourhood centre is to "*provide for daily and weekly household shopping needs, community facilities and a small range of other convenience services*". A local centre provides for predominately daily needs. SPP 4.2 does not stipulate a diversity performance target (mix of land uses) for local or neighbourhood centres.

SPP 5.4 – Road and Rail Transport Noise and Freight Considerations in Land Use Planning

State Planning Policy 5.4 – Road and Rail Transport Noise and Freight Considerations in Land Use Planning (**SPP 5.4**) aims to promote a system in which sustainable land use and transport and mutually compatible. A Transport Noise Assessment has been prepared to determine any potential noise impact the existing railway may have on new development within the area; refer to Section 3.2 of this report for further detail.

Liveable Neighbourhoods

The proposed Structure Plan has been prepared in accordance with Liveable Neighbourhoods as outlined in Part 2 of this report.

Development Control Policy 1.6 – Transit Oriented Development

Development Control Policy 1.6 - Transit Oriented Development (**DC1.6**) establishes a strategic framework to guide and provide for transit-supportive development patterns. DC1.6 is used to promote higher residential densities within high frequency transport nodes, such as Meltham Train Station.

The proposed Structure Plan area surrounds Meltham Train Station and is accordingly defined and identified as transit oriented development (**TOD**).

The policy is applied to the preparation of scheme amendments and local planning strategies, as well as encouraging special 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.

Moreover, the policy encourages residential development close to transit facilities to help in creating a sense of place. This, according to the policy, makes a Transit Oriented Design precinct more than just a place where transit is available, giving places an individual identity within the urban fabric. Higher density residential development, in particular, places greater numbers of residents close to transit services, increasing the potential for those residents to look to transit as a travel option, with a corresponding increase in patronage.

WAPC guidelines

Structure Plan Framework

The WAPC's *Structure Plan Framework* has been prepared to guide landowners and their representatives, decision-making authorities, advisory agencies and local government on the preparation of Structure Plans. It includes guidance on the content of Structure Plans and Structure Plan maps. The Structure Plan has been prepared in accordance with this Framework.

Transport Assessment Guidelines for Developments

The Structure Plan has been prepared in accordance with the Department of Planning's *Transport Assessment Guidelines for Developments*, as outlined in Section 3 of this report, and addressed in the Structure Plan Transport Assessment (**Appendix A**).

1.3.4 Other approvals and decisions

On 4 July 2016, the Western Australian Planning Commission (**WAPC**) approved the preparation of a Structure Plan for the area surrounding Meltham Station, in accordance with Clause 15(c) of the Deemed Provisions.

2 Site conditions and constraints

2.1 Bushfire hazard

The Structure Plan area is not located within or adjacent to a Bushfire Prone Area on the Department of Fire and Emergency Services online mapping facility.

2.2 Heritage

There are two properties listed on the City's Municipal Inventory (**MI**) within or abutting the Structure Plan area, being Lot 1 (4) Grand Promenade, Bayswater and Lot 802 (161-163) Whatley Crescent, Bayswater.

Lot 1 (4) Grand Promenade, Bayswater

The property has a management category of Classification 4, meaning it is considered significant but not essential to the historic understanding of the City. Classification 4 properties are included on the Municipal Inventory (**MI**) for historic recording purposes their retention is not considered necessary. Therefore, should the site be redeveloped, the City encourages the owners to prepare an archival record of the place prior to its demolition.

Lot 802 (161-163) Whatley Crescent, Bayswater

Abutting the structure plan boundary, 161-163 Whatley Crescent is a Russian Orthodox Church with a management category of Classification 2. The MI notes the traditional design of the building with rendered brick walls, a corrugated iron metal roof and glass dome is the only Russian Orthodox Church in Perth and has a high level of local significance within the City. The cathedral, which is the main item of heritage significance is situated at least 8m from all property boundaries and is unlikely to be affected by development on adjoining sites. However, it is recommended any future development standards or scheme amendment consider setbacks which recognise the heritage nature of this site.

Heritage Outside the Structure Plan Area

There is a cluster of heritage properties on Stuart Street and Sussex Street, west of the Structure Plan area. The dwellings are listed as Classification 3 on the City's MI as the cottages are considered to have heritage significance. Given that the Structure Plan seeks to taper intensification moving away from the station, it is not perceived that the development will have an impact on these heritage properties outside of the Structure Plan area. The maximum building height within the Frame Precinct is three storeys and therefore will not impact the heritage area by way of building bulk.

Refer to **Figure 8** for a map displaying heritage properties within or nearby the Structure Plan area.

2.3 Soils

The area is identified as having Class 2 'moderate to low risk' Acid Sulfate Soils. Further investigations are recommended at development stage, particularly if excavating more than 100 cubic metres of soil.

LEGEND

- Meltham Station Precinct
- Heritage Buildings

HERITAGE BUILDING SITES INSIDE STRUCTURE PLAN AREA

1. **4 GRAND PROMENADE, BAYSWATER**
   (SINGLE HOUSE) - CATEGORY 4 HERITAGE

HERITAGE BUILDING SITES OUTSIDE STRUCTURE PLAN AREA

2. **161-163 WHATLEY CRESCENT, BAYSWATER**
   (RUSSIAN ORTHODOX CHURCH) - CATEGORY 2 HERITAGE
3. **6 SHAFTESBURY AVENUE, BAYSWATER**
   (SINGLE DWELLING) - CATEGORY 3 HERITAGE
4. **3 THE STRAND, BAYSWATER**
   (SINGLE DWELLING) - CATEGORY 3 HERITAGE
5. **1 GARRATT ROAD, BAYSWATER**
   (FRANK DRAGO RESERVE) - CATEGORY 5 HERITAGE
6. **5 STUART STREET, MAYLANDS**
   (SINGLE HOUSE) - CATEGORY 3 HERITAGE
7. **12 STUART STREET, MAYLANDS**
   (SINGLE HOUSE) - CATEGORY 3 HERITAGE
8. **10 STUART STREET, MAYLANDS**
   (SINGLE HOUSE) - CATEGORY 3 HERITAGE
9. **13 SUSSEX STREET, MAYLANDS**
   (SINGLE HOUSE) - CATEGORY 3 HERITAGE
10. **11 SUSSEX STREET, MAYLANDS**
    (SINGLE HOUSE) - CATEGORY 3 HERITAGE

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HERITAGE MAP

MELTHAM STATION PRECINCT

FIGURE 08

 BASEPLAN SOURCE:WATERCORP, NEARMAP, CITY OF BAYSWATER

2.4 Environment and Biodiversity

The Structure Plan area is contained wholly within an existing urban area. Existing biodiversity and natural habitats are limited to verge vegetation and private backyards and gardens.

With a view to maximise natural habitats, the accompanying design guidelines encourage or mandate deep soil zones on private sites. Similarly, the retention of verge trees is required wherever possible when considering location of access points and verge trees are required to be provided by the developer where no verge trees currently exist.

2.5 Contaminated Sites

A review of contaminated sites mapping from the Department of Environment Regulation website has identified no known contaminated sites. Further analysis for individual sites is recommended at development application stage.

2.6 Opportunities and Constraints Analysis

An opportunities and constraints plan analysis of the Structure Plan area has been undertaken to inform future land use, density and built form (via accompanying design guidelines). The opportunities and constraints relevant to the Structure Plan are identified in **Figure 9**.

2.6.1 Development Potential

An assessment was undertaken to determine the likelihood of development for every property within 800m of the Meltham train station. The assessment methodology identified criteria which either increase or decrease the likelihood of redevelopment, with lots rated accordingly. Those with a higher score (eight or above) are considered very likely to redevelop in the short term. Conversely, those with a lower score (zero or below) are unlikely to redevelop. The assessment criteria are outlined in **Table 6**. The likelihood of development was calculated for each property within the area (refer **Figure 10**) and informed the Structure Plan boundary.

POS / DRAINAGE RESERVE

HOTHAM STREET

TOOMONG STREET

BOWDEN STREET

GRAND PROMENADE

ROSEBERY STREET

SALISBURY STREET

SUSSEX STREET

VIEWS TO THE CITY

VIEWS TO THE HILLS

PARADE

CRESCENT

400M

FRANK DRAGO RESERVE

MELTHAM TRAIN STATION

HAYWARD STREET

COOMBE STREET

GRAFTON ROAD

RAILWAY

WHATLEY

GROSVENOR ROAD

KENILWORTH STREET

COX STREET

CHARLES STREET RESERVE

BELGRAVE STREET

CHARLES STREET

SWAN LAKE RESERVE

LEGEND

- Meltham Train Station
- 400m radius catchment
- Pedestrian routes to Meltham Station
- District arterial roads
- Local parkland
- Existing active uses
- Precincts with strong sense of character
- Elevated land

OPPORTUNITIES

1. Existing railway station with access to frequent regional transit: an opportunity for transit-orientated development.
2. 400m radius catchment: an opportunity for people to live within a 5-minute walk of the station.
3. Direct and legible pedestrian routes to the station with good pedestrian amenity: an opportunity to encourage greater walkability to the station
4. District arterial road: an opportunity for businesses to be supported by exposure to passing traffic.
5. Local parkland: a recreational opportunity for local residents without access to a garden.
6. Existing active uses: an opportunity to evolve into a local activity centre.
7. Large sites with ageing housing/building stock: an opportunity for comprehensive redevelopment to contemporary standards.

CONSTRAINTS

- (A) Noise from district arterial roads.
  Response: larger and contiguous built forms that provide an acoustic buffer to the areas behind, thicker glazing and other construction details to reduce noise intrusion.
- (B) Noise from the railway line.
  Response: larger and contiguous built forms that provide an acoustic buffer to the areas behind, thicker glazing and other construction details to reduce noise intrusion.
- (C) Capacity of key intersections.
  Response: review by traffic engineers, intersection improvements, and greater encouragement of transit use.
- (D) Sporadic existing medium density infill.
  Response: Generous development controls to create a stronger incentive for redevelopment over time.
- (E) Precincts with strong sense of character.
  Response: Limit the extent of the redevelopment precinct to avoid encroachment into the character areas

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OPPORTUNITIES AND CONSTRAINTS PLAN

MELTHAM STATION PRECINCT

FIGURE 09

BASEPLAN SOURCE:WATERCORP, NEARMAP, MALCOLM MACKAY

Table 6: Likelihood of Redevelopment - Assessment Criteria

Characteristic	Likelihood of development
More than one street frontage (includes laneway)	+1
Narrow frontage	-1
Large lot (800m²+)	+1
Very large lot (2000m²+)	+1
Multi strata titles (>5)	-1
Within a 400m/200m walk to the station	+1/+2
Non-residential use	+2
Recent building stock	-1
Poor building stock	+1
Outlook to park	+1
Open outlook from elevated position	+1
Vacant land	+1
Frontage to a busy road	+1

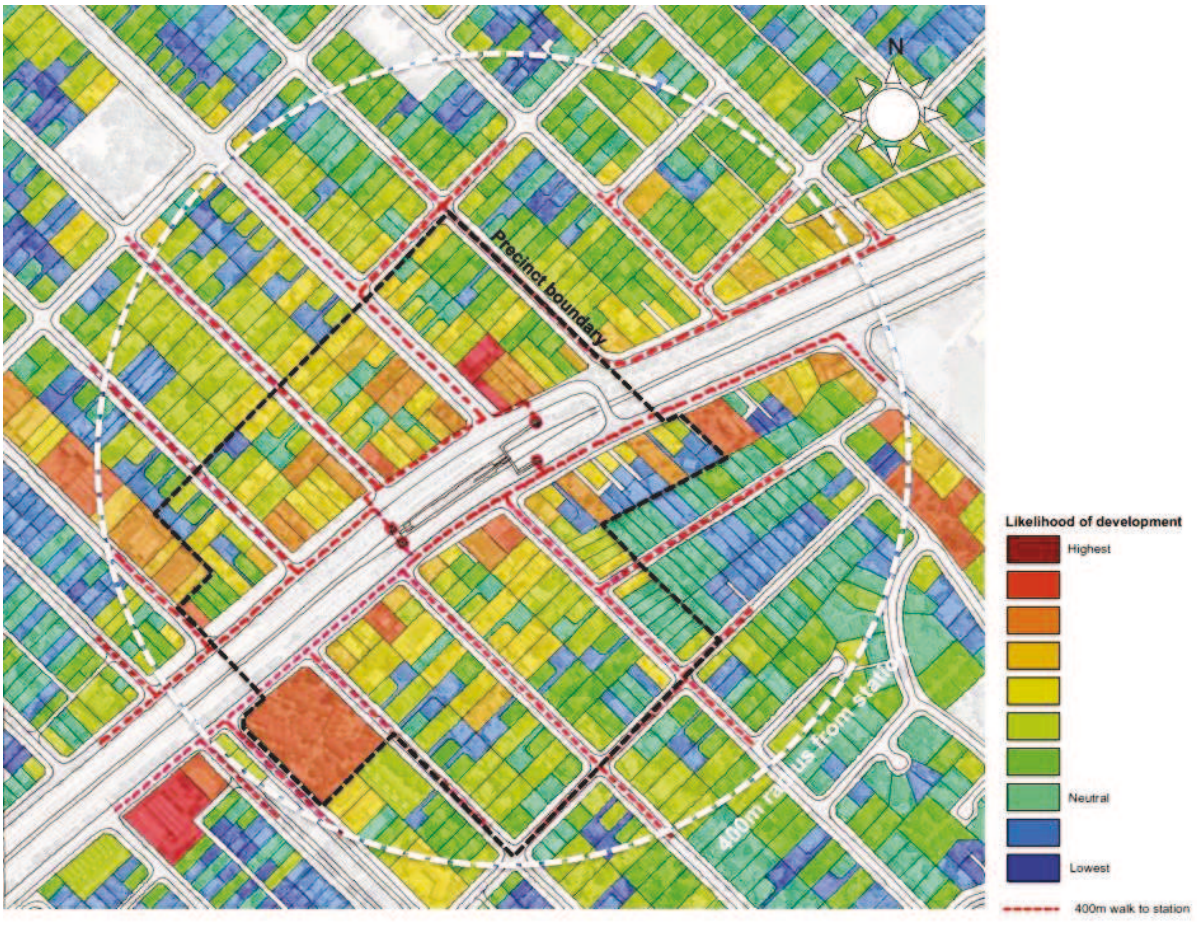


Figure 10: Likelihood of Development Plan

3 Movement

A Transport Assessment Report (**Appendix A**) has been prepared in support of the Structure Plan and examines public transport, pedestrian movement and activity, cycling access and movement and road access and movement. It examines the current status of the precinct and future outcomes associated with the structure plan including recommended upgrades to the transport network.

3.1 Public Transport

The primary source of public transport within the Structure Plan area is via train, with Meltham Station located in the centre of the area. Additionally, high frequency bus services are within walking distance of the Structure Plan area, operating along Guildford Road and Beaufort Street (refer **Figure 11**)

Figure 11: Local public transport services.

3.1.1 Train services

The Structure Plan area is centred around Meltham train station, providing regular train services to Perth CBD and Midland. From Perth CBD, transfers can be made to access the wider metropolitan region. The trains along the Midland line operate every 15 minutes throughout the day. With three services to Perth and four services to Midland during peak hour (8am-9am), this station does not qualify as a high frequency service.

However, the Public Transport Authority (**PTA**) has indicated that the service may increase frequency following completion of the Forrestfield rail line extension to Perth Airport in 2020. The timing of the improvements to train service are expected to correlate with the timing of development and increased population envisioned by this Structure Plan. Furthermore, increased residential density surrounding the station is predicted to result in increased train patronage and in turn increased improvements and investments into Meltham Station and the Midland rail line.

3.1.2 Bus services

There are no bus routes operating within the Structure Plan area, however there are bus services on Guildford Road and Beaufort Street, 635m and 945m from the centre of the Structure Plan area respectively. Properties within the northern and southern portions of the Structure Plan area fall within the 800m walkable catchment for the high frequency bus routes along Beaufort Street and Guildford Road respectively. The following bus routes operate along these two streets:

- Beaufort Street:
    - 66 (Morley Bus Station to Elizabeth Quay Bus Station)
    - 67 (Mirrabooka Bus Station to Elizabeth Quay Bus Station)
    - 68 (Mirrabooka Bus Station to Elizabeth Quay Bus Station)
    - 950 (Morley Bus Station to QEII Medical Centre via Perth CBD)
- Guildford Road:
    - 48 (Morley Bus Station to Elizabeth Quay Bus Station)
    - 55 (Bassendean Town Centre to Elizabeth Quay Bus Station)

3.2 Pedestrian Movement and Amenity

The existing local street network provides good pedestrian connectivity within the Structure Plan area, with footpaths provided along every road, except three local roads. The residents of the Structure Plan and the surrounding catchment will be able to capitalise on these existing pedestrian infrastructure and connections.

As noted in the Transport Assessment Report, the safety, legibility and accessibility of the pedestrian network could be improved, particularly pedestrian access to the rail station. Pedestrian access to the station is provided at four locations. The existing pedestrian access points are not ideally located and do not provide for optimum pedestrian usability, as outlined in Appendix A. As such, improvements to the access points will likely need to be carried out in the future once rail patronage increases.

Refer **Figure 12**, for the Meltham Station walkable catchment.

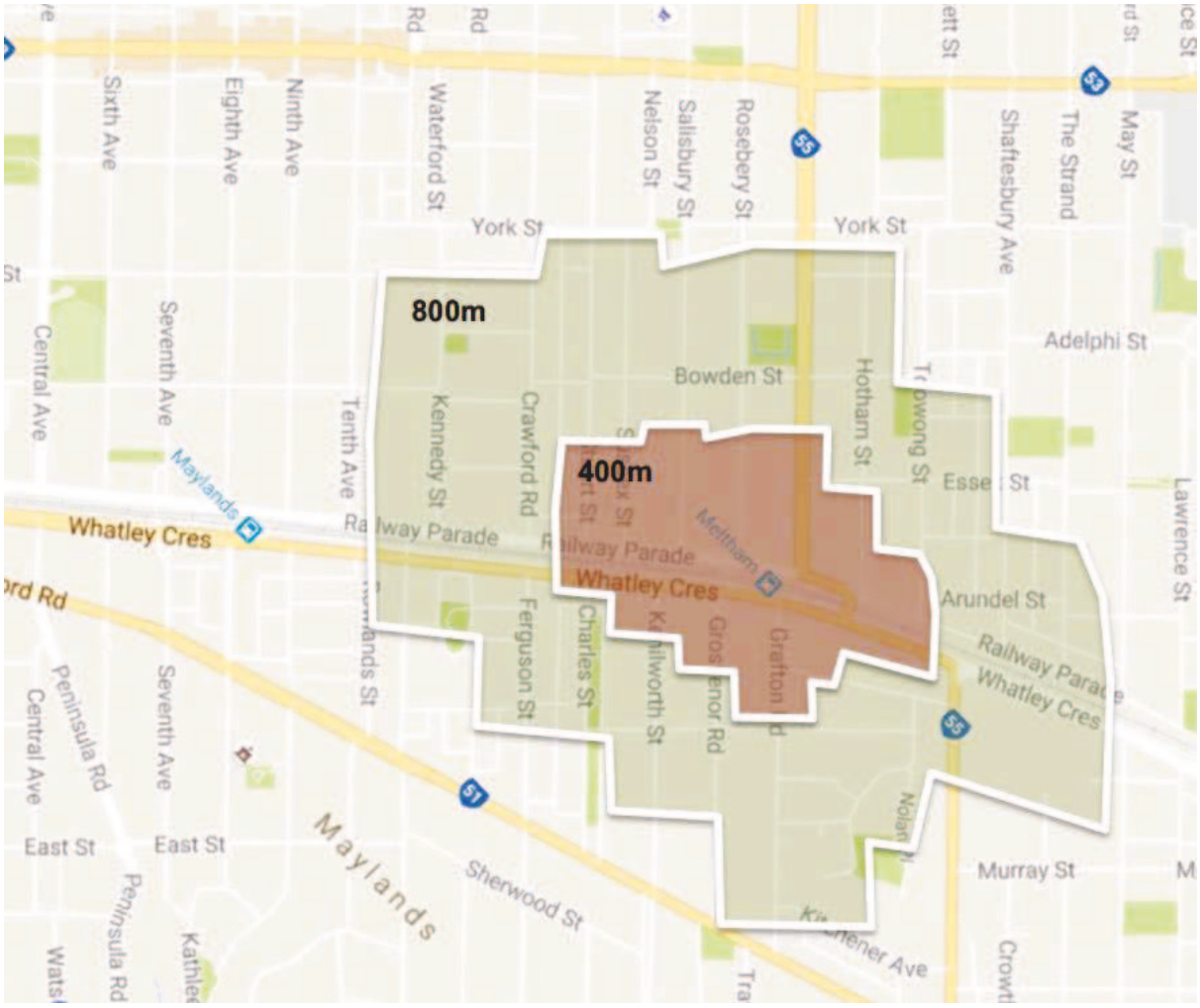


Figure 12: Meltham Railway Station Walkable Catchment

3.3 Cycling

The existing cycle network within the Structure Plan area consists of a principal shared path (**PSP**) on the south side of the train line, providing a high quality connection between Midland and Perth CBD. There is also a Perth Bicycle network route (NE26) designated along Bowden Street to the north of the Structure Plan area (refer **Figure 13**).

The existing local cycling network is comprehensive; however, improvements are required to increase the safety, convenience and legibility of this network. In 2014, the City engaged Cardno to develop a Local Bike Plan. The plan proposed significant improvements to the cycling infrastructure within the area, introducing additional cycle lanes and 'bicycle boulevards', refer Figure 14 for the proposed improvements within and surrounding the Structure Plan area. The proposed bike network will significantly improve the connectivity within the Structure Plan area and with surrounding areas and will support an increase in the residential density of the area.

Figure 13: Local Cycle Network

Figure 14: Extract from the City of Bayswater's Local Bike Plan 2014, Ultimate Cycling Infrastructure Map.

3.4 Vehicle Movement and Access

The Structure Plan area can be accessed via a number of major roads including Beaufort Street, Grand Promenade, Whatley Crescent and Guildford Road. The existing road network within the Structure Plan area consists of District Distributor A roads and local access streets. The majority of the streets within the Structure Plan area are local residential streets, with a speed limit of 50km per hour. Currently, the roads have capacity for the existing traffic, however during peak times, there are high levels of traffic at the intersection of Railway Parade and Whatley Crescent.

The Transport Assessment Report has undertaken a review of the existing roads against the proposed maximum development yield. The study has revealed that the road network within the Structure Plan is capable of the increased residential density with an upgrade to the intersection of Grand Promenade and Bowden Road recommended as a short term action.

The one area of concern is the Railway Parade / Whatley Crescent bridge, where there would be an expected increase of traffic by up to 14%. Upgrades to the bridge were not considered reasonable or feasible. However, the increase is considered manageable given:

- The transport assessment assesses a 'worst case scenario', measuring a fully 'built out scenario'. This scenario is considered unlikely to occur before 2060 given recent building stock in the locality. The scenario is also assessed using the five/six storey building heights which are only possible upon amalgamation with adjoining lots.
- There is expected to be a modal share as a result of this Structure Plan, meaning increased numbers of residents would use public transport (or transport means other than a private car).

Notwithstanding the outcomes of the Transport Assessment, the City of Bayswater's review indicates upgrades to the Railway Parade / Whatley Crescent bridge may be required, which is discussed further in section 3.6.1.

The Transport Assessment Report has identified a single lane round-about would be beneficial at the intersection of Grand Promenade and Bowden Street. Redevelopment of the Structure Plan area will likely occur over an extended period of time. As such, it is considered that the need for traffic improvements such as this round-about could be revisited after a ten year period (which would coincide with the expiration of this structure plan).

3.5 Parking

Car parking within the Structure Plan area is generally provided on private property and on local access streets. At Meltham Station, there are 104 parking bays provided by the PTA, comprising 38 bays adjacent to Railway Parade, 44 bays adjacent to Railway Parade near Salisbury Street and 22 bays adjacent to Whatley Crescent. In addition, there are 9 public parking bays provided adjacent to Railway Parade, north of the station.

The purpose of the Structure Plan is to provide higher density development within walking distance to the station. As such, additional car parking at Meltham Station should not be required. Parking for individual developments will be assessed under the R-Codes and the City's TPS24.

3.6 Recommended Upgrades

The Transport Assessment recommends various upgrades to improve the vehicle, pedestrian and cycling infrastructure within the Structure Plan area. These recommendations are summarised in **Table 7** below.

Table 7: Recommended upgrades to pedestrian, cycle and road networks

Recommended Upgrades	Responsible Authority	Comments / Notes
Vegetation to the south side of Railway Parade rail bridge removed to increase visibility for traffic entering Whatley Crescent.	City of Bayswater / PTA	Existing issue
The pedestrian median at the Railway Parade / Grand Promenade traffic signal intersection widened to an appropriate standard for safe pedestrian crossing movement.	MRWA	Existing issue
A pedestrian median is provided to Whatley Crescent adjacent to the foot bridge access to the railway station.	City of Bayswater / PTA	Existing issue
Warning sign be located at the station access and PSP to alert pedestrians and cyclist of conflict points.	City of Bayswater	Existing issue
Pedestrian access to Railway Parade should be reviewed by PTA to remove obstructions.	PTA	Existing issue
The median to Railway Parade at Rosebery Street should be widened to provide a safe crossing point, particularly for parents with prams.	City of Bayswater	Existing issue
Long term planning for a single lane roundabout at the Grand Promenade / Bowden Street intersection.	City of Bayswater	Long term planning required. The City of Bayswater recommends traffic lights as a more appropriate treatment, subject to further investigations.

3.6.1 Whatley Crescent / Railway Parade Bridge

The City of Bayswater has identified that upgrades to the Whatley Crescent / Railway Parade bridge may be required based on the unacceptable queuing times projected to occur at the intersection if 100% redevelopment occurs within the structure plan area. The City recommends:

- The section of Whatley Crescent, between Garratt Road the bridge be upgraded to dual traffic lanes, with consideration to be given to traffic signals at the intersection of the bridge;
- The bridge be upgraded to cater for simultaneous left and right movements.

The traffic impacts on this bridge are substantially more impacted by the regional traffic flow. Closure of the nearby Caledonian Avenue level crossing (approximately 400m south of the structure plan area) has been identified as a METRONET stage one proposal. The outcome of this investigation will influence future traffic movements and volumes and should therefore be investigated by the relevant agencies.

The inclusion of this recommendation in Part 1 of the structure plan is intended to acknowledge that future works will, or may, need to occur within the structure plan area in the future and is not intended to apportion costs or responsibility for these upgrades.

3.7 Transport noise

A Transportation Noise and Vibration Assessment for the Structure Plan area has been prepared by Lloyd George Acoustics, (refer **Appendix B**).

The report confirms that vibration and noise from the passenger trains on the Perth to Midland railway is negligible. However, the road traffic noise from Whatley Crescent, Railway Parade and Grand Promenade exceeds the outdoor noise criteria targets and limits in SPP5.4 and requires further consideration via detailed design.

In accordance with SPP5.4, noise mitigation measures will be required for new development within the Structure Plan area, by way of façade treatments. Appendix B identifies properties within the Structure Plan area as requiring 'Package A', 'Package B' or 'Specialist Advice', dependant on the scale of development. The treatment packages address matters such as building orientation, window glazing, doors and thickness of walls, which will be implemented during the development application and building application stages.

In addition, properties requiring the above treatment packages will also be required to place notifications on certificate of titles to advise prospective purchases of potential for noise impacts from major transport corridors.

4 Activity

4.1 Land Use and Diversity

The Structure Plan provides primarily for residential land uses with commercial floor space, consistent with the intent of the Urban zoning under the MRS. The intent of the Structure Plan is to facilitate higher density residential and mixed use development surrounding Meltham Station.

The proposed land uses are considered to be complementary to the existing residential land uses in the locality, with density decreasing further away from the station. The Frame Precinct area will therefore integrate with existing lower densities outside of the Structure Plan area. The Structure Plan aims to retain the residential character of the local streets. Along Railway Parade and Whatley Crescent, mixed use developments are encouraged, with four mandatory commercial sites opposite the entry points to the station.

There is no minimum land use diversity target for Neighbourhood Centres under SPP4.2. According to SPP4.2, the main role/function of Neighbourhood Centres is providing for daily and weekly household shopping needs, community facilities and a small range of other convenience services. The Structure Plan seeks to provide for primarily residential uses, with small elements of retail shops, services and entertainment for residents within the precinct and is therefore consistent with the role of a Neighbourhood Centre under SPP4.2.

4.2 Employment

The Structure Plan is expected to facilitate employment in the sectors of retail, hospitality and local services. Given the local nature and small scale of the centre, it is expected that the Structure Plan area will provide employment opportunities for people living within walking distance or a short commute from the centre.

The City's Commercial, Retail and Industrial Analysis notes *"the 800 metre catchment surrounding Meltham Station substantially overlaps with Maylands and Bayswater activity centres, indicating that it is unnecessary to develop further employment uses at Meltham".* The focus for Meltham is to operate as a residential-focused TOD, but to support local and sustainable levels of commercial floor space and employment. For this reason, shop/retail floor space is intended to be controlled to maintain the function of Meltham in the broader activity centre network (refer Section 4.4 below).

The employment generated at Meltham will be a relatively small but genuine contribution to meeting employment targets within the City of Bayswater, being 1,800 jobs by 2026.

4.3 Residential

The Structure Plan will encourage higher density development surrounding Meltham Station and provide opportunities for greater housing choice close to established public transport networks. The increased residential density in Meltham will contribute to the target of 15,800 additional dwellings within the City of Bayswater by 2050, as outlined in Draft Sub-Regional Planning Framework.

The Structure Plan allocates residential density codings of R60 and R80 to the Frame Precinct and R-AC-3 to the Core Precincts.

The Structure Plan aims to provide for a minimum of 305 dwellings and a maximum of 2,016 dwellings within the area. This will equate to 63 dwellings per gross hectare based on a 50% redevelopment rate or 116 dwellings per gross hectare based on a 100% redevelopment rate.

The design of the Structure Plan sensitively addresses the potential impact on the surrounding residential locality by reducing density moving away from the station. Most the residential development is predicted to occur within the core precincts. Moving away from the train station to the Frame Precinct, medium density development is encouraged, acting as a transition to the surrounding existing low density residential dwellings.

4.3.1 Yield Analysis

A yield analysis had been undertaken in order to understand the number of dwellings which could potentially be developed within the Structure Plan area. The yields were assessed by using the permissible plot ratio under the respective density coding. By using average dwelling sizes, an estimated number of dwellings was calculated.

The yield analysis resulted in the following figures:

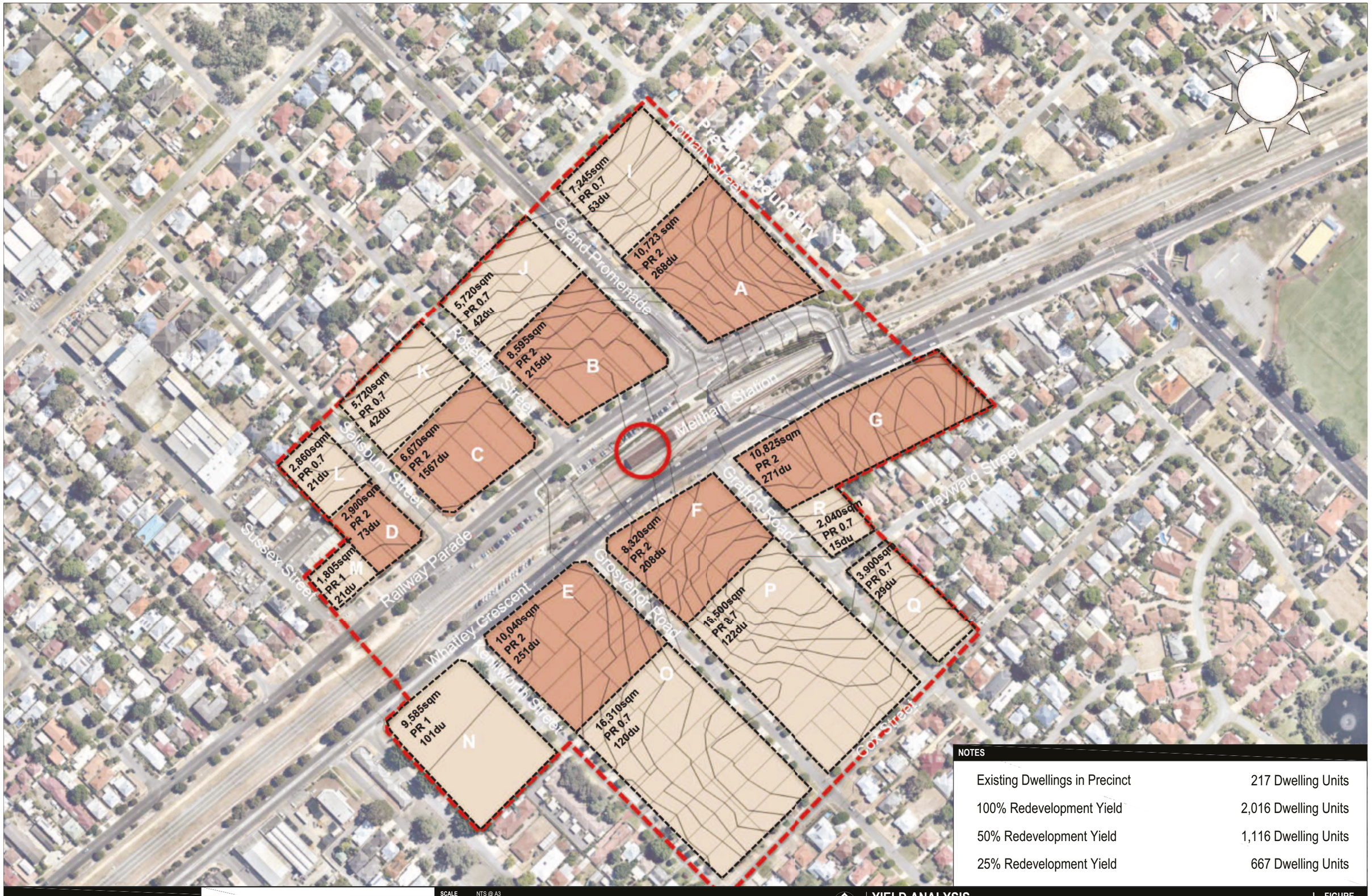
- 100% redevelopment yield = 2,016 dwellings
- 50% redevelopment yield = 1,116 dwellings
- 25% redevelopment yield = 667 dwellings

Figure 15 illustrates the proposed yields in separate 'sub-precincts' within the Structure Plan area.

The yield analysis takes a conservative approach so as not to underestimate the number of dwellings within the Structure Plan area. For example, the yield analysis assumes all sites will receive their full 'bonus height' allowance even though this is unlikely. It also does not take into account commercial floorspace (which would add to plot ratio, but would not result in dwellings).

The Structure Plan area contains a number of newly developed properties which are unlikely to be redeveloped for at least another 40 years. Accordingly, the 100% yield is not only unlikely to be reached but would only occur over a very long term scenario.

All assessments accompanying the plan such as traffic and infrastructure have used the 100% development yield.



NOTES

Existing Dwellings in Precinct	217 Dwelling Units
100% Redevelopment Yield	2,016 Dwelling Units
50% Redevelopment Yield	1,116 Dwelling Units
25% Redevelopment Yield	667 Dwelling Units

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YIELD ANALYSIS

MELTHAM STATION PRECINCT

FIGURE 15

 BASEPLAN SOURCE:WATERCORP, NEARMAP, MALCOLM MACKAY

4.4 Retail

The Structure Plan seeks to develop a predominately residential area, with a small component of mixed use / commercial tenancies, in line with a neighbourhood centre size. Part 1 of the Structure Plan allows up to 3,000m^2 of shop/retail floor space within the Structure Plan area. This is proposed such that the precinct comfortably fits within the following:

a) the size of a neighbourhood centre under SPP4.2; and

b) the maximum supportable retail floor space for the precinct using the 'TOD scenario' of the City's *Commercial, Retail and Industrial Analysis*.

Whilst it is important for an increased resident population to have access to local services, the provision of local services should not occur at a scale that disrupts the current and future roles of the Maylands and Bayswater activity centres. As such, commercial development within the Structure Plan area will be capped at a total of 3000m^2 of retail floor space, with the provision of retail floor space permitted only on the lots with frontage to Whatley Crescent and Railway Parade as indicated on the Structure Plan Map.

A Retail Sustainability Assessment (**RSA**) has not been completed as part of this Structure Plan process given the minor nature of the commercial component which builds on existing commercial uses in the Mixed Use Core precinct. The review of retail floorspace undertaken as part of the City's Commercial, Retail and Industrial Analysis also supports the floorspace proposed, using the 'TOD scenario'. Furthermore, SPP 4.2 requires a RSA to be undertaken only where the shop/retail floor space of a neighbourhood centre exceeds 6,000m^2 or is expanding by more than 3,000m^2, which is not the case for this Structure Plan.

4.4.1 Distribution of Shop/Retail Floorspace

The Structure Plan requires commercial land uses on the key corners of Grand Promenade and Railway Parade, and Grafton Road and Whatley Crescent. These sites have been allocated as 'mandatory commercial' sites based on the existing zoning and land use of these sites and have been assigned a portion of the retail floor space Net Lettable Area (**NLA**) under the Structure Plan. These sites are of particular importance due to their strategic location as the 'entry point' to the station. 'Mandatory commercial' sites have been allocated retail floor space at a rate of one-third of the site area to allow retail development across a significant portion of the frontage (it is expected two thirds of the ground floor area would be used for car parking and services which are sleeved from the street).

Retail floor space for the non-mandatory sites is proposed to be distributed on a 'first-come, first-serve' basis until the 3,000m^2 allowance is reached. It is entirely possible the centre could support additional floor space without affecting nearby centres. Under this circumstance, it would be appropriate to prepare a Retail Sustainability Assessment (**RSA**) to quantify impacts.

In accordance with SPP4.2, shop-retail floor space refers to the Planning Land Use Category 5 (**PLUC 5**) which includes, but is not limited to shop, restaurant, small bar, convenience store and fast food outlet.

It is recommended the City maintain a register of approved shop/retail floor space within the precinct.

5 Urban Form

One of the key objectives of this Structure Plan (and particularly the design guidelines) is to encourage an urban form which incorporates the principles of good design; respecting and complementing the character of the locality.

5.1 Existing Built Form

The existing urban structure of the Structure Plan area is characterised by predominately single and two storey dwellings with fragmented infill development. Several grouped dwellings and battle-axe subdivision having occurred on Whatley Crescent. The Structure Plan area includes a mix of traditional and contemporary dwellings. There are several examples of character homes such as 'California Bungalows' in addition to heritage places (refer to Section 2.2 above). Conversely, there are also a number of new dwellings from 1990s onwards, constructed in groups of two and three. These are particularly prominent along the stretch of Whatley Crescent between Grafton Road and Garratt Road.

The corners opposite the station on Railway Parade and Whatley Crescent and further south west along Railway Parade consist of single and two storey commercial buildings. Some of these commercial buildings are vacant and may be nearing the end of their economic lifespan.

The high level of fragmented land ownership and strata titling within the Structure Plan area presents a challenge to the redevelopment of the Structure Plan area.

5.2 Proposed Built Form

The proposed built form for the Structure Plan area will be medium to high density, ranging from two to six storeys in height. Under the R-Codes, the RAC-3 density in the Core Precincts equates to a wall height of up to 18m – which generally provides for six storeys.

It is important that height transitions between the Core Precincts and the Frame Precinct, then further transition toward the boundary of the structure plan area. In developing more detailed design guidelines or scheme provisions for the area, these transitions should be considered. Upper storeys of new development will be setback appropriate distances to enable a transition to lower density areas and to provide visual relief to the adjoining properties or streets. Upper floor setbacks also result in the perception of lesser building bulk. Furthermore, when considering side and rear boundaries, the setbacks to upper floors will aid in increased privacy between residents and depending on the location, view corridors being created.

In considering future development standards, heights should not be reduced in a manner which prevents the structure plan area from achieving the intended density targets. The future amenity of the area should be regarded as a key priority. A minimum building height of two storeys within the Core Precincts of the Structure Plan is mandated to create a density and scale of development which optimises proximity to public transport.

New development will be of a contemporary character that respects and reflects the materials, colours and architectural elements of the existing and surrounding area. Street corners will contain distinctive architectural elements or treatments. Development will be of a form that enables a significant increase in the local resident population but is designed to enhance the streetscape and establish an appropriate transition in scale between the Structure Plan area and its surroundings. This is intended to be achieved through the implementation of the design guidelines to ensure the character of the area is integrated into new development. In considering future development standards, height should align with densities under this structure plan. A visual representation of the built form is provided in **Figure 16**.

5.3 Precinct Form and Character

The Structure Plan area has been divided into three precincts, being the Mixed Use Core, Residential Core and Frame, with each precinct reflecting the intended land use and/or built form.

5.3.1 Structure Plan Core (Mixed Use Core and Residential Core)

The Core of the Structure Plan area (including the Mixed Use Core and Residential Core precincts) comprises a relatively 'tight' area consisting of lots facing towards the railway station and a number of additional adjacent lots. The lots which do not front the railway station have the potential to be readily amalgamated to form sites of a size sufficient for redevelopment of a scale that can quickly catalyse the renewal of the Structure Plan area.

The core precincts will comprise buildings of an urban scale up to six storeys in height, with the visual impact of the height moderated through the use of upper level setbacks. The core will transform into an urban area with continuity of built form. As such, it is intended that buildings in the core precincts be built from side boundary to side boundary.

Amalgamation of lots in the Core Precincts

Through the design analysis, it has been determined that a minimum lot size of 1,500m^2 should be required to facilitate an appropriate built form which allows upper floors to be setback or sleeved to create buildings which are consistent with the desired urban form as outlined in **Figure 17**. Importantly, the minimum lot size and lot frontage requirements allow buildings to develop upper levels with an appropriately sized floorplate, whilst setting back upper levels to mitigate impacts on adjoining and surrounding properties (both within and outside the core precincts). Other benefits of the minimum lot sizes and frontages include:

- Incentivising site consolidation, allowing more comprehensive (less ad hoc) redevelopment to occur;
- Optimising the opportunity for developments with central communal courtyards which maximise light and ventilation to dwellings.

It is recommended a building height of four storeys for the Core Precincts is permitted as of right with levels above this height being required to setback and/or provide design treatments which mitigate the impact of the upper levels and offer an appropriate transition to the Frame Precinct and the areas outside the structure plan boundary.

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INDICATIVE BUILT FORM

MELTHAM STATION PRECINCT

FIGURE 16

 BASEPLAN SOURCE:WATERCORP, NEARMAP, MALCOLM MACKAY

5.3.2 Mixed Use Core – Desired Form and Character

The desired character for the Mixed Use Core Precinct is a vibrant, pedestrian friendly precinct, with active ground floor frontages, awnings and alfresco dining areas. Buildings up to six storeys (subject to lot area) are to be designed with a mix of materials, articulation and building setbacks to maintain a pleasant environment for pedestrians. Above ground level, the predominant form of development will be residential with balconies and major openings overlooking the street to provide surveillance. As a greater building bulk is considered suitable along Whatley Crescent and Railway Parade, the buildings may be constructed to the street boundary although a setback on the uppermost floor should be provided to offer some relief. Refer to **Figures 17 and 18**, Mixed Use Core Precinct building examples.

Figure 18 – Desired Character in the Mixed Use Core Precinct.

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MIXED USE CORE PRECINCT - DESIRED CHARACTER

MELTHAM STATION PRECINCT

FIGURE 19

5.3.3 Residential Core – Desired Form and Character

The intent of the Residential Core Precinct is to encourage residential development at a density which capitalises on sustainable forms of transport including walking, cycling and public transport whilst respecting the amenity of surrounding properties. Development within the Residential Core Precinct is envisaged to be four to six storeys in height. As the Residential Core is often the transition area between the Mixed Use Core and the Frame Precincts, new development will require setbacks and/or upper floor treatments to create a seamless transition.

The desired character of the Residential Core Precinct is a high quality residential precinct, incorporating the use of building articulation and varied setbacks to provide for high density apartment buildings whilst contributing to the streetscape amenity. Refer **Figure 19** for Residential Core Precinct building examples.

Hotham Street, being on the boundary of the structure plan area requires an interface which is more sympathetic to the existing development. The design analysis it has been established that a two storey interface with Hotham Street is appropriate, with upper levels setback behind the building line at the street. An example of the desired built form for Hotham Street is shown in **Figure 20**.

Figure 20: Desired Character – Hotham Street

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RESIDENTIAL CORE PRECINCT - DESIRED CHARACTER

MELTHAM STATION PRECINCT

FIGURE 19

5.3.4 Frame – Desired Form and Character

The Frame Precinct is intended to provide a seamless transition between the Structure Plan area and the surrounding suburban properties. Within the frame, building height is intended to be three storeys (in accordance with the R60 coding), with the exception of sites fronting Railway Parade, where a density of R80 (four storeys) is permitted. The building height within the Residential Frame Precinct will permit a higher form of residential density than currently exists, while offering a transition between the Core Precincts and the areas outside the Structure Plan. Side and rear setbacks should ensure the interface with properties outside the Structure Plan area (and existing dwellings within the Frame Precinct) will not result in undue impacts on the neighbouring amenity.

Within the Frame Precinct, high quality design and sustainable outcomes for residential development are encouraged. The provision of generous areas of landscaping and deep soil zones is seen as a key objective for the Frame Precinct, providing the ability for trees and mature vegetation to be incorporated in the built form. It is intended the area will provide for interesting and well-designed residential buildings, to contribute to the existing leafy suburban character of the area. Refer **Figure 21 and Figure 22** for Frame Precinct building examples.

Figure 22: Desired character in the Frame Precinct

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FRAME CORE PRECINCT - DESIRED CHARACTER

MELTHAM STATION PRECINCT

FIGURE 22

5.4 Public Open Space

An analysis has been undertaken to determine the provision of public open space (**POS**) within the locality. With the exception of pocket parks, no additional POS is required within the Structure Plan area, given the infill nature of future development within the area. However, there are numerous areas of POS within walking distance of the Structure Plan area. In accordance with Liveable Neighbourhoods, the existing integrated network of POS provides the community with access to nature, sport and recreation. The existing areas of POS range in size from 1,861m^2 to 53,576m^2 and includes Small, Local and District parks.

Objective 5 of the draft Liveable Neighbourhoods policy seeks to ensure that all residents are within 300m walking distance to the nearest POS. A 'pedshed' analysis has been undertaken to measure the proximity between each site within the Structure Plan area and their nearest POS (refer to **Figure 23**).

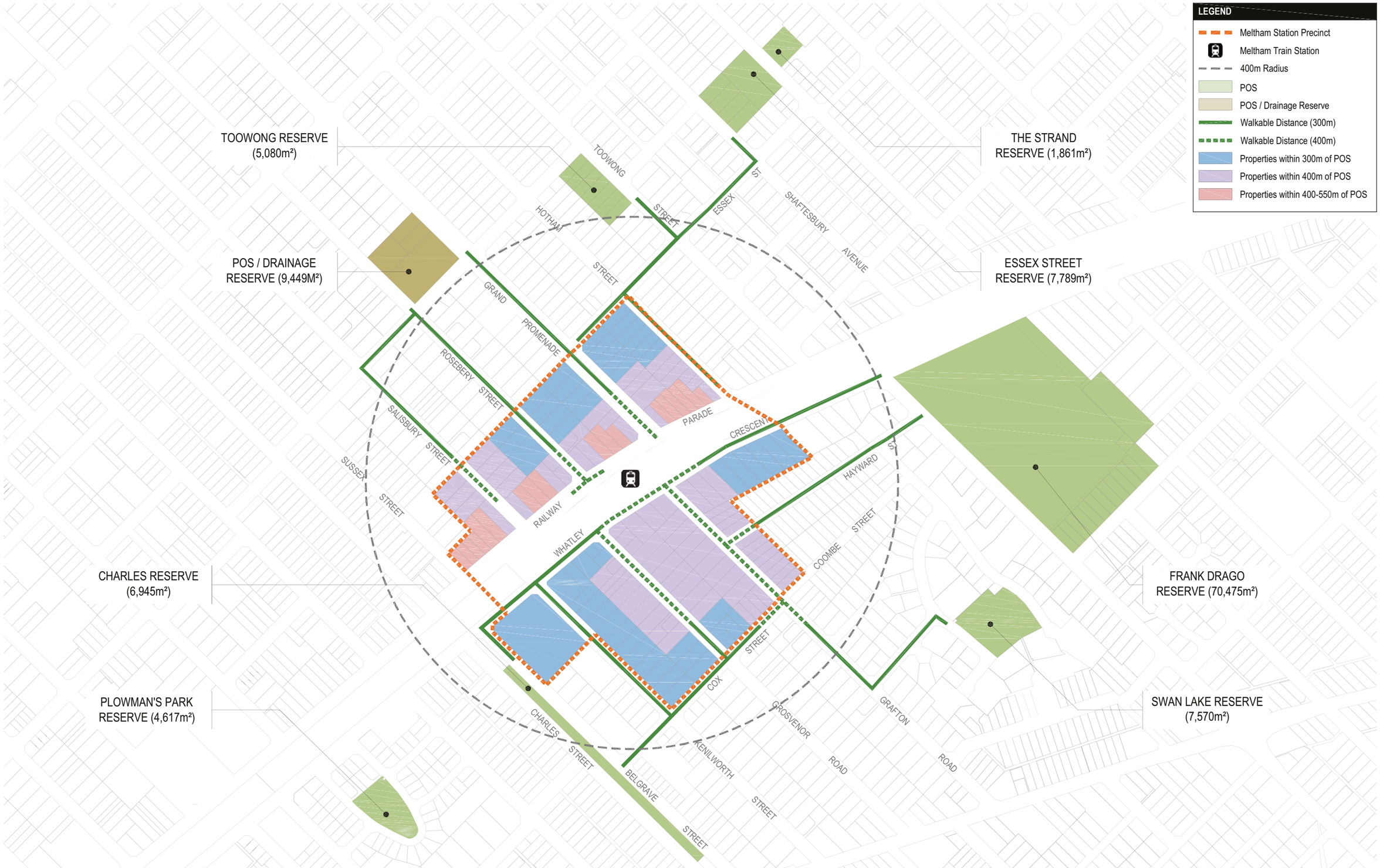
A drainage site on Bowden Street has been included in the POS analysis. It is noted a portion of this site is currently utilised as POS and there is potential for the entire site to be upgraded to a more 'useable standard' should the City and/or the Water Corporation wish to investigate this option.

Given the range of sizes and catchment areas as per Liveable Neighbourhoods, it is considered that there is sufficient POS in the area to support the Structure Plan. As demonstrated in Figure 23, approximately 40% of properties are within 300m walking distance of POS, 48% of properties are 300m-400m walking distance (five minute walking distance) and 12% of properties are more than 400m walking distance. Whilst not all properties within the Structure Plan area meet the suggested 300m criteria, the provision of POS in the precinct is acceptable to meet the needs of future residents for the following reasons:

- Liveable Neighbourhoods is a policy which should be applied with a degree of flexibility and is generally tailored toward greenfield development.
- The infill development provides an alternate form of amenity as the location will offer a range of commercial and recreational services within walking distance to all properties in the Structure Plan area. Additionally, regional POS can be readily accessed by public transport.
- The Structure Plan encourages the use of communal open space areas and rooftop gardens within apartment developments, to provide residents with an alternate form of open space.

Additionally, Frank Drago Reserve is situated on the northern edge of the precinct. This reserve is classified as a District Park under Liveable Neighbourhoods. All sites in the Structure Plan area are located within approximately 1km and it is considered that residents would be attracted to Frank Drago Reserve to access a wider range of facilities including:

- Bayswater Tennis Club – 16 tennis courts.
- Bayswater City Soccer Club – Two soccer pitches, with additional training areas.
- Bayswater Bowling Club – Two synthetic greens.
- Bayswater Croquet Club – One playing field.
- Associated club rooms, parking, lighting, toilets and changerooms.



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PUBLIC OPEN SPACE ANALYSIS

MELTHAM STATION PRECINCT

FIGURE 23

 BASEPLAN SOURCE:WATERCORP, CITY OF BAYSWATER

5.5 Public Realm

The Structure Plan does not propose any changes to the road network. However, in a TOD precinct, pedestrian amenity and convenience becomes vitally important due to the increase in the number of people. Consequently, there is a reasonable expectation that the treatment of the street reserves improve amenity for pedestrians.

5.5.1 Streetscape Improvements

Due to there being no active public open space within the boundaries of the structure plan area, the structure plan map designates a number of locations for potential pocket parks and streetscape improvements. Focussed on the northern side of the railway line, the structure plan map identifies underutilised portions of road reserves which have the ability to be upgraded to include pocket parks, linear parks and plazas/civic spaces. Comparable examples may include the Mary Street Piazza, depicted in **Photograph 8**. Conversion if these spaces will provide amenity to existing and future residents.

Photograph 8: Example of streetscape improvements – Mary Street Piazza, Mt Lawley (image source: City of Vincent).

The structure plan map highlights indicative areas only. Further investigation and planning will be required.

5.5.2 Awnings

The provision of awnings for commercial frontages along Railway Parade and Whatley Crescent is an important element to provide a pleasant and comfortable pedestrian environment. In addition to providing protection for pedestrians, awnings can reduce direct sunlight entering the building, making the building more energy efficient during the summer months. Where the structure plan map designates a commercial frontage (either optional or mandatory), awnings should be provided in future developments. Awnings should be designed to allow for continuous shade and shelter along the footpath.

For development in the Mixed Use Core which does not provide commercial uses at ground floor, it may not always be appropriate to provide awnings. In circumstances where no commercial frontage is shown on the structure plan map, consideration should be given to the existing and likely future context of adjoining sites.

5.5.3 Designing Out Crime

Urban design can play an important part in designing out crime. Crime Prevention Through Environmental Design (**CPTED**) principles are based on the idea that built environments can be designed in ways to reduce or prevent crimes against people and property. The structure plan has been based based on the following principles, which should be also be considered in any future development standards for the Meltham Station Precinct:

- Requirement for active frontages for commercial buildings and major openings for residential dwellings, to provide passive surveillance of the street.
- Requirement for buildings on corners to treat each street as a primary street front, increasing the passive surveillance of the street.
- Encouraging a mix of land uses, activating the streets day and night.
- Increased density and development surrounding the train station, providing surveillance of these public areas.
- Prevention of expansive blank walls, decreasing the potential for graffiti.

Applicants and owners can refer to the Western Australian Planning Commission's 'Designing Out Crime Planning Guidelines 2006' for further information.

5.6 Structure Plan Boundary Definition

5.6.1 Initial Boundary Formulation

During preliminary consultation on the Meltham station precinct Structure Plan, an initial Structure Plan boundary was drawn to encompass areas immediately surrounding the Meltham train station. This boundary was based on the sites which were more likely to be redeveloped (refer Section 2.1.1). It was intended to encapsulate the properties immediately adjacent to the train station, within a 200m walking distance from the station. The initial boundary was generally limited to properties fronting Railway Parade, Whatley Crescent and Grand Promenade. It was intended transitions in building height would occur at the rear boundaries of these properties.

5.6.2 Modifications to Structure Plan Boundary

During community workshops held on 26 and 27 July 2016, several community members and community groups identified the area as being too small. In particular, the following concerns or suggestions were raised:

- The precinct boundaries (as shown in Appendix C) have the potential to cause a stark transition between the proposed building height (4-6 storeys) and the surrounding 1-2 storey development.
- Streets should be considered for boundaries to the Structure Plan area.
- Boundaries along Whatley Crescent should extend to the corner of Garratt Road.

During both community workshops, an alternate, extended boundary was presented comprising a medium - high density core and a medium density frame. Feedback from both landowners and community groups indicated the 'extended boundary' was strongly preferred. The extended boundary presented to community workshops is generally consistent with the boundary which is being proposed as part of this Structure Plan.

Further information on community workshops, including the initial anticipated Structure Plan boundary is outlined in Part 2, Section 8.2 of this Structure Plan and **Appendices C and D.**

Following consideration by WAPC, the boundaries have been further modified so as to reduce the structure plan area (in accordance with recommendations from the City of Bayswater). These modifications removed portions of land on Hayward Street, Garratt Road and Hotham Street from the structure plan area.

Notwithstanding, the WAPC requires the City of Bayswater to investigate further opportunities to increase density within a 400m walkable catchment of the Meltham train station.

5.6.3 Planning Justification for Final Structure Plan Boundary

The Structure Plan boundary is considered appropriate on planning grounds for the following reasons:

- All properties are situated within a 200m-300m walkable catchment from the train station, equivalent to a two-four minute walk and encouraging occupants to make use of public transport.
- The Structure Plan area size allows for an appropriate transition between the centre (where six storeys may be anticipated) and the suburban areas outside the Structure Plan area to preserve future amenity.

- The boundary does not exceed the indicative catchment for the station precinct as detailed within the Central Sub-Regional Strategy under the Perth and Peel @ 3.5 million suite of documents.

6 Resource Conservation

6.1 Sustainable Development

The Structure Plan is underpinned by sustainable development principles which are aimed at helping to reduce the environmental impact of development. Sustainable development is promoted via the following elements:

- Promoting mixed-use development which helps to reduce transport demand (transit-orientated development and 'living locally'); and
- Promoting compact infill development which reduces urban sprawl and the need to clear natural vegetation in outlying suburban areas.

6.2 Infrastructure

A servicing report has been undertaken by Wood & Grieve Engineers to determine the capabilities of the existing service infrastructure within the Structure Plan area (refer **Appendix E**). A summary of the report is as follows:

6.2.1 Stormwater Drainage

There should be no requirement to upgrade the existing stormwater drainage infrastructure, provided new development can contain the 1 in 100 year ARI storm event on site. This will be assessed and/or conditioned during the Development Application stage.

6.2.2 Water Infrastructure

The Water Corporation has undertaken a preliminary water planning review for the area based on the proposed ultimate development yields to determine the potential requirement for infrastructure upgrades, and has provided the following preliminary advice:

- North of Railway Parade – Existing water infrastructure in this area has adequate capacity to meet the increased water demand for proposed development yields; however some existing pipe sizes will not be adequate to maintain the minimum flow and pressure requirements to fire hydrants set by DFES and AS2419.1 for fire-fighting purposes. Accordingly, a number of existing DN75CI and some DN100CI water mains will be required to be upgraded to new DN100PVC (or DN125PE) mains to meet the minimum requirements for fire hydrants, as a result of the increased demand from the proposed development.

- South of Railway Parade – approximately 500m of an existing DN75/DN100 water main in Whatley Crescent between Ferguson Street and Grafton Road is required to be upgraded to a DN150PVC (or DN180PE) main to adequately meet demand from the ultimate development. In addition, a number of existing DN75CI and some DN100CI water mains will be required to be upgraded to new DN100PVC (or DN125PE) mains to meet minimum flow rate and pressure requirements for fire hydrants, as a result of the increased demand from the proposed development.

A plan depicting proposed water infrastructure upgrades is provided within the Servicing Report (**Appendix E**). The timing for these works would be dependent on the timing of development in each area, with costs funded either directly by future developers or via a Developer Contribution Scheme.

The requirement for these infrastructure upgrades and any other upgrades that may be required will be confirmed by the Water Corporation once rezoning has occurred.

6.2.3 Wastewater

The Water Corporation has undertaken a preliminary wastewater planning review for the area based on the proposed ultimate development yields to determine the potential requirement for infrastructure upgrades, and has provided the following preliminary advice:

- North of Railway Parade – Existing wastewater infrastructure in this area has adequate capacity to cater for increased flows from the proposed redevelopment. No infrastructure upgrades for the redevelopment area north of Railway Parade are expected to be required.
- South of Railway Parade – approximately 330m of gravity sewers are required to be upgraded/constructed to adequately service flows from the ultimate development, including the upgrade of approximately 130m of existing DN150VC sewers in Foundry Street and Holm Street, and construction of approximately 200m of new DN225 sewers in Holm, Charles and Cox Streets. A plan depicting this proposed sewer infrastructure upgrade is provided within the servicing report (**Appendix E**). The timing for these works would be dependent on the timing of development of adjacent areas south of Railway Parade, with costs funded either directly by future developers or via a Developer Contribution Scheme.
- South of Railway Parade – there is the potential that the existing WWPS at Caledonian Avenue may require upgrading to cater for the additional flows from the redevelopment area south of Railway Parade. This would be undertaken in the future as development occurs, and funded by the Water Corporation under their Capital Works program.

The requirement for the above infrastructure upgrades and any other upgrades that may be required will be confirmed by the Water Corporation once rezoning has occurred.

6.2.4 Power Supply

Additional power feeders, transformers and switchgears will be required to respond to the proposed increase in density. Under the current contributions policy, this cost will be shared by all customers using the network.

6.3 Landscaping

The intent of the Structure Plan is to provide high quality landscaping within the area, positively contributing to the streetscape and resident amenity. This is most effectively achieved by encouraging compact forms of development which offer generous open space. As this Structure Plan cannot prevail over the R-Codes, increased landscaping requirements should be considered via provisions in TPS24 or a local planning policy. Some of the following provisions were put forward in preliminary consultation associated with this structure plan and were well received by community and stakeholders:

- Requirement of landscaping to be provided for 25% of the site area in the core precincts (including landscaping at upper levels).

- Provision of deep soil zones in rear setback areas of sites within the frame precinct, providing the ability for trees and mature vegetation to be incorporated in the Structure Plan area;
- Encourage the use of non-turfed landscaping, such as native groundcovers or other water-wise planting within property verges;
- Requirement for new street trees to be provided with new development;

  Encourage the incorporation of landscaping on upper floors of development via roof gardens and balcony planters.

7 Implementation

7.1 Implementation Strategy

TPS24 is required and proposed to be amended for the following reasons:

- There are four properties on Railway Parade zoned 'Business' which are located directly opposite the pedestrian entry to the Meltham Train Station. Residential land uses (including multiple dwellings) are currently prohibited in the Business zone under TPS24.
- Other properties within the Structure Plan area zoned 'Service Station' and 'General Industry' prohibit land uses identified in the strategic planning framework (including residential).
- Apart from one R50 coded site, all Residential zoned properties located within the Structure Plan area are coded R25, which is a low-medium density coding and does not deliver the compact urban form required by the strategic planning framework.

The abovementioned elements are each inconsistent with the objectives of the strategic planning framework and are inconsistent with the intent of this structure plan. For this reason, a scheme amendment is required in addition to the Structure Plan, for the purposes of orderly and proper planning.

Due to the requirements of the Planning Regulations, it is noted a Structure Plan is not able to prevail over the R-Codes. As such, development standards may be implemented via the Scheme, or via a Local Planning Policy.

7.2 Collaboration and Consultation

In formulating this Structure Plan, a range of private and public stakeholders have been consulted including:

- City of Bayswater
- Department of Planning
- Public Transport Authority
- Main Roads
- Department of Housing
- Local community groups
- Landowners

Implementation of the Structure Plan requires collaboration between the proponent, the Local Authority, various State government departments, service agencies, landowners and business owners.

Refer **Appendix C** for a summary of the pre-lodgement consultation.

On 6 July 2016, the proponent held introductory meetings with a range of local community groups to brief them on the purpose of the structure plan and receive preliminary informal feedback. On 26 and 27 July 2016, landowner and community group workshops were held, attended by a total of 66 people. Refer **Appendix D** for detailed outcomes of the Landowner and Community Group workshops.

7.3 Staging and Monitoring

The Structure Plan permits the independent development of lots while providing a consistent and compatible design outcome across the precinct. Development within the Structure Plan area is not expected to occur at the same time and allows for the incremental implementation of Structure Plan outcomes.

7.4 Condition Setting

The local government will apply conditions to development applications to ensure that new development is commensurate with the provisions and objectives of this Structure Plan. Requirements of this Structure Plan which are unable to be addressed at the development application stage may be implemented through planning conditions. The planning conditions will deal with those items that reasonably relate to and have a nexus with the proposed development.

7.5 Incentives

Overcoming fragmented land tenure issues is essential to achieving the coordinated development outcomes promoted by the Structure Plan. Standard lot sizes in the Structure Plan area (500m² to 1,200m²) are generally too small to achieve coordinated development.

Development incentives may be offered through the a future scheme amendment or local planning policy to create the land shape and sizes which are best equipped to meet the desired intent and character outlined in Section 5 of this Structure Plan. A design analysis revealed that 1,500m², 25m wide lots are generally required to achieve the required design outcomes.

7.6 Developer contributions

Any infrastructure upgrades in Section 6.2 (Part 1) of this structure plan may require funding from developers.

The design guidelines that are intended to apply to the structure plan area require developers to contribute to the public realm, including verge landscaping, street trees and on-street car parking.

The provision of other works will be further investigated by the City of Bayswater.