City of Bayswater

Local Planning Strategy

Part 2 – Background information and analysis

December 2024

Contents

PART 2 - BACKGROUND INFORMATION AND ANALYSIS

1.1. Introduction

The purpose of Part 2 is to provide the rationale and evidence base for Part 1. It provides the relevant background information and analysis which supports the planning directions and actions outlined within Part 1 of the local planning strategy. This part provides a summary of the relevant State, regional, and local planning contexts, and their implications for the local planning strategy. A local government profile is also included that provides a presentation and analysis of information relating to the demographic profile of the City, and the key planning issues and opportunities influencing future development and land use of the City.

1.2. State and Regional Planning Context

1.2.1. State Planning Strategy 2050

The State Planning Strategy provides the strategic context and basis for the coordination and integration of land use planning and development across Western Australia, regional and local levels. It contemplates a future in which high standards of living, improved public health and an excellent quality of life are enjoyed by present and future generations of Western Australians.

The State Planning Strategy proposes that diversity, liveability, connectedness and collaboration must be central to achieving the vision of sustained growth and prosperity, and establishes principles, strategic goals and directions to ensure the development of the State progresses towards this vision.

The City's Local Planning Strategy (Strategy) broadly aligns with the vision, principles and strategic goals of the State Planning Strategy.

1.2.2. State Planning Policies

State Planning Policies (SPP's) are prepared under Part 3 of the *Planning and Development Act 2005* and provide the highest level of planning policy control and guidance in Western Australia. SPP's considered to be specifically relevant to the City are outlined and described in Table 1.

Table 1: State Planning Policy Overview and Local Planning Strategy Implications and Responses

State Planning Policy	Policy Overview	Local Planning Strategy Implications and Responses
State Planning Policy 1 – State Planning Framework (SPP 1.0)	SPP 1.0 restates and expands on the key principles of the State Planning Strategy in planning for sustainable lands use and development. It brings together existing State and regional policies, strategies, and guidelines within a central State Planning Framework, which provides a context for decision making on land use and development in Western Australia. The Framework informs the Western Australian Planning Commission (WAPC), local government and others involved in the	Actions in Part 1 of the Strategy align with the principles of SPP 1.0.

State Planning Policy	Policy Overview	Local Planning Strategy Implications and Responses
	planning process on State level planning policy, which is to be taken into consideration, and given effect to, in order to ensure integrated decision-making across all spheres of planning. The Framework identifies relevant policies and strategies used by the WAPC in making decisions and may be amended from time to time. The framework is the overarching SPP. Additional SPPs set out the WAPC's policy position in relation to aspects of the State Planning Strategy principles.	
State Planning Policy 2.0 – Environment and Natural Resources Policy (SPP 2.0)	SPP 2.0 is a broad sector policy and provides guidance for the protection, management, conservation and enhancement of the natural environment. The policy promotes responsible planning by integrating environment and natural resource management with broader land use planning and decision-making. SPP 2.0 outlines general measures for matters such as water, air quality, soil and land quality, biodiversity, agricultural land and rangelands, basic raw materials, marine resources, landscapes, and greenhouse gas emissions and energy efficiency. These general measures should be considered in conjunction with environmentally-based, issue-specific state planning polices which supplement SPP 2.0.	Actions in Part 1 of the Strategy aim to maximise the protection and enhancement of the City's natural areas.
State Planning Policy 2.6 – State Coastal Planning (SPP 2.6)	SPP 2.6 provides for the long-term sustainability of Western Australia's coast and is relevant to those local governments that contain coastal areas. The purpose of the policy is to provide guidance for decision-making within the coastal zone including managing development and land use change, establishment of foreshore reserves and protecting, conserving and enhancing coastal values. SPP 2.6 outlines criteria for the consideration of development and settlement arrangements, including building height limits within local planning frameworks and management of water resources. It further acknowledges the importance of coastal planning strategies, coastal hazard risk management approaches, coastal foreshore reserves and community participation in coastal planning. SPP 2.6 is supplemented by the *State Coastal Planning Policy Guidelines* and	Not applicable to the City.

State Planning Policy	Policy Overview	Local Planning Strategy Implications and Responses
	Coastal Hazard Risk Management and Adaptation Planning Guidelines.	
State Planning Policy 2.8 – Bushland Policy for the Perth Metropolitan Region (SPP 2.8)	SPP 2.8 seeks to provide a policy and implementation framework that will ensure bushland protection and management issues in the Perth Metropolitan Region are appropriately addressed and integrated with broader land use planning and decision-making. The primary purpose of the policy is to secure the long-term protection of biodiversity and associated environmental value sites, being Bush Forever areas. The policy recognises the protection and management of significant bushland areas as a fundamental consideration in the planning process, while also seeking to integrate and balance wider environmental, social and economic considerations. The policy supports the preparation of local bushland protection strategies to enable the identification of locally significant bushland sites for protection and management outside Bush Forever areas.	There are two Bush Forever areas identified within the City. These areas are located on land reserved as 'Park and Recreation'. While this reservation affords the areas a certain level of protection, actions in Part 1 of the Strategy aim to investigate further measures to improve the protection of natural areas across the City. Another action in Part 1 of the Strategy is to investigate ways to protect and enhance natural areas as part of precinct planning for each identified planning area.
Draft State Planning Policy 2.9 – Planning for Water (SPP 2.9)	SPP 2.9 provides guidance in the planning, protection and management of surface and groundwater catchments, including consideration of availability of water and waterways management, wetlands, waterways, and estuaries and their buffers, and implementation of total water cycle management principles in the land use planning system. The policy recognises that planning should contribute to the protection and management of water resources through implementation of policy measures that identify significant water resources, prevent the degradation of water quality and wetland vegetation, promote restoration and environmental repair, and avoid incompatible land uses.	Precinct planning for the identified planning areas will consider the objectives and provisions of the policy. The guidelines associated with SPP 7.2 also require consideration of the urban ecology, which includes consideration for water planning. Significant natural areas within the City are associated with water, such as wetlands. Actions in Part 1 of the Strategy aims to maximise the protection and enhancement of the City's natural areas.
State Planning Policy 2.10 – Swan-Canning River System (SPP 2.10)	SPP 2.10 provides a framework for consistent and integrated decision making in relation to planning proposals over the Swan and Canning river and its foreshore to ensure activities land use and development maintains and enhances the health, amenity and landscape values of the river, including its recreational and scenic values. SPP 2.10 sets out overarching guiding principles for the entire river together with precinct based performance criteria and objectives to be achieved for certain parts	The Swan River foreshore is within an area reserved as 'Park and Recreation'. The area is publicly accessible for the most part and primarily used for recreation and the ongoing protection and enhancement of various natural areas. The City's Bayswater 2019 Foreshore Inspection and 10 Year Priority Plan and draft

State Planning Policy	Policy Overview	Local Planning Strategy Implications and Responses
	of the river as defined in the policy. The guiding principles include social benefits, environmental values, cultural and natural heritage, and design and development, such as securing public access to the river, maintaining a sense of place, protecting the natural environment, conservation of cultural and natural heritage elements of the river and its setting and promoting sensitive design and built form.	Community Recreation Plan, manage and plan for the environmental protection and enhancement, and recreational use of the Swan River foreshore. Actions in Part 1 of the Strategy also aim to maximise the protection and enhancement of the City's natural areas.
State Planning Policy 3.0 – Urban Growth and Settlement (SPP 3.0)	SPP 3.0 is a broad sector policy that sets out the principles and considerations which apply to planning for urban growth and settlement in Western Australia. The purpose of the policy is to facilitate sustainable patterns of urban growth and settlement by setting out the requirements of sustainable settlements and communities and the broad policy for accommodating growth and change. SPP 3.0 outlines general measures to create sustainable communities, plan liveable neighbourhoods, coordinate services and infrastructure, manage rural-residential growth and plan for aboriginal communities. These general measures should be considered in conjunction with issue-specific urban growth and settlement state planning polices which supplement SPP 3.0.	The Strategy acknowledges the additional dwelling targets identified for the City under Perth and Peel @ 3.5million. Actions in Part 1 of the Strategy aim to focus urban growth within identified planning areas in accordance with the principles set out in SPP 3.0.
State Planning Policy 3.4 - Natural hazards and disasters (SPP 3.4)	This SPP 3.4 aims to ensure planning for natural disasters is a fundamental element in the preparation of all statutory and non-statutory planning documents, and through the use of these planning instruments, to minimise the adverse impacts of natural disasters on communities, the economy and the environment. Western Australia is subject to a range of natural disasters such as floods, cyclones, storm surge, severe storms, landslide, bush fires and earthquakes. The cost of recovery and response activities associated with these disasters is immense. The most effective strategy for reducing the long-term impact of natural hazards is to integrate mitigation activities into the process of land use planning.	The most relevant part of SPP 3.4 to the City is severe storm events. Actions in Part 1 of the Strategy aim to develop mitigation and adaptation development standards for severe storm events.
State Planning Policy 3.5 – Historic Heritage Conservation (SPP 3.5)	SPP 3.5 sets out the principles of sound and responsible planning for the conservation and protection of Western Australia's historic heritage. The policy seeks to conserve places and areas of historic heritage significance and to ensure	The City has a Local Heritage Survey to assist in the ongoing protection and conservation of places identified as having State and/or local heritage significance.

State Planning Policy	Policy Overview	Local Planning Strategy Implications and Responses
	development does not adversely affect the significance of heritage places and areas. SPP 3.5 primarily relates to historic cultural heritage noting that aboriginal heritage and natural heritage are protected by other legislative instruments. Historic cultural heritage includes heritage areas, buildings and structures, historic cemeteries and gardens, man-made landscapes and historic or archaeological sites with or without built features. The policy contains development control principles and considerations for decision-makers for where development is proposed within a heritage place and heritage area. The policy also states that care should be taken by decision-makers to minimise the extent to which land use zoning and other planning controls conflict with, or undermine, heritage conservation objectives.	The Survey sets out levels of heritage significance and recommendations for redevelopment for each heritage place. Part 1 of the strategy includes an action to investigate local planning framework measures to better guide the integration of buildings with heritage and character value with new development.
State Planning Policy 3.6 - Infrastructure Contributions (SPP 3.6)	SPP 3.6 sets out the principles and requirements that apply to both development and community infrastructure in new and established areas. Its primary purpose is to promote the efficient and effective provision of public infrastructure to meet the demands arising from population growth and development. The policy is intended to apply across all development settings, including urban, industrial and greenfield growth areas and regional towns. Implementation of this policy is primarily through local planning schemes, improvement schemes or structure plans as well as subdivision and development proposals. In determining the suitability for infrastructure contributions, decision-makers are required to consider six underlying principles, including need and nexus, transparency, equity, certainty, consistency, and accountability. SPP 3.6 is supplemented by the *Infrastructure Contribution Implementation Guidelines* (the Guidelines) that provide additional information regarding the preparation and operation of development contribution plans (DCPs) in areas where coordinated development of infrastructure and cost-sharing is required. The Guidelines recognise that the DCP must have a strategic basis and be linked to the local planning strategy and strategic	The City does not currently have any Developer Contribution Plans. The need for infill growth to meet additional dwelling targets may necessitate the need for infrastructure upgrades, whereby developer contribution could play an important role in delivering upgrades. Careful consideration will need to be given to the financial implications of Developer Contribution Plans for the City and developers. The need for infrastructure upgrades will be considered as part of future precinct planning for planning areas in accordance with SPP 7.2. Actions in Part 1 of the Strategy aim to investigate appropriate ways in which to fund new infrastructure or infrastructure upgrades, including infrastructure contributions.

State Planning Policy	Policy Overview	Local Planning Strategy Implications and Responses
	infrastructure plan and program which identify the infrastructure and facilities required over the life of the DCP (generally up to 10 years for new greenfield development, or longer for the delivery of citywide Community Infrastructure), and the cost and revenue sources for the provision of the infrastructure.	
State Planning Policy 3.7 – Planning in Bushfire Prone Areas (SPP 3.7)	SPP 3.7 provides a framework in which to implement effective, risk-based land use planning and development outcomes to preserve life and reduce the impact of bushfire on property and infrastructure. The policy emphasises the need to identify and consider bushfire risks in decision-making at all stages of the planning and development process whilst achieving an appropriate balance between bushfire risk management measures, biodiversity conservation, and environmental protection. The policy applies to all land which has been designated as bushfire prone by the Fire and Emergency Services Commissioner, as well as areas that may have not yet been designated as bushfire prone but are proposed to be developed in a way that introduces a bushfire hazard. SPP 3.7 should be read in conjunction with the deemed provisions, *Guidelines for Planning in Bushfire in Prone Areas* and *Australian Standard 3959: Construction of buildings in Bushfire Prone Areas.*	Parts of the City are designated as Bushfire Prone Areas, primarily close to Tonkin Highway and the Swan River, where areas of dense bushland are situated. Future precinct planning, local planning scheme modifications and development proposals close to or within identified Bushfire Prone Areas will consider the objectives and provisions of SPP 3.7.
State Planning Policy 4.1 – Industrial Interface (SPP 4.1)	SPP 4.1's purpose is to seek to prevent conflict and encroachment between industrial and sensitive land uses. It guides planning decisions with the aim to achieve appropriate siting and long-term operational certainty for industry, appropriate siting of sensitive land uses for the protection of health and amenity for people and the environment, and sustainable land use planning and development outcomes. The policy aims to separate industrial land uses and any resulting off-site impacts and/or safety risks from incompatible land uses that includes protecting industrial areas to improve long-term operational certainty, and to plan the land use interface by providing compatible zones, reserves and land uses. SPP 4.1 supports land use conflict being addressed as early as possible in the planning process. It is also expected that land use conflict will be subsequently	An action in Part 1 of the Strategy aims to minimise potential amenity impacts where the Bayswater Industrial Area interfaces with land outside of the area, with consideration to the objectives and provisions of SPP 4.1.

State Planning Policy	Policy Overview	Local Planning Strategy Implications and Responses
	considered at each stage of the planning framework, increasing in detail at each level. The policy recognises the overlap of various environmental, health, and safety regulations and guidelines, and outlines considerations for decision-makers in this regard.	
State Planning Policy 4.2 – Activity Centres (SPP 4.2)	SPP 4.2 and its Guidelines applies to the preparation and assessment of the relevant components of planning instruments that relate to activity centres within the Metropolitan (Perth), Peel and Greater Bunbury Region Scheme areas. SPP 4.2 seeks to provide a consistent approach for the planning and development of a hierarchy and network of activity centres that meets community needs, and provides economic and environmental benefits, enables the distribution of a broad range of goods and services, and facilitates retail, commercial, and mixed used developments. SPP 4.2 encourages the preparation of precinct structure plans for strategic, secondary, district, and specialised activity centres. Neighbourhood and local activity centres may require either a precinct structure plan or local development plan, at the discretion of the decision-maker.	SPP 4.2 is highly relevant to the Strategy, in relation to: • Identifying key centres within the City; • Establishing the hierarchical position and relationship of centres with other centres within and outside of the City; and • Detailing the aspirational role, size, residential density, and land use make up of centres. SPP 4.2 identifies the following centres: • Morley as a Strategic Centre; and • Ashfield, Bayswater, Maylands, and Noranda as District Centres. SPP 4.2 also sets out the need for precinct planning to occur to guide urban growth and development. Importantly SPP 4.2 also recognises and sets requirements for 'out of centre development', which if not properly accounted for can undermine the prosperity of activity centres. The Actions in Part 1 of the Strategy have been prepared with consideration to the objectives and provisions of SPP 4.2.
State Planning Policy 5.2 – Telecommunications Infrastructure (SPP 5.2)	SPP 5.2 recognises telecommunications infrastructure as an essential service and aims to balance the need for this infrastructure and the community interest in protecting the visual character of local areas. The policy aims to provide clear guidance pertaining to the siting, location, and design of telecommunications infrastructure and sets out specific	Telecommunications infrastructure planning will be considered as part of future precinct planning and development proposals, in accordance with the objectives and provisions SPP 5.2 and the City's Telecommunications

State Planning Policy	Policy Overview	Local Planning Strategy Implications and Responses
	exemptions for where the policy requirements do not apply. Decision-makers should ensure that telecommunications infrastructure services are located where it will facilitate continuous network coverage and/or improved telecommunications services to the community whilst not comprising environmental, cultural heritage, social and visual landscape values.	Infrastructure local planning policy.
State Planning Policy 5.4 – Road and Rail Noise (SPP 5.4)	SPP 5.4 provides guidance for the performance-based approach for managing and mitigating transport noise associated with road and rail operations. This policy applies where noise sensitive land uses are located within a specified distance of a transport corridor, new or major road or rail upgrades are proposed, or where works propose an increase in rail capacity resulting in increased noise. The policy also sets out specific exemptions for where the policy requirements do not apply. SPP 5.4 supports noise impacts being addressed as early as possible in the planning process for the purpose of avoiding land use conflict and achieving better land use planning outcomes. Considerations for decision-makers include ensuring that the community is protected from unreasonable levels of transport noise, whilst also ensuring the future operations of transport corridors. SPP 5.2 is supplemented by the *Road and Rail Noise Guidelines.*	Future precinct planning, local planning scheme modifications, and development proposals will consider the objectives and provisions of the SPP 5.4.
State Planning Policy 7.0 – Design of the Built Environment (SPP 7.0)	SPP 7.0 is a broad sector policy relevant to all local governments. The policy sets out the objectives, measures, principles, and processes, which apply to the design and assessment of built environment proposals through the planning system. It is intended to apply to activity precinct plans, structure plans, local development plans, subdivision, development and public works. The policy contains ten design principles which set out specific considerations for decision-makers when considering the above proposals. These include, context and character, landscape quality, built form and scale, functionality and build quality, sustainability; amenity, legibility, safety, community, and aesthetics. The policy also encourages early and on-going discussion	Future precinct planning, local planning scheme modifications, and development proposals will consider the objectives and provisions of the SPP 7.0. An action in Part 1 of the Strategy also aims to specifically improve the design quality of non-residential development.

State Planning Policy	Policy Overview	Local Planning Strategy Implications and Responses
	of design quality matters and the use of design review. These principles should be considered in conjunction with the range of supporting State Planning Policies that provide design quality guidance for specific types of planning and development proposals.	
State Planning Policy 7.2 – Precinct Design (SPP 7.2)	SPP 7.2 provides guidance for precinct planning with the intent of achieving good planning and design outcomes for precincts within Western Australia. The policy recognises that there is a need to plan for a broader range of precinct-based contexts and conditions to achieve a balance between greenfield and infill development. Objectives of the policy include ensuring that precinct planning and design processes deliver good-quality built environment outcomes that provide social, economic, and environmental benefit to those who use them. Precinct types include activity centres, station precincts, urban corridors, residential infill, and heritage precincts. These areas are recognised as requiring a high-level of planning and design focus in accordance with a series of precinct outcome considerations as outlined in the policy. The policy also encourages the use of design review.	Part 1 of the Strategy requires precinct planning to be undertaken to guide future growth and development for certain identified planning areas. Precinct planning will be undertaken in accordance with the objectives and provisions of SPP 7.2.
State Planning Policy 7.3 – Residential Design Codes Volumes 1 and 2 (SPP 7.3)	SPP 7.3 – Residential Design Codes Volume 1 and 2 provides the basis for the control of residential development throughout Western Australia for single houses, grouped dwellings, and multiple dwellings. The purpose of the policy is to address emerging design trends, promote sustainability, improve clarity, and highlight assessment pathways to facilitate better outcomes for residents. They are also used for the assessment of residential subdivision proposals. The policy outlines various objectives for residential development, planning governance, and development process, and sets out information and consultation requirements for development proposals. The policy also makes provision for aspects of specified design elements to be varied through the local planning framework. SPP 7.3 – Residential Design Codes Volume 1 and 2 should be read in conjunction with the supporting Guidelines.	Future precinct planning, local planning scheme modifications, and development proposals will consider the objectives and provisions of SPP 7.3.

1.2.3. Regional Planning Context

The WAPC prepares various regional planning instruments to guide land use and development at the regional and sub-regional level, including:

- Regional and Sub-regional planning strategies and structure plans; and
- Regional Planning Schemes.

Regional planning instruments considered to be specifically relevant to the City are outlined and described in Table 2.

Table 2: Regional Planning Instrument Overview and Local Planning Strategy Implications and Responses

Regional Planning Instrument	Regional Planning Instrument Overview	Local Planning Strategy Implications and Responses
Metropolitan Region Scheme	The Metropolitan Region Scheme (MRS) outlines objectives for regional development and provides a statutory mechanism to assist strategic planning, by setting out broad land-use zones, setting aside areas for regional open space, protection of environmental values and other regional infrastructure purposes, and assisting in coordinating the provision of major infrastructure. Local government planning (including local planning schemes) is required to be consistent with the broad land uses under the MRS.	The City's local planning scheme and future precinct planning, are required to be consistent with the broad objectives, provisions, zonings, and reserves included in the MRS.
Perth and Peel @3.5 Million (2018)	Perth and Peel @3.5Million provides a high level strategic plan for the future growth of Perth and Peel. The framework aims to accommodate for 3.5 million people by 2050 by planning for proposed infrastructure and promoting a vibrant, compact, and connected city. The four sub-regional planning and infrastructure frameworks (north-west, north-east, central and south metropolitan peel) work in conjunction with the strategy to promote sustainable development, and liveable environments to ensure sustainable growth of both the population and city. The City is included within the Central sub-region.	Perth and Peel @3.5million emphasises a 'connected city' growth pattern to accommodate a population of 3.5 million by 2050. The pattern is based on a balance between infill and fringe development, by providing 47% of new development within infill areas and 53% in greenfield areas. The Strategy is consistent with Perth and Peel @3.5million by embracing the vision of promoting a vibrant, compact, and connected city.
Metro Central Sub-Regional Framework (2018)	The Metro Central Sub-Regional Framework works in conjunction with Perth and Peel @3.5million to guide the strategic growth of the central sub-region of the Perth Metropolitan area. The document seeks to enable the creation of a more consolidated urban form to enable for the growing population whilst still ensuring existing communities, environments, and infrastructure are accommodated for. This document seeks to promote liveable and vibrant communities whilst still ensuring the future development of transport and	The Strategy is consistent with the objectives and targets set out in the Framework, in particular: • The identification of activity centres, station precincts, and urban corridors within the City, as being the primary areas of activity, vibrancy, a greater intensity and mix of land uses and increased residential densities, within a walkable catchment of quality and

Regional Planning Instrument	Regional Planning Instrument Overview	Local Planning Strategy Implications and Responses
	infrastructure will support the growing metropolitan.	frequent public transport opportunities; • Planning outcomes to achieve the additional dwelling targets, being a minimum of 9,230 by 2031 and 15,750 by 2050 based on 2011 existing dwelling numbers; and • The ongoing protection of the Bayswater Industrial Area as being the only industrial area of any significance in the City. The Framework identifies: • Morley, Maylands and Ashfield as Activity Centres; • Bayswater, Meltham and Mount Lawley as Station Precincts; • Bayswater as an Industrial Centre; and • Beaufort Street / Broun Avenue, Beechboro Road North, Collier Road, Crimea Street, Garratt Road, Guildford Road, King William / Coode Streets, Walter Road West, and Wellington / Camboon / Wolseley Roads, as Urban Corridors.

1.2.4. Other relevant Operational Policies and Position Statements

Operational policies guide decision making in relation to subdivision and development applications. Those operational policies considered relevant to the Strategy are listed and described in Table 3.

Table 3: Operational Policies and Position Statement

Policy	Policy Overview	Local Planning Strategy Implications and Responses
Draft Liveable Neighbourhoods Operational Policy (2015)	Liveable Neighbourhoods is an operational policy that guides the design and assessment of precinct planning. The review of Liveable Neighbourhoods is part of Design WA, which is a suite of policies that aim to create built environments that reflects the distinctive characteristics of a local area, and enhance streetscapes and neighbourhoods by promoting developments that contribute to creating vibrant and liveable communities.	Neighbourhood design for liveable and sustainable communities is integral to the future growth of the City. Precinct planning for the planning areas identified in the Strategy will consider the objectives and provisions of Liveable Neighbourhoods.

Policy	Policy Overview	Local Planning Strategy Implications and Responses
	It is proposed that the review will be considered and finalised through a new Neighbourhood Design State Planning Policy, which is intended to be delivered through Stage 2 of the Design WA initiative.	
Operational Policy 1.1 – Subdivision of land general principles (OP 1.1)	OP 1.1 indicates the basic requirements for the creation of new lots and the procedures the WAPC will follow to process subdivision applications. The policy controls the subdivision of land, number, size and arrangement of lots within the framework of the relevant legislation, regulations and policy.	Precinct planning for the planning areas identified in the Strategy will consider the objectives and provisions of OP 1.1.
Development control policy 1.5 – Bicycle planning (DC 1.5)	DC 1.5 describes the planning considerations which should be taken into account in order to improve the safety and convenience of cycling. This policy aims to make cycling safer and more convenient through the provision of end-of-trip facilities and by the provision of better cycle route networks, and ensure adequate consideration is given to the provision of cycling facilities in planning studies and in the implementation of statutory planning controls.	The City's local planning framework will consider the objectives and provisions of DC 1.5.
Development Control Policy 1.6 – Planning to Support Transit Use and Transit Orientated Development (2006)	The Policy seeks to maximise the benefits to the community of an effective and well used public transit system by promoting planning and development outcomes that will support and sustain public transport use, and achieve more effective integration of land use and public transport infrastructure. The policy identifies transit-orientated precincts as: • About 10-15 minutes walking distance, or an 800m distance, from rail stations, transit interchanges or major bus transfer stations or terminals, and • About 5-7 minutes walking distance, or 400m, for bus stops located on bus routes, with multiple bus services, that are of a high frequency of 15 minutes or less during peak periods.	The planning areas identified in the Strategy that are envisioned to accommodate growth and a more consolidated urban form are consistent with the principle and definition of a 'transit-orientated precinct', these include: • Morley Activity Centre contains a major bus interchange; • Bayswater and Maylands District Centres and Meltham and Mount Lawley Station Precincts are located around train stations; • Morley and Noranda Station Precincts are located around future train stations; • Noranda and Ashfield District Centres are accessible by high-frequency bus services; and • All Urban Corridors are located close to roads that

Policy	Policy Overview	Local Planning Strategy Implications and Responses
		are currently, or are planned to be, serviced by high-frequency bus services.
Development Control Policy 2.2 - Residential subdivision (DC 2.2)	DC 2.2 sets out the Western Australian Planning Commission's requirements for the subdivision of land into residential lots. It relates to the site area per dwelling standards contained in the Residential Design Codes; and to other WAPC policies, and is intended to create a flexible framework for the use of statutory planning powers within which the creation of a wide range of lot and housing types is possible.	Precinct planning for the identified planning areas will consider the objectives and provisions of the policy.
Planning for School Sites Operational Policy (OP 2.4)	The policy sets out the methodology for the provision of government primary schools, design standards, and addresses issues that may arise in residential areas between schools and their surrounds. The methodology for the provision of government schools is outlined below: • One 4ha public primary school site is required for a threshold of every 1,500 dwellings; and • One 8ha – 10ha secondary school site is required to be provided for every 4 to 5 primary schools. In accordance with the above methodology, the following additional school sites are required to accommodate the future dwelling growth of 15,750 by 2050, based on 2011 existing dwelling figures: • Additional 9 primary schools (4ha); and • Additional 2 high schools (8ha-10ha). It is noted that the policy also allows for additional land to be acquired for the purpose of expanding existing school sites.	Precinct planning for the identified planning areas will consider the objectives and provisions of the policy.
Position Statement – Electric Vehicle Charging Infrastructure	The Position Statement encourages local governments and proponents to consider identifying opportunities for community / public charging facilities at preferred locations, as well as opportunities for Energy Storage Facilities when preparing planning strategies.	Precinct planning for the identified planning areas will consider the objectives and provisions of the position statement.

1.2.5. METRONET Planning and Projects

METRONET is an integrated transport and land use framework that will support growth of the Perth Metropolitan Region over the next 50 to 100 years. With approximately 72 kilometres of new passenger rail and up to 22 new stations, METRONET is a catalyst to turn over 8,000

hectares of land around new stations to desirable places for investment in housing, jobs, and services for growing communities.

METRONET Projects relevant to the local planning strategy are listed and described in Table 4.

Table 4: METRONET Projects

METRONET Project	Overview	Local Planning Strategy Implications and Responses
METRONET Station Precinct Strategy	The Station Precinct Strategy provides principles for station precinct planning with a focus on creating a connected city that is liveable, prosperous, and sustainable; linking metropolitan centres with priority public transport to support additional urban growth. The State Government has identified these precincts as some of the most important locations for future development of housing, jobs, and community services. METRONET station precincts are broadly defined as the area within one kilometre (a 10-15 minute walk) from the station. The specific precinct boundary will vary depending on local physical or geographic constraints, such as major roads, rivers, or bushland. The Station Precinct Strategy includes different precinct types in terms of their form and function, which also establishes a broad hierarchy: 1. City Centre; 2. Strategic Centre; 3. Town Centre; 4. Neighbourhood Centre; 5. Specialised Centre; and 6. Transit Node.	The Station Precinct Strategy provides overarching principles for station precinct planning and design. It reaffirms that station precincts are important areas for accommodating future growth. It also recognises all stations as being station precincts, and provides a broad walkable catchment for further planning investigation. METRONET's Station Precincts Gateway provides further information about which stations best relate to the identified precinct types.
METRONET Station Precincts Gateway (2021)	The Station Precincts Gateway document provides a high level assessment of how planning and development around METRONET stations can contribute towards meeting the objectives of Perth and Peel @3.5million and sub-regional growth strategies. The document provides a basis for planning and prioritisation decisions. The document is initially focused on METRONET Stage One, but also establishes a methodology that can be extended to the wider high frequency public transport network. The document includes different precinct typologies recognising that station precincts vary in their character and function.	The document recognises three station precincts in the City, which are either being upgraded or are new stations in relation to METRONET Stage One. These stations are Bayswater, Morley and Noranda. Bayswater is considered a 'Town Centre', which are described as centres of increased density and diverse housing types, with a retail and service centre that supports its district catchment and local employment.

METRONET Project	Overview	Local Planning Strategy Implications and Responses
	The document reinforces the same precinct types as established in METRONET's Station Precinct Strategy.	Morley is considered a 'Neighbourhood Centre', which are predominantly medium to higher density residential in character with some retail and services to meet the needs of the local community. Noranda is considered a 'Transport Node', which perform a primary transport interchange function, and generally include bus to rail transfer, station parking and drop off facilities.
METRONET Morley-Ellenbrook Line Project	The new 21km Morley-Ellenbrook Line will starts at Bayswater Station and travel along the centre of Tonkin Highway (entering and exiting under the lanes), then through land north of Marshall Road, along the western side of Drumpellier Drive (formerly New Lord Street) and ends in Ellenbrook, south of The Parkway. Five new stations will be provided along the new line. New stations at Morley and Noranda will be provided within the City, as part of the project.	The construction of the new Line includes the construction of two new stations within the City at Morley and Noranda. As a consequence two new station precincts have been identified in the Strategy as planning areas, which have the potential to accommodate consolidated growth in accordance with State Government and City objectives. Future precinct planning will be required to guide the future growth and development of these station precincts. The Strategy also recognises the opportunity that the construction of the new Line will create, as it will result in an increase in the amount and frequency of trains stopping at Bayswater, Meltham, Maylands and Mount Lawley Stations, which are located along the existing Perth-Midland Line.
METRONET Forestfield-Airport Link Project	The Forestfield-Airport Link provides a new rail line to the eastern suburbs of Perth. The Line spurs off near Bayswater Station, travels south-eastward along the side of Tonkin Highway, under the Swan River, to three new stations at Redcliffe, Airport Central and High Wycombe. This project was completed in 2022.	The Strategy recognises the opportunity that the construction of the new Line will create, as it will result in an increase in the amount and frequency of trains stopping at Bayswater, Meltham, Maylands and Mount Lawley Stations, which are located along the existing Perth-Midland Line. In addition, trains travelling between Perth CBD and Perth

METRONET Project	Overview	Local Planning Strategy Implications and Responses
		Airport are planned to stop at these stations which presents new opportunities in relation to tourism, business, and fly-in fly-out workers.
METRONET Bayswater Station Upgrade Project	Bayswater Station is envisioned to become the busiest train station, apart from the Perth CBD, and will serve as a significant interchange station providing connections to the Forestfield-Airport Link and the Morley-Ellenbrook Line via the realignment of the existing Perth-Midland Line. Due to the strategic location of the Station, associated rail infrastructure at Bayswater is of critical importance to provide for a significantly increased patronage demand. To support increased patronage, a major station upgrade will provide state of the art integrated public transport services for patrons and to support enhanced development opportunities that leverage the high levels of infrastructure investment within the Bayswater District Centre. Key features of the upgrade include: • Replacement of the existing rail bridge with a new combined rail bridge and elevated station platform; • Incorporation of bus services and transfer facilities through construction of a new shared space with dedicated bus layover and bus stands; • Relocation of park'n'ride car parking bays to Meltham and Ashfield Stations; • Modification to the local road network; and • Upgrades to the pedestrian and cycle network.	The Strategy recognises the potential that the investment made by State Government, together with other planning framework changes, has in acting as a catalyst to encourage further growth and development of the Bayswater District Centre.
METRONET East Redevelopment Scheme (2021) and East Bayswater Project Area Design Guidelines	In order to ensure the upgrade of Bayswater Train Station (being undertaken by METRONET) and the future development of the surrounding areas are successfully integrated, Development WA are tasked with the responsibility for developing and administering a new planning framework for the Bayswater District Centre, which includes a Redevelopment Scheme and Design Guidelines. The Redevelopment Scheme sets out the provisions for the redevelopment and use of land and enables the preparation of statutory planning tools. Design Guidelines set out the requirements for building design and other development	The Strategy recognises the role of the State Government in developing and administering a new planning framework (Redevelopment Scheme and Design Guidelines) to shape the future growth and development of the Bayswater District Centre. The Strategy also recognises the role that the Bayswater Town Centre Structure Plan will have in guiding the growth and development of the Bayswater District Centre.

METRONET Project	Overview	Local Planning Strategy Implications and Responses
	standards. Design Guidelines provide the detailed guidance for designing and assessing development proposals and include standards such as building design and materials, building height and setbacks, and car parking.	
METRONET Morley Station Precinct Concept Masterplan (2021) and future Precinct Plan	METRONET prepared a Masterplan for an area directly surrounding the new Morley Train Station, which will be constructed as part of the new Morley-Ellenbrook Line. The Masterplan outlines a vision and a high-level roadmap for land use and density changes, connections to Morley Activity Centre, public open space and streetscape improvements, and service infrastructure upgrades. The Masterplan has a narrow focus (approximately 400m radius) from the location of the new Station, and does not contain the extent of detail generally required for land use planning purposes. Future detailed precinct planning, for the entire Morley Station Precinct, will be undertaken to guide the future growth and development of the Precinct.	The Strategy recognises that master and precinct planning will guide the future growth and development in the Morley Station Precinct, and that further planning of the Precinct will need to ensure it is well timed to benefit from the development opportunities afforded by the construction of the new train station and associated infrastructure.

1.3. Local Planning Context

1.3.1. Strategic Community Plan

The City's Strategic Community Plan was adopted on 25 May 2021. Key themes and outcomes which are relevant to land use planning are outlined in Table 5.

Table 5: Strategic Community Plan Summary

Themes	Goals	Local Planning Strategy Implications and Responses
Environment and Liveability	Maintain the identity and heritage of our neighbourhoods while supporting an increase in high quality density around transport nodes.	The aim of the Strategy is to accommodate the majority of higher density residential infill within identified planning areas, which are primarily situated around key public transport nodes. This will reduce the impact of redevelopment on the identity and heritage of neighbourhood areas outside of the planning areas. Through the precinct planning process, certain areas or elements of character or heritage within planning areas will be identified to ensure their positive attributes are maintained.
Environment and Liveability	Remain focused on greening the City's suburbs and streetscapes and increasing the tree canopy.	The aim of the Strategy is to consolidate the majority of new more intensive development within identified planning areas. This will reduce the impact that redevelopment can have on the reduction of tree canopy, within suburbs and streetscapes in areas outside of the planning areas.

Themes	Goals	Local Planning Strategy Implications and Responses
Vibrancy	Plan for increased business opportunities around transport nodes.	The majority of the planning areas identified in the Strategy are situated around key public transport modes. The broad intent of the planning areas is to encourage a diverse mix of compatible land uses, underpinned by density within a walkable catchment. This will create an ideal environment to encourage increased business opportunities within the planning areas identified.
Vibrancy	Activate the City's town and neighbourhood centres.	The aim of the Strategy is to accommodate more intensive mixed use development within identified planning areas, which include the City's town and neighbourhood centres identified in the Strategic Community Plan. More intensive mixed use development will help to increase activation and vibrancy in these areas.

1.3.2. Previous Local Planning Strategy

There is no previous local planning strategy.

1.3.3. Local Planning Scheme

Local Planning Scheme No.24, adopted in 26 November 2004, is the primary document for controlling land use and development within the City. A new local planning scheme is to be prepared to align with the Local Planning Strategy in the short term.

1.3.4. Local Planning Policies

Local planning policies can be prepared by the City in accordance with Division 2 of Schedule 2 of the Regulations in respect of a particular class or classes of matters specified in the policy; and may apply to the whole Scheme area or part of the Scheme area. An overview of the City's local planning policies and implications for the local planning strategy are provided in Table 6.

Table 6: Local Planning Policies

Name of Local Planning Policy	Date of Adoption/Last Amendment	Purpose of Local Planning Policy	Local Planning Strategy Implications and Responses
Car Parking Dispensation Policy	25 July 2023	To provide a dispensation on the minimum on-site car parking standards for non-residential developments, that are located in town (activity) centres or close to high frequency public transport.	By easing on-site car parking requirements (and in turn improving their economic feasibility) for non-residential development within areas identified as planning areas, the Policy reinforces the objectives of the Strategy by encouraging non-residential development within planning areas.
Payment in Lieu of Car Parking Policy	25 July 2023	To provide the parameters for which payment-in-lieu of on-site car parking may be taken for non-residential development	By allowing for payment-in-lieu of providing on-site car parking for non-residential development exclusively in the Morley Activity Centre,

Name of Local Planning Policy	Date of Adoption/Last Amendment	Purpose of Local Planning Policy	Local Planning Strategy Implications and Responses
		within the Morley Activity Centre, Bayswater, Noranda, and Maylands District Centres.	Bayswater, Noranda, and Maylands District Centres, the Policy provides a realistic alternative for developers to provide on-site car parking, which is not afforded to other areas in the City. This reinforces the objectives of the Strategy by encouraging non-residential development within the Morley Activity Centre, Bayswater, Noranda, and Maylands District Centres, as these are identified planning areas.
Character Protection Areas	22 September 2015	To ensure that new development in Character Protection Areas (Maylands North, Mount Lawley and Bayswater) is sympathetic with the character, rhythm, scale and visual amenity of existing residential streetscapes.	The Mount Lawley Character Protection Area is partly located within the Mount Lawley Station Precinct. Therefore, implications of the Policy in relation to how the requirements impact development potential will need to be considered as part of future precinct planning for the Precinct. The Maylands North and Bayswater Character Protection Areas are not included in any planning areas identified in the Strategy, and therefore there are no implications in these areas.
Construction Materials	22 September 2020	To provide guidance on the use of building materials other than brick, stone, or concrete.	Future development proposals will need to consider the objectives and provisions of the Policy.
Corner Kirkham Hill Terrace and East Street	25 May 2021	To guide development on the identified lots to achieve consistent, site responsive built form in order to maintain local character and amenity.	The Strategy recognises and supports the role of the design guidelines Policy has in preserving areas of local character and amenity.
Height Restriction – Neville Street, Bayswater	8 December 2020	To ensure that development on a portion of the identified lots adjacent to the Regional Reserve are limited to a single storey, so that the scale of development	The Strategy recognises and supports the role of the design guidelines Policy has in preserving areas of local character and amenity.

Name of Local Planning Policy	Date of Adoption/Last Amendment	Purpose of Local Planning Policy	Local Planning Strategy Implications and Responses
		creates a transition from the residential area to the north to the adjacent Parks and Recreation Reserve to the south.	
Heritage Places	27 July 2021	To outline information, requirements and guidance in relation to entering, modifying, or removing a place from the City's Heritage List and/or Local Heritage Survey.	The Strategy recognises and supports the role the application of the Policy has in preserving and enhancing local heritage places that provide character and amenity within the City.
Heritage Fee Refund and Development Policy	25 July 2023	To refund relevant planning and building fees for developments that propose to conserve or improve the heritage aspects of a heritage place, and to be flexible with the application of Town Planning Scheme No 24 (TPS24), relevant local planning policies and the Residential Design Codes (R-Codes) requirements whilst ensuring site and development requirements contribute to positive heritage outcomes of heritage-protected places.	The Strategy recognises and supports the role of the Policy in encouraging the conservation of local heritage places within the City.
Flexible Application of Statutory Requirements for Buildings Contained within the City's Heritage List	1 March 2016	To determine circumstances where Council will allow flexible application of statutory requirements in relation to development of Heritage sites and/or buildings.	The Strategy recognises and supports the role of the Policy in encouraging the conservation of local heritage places within the City.
Home-Based Business Licensing	14 May 2019	To set out the registration and annual licensing procedure that applies to home-based businesses.	The Strategy recognises and supports the role of the Policy in diversifying land uses within the City and encouraging employment growth and economic activity.
Landscaping	23 July 2019	To provide guidance on the minimum standards and expectations for landscaping associated with development applications.	The Strategy recognises and supports the role of the Policy in helping to ensure quality landscaping is provided as part of new development that can improve amenity, biodiversity, and tree canopy within the City.

Name of Local Planning Policy	Date of Adoption/Last Amendment	Purpose of Local Planning Policy	Local Planning Strategy Implications and Responses
Maylands Residential Estates Design	23 February 2021	To guide development on the identified lots to achieve consistent, site responsive, built form in order to maintain local character and amenity.	The Strategy recognises and supports the role of the design guidelines Policy has in preserving areas of local character and amenity.
Naming of Buildings and Infrastructure Policy	25 July 2023	To outline the City's requirements, in support of the consistent approach for the naming of buildings and infrastructure as set out by the Geographic Names Committee Policies and Standards for Geographical Naming in Western Australia.	The Strategy recognises and supports the role the Policy has in providing certainty and clarity to the community in relation to the naming of urban features to enhance local character and amenity.
Non Residential Uses in Residential Zones	11 February 2020	To guide the development of those non-residential uses that may be considered in the City's residential zones.	The Strategy recognises and supports the role of the Policy has in ensuring the amenity and character of residential areas is preserved.
Percent for Public Art	7 November 2017	To set the requirements for the provision of public art as part of development proposals, including how and where the City will apply the policy.	The Strategy recognises and supports the role the Policy has in improving the amenity and interest of key urban areas.
Retaining Walls	17 July 2018	To provide direction and clarity to developers and the community on the application of State Planning Policy 3.1 - Residential Design Codes (R-Codes) with regard to the design principles of elements 5.3.8 and 6.3.7 relating to retaining walls.	The Strategy recognises and supports the role the Policy has in providing clarity for developers in relation to retaining walls.
Short-Term Accommodation	20 June 2017	To provide guidance to applicants who wish to establish a short-term accommodation facility within a dwelling or residential building within the City.	The Strategy recognises and supports the role the Policy has in providing clarity for people wanting to provide short term accommodation.
Signage	22 November 2022	To ensure that signs within the City of Bayswater are designed to be sympathetic and harmonious with the surrounding environment, while ensuring structural and public safety.	The Strategy recognises and supports the role the Policy has in conserving character and amenity, especially within key centres of activity.
Telecommunications Infrastructure	29 October 2019	To outline the requirements for providing telecommunications infrastructure in the City.	The Strategy recognises and supports the role the Policy has in minimising

Name of Local Planning Policy	Date of Adoption/Last Amendment	Purpose of Local Planning Policy	Local Planning Strategy Implications and Responses
			local character and amenity impact.
Temporary and Minor Development	11 February 2020	To define temporary and minor developments that are exempt from requiring development approval by the City.	The Strategy recognises and supports the role the Policy has in clarifying what types of development require Council approval.
Trees on Private Land and Street Verges	22 November 2022	To outline the requirements for providing, maintaining, protecting and removing trees on private land and the street verge during the development of land or residential subdivision in the City, and to emphasize that the removal of trees is to be avoided unless absolutely necessary.	The Strategy recognises and supports the role of the Policy in increasing tree canopy within the City as part of new development.

1.3.5. Structure Plans

Structure plans (including standard structure plans and precinct structure plans) can be prepared in accordance with Division 2 of Schedule 2 of the Regulations for land within the Scheme area to provide the basis for zoning and subdivision of land. Precinct structure plans can also be used to inform built form outcomes and the design of public open spaces. An overview of the structure plans within the City, and implications for the local planning strategy are provided in Table 7.

Table 7: Structure Plans

Name of Structure Plan	Date of WAPC Approval/Last Amendment	Purpose of Structure Plan	Local Planning Strategy Implications and Responses
Morley Activity Centre Structure Plan	31 July 2018	To set out the spatial plan and strategy to achieve a true regional centre that is compact, pedestrian friendly, with a mix of land uses and a range of lifestyle choices, while reducing car dependency and limiting environmental impact.	The Structure Plan is referenced in the Strategy as being the primary guide to the ongoing development of the Centre. Associated provisions are included in the City's scheme. The Structure Plan was adopted relatively recently, and therefore is not considered in need of an immediate review. When a review does take place, it will be reviewed in accordance with SPP 7.2.
Bayswater Town Centre Structure Plan	7 January 2021	To facilitate and maximise the redevelopment and future growth of the Bayswater Town Centre as a premier destination where people chose to live, work.	The Structure Plan is referenced in the Strategy as being the primary guide to the ongoing development of the Centre. Associated provisions are included in the METRONET East Redevelopment Scheme.

Name of Structure Plan	Date of WAPC Approval/Last Amendment	Purpose of Structure Plan	Local Planning Strategy Implications and Responses
			The Structure Plan was adopted recently, and therefore is not considered in need of an immediate review. When a review does take place, it will be reviewed in accordance with SPP 7.2.
Meltham Station Precinct Structure Plan	30 January 2018	To facilitate the development of a higher density residential and mixed use precinct surrounding Meltham Train Station, and to fulfil the objectives of the State and local strategic planning framework.	The Structure Plan is referenced in the Strategy as being the primary guide to the ongoing development of the Precinct. Associated provisions are included in the City's scheme. The Structure Plan was adopted relatively recently, and therefore is not considered in need of an immediate review. When a review does take place, it will be reviewed in accordance with SPP 7.2.
Ashfield Precinct Plan	13 November 2009	To provide a strategic vision and urban design recommendations to guide future development within the precinct, based on the premise that Ashfield Train Station will be relocated near the intersection of Guildford Road and Pearson Street, Bayswater.	The Precinct Plan is referenced in the Strategy. The Precinct Plan does not currently guide development in the Centre, and associated provisions are not included in the City's scheme. The Precinct Plan is considered outdated and in need of a review. When a review does take place, it will be reviewed in accordance with SPP 7.2.

1.3.6. Other Relevant Strategies, Plans and Policies

Table 8: Other Relevant Strategies, Plans and Policies

Name of Strategy, Plan, Policy	Approval Date	Purpose	Local Planning Strategy Implications and Responses
Maylands Activity Centre Urban Design Framework	8 December 2009	To guide future development in the Maylands activity centre.	The Framework is referenced in the Local Planning Strategy as being the primary guide to the ongoing development of the Centre. Due to its adoption date, it is considered that the Framework is in need of a review.

Name of Strategy, Plan, Policy	Approval Date	Purpose	Local Planning Strategy Implications and Responses
			When a review does take place, it will be reviewed in accordance with SPP 7.2.
Bedford North Urban Design Study	24 August 2021	To investigate potential changes to land use and development provisions in the Bedford North area.	The Study is referenced in the Local Planning Strategy as being the primary guide to the ongoing development of the Urban Corridor. The Study was adopted recently, and therefore is not considered in need of an immediate review. When a review does take place, it will be reviewed in accordance with SPP 7.2.
Local Housing Strategy	22 May 2012	To establish a strategic framework to guide and provide for the City of Bayswater's current and future housing needs.	The Local Housing Strategy will be superseded by the Local Planning Strategy. Where actions included in the Local Housing Strategy are still relevant, they will be transferred into the Local Planning Strategy. Some actions are no longer relevant, or have already been addressed by the City or the State Government. The Local Housing Strategy will continue to act as a supporting/informing document to the Local Planning Strategy.
Community Recreation Plan	Draft	The Plan aims to provide a variety of recreation opportunities so everyone can enjoy being active - on the sporting field, in a park, or at a facility.	The Plan will be the primary driver for improving recreation in the City, and the Local Planning Strategy will play a supporting role. Where there is potential cross-over, actions in the Local Planning Strategy will align to the objectives and actions in the Plan.
Public Open Space (POS) Strategy	Draft	The Strategy has the following objectives: • To identify the community value of each area of POS within the City; • To provide a range of POS spaces within the City to meet the needs of a diverse community (Recreation Spaces, Sport Spaces, and Nature	The POS Strategy will be the primary driver for improving the provision of POS in the City, and the Local Planning Strategy will play a supporting role. Where there is potential cross-over, actions in the Local Planning Strategy will align to the objectives and actions in the POS Strategy.

Name of Strategy, Plan, Policy	Approval Date	Purpose	Local Planning Strategy Implications and Responses
		Spaces); • To ensure areas of ecological significance are protected; • To identify and prioritise future actions to meet the current and changing needs of the community; and • Identify sustainable management practices for the areas of POS within the City particularly relating to current and future water restrictions and the changing climate.	
Emission Reduction and Renewable Energy (ERRE) Plan	July 2021	The ERRE Plan builds on the numerous energy efficiency, solar PV and other emissions reduction initiatives that the City has implemented in recent years and puts a framework around future actions and management processes that will help ensure the goals of the ERRE Plan are achieved.	The Plan will be the primary driver for improving emission reduction and renewable energy uptake in the City, and the Local Planning Strategy will play a supporting role.
Local Bike Plan	May 2023	Establishes a strategic vision for the continued development and promotion of cycling within the City and an action plan for immediate and longer-term improvements to the cycling network. There is an opportunity to share spaces, and to dedicate a cycle network within City infrastructure as plans for infill redevelopment and streetscape upgrades progress. The networks range from local cycle and secondary networks to primary cycle networks aimed at providing efficient through movement for commuter and recreational cyclists, as well as providing for the less experienced cyclists. There is also an opportunity to promote long-distance primary cycle routes and use the existing local Maylands bicycle training centre.	The Plan will be the primary driver for improving the local cycle network and promoting, encouraging, and facilitating the greater use of cycling in the City. The Local Planning Strategy will play a supporting role. Where there is potential cross-over, actions in the Local Planning Strategy will align to the objectives and actions in the Plan.

Name of Strategy, Plan, Policy	Approval Date	Purpose	Local Planning Strategy Implications and Responses
Urban Forest Strategy	19 July 2017	To create a resilient urban forest that is both diverse and vigorous whilst improving the liveability values for the greater community for now and for future generations. The Strategy puts forward objectives, actions, and principles to guide the planning, advancement, and management of the City of Bayswater's Urban Forest.	The Urban Forest Strategy includes two key objectives in common and relevant to the Local Planning Strategy: • To protect and retain existing trees to reduce unnecessary removal of established and often remnant tree species, whilst aiming to halt any further reduction of canopy in the City. • To increase tree canopy coverage from 13.2% to an aspirational target of 20% by the year 2030.
Collective Local Biodiversity Strategy	July 2008	The Strategy was prepare together with the Town of Bassendean and the City of Belmont. It is based on the Local Government Biodiversity Planning Guidelines (2004). The Strategy focuses on the protection and effective management of natural areas. The collective approach with other local governments enables the consideration of ecological linkages within a broad landscape beyond municipal boundaries.	The Biodiversity Strategy will be the primary driver for enhancing biodiversity in the City, and the Local Planning Strategy will play a supporting role. Where there is potential cross-over, actions in the Local Planning Strategy will align to the objectives and actions in the Biodiversity Strategy.
Bayswater Brook Action Plan	2012	Much of the City of Bayswater is within the Bayswater Brook catchment which is a notable contributor of nutrients into the Swan River. The Plan formally recognises the need for a multi-disciplinary and inter-agency approach to manage water flows and improve water quality, whilst providing multiple long-term benefits including ongoing flood management, improved community amenity, and ecological function in the Bayswater Brook catchment and the Swan River.	The Plan will be the primary driver for improving the environmental performance of the Bayswater Brook catchment, and the Local Planning Strategy will play a supporting role. Where there is potential cross-over, actions in the Local Planning Strategy will align to the objectives and actions in the Plan.
Waterwise Bayswater: A Strategy to 2030	April 2020	The Strategy provides recommendations for strategies and actions to achieve the vision for a Waterwise Bayswater.	The Waterwise Strategy will be the primary driver for making the City more water wise, and the Local Planning Strategy will play a supporting role.

Name of Strategy, Plan, Policy	Approval Date	Purpose	Local Planning Strategy Implications and Responses
		The vision for a Waterwise Bayswater is: "Working together to care for the water sources that give life to our river, green places and the community."	Where there is potential cross-over, actions in the Local Planning Strategy will align to the objectives and actions in the Waterwise Strategy.
Bayswater 2019 Foreshore Inspection and 10 Year Priority Plan	October 2019	The Plan sets out work priorities for the next 10 years, including estimates of budget costs and timeframes, to ensure the ongoing environmental protection and enhancement of the Swan River foreshore.	The Plan will be the primary driver for the ongoing environmental protection and enhancement of the Swan River foreshore, and the Local Planning Strategy will play a supporting role. Where there is potential cross-over, actions in the Local Planning Strategy will align to the objectives and actions in the Plan.
Economic Development Strategy (Interim)	April 2022	The Economic Development Strategy sets out the key strategies and initiatives in relation to local economic development. The Strategy has the following key themes: • Activation of all key strategic plans created over the past five years and all key future plans; • Apply an integrated economic development lens across all activity carried out by the City; and • Attract development to house an increased population that will stimulate greater amenity, services, and supply from existing and future businesses.	The Economic Development Strategy will be the primary driver for local economic development in the City, and the Local Planning Strategy will play a supporting role. Where there is potential cross-over, actions in the Local Planning Strategy will align to the objectives and actions in the Economic Development Strategy.

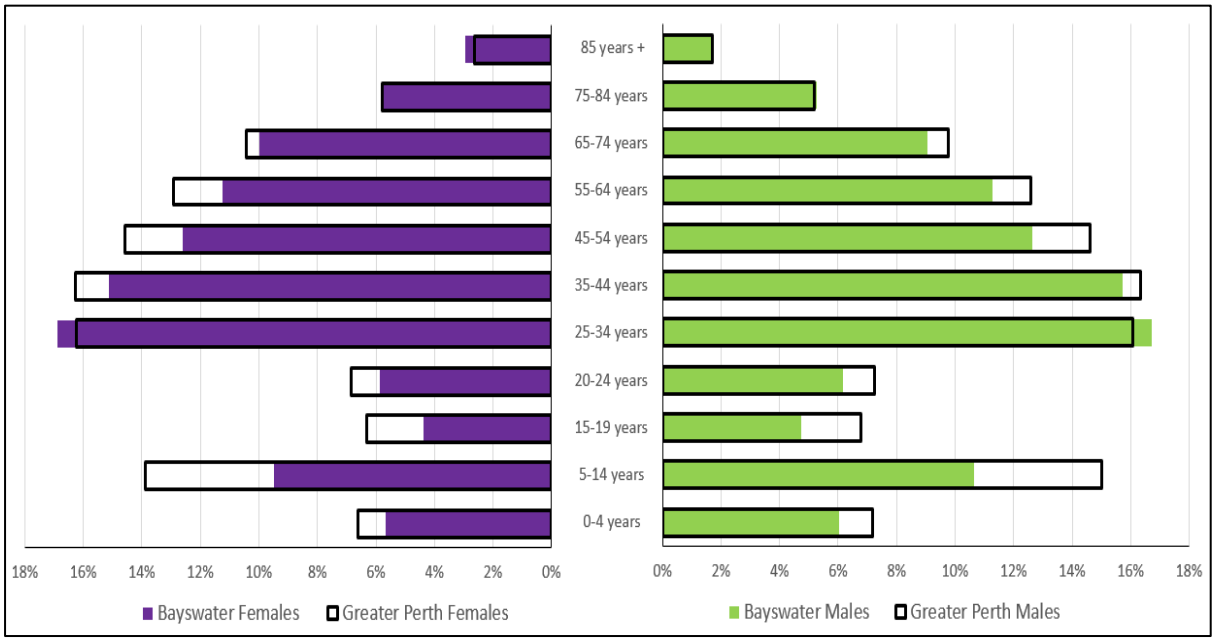
1.4. Local Government Profile

1.4.1. People and Housing

1.4.1.1. Age Structure at 2016

At the time of the 2021 Census approximately 56% of the City's resident population was between the ages of 25 and 64 years old. Graph 1 shows the resident age structure for the City of Bayswater and the Greater Perth region in 2021.

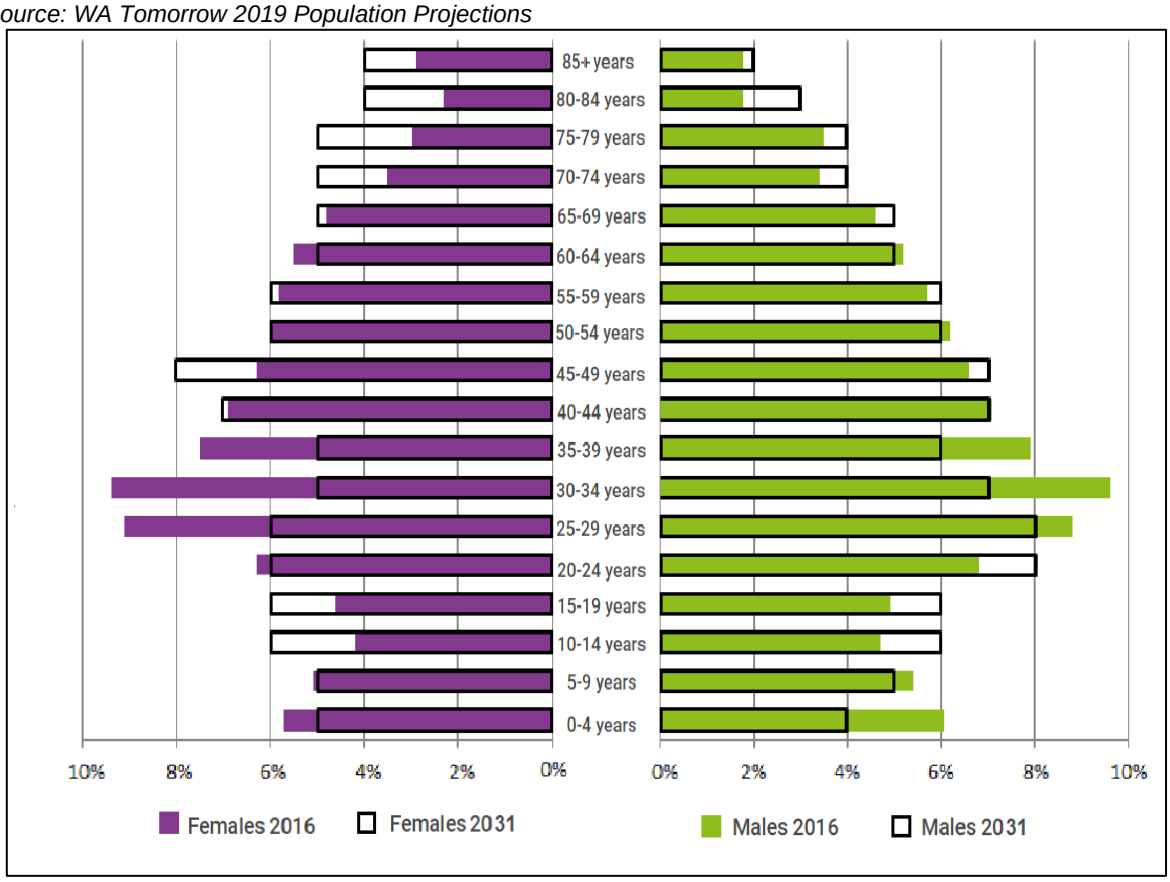
Graph 1: Comparison City of Bayswater and Greater Perth Population Distribution 2021 (%)
Source: ABS 2021 City of Bayswater General Community Profile, ABS 2021 Greater Perth General Community Profile



1.4.1.2. Projected Age Structure Change

Graph 2 below shows the estimated age, sex distribution of the City of Bayswater in 2016 and 2031, using the WA Today population estimations.

Graph 2: City of Bayswater Predicted Age Distribution Change 2016 – 2031
Source: WA Tomorrow 2019 Population Projections



Observations and Comments

In 2016 the City had a lower percentage of zero to 19 year olds and a higher percentage of 25 to 39 year olds, compared to the Greater Perth region.

The amount of 10 to 19 year olds and 70 to 85+ year olds are expected to increase by 2031 and the amount of 0 to 10 year olds and 25 to 39 year olds are expected to decrease by 2031.

An increase in 10 to 19 year olds may increase demand for:

- Larger family households as teenagers generally need more space;
- Casual and unskilled employment opportunities;
- Youth orientated recreation and entertainment opportunities;
- Public transport services as youth may want to travel independently, yet are not old enough to drive; and
- Secondary education and youth based training opportunities.

An increase in 70 to 85+ year olds may increase demand for:

- Aged care and assisted housing;
- Smaller household sizes as they have less need for larger houses;
- Elderly orientated recreation, entertainment and socialising opportunities; and
- Public transport services as older people as less able to drive.

A decrease in 0 to 10 year olds may increase demand for:

- Improved infrastructure and services to attract young families into the City, such as quality schools, child care, local employment, and parks; and
- A greater amount of employment as there will be less stay at home parents.

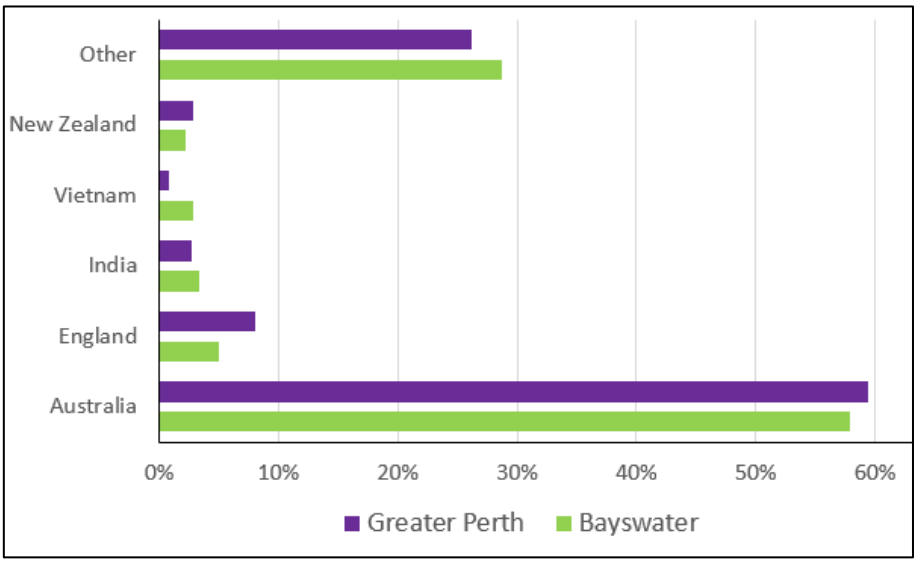
A decrease in 25 to 39 year olds may increase demand for:

- Improved infrastructure and services to attract young adults into the City, such as more vibrant and active centres, higher quality and more diverse recreation opportunities, and higher quality employment opportunities.

1.4.1.3. Country of Birth

Graph 3 shows that in 2021, approximately 42% of the City's population were born overseas. The most common countries of overseas births in 2021 were England (5.%), India (3.3%), Vietnam (2.8%), and New Zealand (2.1%). Since 1996, there has been a steady increase in the number of residents within the City of Bayswater who were born overseas. The Census data indicates that the City's population born overseas increased from 39% in 1996 to 46% in 2016 however, it declined to 42% in 2021. This decline in 2021 was likely to be a result of the Western Australia boarder being closed from 5 April 2020 due to the COVID-19 global pandemic. It is anticipated that the number people within the City who are born overseas will begin to rise again in the coming years.

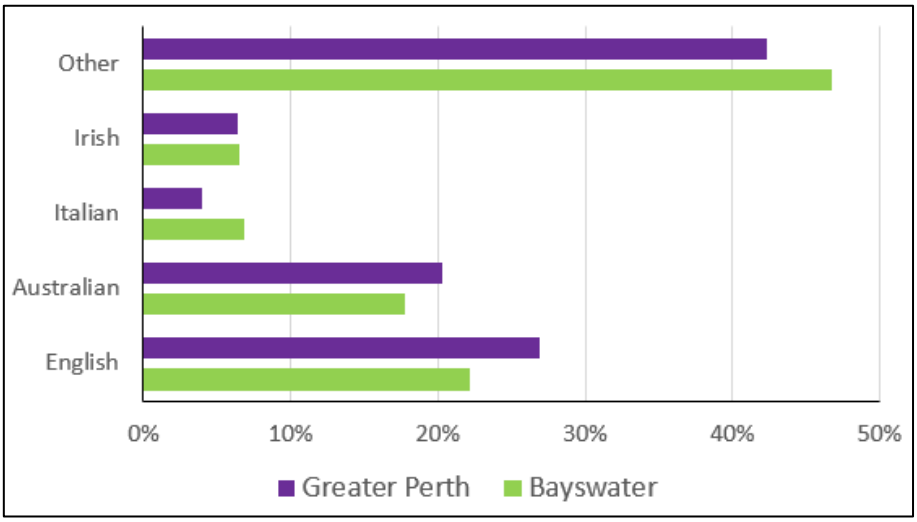
Graph 3: Comparison City of Bayswater and Greater Perth Country of Birth
Source: ABS 2021 City of Bayswater General Community Profile, ABS 2021 Greater Perth General Community Profile



1.4.1.4. Ancestry

Graph 4 shows that in 2021, approximately 65% of the City's population had a least one parent who was born overseas. The most common origins of parents were England (22.2%), Italy (6.8%) and Ireland (6.5%). The percentage of residents within the City with parents born overseas is slightly higher (65.1%) than the Greater Perth average (60.9%).

Graph 4: Comparison City of Bayswater and Greater Perth Parents Birth
Source: ABS 2021 City of Bayswater General Community Profile, ABS 2021 Greater Perth General Community Profile



Observations and Comments

The City accommodates a diverse population, with a lot of people either born overseas or whose parents were born overseas.

Although this presents some challenges, it also presents a lot of opportunities. Greater diversity in housing options, shops and services, employment, community facilities, and public open space may be needed to match this diverse population.

1.4.1.5. Household and Family Structure

The average household size for the City of Bayswater has remained relatively consistent between 2011 and 2021 however; it dropped from 2.4 residents per dwellings to 2.3 residents per dwelling from 2016 to 2021. This is slightly lower than the average for greater Perth which has remained at 2.6 since 2011.

In 2021, the City had approximately 29,068 households. Table 9 shows that of these 63% were 'family households', while 'lone person households' made up 29% of the population, and 'group households' made up 4.5% of the resident population. The remaining 3.5% was made up of 'other households'. Compared with the Greater Perth area the City of Bayswater had a significantly higher percentage of lone person households and a lower percentage of 'family households.

Table 9: City of Bayswater – Household Structure
Source: ABS 2021 City of Bayswater Time Series Profile, ABS 2021 Greater Perth Time Series Profile

	City of Bayswater		Greater Perth	
	Population	**Percentage**	**Population**	**Percentage**
Family Households	18,345	63%	557,005	69%
Lone Person Households	8,394	29%	194,168	24%
Group Households *	1,317	4.5%	27,450	3%
Other Households **	1,012	3.5%	31,051	4%

** Group households consist of two or more unrelated people where all persons are aged 15 years and over.*
*** Comprises 'Visitors only' and 'Other non-classifiable' households.*

Table 10 shows that since 2001 the City has seen an increase in all household structures, where family households have increased every five years. There was a reduction in lone person households between 2001 and 2016 however; this changed when there was a significant increase in 2021. The group and other households have fluctuated in their supply.

Table 10: City of Bayswater – Household Structure Change Over Time
Source: ABS 2021 City of Bayswater Time Series Profile

	Family Households	**Lone Person Households**	**Group Households**	**Other Households**	**Total**
2001	14,134	7,166	1,084	740	23,127
2006	14,435	7,148	1,076	1,361	24,020
2011	15,911	7,041	1,395	1,156	25,503
2016	16,695	6,818	1,464	1,429	26,406
2021	18,345	8,394	1,317	1,012	29,068
# Change	+4,211	+1,228	+233	+272	+5,944
% Change	+29.8%	+17.1%	+21.5%	+36.8%	+25.7%

Observations and Comments

There has been a steady rise in family households between 2001 and 2021.

There has been an increase in group households and a steady drop in lone person households between 2001 and 2016, which may reflect the need for more people to share housing as housing is becoming increasing unaffordable. In 2021, there was a significant increase in the number of lone person households, which is likely to be a result of the COVID-19 global pandemic combined with the aging population.

It is predicted that there will be a decrease in 0 to 10 year olds, but an increase in 10 to 19 year olds by 2031, which may result in a the steady increase in the number of family households to continue.

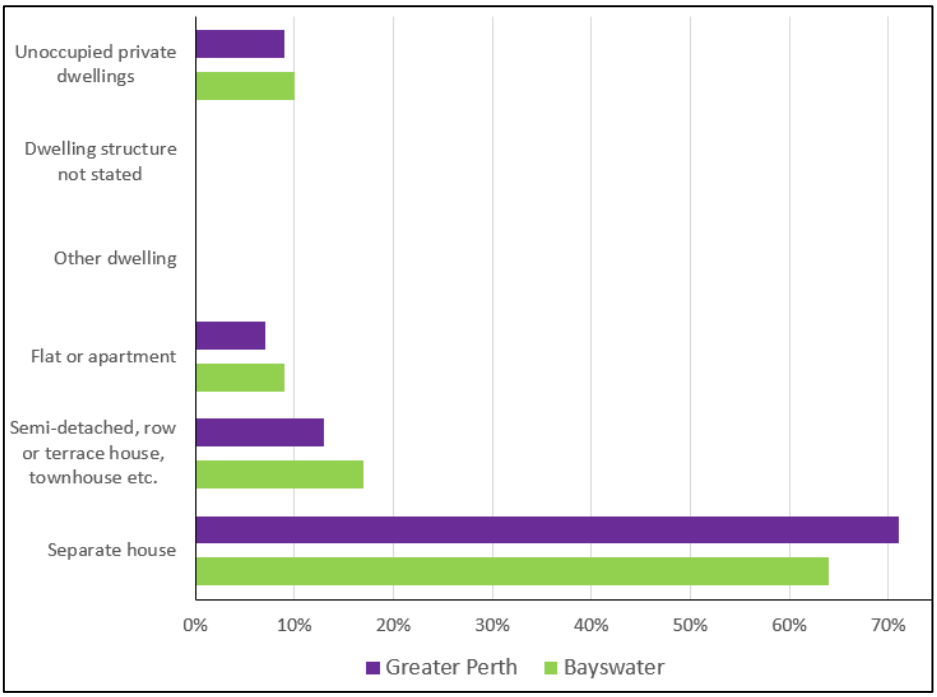
The expected increase in 70 to 85+ year olds by 2031, may result in a greater number of lone person households.

The expected decrease in 25 to 39 year olds, may result in a lessor number of group households.

1.4.1.6. Dwelling Type and Structure

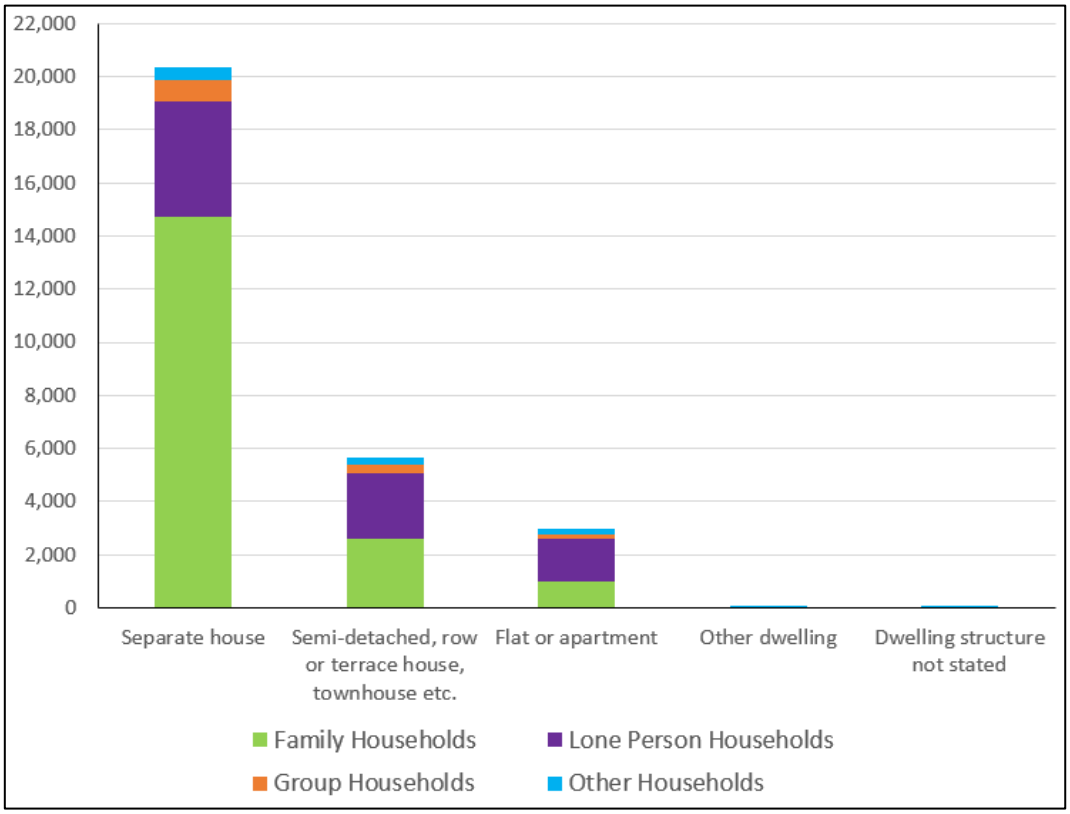
At the time of the 2021 Census, there were approximately 31,132 private dwellings within the City of Bayswater. Approximately 64% of dwellings within the City are separate dwellings. Graph 5 shows that the City has a higher percentage of semi-detached dwellings and apartments than the Greater Perth average.

Graph 5: Comparison City of Bayswater and Greater Perth Dwelling Structure
Source: ABS 2021 City of Bayswater General Community Profile, ABS 2021 Greater Perth General Community Profile



Graph 6 shows that the majority of family households (51%) within the City of Bayswater live within separate dwellings. Lone person households occupied a lot of flats and apartments, and semi-detached, row or terrace houses and townhouses.

Graph 6: City of Bayswater – Household Composition by Dwelling Type
Source: ABS 2021 City of Bayswater General Community Profile



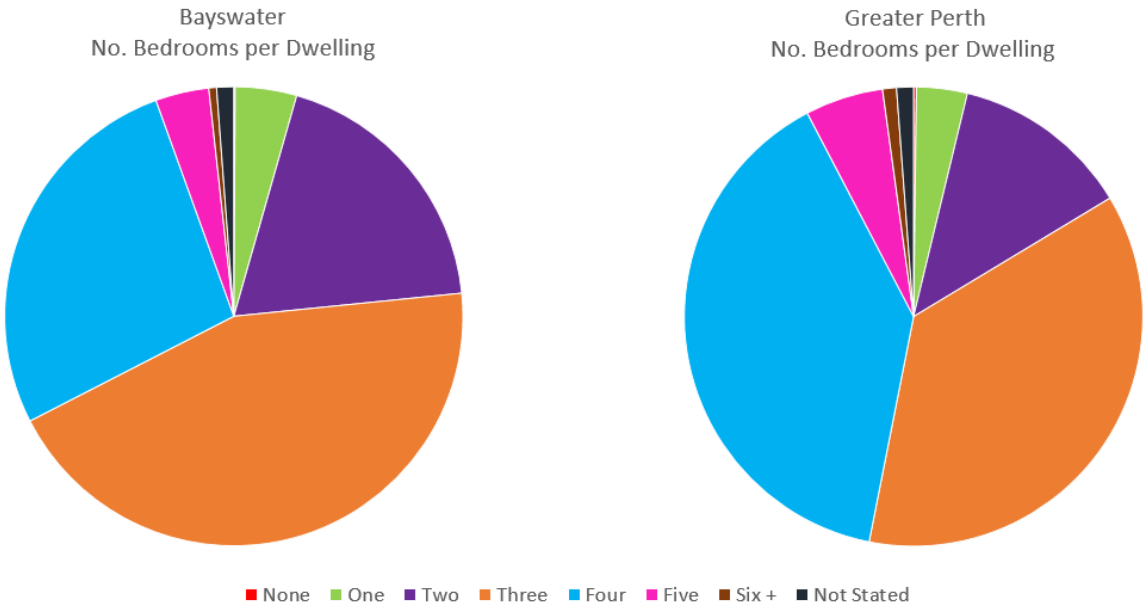
Since 2001, there has been a gradual change in the types of dwellings within the City. Table 11 indicates the change in dwelling type and number between 2001 and 2021. The City has seen a significant increase in the number of semi-detached dwellings since 2001 and a decrease in the number of apartments.

Table 11: Dwelling Structure Growth
Source ABS Bayswater Time Series Profile 2021 and 2011.

	2001	2006		2011		2016		2021		Change 2001-2021	
	Dwellings	Dwellings	Change	Dwellings	Change	Dwellings	Change	Dwellings	Change	Change	% Change
Separate house	16,277	16,250	-27	16,705	+455	17,385	+680	19,872	+2,487	+3,595	+22.1%
Semi-detached	3,683	3,113	-570	4,344	+1,231	5,169	+825	5,399	+230	+1,716	+46.6%
Flat, unit or apartment	3,053	3,283	+230	3,272	-11	2,343	-929	2,750	+407	-303	-9.9%
Other dwelling	28	9	-19	9	0	17	+8	9	-8	-19	-67.9%
Dwelling structure not stated	85	6	-79	16	+10	69	+53	27	-42	-58	-68.2%
Total private dwellings	23,126	22,661	-465	24,346	+1,685	24,983	+637	28,057	+3,074	+4,931	+21.3%

Graph 7 shows that the City has a higher percentage of two (4.3%), three (19%) and four (44.1%) bedroom dwellings than Greater Perth (3.6%, 12.6% and 36.7% respectively) and a significantly lower percentage of five bedroom dwellings (27% in the City and 39.2% in Greater Perth).

Graph 7: Comparison City of Bayswater and Greater Perth Number of Bedrooms per Dwellings
Source: ABS 2021 City of Bayswater General Community Profile, ABS 2021 Greater Perth General Community Profile



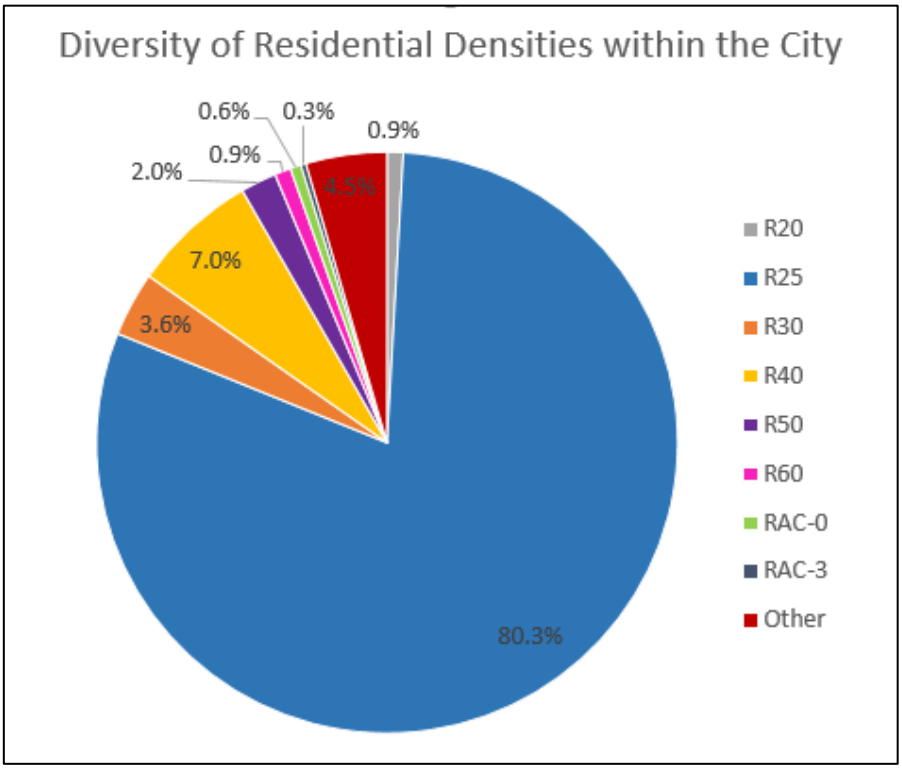
The City's Local Housing Strategy suggests that facilitating a mix of housing choices to suit population changes will become increasingly important. The City's population is changing over time with an ageing population, fewer residents per dwelling, evolving lifestyles and changing community expectations, which all influence housing choices.

It is important that residents have a mix of housing choices to suit particular stages of life and lifestyles. For example, families may choose larger dwellings with backyards that are suitable for raising children, 'empty nesters' may choose to downsize to a smaller dwelling in the local area and singles and couples without children should have a range of choices available to suit their needs.

The City's current housing stock does not provide a wide range of housing choices especially considering most dwellings in the City are three bedroom dwellings or bigger. The City needs to encourage a more diverse mix of housing choices suitable for a range of age groups and lifestyles.

However, as Graph 8 shows currently the diversity of residential densities within the City is very low. The vast majority of land capable of being developed for housing is zoned Residential R25, which by its nature encourages the development of more large dwellings.

Graph 8: Diversity of Residential Densities within the City
Source: City Spatial – City of Bayswater



1.4.1.7. Housing Affordability

Using the Demographia International Housing Survey's rating system shown in Table 12, the affordability of housing in each suburb can be estimated. The system ranks houses within the area from affordable to severely unaffordable as detailed in the table below.

Table 12: Housing Affordability Ratings
Source: 12th Annual Demographia International Housing Affordability Survey (2015: 3rd Quarter)

Housing Affordability Rating	Median Multiple*
Severely Unaffordable	5.1 and Over
Seriously Unaffordable	4.1 to 5.0
Moderately Unaffordable	3.1 to 4.0
Affordable	3.0 and Under

**Median Multiple is the median house price divided by the median annual household income.*

The housing affordability for each suburb has been calculated using the median household income for each suburb and the median house price in September 2017.

Table 13 shows that the majority of housing within the City of Bayswater is severely unaffordable. Mount Lawley (10.9), Maylands (7.9) and Noranda (7.9) are considered to be the most unaffordable for houses. Even the most affordable suburbs for houses are Embleton (6.1) and Morley (6.8) are given a rating of severely unaffordable. Units within the City are more affordable. Apartments in Bayswater are considered affordable, with score of 2.4, while the most unaffordable suburb for apartments is Bedford with a rating of Seriously Unaffordable (4.3).

Table 13: City of Bayswater Suburbs Demographia Housing Affordability Ratings
Source: 12th Annual Demographia International Housing Affordability Survey (2015: 3rd Quarter); ABS 2021 Census City of Bayswater General Community Profile, REIWA Median House and Apartment Prices December 2022

Area	Type	Median Price	Affordability Rating	
Bayswater	Houses	$720,000	Severely Unaffordable	6.8
	Apartments	$255,000	Affordable	2.4
Bedford	Houses	$758,500	Severely Unaffordable	7
	Apartments	$460,500	Seriously Unaffordable	4.3
Embleton	Houses	$575,500	Severely Unaffordable	6.1
	Apartments	$360,000	Moderately Unaffordable	3.8
Maylands	Houses	$669,000	Severely Unaffordable	7.9
	Apartments	$350,000	Seriously Unaffordable	4.1
Morley	Houses	$560,000	Severely Unaffordable	6.8
	Apartments	$347,500	Seriously Unaffordable	4.2
Mount Lawley	Houses	$1,200,000	Severely Unaffordable	10.9
	Apartments	$375,000	Moderately Unaffordable	3.4
Noranda	Houses	$670,000	Severely Unaffordable	7.9
	Apartments	$332,500	Moderately Unaffordable	3.9
City of Bayswater	Houses	$736,000	Severely Unaffordable	8.1
	Apartments	$354,500	Moderately Unaffordable	3.9

Greater Perth	Houses	$540,000	Severely Unaffordable	5.6
	Apartments	$401,000	Seriously Unaffordable	4.1

Observations and Comments

Separate houses are by far the most dominant dwelling type, these tend to be large three to four bedroom dwellings.

Lone person households occupy a lot of larger separate and semi-detached dwellings, which may be due to a lack of supply of good quality smaller dwelling types in a preferable location to downsize into.

There has been a dramatic increase in semi-detached dwellings between 2001 and 2021, which is likely the result of small two or three lot subdivisions and the development of low density residential infill in suburban areas.

There has been a decrease in flats, units, and apartments between 2001 and 2021, which is likely due to older mid-20th century apartment buildings coming to the end of their life and being demolished.

Large three to four bedroom separate and semi-detached houses make up the vast majority of house types in the City. There is also less supply of smaller houses and townhouses and apartments. This is reflective of the low density nature of subdivision and development that has occurred in the City in the past.

This also means that there is unlikely to be many small one to two bedroom separate and semi-detached houses, or large three to four bedroom townhouses and apartments.

These trends are likely a result of the fact that approximately 80% of the residential densities in the City are R25, which is a relatively low density. Introducing a greater diversity of residential densities is an effective way of producing more housing diversity.

In addition, incentivising larger townhouses and apartments (three bedrooms or more) will also provide attractive alternate housing options for the growing number of family and group households.

Given the likely increase in 70 to 85+ year olds by 2031, there will likely be demand for a greater supply of accessible housing, being housing that includes features which enable use by people either with a disability or transitioning through their life stages.

In 2022, most suburbs within the City were seriously or severely unaffordable for apartments and houses, only apartments in the suburb of Bayswater were deemed affordable.

Perth and Peel @3.5million suggests that an effective way to improve housing affordability is to encourage more housing stock and more diverse housing into the City. This can be encouraged through the provision of higher and a more diverse range of residential densities in the identified planning areas.

Higher residential densities will encourage a greater supply of newer more modern forms of housing into an area, and will often attract residents established in the area to transition into

them, as they may want to downsize or upsize. This in turn will free-up older housing for other people to buy into an area, which will likely be more affordable.

Higher and more diverse residential densities will encourage smaller dwellings, such as townhouses and apartments, which are often more affordable than larger houses and can provide opportunities for people to live in their preferred area. The Housing We'd Choose: a study for Perth and Peel (2013) found that 75% of respondents said that they would be prepared to trade-off house size or type in order to live in their preferred area.

The injection of more diverse housing will also assist towards shifting public perception that large, low-density houses on the urban fringe are the only effective solution to housing affordability.

Aside from providing higher and more diverse residential densities, the City can also investigate incentivising developers to partner with respected affordable housing providers to provide affordable housing.

1.4.2. Urban Growth and Settlement

1.4.2.1. Projected Population

At the time of the 2021 Census of Population and Housing (Census), the population of the City of Bayswater was 69,283. This accounts for approximately 3.3% of the total population of the Greater Perth region. The City's population has increased by over 10,000 people in the past 10 years. The median age of residents within the City of Bayswater is 37 years old which is slightly higher than the median age for the Greater Perth region (36 years old).

The WAPC released WA Tomorrow Population Report No. 11 (2019) to provide a set of best estimate forecasts for future population growth in local government areas based on historical trends. The population forecasts take into account fertility rates, mortality rates, and migration trends. In accordance with WA Tomorrows recommendation Band 'C' is considered appropriate to estimate the City's population through to 2031. Table 14 shows that based on the City's 2016 population of 66,050, Band 'C' of WA Tomorrow estimates that the City's population will grow by 6,230 people (8.5%) to 72,280 by 2031.

Table 14: City of Bayswater – Estimated Population Forecast
Source: ABS 2001 Census, ABS 2006 Census; ABS 2011 Census; ABS 2016 Census; ABS 2021 Census; WAPC WA Tomorrow 2019 Population Projections.

	2001	2006	2011	2016	2021	2026	2031
Total	54,008	55,801	61,262	64,677	69,283	70,980	72,280

Observations and Comments

Projections show that the population in the City is set to increase. A number of factors will likely influence the projections. As the projections were calculated in 2019, it is likely that the short-term growth will be less than anticipated a result of the COVID-19 global pandemic combined with the aging population.

1.4.2.2. Urban Consolidation

The State Government's Perth and Peel @3.5million land use planning and infrastructure frameworks (WAPC, 2018) aims to accommodate 3.5 million people by 2050, and sets a target to develop 47% of all new dwellings within existing urban footprint. The frameworks consist of the:

- Central Sub-regional Planning Framework;
- South Metropolitan Peel Sub-regional Planning Framework;
- North-West Sub-regional Planning Framework; and
- North-East Sub-regional Planning Framework.

The City of Bayswater is included in the Central Sub-Regional Planning Framework. The Framework provides infill dwelling targets for each local government within the central sub-region. The City's target is to provide a minimum of 15,750 additional dwellings by 2050, based on 2011 existing dwelling figures.

To achieve this, the State Government's preference is for the majority of the required additional dwellings to be consolidated within strategic planning areas, to create vibrant, mixed-use community hubs that are integrated with high-quality public transport connections.

1.4.2.3. Planning Areas

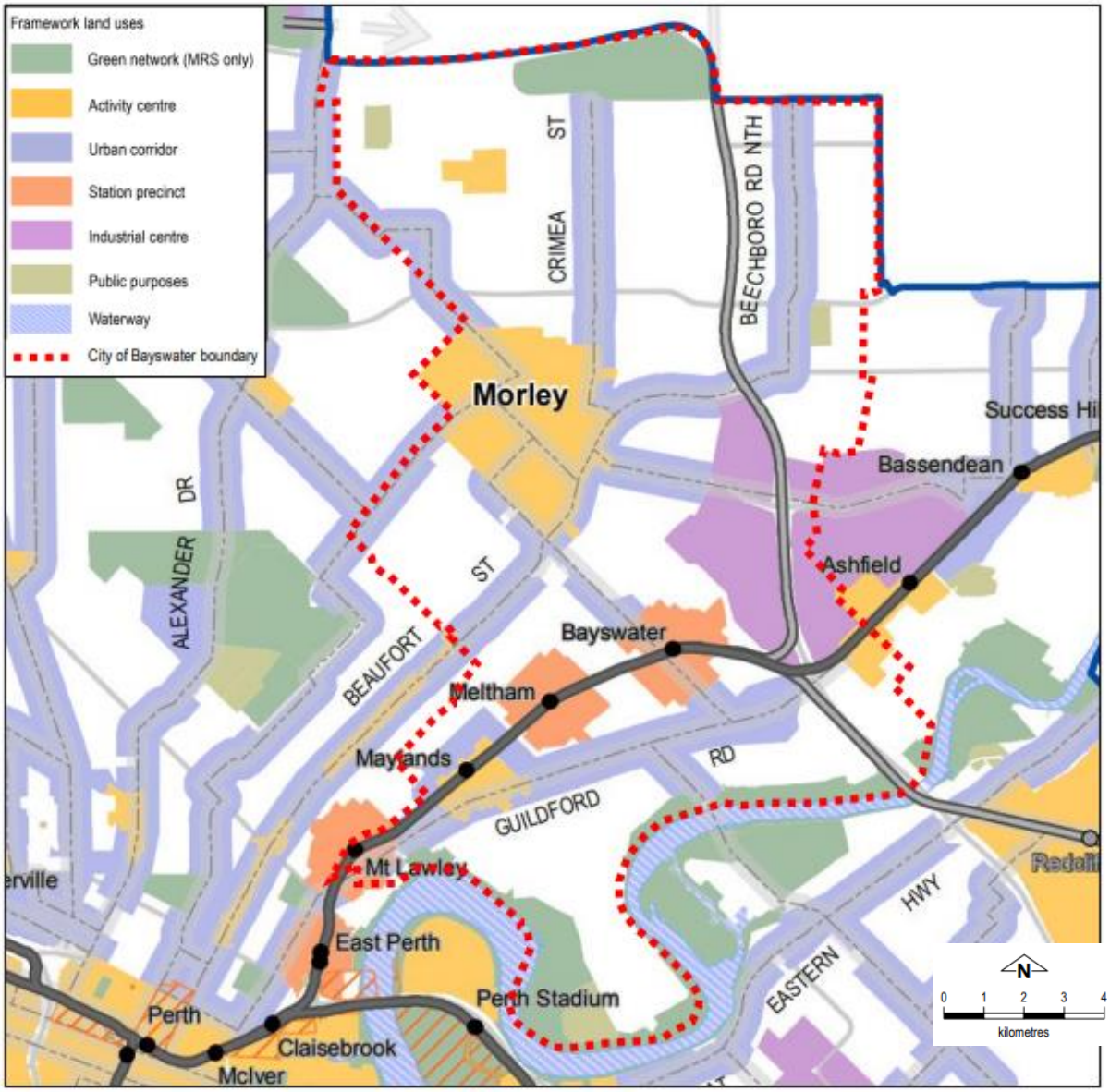
In response to Perth and Peel @3.5million, the Strategy Map included in Part 1 of the Strategy identifies a number of planning areas, which will become the key areas to accommodate future consolidated urban growth. The planning areas identified are based on various State Government and City led strategies and plans.

Central Sub-Regional Planning Framework

The Central Sub-Regional Planning Framework identifies preferred key areas where these additional dwellings are to be accommodated in a consolidated fashion. Essentially these areas are close to existing transport infrastructure and/or established centres of activity and community amenity. The Framework map (Figure 1) identifies these areas within the City as activity centres, station precincts, and urban corridors.

These planning areas are considered to be the appropriate areas for accommodating additional dwellings.

Figure 1: Central Sub-Regional Planning Framework Map
Source: Metro Central Sub-Regional Framework (2018)



Draft SPP 4.2

Draft SPP 4.2 defines a hierarchy of activity centres based on the future importance of each centre from a network perspective, and the magnitude of development expected for a centre, including the main role and typical attributes of centres, density targets, and walkable catchments.

METRONET's Station Precinct Gateway

At the time the Framework was released in 2018, METRONET's Morley-Ellenbrook Line project was not yet developed. As a result of this project, two further station precincts are identified in the Strategy based around the future Morley and Noranda Stations located along Tonkin Highway. METRONET's Station Precinct Gateway document provides a hierarchy for

the three station precincts in the City based on their envisioned form and function, being Morley, Bayswater, and Noranda, as shown in Table 15. These precincts are identified by METRONET as they are either being upgraded or new stations as part of METRONET Stage One.

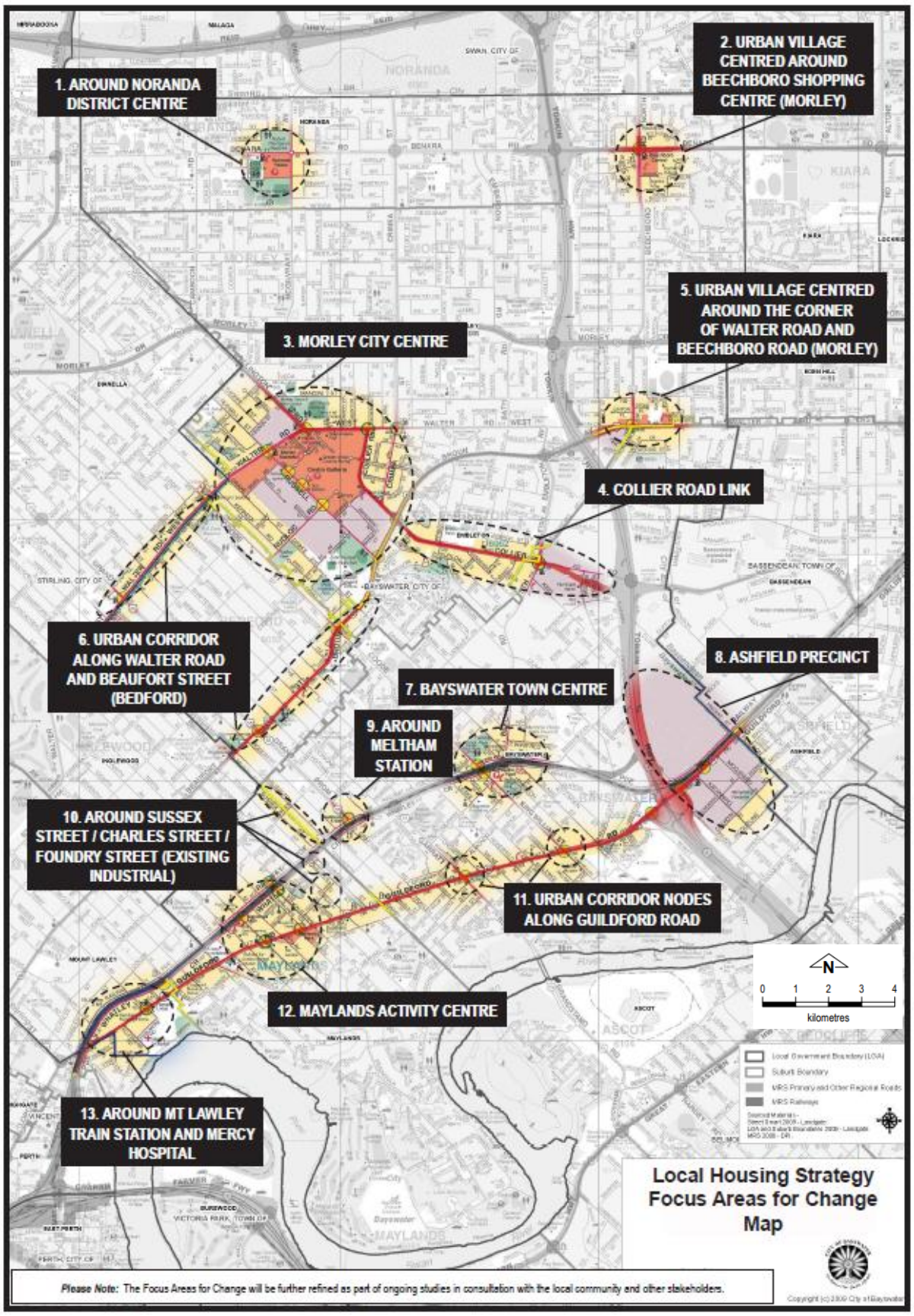
Table 15: Hierarchy of Station Precincts
Source: METRONET's Station Precinct Gateway (2021)

Station	Precinct Type	Description	Key Characteristics
Morley	Town Centre	Centres of increased density and diverse housing types, with a retail and service centre that supports its district catchment and local employment.	• Central amenity for adjacent suburbs. • Usually integrated station or active pavilion. • Balanced access, limited parking.
Bayswater	Neighbourhood Centre	Predominantly medium to higher density residential in character with some retail and services to meet the needs of the local community.	• Less-suited to be a hub for wider catchment. • Station less-integrated with urban activity. • Balanced access, moderate parking.
Noranda	Transit Node	These precincts perform a primary transport interchange function, and generally include bus to rail transfer, station parking and drop off facilities.	• Planning prioritises access and movement. • Station usually remote from urban centre. • Bus and car priority, with parking.

Local Housing Strategy

The City's Local Housing Strategy identifies 'focus areas for change' Figure 2, which are areas that have been identified for residential density increases, subject to detailed studies on specific issues such as traffic and transport, zoning changes and development controls being undertaken to guide future development in these areas. The areas identified correspond closely with the planning areas identified in the Local Planning Strategy and the detailed studies referred to are contemplated by SPP 7.2.

Figure 2: Focus Areas for Change
Source: Local Housing Strategy (2012)



Building Bayswater

Between November 2017 and March 2018, the City undertook a consultation process called Building Bayswater. Building Bayswater provided the community with the opportunity to share thoughts, ideas, and expectations about how the City should respond to the challenges and opportunities of accommodating population growth and additional dwellings. The community generally supported increased density in the City's identified activity centres, urban corridors, and station precincts. Four additional areas, described as 'Residential Investigation Areas' were also identified as being potentially appropriate to accommodate higher density residential development.

1.4.2.4. Precinct Planning

In accordance with SPP 7.2, precinct planning will be required for all of the planning areas identified to accommodate consolidated residential growth, in order to guide their development to achieve good planning and urban design outcomes.

The SPP 7.2 Precinct Design Guidelines include 10 key design principles, which are required to be addressed as part of precinct planning:

1. **Context and character** – Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.
2. **Landscape quality** – Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.
3. **Built form and scale** – Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.
4. **Functionality and build quality** – Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.
5. **Sustainability** – Good design optimises the sustainability of the built environment, delivering positive environmental, social, and economic outcomes.
6. **Amenity** – Good design provides successful places that offer a variety of uses and activities while optimising internal and external amenity for occupants, visitors, and neighbours, providing environments that are comfortable, productive, and healthy.
7. **Legibility** – Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.
8. **Safety** – Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.
9. **Community** – Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.
10. **Aesthetics** – Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.

1.4.2.5. Hierarchy of Key Planning Areas

The City has a diversity of planning areas that provide access to goods and services for residents and workers, access to employment, and opportunities for business development. It is important that the size and function of the planning area is balanced and sustainable.

Based on the Central Sub-Regional Planning Framework, PP 4.2 and METRONET's Station Precinct Gateway document, Table 16 provides a hierarchy of key planning areas to accommodate urban growth. The hierarchy provides a basis for establishing a level of priority for undertaking planning for each of the planning areas.

Table 16: Hierarchy of Key Planning Areas to Accommodate Urban Growth

Hierarchy	Planning Area	Metro Central Sub-Regional Planning Framework	SPP 4.2	METRONET Station Precinct Gateway
1	Morley Activity Centre	Activity Centre	Strategic Centre	-
2	Ashfield, Maylands, and Noranda District Centre	Activity Centre	District Centre	-
3	Bayswater District Centre	Station Precinct	District Centre	Town Centre
4	Morley Station Precinct	-	-	Neighbourhood Centre
5	Meltham, and Mount Lawley Station Precinct	Station Precinct	-	-
6	Noranda Station Precinct	-	-	Transport Node
7	Alexander Drive, Beaufort Street / Broun Avenue, Beechboro Road North, Collier Road, Crimea Street, Garratt Road, Guildford Road, King William / Coode Streets, Walter Road West, and Wellington / Camboon / Wolseley Roads Urban Corridor	Urban Corridor	-	-
8	Maylands North, Bedford, Embleton, and Maylands / Bayswater South Residential Investigation Area	-	-	-

The planning areas identified will be subject to further detailed planning investigation, such as precinct planning, schemes amendments, studies and other assessments.

The hierarchy established above will be used as a basis to prioritise further detailed planning investigation, although a number of factors may result in certain planning areas being re-prioritised, such as market demand, State level infrastructure investment, or unforeseen development or infrastructure constraints.

The responsibility and process for precinct planning will largely be dictated by the unique requirements and attributes of each precinct as well as the timing, and the preparedness of

the City, the State and/or the private sector to lead. The City acknowledges that the State Government or the private sector may want to lead the precinct planning process where the market is ready for precinct planning to be bought forward to meet demand.

1.4.2.6. Dwelling Yield Analysis

In 2011 the City had 27,850 dwellings and in 2021 the City had 31,133 dwellings. From the 2011 figure, Perth and Peel @3.5million identifies a target of 9,230 additional dwellings by 2031 (total of 37,080 dwellings) and 15,750 additional dwellings by 2050 (total of 43,600 dwellings).

1.4.2.7. Estimated Dwelling Yield Calculations within Planning Areas

Tables 17 and 18 show the process taken to estimate the number of additional dwellings that could be accommodated within each of the identified planning areas to achieve the City's minimum additional dwelling target.

It is important to note that these figures are estimates only and will be refined through future planning processes such as precinct planning.

Infill redevelopment can be influenced by a number of factors such as proximity to residential attractors (shops, services, parks, and public transport), age of existing housing stock, land gradients, lot size, heritage listings, ownership fragmentation, and market conditions. It is considered that infill redevelopment will be generally influenced by all of these factors to varying degrees and that the opportunities and constraints to development will balance out at a precinct level. It is therefore considered that the process detailed below is appropriate to provide high-level dwelling yield estimates.

It should be noted that for planning areas where a current precinct plan or similar has been adopted by the City, the number of additional dwellings estimated as part of the precinct plan or similar has been used/adapted.

Table 17: Estimated Dwelling Yield Methodology within Planning Areas

No.	Step	Detail
1.	Net Developable Area (NDA)	Identify the Net Developable Area (NDA) in square metres for each planning area. The NDA comprises all land capable of being developed for residential use, and therefore excludes reserves and land zoned that does not allow for residential development, such as General Industry zoned land.
2.	Plot Ratio Area (PRA)	Multiply the NDA by plot ratio requirements to determine the plot ratio area (PLA) for each planning area. The plot ratio requirements relate to the density codes under the Residential Design Codes and differ for planning areas depending on their hierarchical position, as follows: • District Centres (R80-R160) – average assumed plot ratio 1.3 • Station Precinct (R60-R100) – average assumed plot ratio 1.0 • Urban Corridor (R50-R80) – average assumed plot ratio 0.8 • Residential Investigation Area (R40-R60) – average assumed plot ratio 0.7 The plot ratio requirements respond broadly to the objective and intent of residential infill development in the planning areas.

3.	Total Estimated Dwellings	Divide the PRA by an average dwelling size of 100m^2 to calculate the total estimated number of dwellings for each planning area. 100m^2 relates to a broad average dwelling size for infill development in the City, based on a diversity of one, two, three, and four bedroom dwellings.
4.	Existing dwellings	Identify the existing number of dwellings in each planning area.
5.	Estimated Additional Dwellings	The number of existing dwellings are then subtracted from the total estimated dwellings to calculate the estimated number of additional dwellings. Existing dwellings will largely be demolished to facilitate residential infill development and therefore it is necessary to remove the number of existing dwellings to provide a more accurate estimation.
6.	Take-up Rates	The estimated number of additional dwellings provided in Step 5 represents a 100% take-up rate or 'total' capacity. This assumes that every parcel of developable land is redeveloped to its maximum potential. As a 100% take-up rate is highly unlikely, a range of low (10%), medium (30%) and high (50%) take-up rates are provided to represent three potential redevelopment trajectories. The take-ups rates of between 10% and 30% is considered to represent a realistic range given the number of factors that can influence infill development.

Table 18: Estimated Dwelling Yield Calculations within Planning Areas

		Step 1	Step 2	Step 3	Step 4	Step 5	Step 6		
	Planning Area	NDA (m^2)	PRA (m^2)	Total Estimated Dwellings	Existing Dwellings (2021)	Estimated Additional Dwellings Total Capacity (100% Take-up Rate)	Low (10% Take-up Rate)	Medium (30% Take-up Rate)	High (50% Take-up Rate)
A	Morley Activity Centre	*See Note 1 below*				8,200	820	2,460	4,100
B	Ashfield District Centre	*See Note 2 below*							
C	Bayswater District Centre	*See Note 3 below*				2,568	257	770	1,284
D	Maylands District Centre	*See Note 4 below*				2,500	250	750	1,250
E	Noranda District Centre	216,970	282,061	2,821	351	2,470	247	741	1,235
F	Meltham Station Precinct	338,718	338,718	3,387	635	2,752	275	826	1,376
G	Morley Station Precinct	760,448	695,233	6,952	1,279	5,673	567	1,702	2,837
H	Mount Lawley Station Precinct	99,374	99,374	994	303	691	69	207	345
I	Noranda Station Precinct	239,372	239,372	2,394	394	2,000	200	600	1,000
J	Alexander Drive Urban Corridor	38,092	30,474	305	55	250	25	75	125
K	Beaufort Street / Broun Avenue Urban Corridor	481,172	384,938	3,849	814	3,035	304	911	1,518
L	Beechboro Road North Urban Corridor	585,008	468,006	4,680	1,014	3,666	367	1,100	1,833
M	Collier Road Urban Corridor	222,138	177,710	1,777	387	1,390	139	417	695
N	Crimea Street Urban Corridor	610,007	488,006	4,880	1,053	3,827	383	1,148	1,914

O	Garratt Road Urban Corridor	138,492	110,794	1,108	240	868	87	260	434
P	Guildford Road Urban Corridor	941,447	753,158	7,532	2,671	4,861	486	1,458	2,430
Q	King William Street / Coode Street Urban Corridor	437,491	349,993	3,500	781	2,719	272	816	1,359
R	Walter Road West Urban Corridor	*See Note 5 below*				1,476	148	443	738
S	Wellington / Camboon / Wolseley Road Urban Corridor	410,051	328,041	3,280	790	2,490	249	747	1,245
T	Maylands North Residential Investigation Area	77,142	53,999	540	290	250	25	75	125
U	Bedford Residential Investigation Area	53,527	37,469	375	95	280	28	84	140
V	Embleton Residential Investigation Area	50,941	35,659	357	93	264	26	79	132
W	Maylands / Bayswater South Residential Investigation Area	731,605	512,124	5,121	2,274	2,847	285	854	1,424
Total						55,077	5,509	16,523	27,539

Note 1 - Estimated additional dwellings and take-up rates adapted from dwelling yield figures provided in the Morley Activity Centre Plan.

Note 2 - All the land in the Centre is currently zoned General Industry and therefore not capable of being developed for residential use.

Note 3 - Estimated additional dwellings and take-up rates adapted from dwelling yield figures provided in the Bayswater Town Centre Structure Plan.

Note 4 - Estimated additional dwellings and take-up rates adapted from dwelling yield figures provided in the Maylands Activity Centre Urban Design Framework.

Note 5 - Estimated additional dwellings and take-up rates adapted from dwelling yield figures provided in the Bedford North Urban Design Study.

1.4.2.8. Estimated Dwelling Yield Calculations outside of Planning Areas

It is acknowledged that a portion of all new infill will occur within traditional suburban areas outside of the preferred planning areas (also referred to as incremental infill growth). Incremental growth is considered a gradual and organic process of continuous consolidation that occurs almost naturally at the accord of landowners, through mechanisms such as subdivision or land assembly.

Tables 19 and 20 show the process taken to estimate the number of additional dwellings that could be accommodated outside of the identified planning areas.

Table 19: Estimated Dwelling Yield Methodology Outside of Planning Areas

No.	Step	Detail
1.	Identify lots with subdivision potential.	Identify the number of lots that are zoned, which can accommodate residential development outside of the identified planning areas. Discount lots that do not have subdivision potential. Lots with subdivision potential are considered to be those that have enough land area to accommodate additional dwellings, based on their current density coding as per the Residential Design Codes.

		Example 1: A 750m² lot zoned 'Residential R25', which currently contains only one dwelling, has the potential to be subdivided into two lots (average lot area of 350m² is required), and accommodate one additional dwelling. *Example 2: A 680m² lot zoned 'Residential R40', which currently contains only one dwelling, has the potential to be subdivided into three lots (average lot area of 220m² is required), and accommodate two additional dwellings.*
2.	Estimated Additional Dwellings	Count the amount of potential lots that could be created to accommodate additional dwellings through subdivision. This will provide the estimated amount of additional dwellings.
3.	Take-up Rates	The estimated number of additional dwellings provided in Step 3 represents a 100% take-up rate or 'total' capacity. This assumes that every identified lot is subdivided and development to its maximum capacity. As a 100% take-up rate is highly unlikely, a range of low (10%), medium (30%) and high (50%) take-up rates are provided to represent three potential redevelopment trajectories. The take-ups rates of between 10% and 30% is considered to represent a realistic range given the number of factors that can influence subdivision and infill development.

Table 20: Estimated Dwelling Yield Calculations Outside of Planning Areas

Suburb	Step 2	Step 3		
	Estimated Additional Dwellings Total Capacity (100% Take-up Rate)	Low (10% Take-up Rate)	Medium (30% Take-up Rate)	High (50% Take-up Rate)
Noranda	1,291	129	387	646
Morley	2,087	209	626	1,044
Bayswater	1,266	127	380	633
Embleton	230	23	69	115
Bedford	361	36	108	181
Maylands	878	88	263	439
Mount Lawley	6	1	2	3
Total	**6,119**	**612**	**1,836**	**3,060**

Observations and Comments

The Central Sub-Regional Planning Framework requires that the City provides a minimum of 15,750 additional dwellings by 2050, based on 2011 existing dwelling figures.

The State Government's preference is for the majority of these additional dwellings be consolidated within strategic planning areas to create vibrant, mixed-use community hubs that are integrated with high-quality public transport connections.

The Strategy Map included in Part 1 of the Strategy identifies these planning areas where the majority of the required additional dwellings will be accommodated.

In accordance with SPP 7.2, precinct planning is required to be undertaken for each planning area, to guide its development and achieve good planning and urban design outcomes.

Precinct planning can be expensive and time consuming, therefore the planning areas have been prioritised (Table 16) in terms of importance, as it will not be possible for the City to undertake precinct planning for all areas simultaneously. The implementation of precinct planning will be undertaken based on this prioritised hierarchy. Table 4 included in Part 1 of the Strategy outlines the approximate timeframes in which precinct planning will be undertaken for each planning area.

Estimates of the number of additional dwellings that can be accommodated within each planning area was undertaken, to ensure that there is enough capacity to accommodate the minimum additional dwelling target set by the State Government.

In addition to the estimated number of additional dwellings that will be accommodated within identified planning areas, it is acknowledged that additional dwellings will also be provided within areas outside of the planning areas which is referred to as incremental infill growth.

The estimates include different take-up rates based on the likelihood of redevelopment occurring. A 100% take-up rate is considered highly unlikely, as this would involve every developable piece of land being redeveloped to its full capacity. Take-up rates of between 10% and 30% are considered to represent a more realistic range given the number of factors that can influence infill development. Based on take-up rates of between 10% and 30%, it is estimated that between 5,509 and 16,523 additional dwellings can be accommodated within the identified planning areas, and between 612 and 1,836 outside of the identified planning areas.

The total estimated number of additional dwellings that can be accommodated within and outside of planning areas, based on realistic take-up rates of between 10% (6,121 dwellings) and 30% (18,359 dwellings), demonstrates that the City has sufficient capacity to provide a minimum of 15,750 additional dwellings by 2050.

1.4.3. Community Infrastructure and Built Form

1.4.3.1. Community and Social Infrastructure

The development of communities requires a wide range of community and social infrastructure to enhance amenity, liveability, and wellbeing through education, health, and community services, recreation services, and public open space.

Community and social infrastructure required for the provision of health, education, sport and recreation, and public open space in the City will need to be provided and coordinated at both the local and State Government level.

Infrastructure will need to accommodate a growing and increasingly diverse population, with different needs. Trends identified previously will need to be considered, in particular a growth in elderly and teenage population, a decline in children and young adults, and an increase in cultural diversity.

There are different ways of potentially providing community and social infrastructure aside from the traditional approach of developing new infrastructure or extending/upgrading established infrastructure – buildings, facilities etc. Opportunities such as co-location (the sharing of buildings and facilities by more than one user group), and multi-use (the use of

buildings and facilities by others outside of core use hours) of community and social infrastructure can be explored to improve efficiency and reduce cost.

Different ways of funding and delivering infrastructure will also need to be explored, such as municipal funding, State Government partnerships, private sector investment, and developer contributions.

Health and Education

The provision of health and education infrastructure is primarily the responsibility of the State Government.

Active and Passive Recreation

Future population growth will require additional and more diverse sporting and recreational facilities within the City.

The City's draft Community Recreation Plan aims to provide a variety of opportunities for active forms of sports and recreation for the community.

Aside from active forms of recreation, a larger and more diverse population will require better quality and different forms of passive recreation, such as attractive vibrant places to meet, gather, spend time and people watch. These places may be indoor or outdoor, public or private.

Public Open Space

Public open space is important to the City's liveability. The City contains an extensive range of local and regional reserves totalling an area of 443.92ha including 10.2km of Swan River foreshore. The City's areas of public open space include a range of Sporting, Recreation, and Nature spaces.

There will likely be more demand for the amount and use of public open space in the future to cater for population growth and diversity.

The City's draft Public Open Space Strategy sets out a strategy to better provide for public open space in the future to meet the needs of a growing diverse population.

Observations and Comments

Community and social infrastructure will need to be provided and/or upgraded to meet the needs of a growing and increasingly diverse community.

The provision of this infrastructure will need to be a combined effort by the City and the State Government. The provision of health and education infrastructure for example is primarily responsibility of the State Government, however the City may provide a supporting role.

Furthermore, the provision of certain infrastructure will be guided separately by other City's strategies, such as the City's draft Community Recreation Plan and draft Public Open Space Strategy. Again in these instances, this Strategy will play a supporting role.

New and/or upgraded community and social infrastructure will be focused in areas earmarked to accommodate urban growth, being the identified planning areas.

Precinct planning for each planning area will need to guide the provision of this infrastructure. This will require investigating infrastructure needs and how they can be accommodated into planning areas; coordinating and providing infrastructure with the State Government, where it is their primary responsibility for delivery; and investigating potential ways of providing, funding and delivering infrastructure.

1.4.3.2. Built Form and Character

Built Form Design

Good design extends beyond taste, style, and appearance to encompass functionality, sustainability, response to context, flexibility in use, and cost efficiency. Good design results in an environment that performs well for all users and the broader community.

Design Review

Planning culture in WA has traditionally emphasised compliance with specific standards and metrics, however in recent years WA and the City has embraced the concept of design review.

The City's Design Review Panel is tasked with reviewing more significant development projects through collaborative and constructive interaction with applicants to improve design quality.

Design review signifies a transition for the City away from assessing prescriptive requirements to more performance based design outcomes, which are considered to allow developers greater flexibility, while also achieving better design outcomes.

Residential Design

Residential design is guided by an overarching State Government policy known as the Residential Design Codes (R-Codes). The R-Codes comprise a number of volumes, including, one for low and medium density development, one for apartments and a draft one for medium density development.

Residential design is also guided by specific provisions in the City's local planning scheme and suite of local planning policies. These provisions supplement and vary provisions of the R-Codes in order to respond to local character matters.

Non-residential Design

There is limited guidance in relation to the design of non-residential development. There is no policy guidance at a State Government level, and only limited guidance through primary development controls included in the City's local planning scheme.

Non-residential design guidance and provisions could improve design quality in the City, especially in planning areas that are the focus for increased non-residential and mixed use development. SPP 7.0 includes 10 design principles that demonstrate the social, economic, and environmental benefits which good design can provide:

- **Context and character** – Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.

- **Landscape quality** – Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.
- **Built form and scale** – Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.
- **Functionality and build quality** – Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.
- **Sustainability** – Good design optimises the sustainability of the built environment, delivering positive environmental, social, and economic outcomes.
- **Amenity** – Good design provides successful places that offer a variety of uses and activities while optimising internal and external amenity for occupants, visitors, and neighbours, providing environments that are comfortable, productive, and healthy.
- **Legibility** – Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.

Area specific design guidance and provisions could also be considered as part of precinct planning to assist to promote or maintain a desired localised character, amenity, and scale.

Heritage and Character

The rich history of the City is embedded in the fabric of the City's many heritage places. The City has a long history of conserving and promoting its local heritage, and is committed to continuing this into the future to ensure that the history is preserved for generations to come. The City's vision is for these places to be conserved, enhanced, and celebrated.

Heritage places, particularly when coupled with artefacts, including documentary records, artworks and furniture, or with intangible heritage, such as folklore, ideas and memories, skills and practices, can enrich people’s lives by providing a sense of connection to individuals, community, landscapes, customs and practices in the past and in the present.

Aside from heritage places, the City has a number of areas with unique qualities that give them distinctive character. The character of these areas is guided by policy.

If not managed well however, the established heritage and character value in the City can be eroded or lost through redevelopment or neglect. Often heritage and character areas are viewed as barriers to redevelopment, especially in areas envisioned to increase in density and intensity, such as the identified planning areas. This does not need to be the case. If design well, heritage and character can be retained, enhanced, and well-integrated as part of redevelopment, even at a larger scale.

Local Heritage Survey and Heritage List

A Local Heritage Survey is a collection of places and areas, which in the opinion of the City have cultural and heritage significance. The City’s Local Heritage Survey was adopted by Council in 2020, and contains a total of 287 places including the 260 places also included on the City’s Heritage List.

A heritage place is a place that has been identified as having cultural heritage, while a heritage area is a precinct that has been identified as having cultural heritage significance and a distinct

character. The City's Local Heritage Survey includes the Bayswater town centre and Maylands town centre as designated heritage areas. *The Planning and Development (Local Planning Schemes) Regulations 2015* require that where a heritage area is to be designated, the local government must adopt a local planning policy for the area.

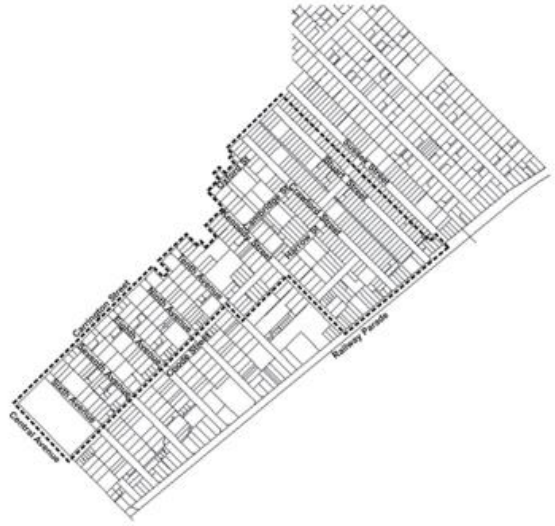
The City's Local Heritage Survey includes a Heritage List, which is a list of places adopted under the City's local planning scheme, thereby providing them with statutory protection. Only places with a Management Category of 1 to 3 are included on the List. Development approval is required for all demolition, alterations, or other development affecting the heritage significance of a place on the Heritage List.

Character Protection Areas and Design Guidelines

The City has three residential character protection areas in Maylands, Mount Lawley and Bayswater (Figure 3). The character of these areas is expressed through their streetscape appeal; including front fences and gardens, the scale and form of existing buildings, roof design, heritage places, and trees that combine to form character. The City's Character Protection Areas local planning policy ensures new development is sympathetic to the local character of the respective areas.

The City has four separate design guideline local planning policies. The purpose of which is to guide development in these areas by providing requirements that vary aspects of the Residential Design Codes, to achieve consistent, site responsive built form in order to maintain the local character and amenity in the various applicable areas.

Figure 3: City of Bayswater Character Protection Areas
Source: Character Protection Area Policy (2015)



MAYLANDS NORTH
CHARACTER PROTECTION AREA

MOUNT LAWLEY
CHARACTER PROTECTION AREA

BAYSWATER
CHARACTER PROTECTION AREA

Aboriginal Heritage

When Europeans first arrived in the area, the entire South West region of Western Australia was occupied by the Noongar people. The Register of Aboriginal Sites is managed by the Department of Indigenous Affairs. Items listed on the Register are protected from being disturbed or removed by the *Aboriginal Heritage Act 1972*. It is noted that all sites in Western Australia are protected under the Act regardless of whether they are identified on the register.

The City has a number of designated sites of Aboriginal heritage significance, including the Swan River Foreshore.

Observations and Comments

There is an established framework of policy and provisions to help ensure the design quality of residential development is of a high standard.

The same framework does not exist for non-residential development. There is an opportunity to investigate ways to improve the design quality of non-residential developments, which will have social, economic, and environmental benefits for the development and broader area.

There is a rich array of built form with heritage and character values that strongly contribute to the amenity and history of the City. The City has well established policies and provisions that encourage the conservation and enhancement of heritage and character.

Despite this, there is little guidance in the local planning framework in relation to integrating heritage and character values with new development, especially in relation to larger scale developments. There can also be pressure by some landowners to retain heritage and character value however, some can view it as a burden or constraint, especially where it might compromise development potential.

There is an opportunity to better guide the integration of heritage and character values with new development, especially in relation to larger scale developments. There is also an opportunity to investigate ways for landowners and developers to view heritage and character as an asset or opportunity as opposed to a burden or constraint.

1.4.4. Employment and the Economy

1.4.4.1. Employment

Table 21 shows that in 2021 the City of Bayswater had an estimated resident working population of 58,263 (residents who are over 15 years of age), of these approximately 38,528 residents were actively engaged in the labour force (either employed or looking for employment).

Table 21: City of Bayswater Labour Force Status by Age
Source: ABS 2021 City of Bayswater General Community Profile

Age Group	Labour Force	Working Age Population	Percentage
15-19	1,733	3,159	55%
20-24	3,475	4,175	83%
25-34	9,864	11,640	85%
35-44	8,957	10,678	84%
45-54	7,230	8,739	83%
55-64	5,497	7,799	70%
65-74	1,596	6,607	24%
75-84	164	3,832	4%
85+	12	1,634	1%
Total	38,528	58,263	66%

Table 22 shows that in 2016, the City had an estimated labour force participation rate of 66% which was slightly higher than the average for Greater Perth (63%). Of the 35,772 residents actively engaged in the labour force 30,710 (86%) had some form of employment.

By 2026 it is estimated that the resident working age population will have grown by 6,247 to 60,730 and that the number of people actively engaged in the workforce will have risen to 39,822 (65.6%).

Table 22: City of Bayswater – Estimated Labour Force Participation*
Source ABS 2011 Census; WAPC WA Tomorrow 2015 Population Projections; ABS Regional Population Growth 2013

Age Group	2016		2021		2026	
	Estimated Labour Force	Working Age Population	Estimated Labour Force	Working Age Population	Estimated Labour Force	Working Age Population
15-19	1,253	3,112	1,208	3,020	1,592	3,980
20-24	3,279	4,258	2,826	3,670	2,841	3,690
25-34	10,018	12,004	9,520	11,470	8,432	10,160
35-44	8,149	9,610	10,804	12,710	11,806	13,890
45-54	6,754	8,195	7,396	9,020	8,249	10,060
55-64	4,863	7,267	5,012	7,480	5,159	7,700
65-74	1,305	5,376	1,490	6,210	1,559	6,460
75+	148	4646	162	4,040	191	4,790
Total	35,772	59,210	38,418	57,620	39,822	60,730

*Information based on those who live within the City of Bayswater
**To predict the future size of the workforce in 2026 it is assumed that labour force participation rate for each age group will remain relatively static over time. The percentages calculated in Table 8 above have been applied to the estimated population from Table 1 to create Table 9 below.

Graph 9 shows that in 2021 people living in the City were predominantly employed in health care and social assistance (14%), retail trade (9%), education and training (9%), and professional, scientific and technical services (9%).

Compared to the greater Perth average, the City has a higher proportion of people employed in the accommodation and food services, professional, scientific and technical services, and public administration and safety sectors.

Graph 9: Employment of People Living in the City
Source: ABS Census 2021 City of Bayswater General Community Profile and Greater Perth General Community Profile

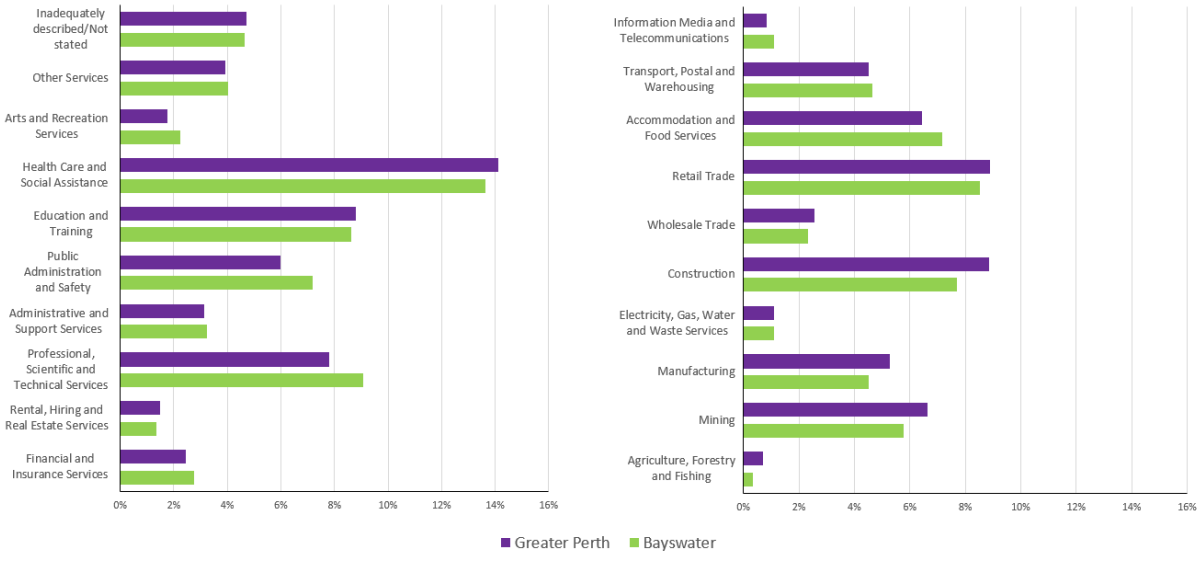


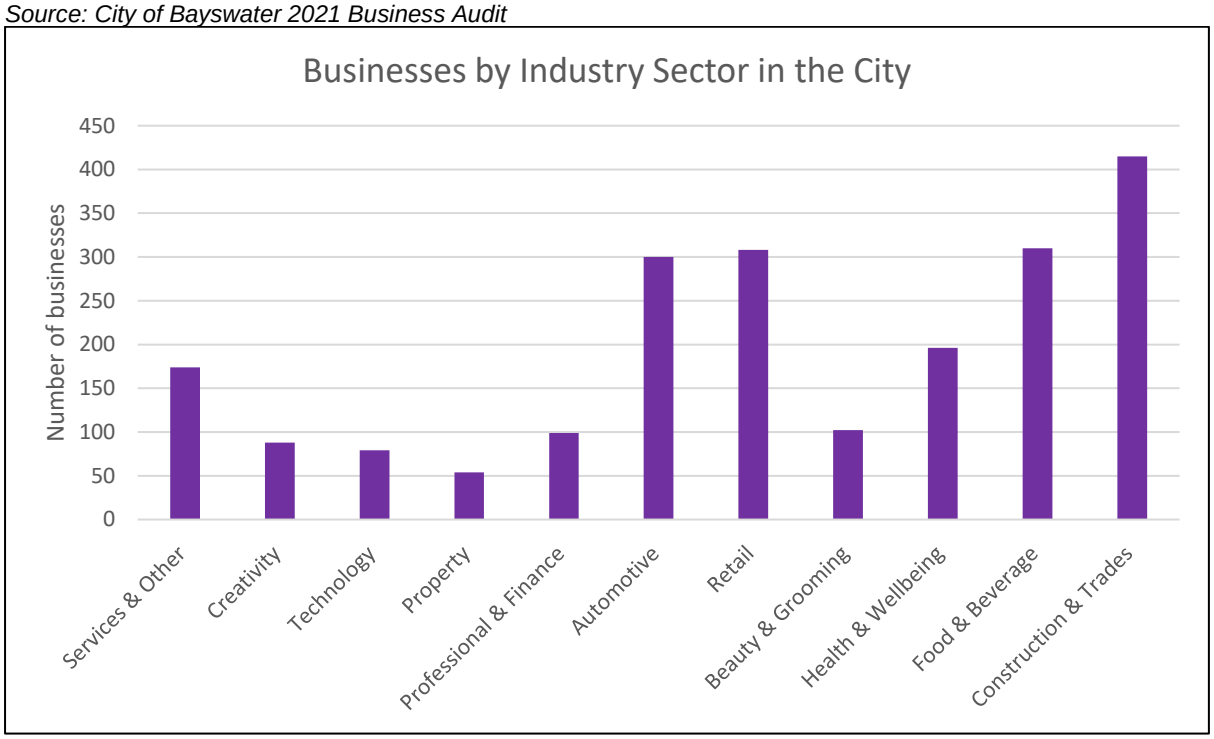
Table 23 shows that there was a significant change in the type of industry people in the City were employed in between 2011 and 2021. The table below indicates that there has been a decline in people working in manufacturing, wholesale trade, and information media and telecommunications jobs, and a larger increase in people working in mining, accommodation and food services, health care and social assistance, and arts and recreation jobs.

Table 23: Employment Change of People Living in the City
Source ABS Census 2011 City of Bayswater Basic Community Profile, ABS Census 2021 City of Bayswater General Community Profile

Industry	2011	2021	Percentage Change
Agriculture, Forestry and Fishing	85	126	48%
Mining	1,345	2,115	57%
Manufacturing	2,614	1,647	-37%
Electricity, Gas, Water and Waste Services	346	399	15%
Construction	2,688	2,813	5%
Wholesale Trade	1,242	855	-31%
Retail Trade	3,173	3,110	-2%
Accommodation and Food Services	2,123	2,624	24%
Transport, Postal and Warehousing	1,434	1,701	19%
Information Media and Telecommunications	529	399	-25%
Financial and Insurance Services	1,032	1,012	-2%
Rental, Hiring and Real Estate Services	524	499	-5%
Professional, Scientific and Technical Services	2,830	3,313	17%
Administrative and Support Services	1,125	1,187	6%
Public Administration and Safety	2,392	2,623	10%
Education and Training	2,307	3,146	36%
Health Care and Social Assistance	3,463	4,979	44%
Arts and Recreation Services	553	822	49%
Other Services	1,268	1,472	16%

The City of Bayswater 2021 Business Audit identified a total of 2,125 unique business enterprises operating across the City. Graph 10 shows the amount of businesses by sector in the City in 2021. The highest amount of businesses were in the Construction and Trades (415 or 20%), Food and Beverage (310 or 15%), Retail (308 or 14%), and Automotive (300 or 14%) sectors.

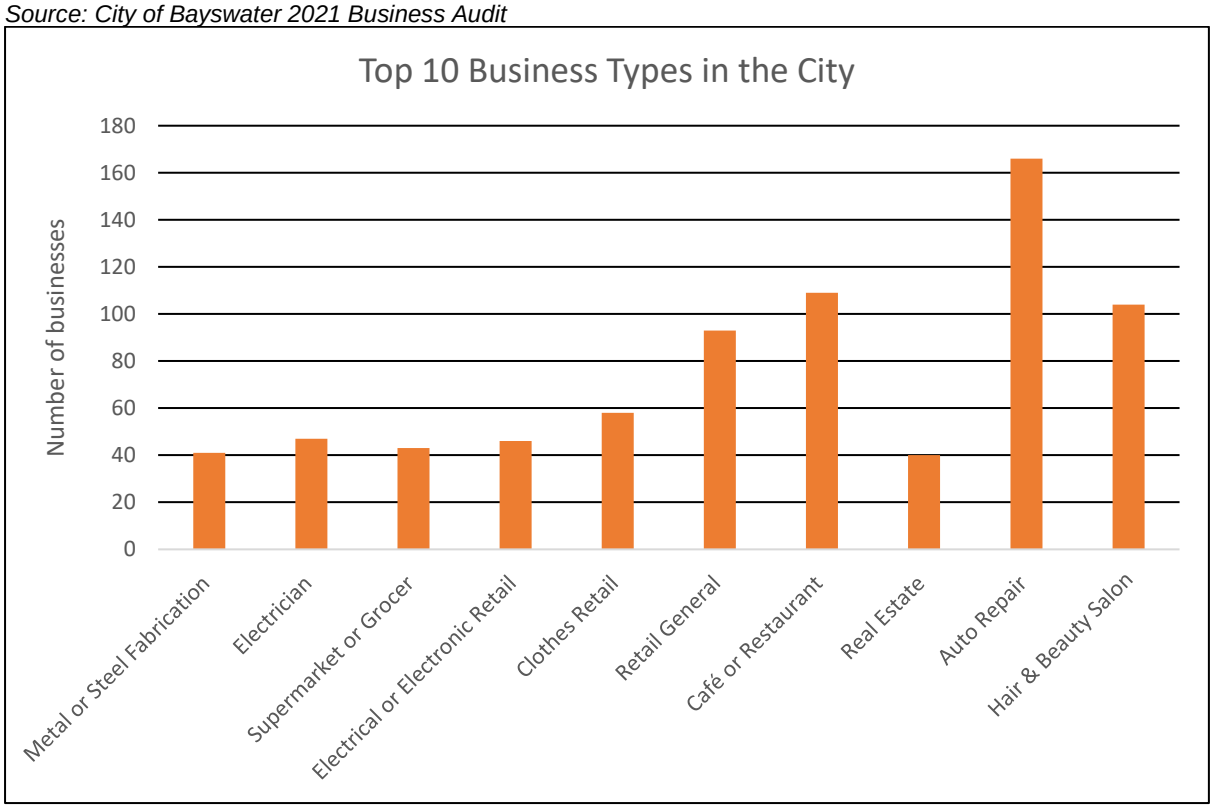
Graph 10: Business by Industry Sector
Source: City of Bayswater 2021 Business Audit



Graph 11 shows the top 10 most prominent business types operating in the City in 2021. Together these 10 business types account for 767 or 35% of the total amount of businesses in the City.

Of the top 10, the highest were Auto Repair (166 or 8%), Café or Restaurant (109 or 5%), Hair and Beauty Salon (104 or 5%), and Retail General (93 or 4%).

Graph 11: Top 10 Business Types
Source: City of Bayswater 2021 Business Audit



Employment self-sufficiency is a measure of the number of jobs within a region, relative to the resident workforce. It is an indication of the resident workforce's ability to access employment close to home. In 2021 the City had a resident labour force of 38,528 and the estimated number of jobs within the City in 2021 was 21,593 (2021 Census). This gave the City an employment self-sufficiency of 56%.

An employment self-sufficiency value below 100 indicates that the City does not have the capacity to employ the resident labour force regardless of industry of employment and that a large percentage of the resident labour force is leaving the City on a daily basis to find employment.

Employment self-containment is a measure of how many people live and work in the same area. Table 24 shows that in 2016 only 15.3% of the City's resident labour force live and work within the City of Bayswater while 70.5% work elsewhere.

Table 24: City of Bayswater Employment Self-Containment
Source: Remplan Economy 2017

City of Bayswater Residents	Number of People	Percentage
Work and Live in Bayswater	5,486	15.3%
Live in Bayswater and work elsewhere	25,224	70.5%

Observations and Comments

The City has a reasonably sized resident workforce, which is expected to increase in the future.

In 2021, people living in the City were predominantly employed in the health care and social assistance, retail trade, education and training, and professional, scientific and technical services sectors. However, most businesses and therefore jobs in the City in 2021 were in the construction and trades, food and beverage, retail, and automotive sectors.

This reflects a broad misalignment between the type of jobs people living in the City are employed in, and the types of business and potential jobs available in the City.

It is estimated that by 2026, there will be 18,740 less jobs in the City than employable people, resulting in a low level of employment self-sufficiency. There is a need and an opportunity to increase the amount of jobs within the City to better match the employment population.

The vast majority of the people who live in the City (70.5%) work elsewhere – a low level of employment self-containment. This presents an opportunity to increase and diversify jobs within the City, to better appeal to the resident workforce.

1.4.4.2. Planning Areas

Planning areas within the City, including activity centres, station precincts, and urban corridors, are to become key areas for economic growth and employment. While each planning area offers a different scale and characteristic, they are all envisioned to become active, vibrant and diverse centres of economic growth, comprising a rich mix of commercial and employment based land uses at their heart, supported by community and social services and infrastructure, higher density residential living and good access to public transport, which are considered to be the key ingredients to produce strong, resilient, urban communities.

Precinct planning requires consideration of various aspects of a planning area, such as employment, residential density, transport networks, urban form quality and amenity, activity centre maturation, and the overall hierarchy in which the centres sit, alongside the economic viability of a centre in order to contribute to the Central Sub-region.

Strategic Centres

A – Morley

The Morley Activity Centre is the primary economic centre within the City. It is classified as an Activity Centre in the Central Sub-regional Planning Framework and a Strategic Centre in SPP 4.2.

SPP4.2 envisions the role and attributes of the Centre to be a main regional multipurpose centre that provides a diversity of uses, and a full range of economic and community services necessary for the community in it catchment. The Centre is expected to service a substantial population, providing health, community and social services, integrated with public transport and provide opportunities for business agglomeration.

To support a strong diversity of employment opportunities, services and activities within the Centre, SPP 4.2 suggests that the Centre should aim to have a balanced ratio of shop/retail floorspace to other non-residential land uses.

In 2013, the City engaged Pracsys to prepare a Commercial, Retail and Industrial Analysis Report to investigate the current state of activity within the City, and examine possible future scenarios for activity centre development and performance across the City, in order to allow

the City to articulate a preferred strategic direction for activity to identify the actions required to move towards a preferred future. Although the report was prepared some time ago and changes have occurred, the findings are still considered to be relevant.

It was estimated that the Morley Activity Centre had an employment density of 42 jobs per hectare, which accommodates approximately 3,210 jobs, this was considered to be average when compared to similar activity centres within the metropolitan area. There was a relatively poor mixture of uses within Morley with only 64% of jobs being non-retail based (the average for the metropolitan area was 74%); the majority of other jobs were in the health, government, commercial office, and recreation industries.

Morley had a low residential density, with an estimated 8.43 dwellings per hectare, in accordance with SPP 4.2, the Centre should aim for a residential density of 50+ dwellings per hectare.

Transport within the Centre was found to be dominated by cars, poorly serviced by pedestrian footpaths, and lacking in bicycle lanes, which was considered to limit its growth. The Centre was found to be well serviced by buses, due to the centrally located Regional Bus Interchange.

<u>District Centres</u>

District centres, including Ashfield, Bayswater, Maylands, and Noranda, are the next hierarchical level of centre below the Morley Activity Centre. SPP4.2 envisions District Centres to have a greater focus on servicing the daily and weekly needs of residents. Their relatively smaller scale catchment enables them to have a greater local community focus and provide services, facilities, and job opportunities that reflect the needs of their catchments.

To support a diversity of employment opportunities, services, and activities in line with the role of a District Centre, SPP 4.2 suggests that Centres should aim to have twice as much shop/retail floorspace than other non-residential land uses.

B – Ashfield

The Pracsys (2013) report explains that the Ashfield District Centre's strength lies in its industrial employment land, rather than its land use diversity. In 2013, it was estimated that the Centre accommodated 4,765 jobs primarily in industrial related industries. Despite the high number of jobs, employment density is low due to the large floor plates and land area associated with industrial land uses.

The Centre was considered immature due to the lack of diverse land uses and local amenities (local shops and services), functioning more like a neighbourhood centre.

The Centre also had a low residential density, with only 700 dwellings being located within a walkable catchment of Ashfield Train Station.

Despite the Centre being focused around Ashfield Train Station and bus services running along Guildford Road, it is car dominated, which is likely due to the immaturity of the Centre to cater for basic needs of residents, workers, and visitors.

C – Bayswater

The Pracsys (2013) report explains that the Bayswater District Centre has a similar composition to the Maylands District Centre, in that it comprises a main street commercial and retail strip surrounding a train station. In 2013, it was estimated that there were approximately 1,454 jobs within the Centre. It is considered that there is potential to improve the intensity of employment to increase overall activity.

METRONET's Station Precincts Gateway (2021) document's vision for the Centre is to have a retail and service centre that supports its district catchment and local employment.

The Centre has a relatively high residential density (estimated to be 11 dwellings per hectare) for the type of Centre it was classified as at the time (Neighbourhood Centre). However, this is lower than the aspirational density of 30 dwellings per hectare in SPP 4.2 for a District Centre.

Transport within the Centre is primarily car based, despite it being well serviced by public transport as it is located on the Midland-Perth Rail Line and serviced by high frequency buses. Further improvements to the pedestrian and bicycle network were considered necessary to increase activity and connection within the area.

D – Maylands

The Pracsys (2013) report explains that the Maylands District Centre primarily comprises a retail and entertainment main street. In 2013, it was estimated that the Centre accommodated 2,115 jobs, and was considered to be relatively mature, as it had a reasonable level of diversity which included retail, dining, public administration and education.

The Centre had the highest residential density of all of the activity centres within the City with an estimated 21 dwelling per hectare, which is still lower however than the aspirational density of 30 dwellings per hectare in SPP 4.2 for a District Centre.

Transport in the Centre is focused around Maylands Train Station, with Guildford Road also being well serviced by bus routes. The Centre is considered to be relatively pedestrian friendly with a good network of footpaths. Cars were found to still dominate the streetscape, however the majority of parking was located behind buildings.

E – Noranda

The Pracsys (2013) report explains that the Noranda District Centre comprises primarily a small shopping centre and a neighbouring sporting complex, and functions as a retail centre with most of the activity focused within the shopping centre. The Centre's employment density was higher than some of the main street areas within the City, due to the concentration of activity within the shopping centre.

Noranda has a low residential density, much lower than the aspirational density of 30 dwellings per hectare in SPP 4.2 for a District Centre.

Transport in the Centre was found to be dominated by private car use. There are a number of buses which service the Centre, however it is not a central stop. The Centre is considered relatively immature, and for it to develop to its full potential, better public transport links and higher residential density are required.

Station Precincts

Station Precincts, including Morley, Meltham, and Noranda, are the next hierarchical level below District Centres. Station precincts will primarily accommodate increased residential within a walkable catchment of the train stations. To support increased densities, limited commercial growth is supported, however commercial land uses are to be ancillary to residential land uses.

Station precincts are not recognised in SPP 4.2.

F – Meltham

The Pracsys (2013) report explains that Meltham Station Precinct is considered to be primarily an 'origin station', where a large number of people use the train station to access employment opportunities elsewhere. Meltham contains very few jobs. It was observed that the Precinct's boundaries overlap with the Maylands and Bayswater District Centres, which may limit development.

It was estimated in 2013, that there were 2,371 dwellings within a walkable catchment of Meltham Train Station. It is considered that the area should focus on increasing residential density within the area, with commercial and retail development focused in the Maylands and Bayswater District Centres.

The Precinct is primarily serviced by car, however there is easy access to Meltham Train Station, linking to Perth CBD and Midland.

G – Morley

The Pracsys (2013) report was undertaken prior to the new Morley Train Station being conceptualised.

METRONET's Station Precincts Gateway (2021) document and the Morley Station Precinct Concept Masterplan (2021) explain that the Precinct is to have some retail and services to meet the needs of the local community, but it is not to compete with the Morley Activity Centre. It is considered that there is an opportunity to diversify employment from the well-established light industrial and storage/distribution industries to more retail and commercial activity, to service future population growth and capitalise on access to the new station.

H – Mount Lawley

The Pracsys (2013) report explains that Mount Lawley Station Precinct is primarily used for residential, with an estimated residential density of 14 dwellings per hectare. There are a number of large employment attractors within a walkable catchment of the Mount Lawley Train Station, including Saint John of God Hospital. In 2013, it was estimated that the Precinct had

an employment density of 17 jobs per hectare, mainly due to the large number of jobs at the hospital.

The Precinct is focused around Mount Lawley Train Station, and well serviced by major roads such as Guildford Road and Railway Parade, linking to Perth CBD via bus and car. The precinct is also well connected to the Perth CBD via the principal shared path running along Swan River.

I – Noranda

The Pracsys (2013) report was undertaken prior to the new Noranda Train Station being conceptualised.

METRONET's Station Precincts Gateway (2021) document designates the Precinct as a 'Transit Node', meaning it will perform a primary transport interchange function, and that the station is expected to be a catalyst for longer term growth in the Precinct.

Urban Corridors

Urban corridors are the next hierarchical level below Station Precincts. Urban corridors across Perth can vary widely in terms of their composition. Some are predominantly residential and may contain minor commercial or mixed-use development dotted along their length. Others have a more even balance of both residential and commercial land uses, while others contain mostly commercial and office development. Residential density also differs within and between urban corridors, as do the intensity and type of commercial uses.

Urban corridors within the City are envisioned to predominantly comprise higher density residential and with minor commercial or mixed-use development situated where established commercial development is currently located.

Urban corridors are not recognised in SPP 4.2.

1.4.4.3. Activity Measures

In order to understand the state of key centres and assist with future centre planning, the Pracsys (2013) report measured the performance of key centres in relation to the following principles:

- **Intensity** – Co-locating activity within a vibrant, intense space ensures walkability, social interaction, and economic activation. Intense agglomerations of activity have been shown to increase the productivity of certain industry mixes through a reduction in transport and communication costs, improved links to suppliers and markets, and the ability to learn from others and share knowledge.
- **Residential** – Higher residential densities result in more people living within a centre and more viable economic generating activity.
- **Diversity** – A diverse mix of users and activity are desirable for an economically, environmentally, and socially sustainable centre. Highly diverse centres enable users to access multiple needs with fewer trips and retain users in the centre for longer periods of time, to interact both socially and economically. In addition, providing more local job opportunities within a variety of industries will contribute to higher rates of employment self-sufficiency.

- **Employment** – Centres require both a quantity and quality of employment, as it befits their position within the centres hierarchy. Employment is one of the main drivers of our collective standard of urban living.
- **Accessibility** – Centres must be accessible to a wide mix of user groups utilising different modes of transport. This reduces the impact of petrol price shocks, increases sustainable centre catchments, and facilitates movement between employment nodes.
- **Mobility** – Mobility is concerned with transit to and within the centre via a variety of modes, including walking, cycling, public transport, and private vehicles. State and local planning strategies and policies require an increased focus on more sustainable, active forms of transport (i.e. walking, cycling, and public transport). However, private vehicle access is also required to cater for the full range of users, and provide a variety of transport to allow users to switch transport modes in response to changes in their individual circumstances or the current environmental conditions.

Table 25 scores each centres performance in terms of economic activity out of 10, and highlights specific strengths, weaknesses, and potential opportunities for improvement.

Table 25: Performance Measures of Key Centres
Source: City of Bayswater Commercial, Retail and Industrial Analysis Pracsys 2013

Centre	Score out of 10	Strengths	Weaknesses	Potential Opportunities
Morley Activity Centre	6.36	Accessibility	Intensity Mobility	Residential Employment Intensity
Maylands District Centre	6.44	Diversity Accessibility	Intensity	Residential Employment Intensity
Noranda District Centre	4.79	Diversity	Employment	Residential Intensity
Bayswater District Centre	5.76	Accessibility Employment	Intensity	Intensity Employment
Meltham Station Precinct	5.59	Residential Accessibility	Intensity	Residential
Mount Lawley Station Precinct	6.23	Employment Accessibility	Diversity	Residential Employment

The scores in Table 25 show that there is significant opportunity to improve activity and economic performance in all of the key centres in the City.

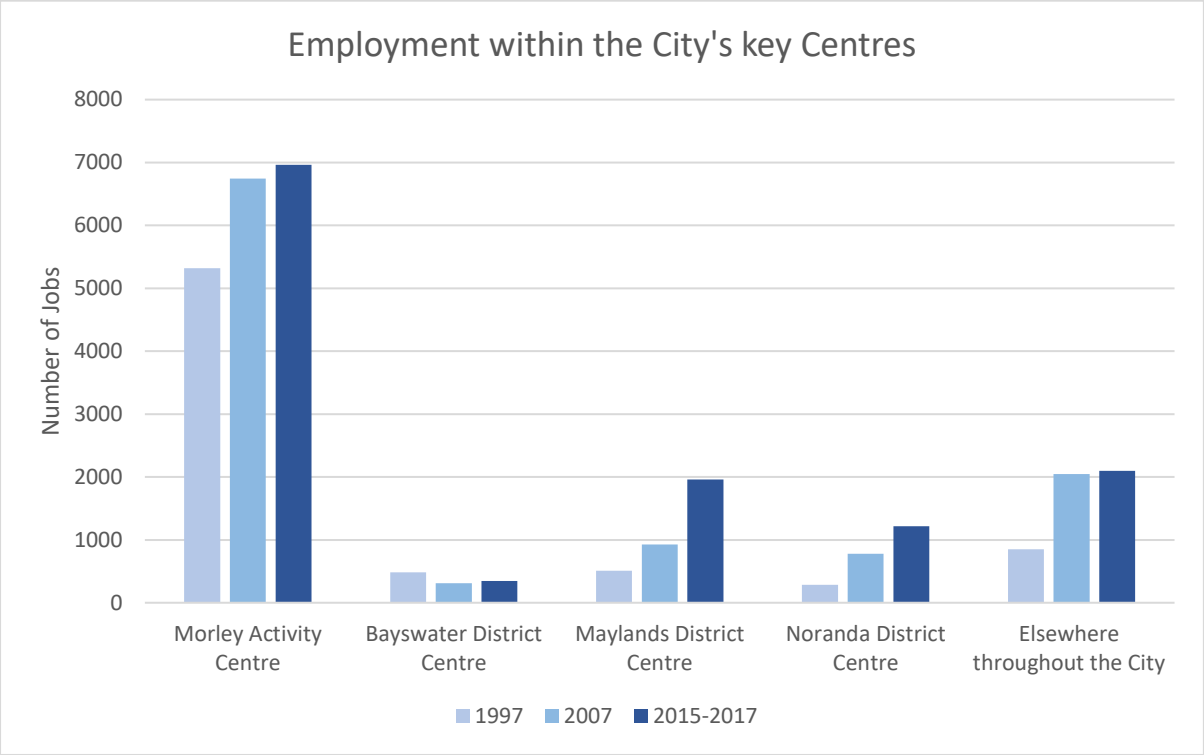
1.4.4.4. Employment in Key Centres

Graph 12 below shows the number of jobs in each of the City's key centres, excluding industrial areas. The City has seen as significant increase in the number of jobs since 1997. The graph indicates that the Morley Activity Centre accounts for significantly more jobs within the City than any of the other key centres. The Morley Activity Centre experienced a dramatic increase in the number of jobs between 1997 and 2007, however since 2007 has experienced a much slower rate of job growth. The Maylands and Noranda District Centres have experienced reasonable growth since 1997. The Bayswater District Centre has seen a minor

reduction in the number of jobs since 1997, however this will likely change in the future following the State Government's upgrade of the Bayswater Train Station.

Of some concern is the amount of jobs outside of the key centres as seen in the 'Elsewhere throughout the City' statistics. Jobs included in this statistic excludes industrial related employment.

Graph 12: Employment within the City's Key Business Areas
Source: Department of Planning – Land use surveys 1997, 2007 and 2015-17



1.4.4.5. Commercial Floorspace in Key Centres

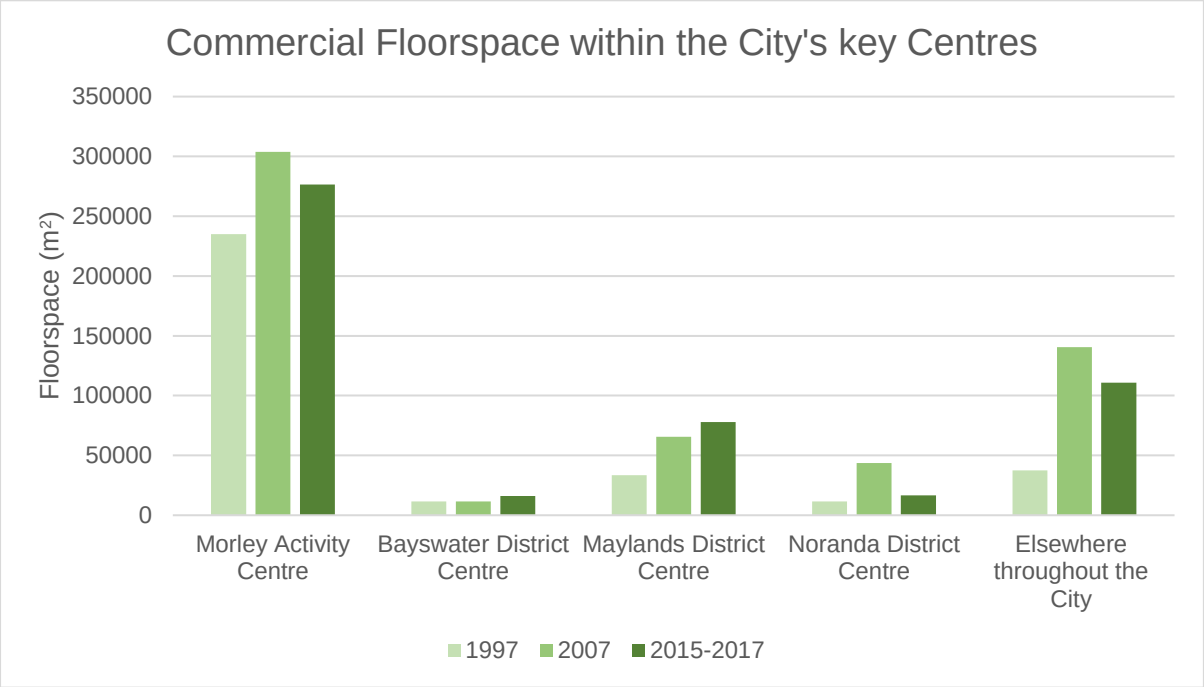
Graph 13 shows that the Morley Activity Centre has by far the highest amount of commercial floorspace. The Centre experienced a significant increase between 1997 and 2007, however since 2007 the amount of floorspace has reduced.

The Maylands District Centre has experienced a steady increase in commercial floorspace since 1997.

The Bayswater and Noranda District Centres have a low amount of commercial floorspace and have not experienced significant growth since 1997.

Of concern is the growth in commercial floorspace outside of the key centres as seen in the 'Elsewhere throughout the City' statistics. Floorspace included in this statistic excludes industrial related floorspace. SPP 4.2 suggests that commercial land uses and floorspace should ideally be located within identified activity centres, to encourage high concentrations of retail, commercial, residential, and civic uses, to help ensure the economic sustainability of activity centres. Development occurring elsewhere throughout the City, otherwise known as 'out of centre development' has the potential to negatively impact the hierarchy and function of identified activity centres.

Graph 13: Commercial Floorspace within the City's Key Business Areas
Source: Department of Planning- Land use surveys 1997, 2007 and 2015-17



Retail Floor Space

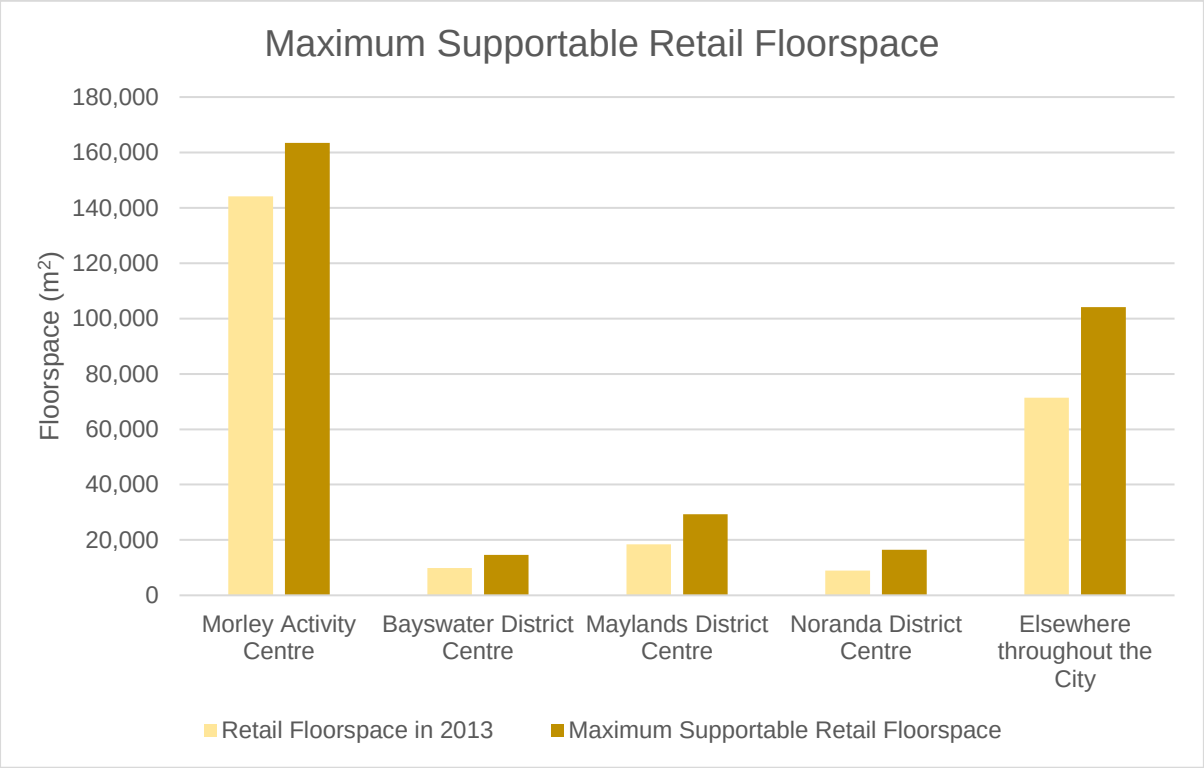
Pracsys (2013) report estimates that an additional 46,000m^2 of retail floorspace could be supported within the City, hand in hand with expected population growth.

The Report contemplated two scenarios for the dispersion of retail floorspace growth within the City:

- Scenario 1 – A centralised approach, with population and retail floor space growth concentrated within the Morley Activity Centre. Under this scenario there would be minimal growth in other areas within the City.
- Scenario 2 – A Transport Orientated Development (TOD) Scenario, where population and retail floor space growth would be concentrated within key centres.

Scenario 2 aligns closer with the Connected City growth model. Graph 14 indicates the anticipated dispersal of retail floor space under this scenario.

Graph 14: Maximum Supportable Retail Floor Space in 2013
Source: City of Bayswater Commercial, Retail and Industrial Analysis Pracsys 2013



It is anticipated that significant additional retail floorspace in key centres can be supported as a result of population growth.

Of concern is the amount of retail floorspace outside of the key centres as seen in the 'Elsewhere throughout the City' statistics.

Entertainment Floorspace

Pracsys (2013) report estimates examined entertainment floorspace, which included taverns, cinemas, small bars, bowling alleys, and betting venues. Restaurants and cafes were considered retail spaces. Entertainment floorspace is separated from retail floorspace, as it often has different locational characteristics, such as:

- Demand is regional rather than local;
- Productivity is highly dependent on the individual operator; and
- Agglomerations of high quality entertainment floor space could form an entertainment destination of regional significance.

In 2013, the City had 3,500m^2 of entertainment floorspace. It is anticipated that the City will need an additional 2,500m^2 of entertainment floor space to support future population growth.

Observations and Comments

The identified planning areas are earmarked as being the key centres for future economic growth and job creation.

Each planning area is different and will require individual analysis and consideration to customise actions to enhance economic activity and job growth in line with its hierarchical position. What is similar to each planning area is that future economic growth and job creation can be enhanced by striving towards an optimal mix of land uses and an increased intensity of land use activity.

In this context, a mix of land uses refers to not only commercial land uses, such as retail, café/restaurant, and office, but also supporting land uses, such as residential, health, entertainment, and recreation.

Table 24 suggests that the mix of land uses in the City is not optimal as there are much less jobs than employable people in the City, and the vast majority of residents work outside of the City. Graphs 9 and 10 also suggest that there is a misalignment between the type of jobs people living in the City are employed in, and the types of business and potential jobs available in the City.

Table 25 lists land use intensity as a weakness of most key centres, meaning that land use intensity is generally low in the City.

In order to enhance economic activity and job growth, precinct planning for planning areas will need to have regard for:

- The hierarchical position of the planning area relative to others to ensure it develops as intended and does not impact other areas;
- The supply and zoning of land and other provisions needed to work towards achieving an optimal mix of land uses; and
- Land use intensity to ensure a critical mass of people living and working in an area is accommodated to make businesses viable and sustainable.

Out of centre commercial development can draw economic activity away from identified planning areas and therefore poses a significant threat to their economic activity, viability, and sustainability. Graph 12 suggests that out of centre commercial development has been prolific in the past, however it is considered that the recently adopted SPP 4.2 includes stronger provisions to better deter out of centre commercial development. Out of centre commercial development can be the result of:

- There not being suitably sized or zoned land within planning areas to cater for commercial land uses;
- Land envisioned for commercial land uses are being developed for other land uses, such as residential; and
- Land located out of centre being cheaper and easier to develop for commercial purposes.

1.4.4.6. Car Parking Provisions

Onsite car parking requirements for residential development are set by the Residential Design Codes. The amount of car parking required per dwelling is determined by dwelling type and size. Generally, dwellings will require one or two bays per dwelling. In some circumstances residential developments will also require visitor parking bays to be provided onsite. The

amount of visitor bays required is generally determined by the amount of dwellings in a development.

The majority of local governments in Perth, including the City of Bayswater, set minimum parking ratios for individual non-residential land uses, which are required to be provided as part of new development, for example an office development may require one car parking bay to be provided onsite for every 50m^2 of net lettable area as part of a new development. This is known as the 'predict and provide' method to car parking provisions.

The 'predict and provide' method applies to developers constructing new non-residential developments, as well as new businesses wanting to relocate into an area by accommodating established tenancies. In the instance where the approved land use changes, a 'change of use' development application may need to be submitted and approved by the City. Where not enough car parking is able to be provided onsite, the City may either refuse the application or require a cash in lieu payment for the shortfall.

From an economic point of view, onsite car parking requirements present the following issues:

- The car parking requirements often do not reflect the actual demand for car parking for a particular development.
- Submitting a development application for approval with a car parking shortfall presents significant risk to applicants, especially given that there is a reasonable chance the application could be refused.
- The provision of car parking, or a cash in lieu equivalent in relation to non-residential car parking, is generally expensive and may be the difference between a new development being economically viable or not.
- The provision of car parking takes up a lot of space onsite, which could be better used to accommodate more residents or facilitate greater job creation and economic activity.
- In relation to non-residential changes of use, established developments will often have no available space to construct new car parking onsite and therefore new businesses may be required to pay a cash in lieu equivalent, which will often be economically unviable, especially for smaller businesses.

In 2020, the Western Australian Local Government Association (WALGA) released the Local Government Car Parking Guideline. The objective of the Guideline is for local governments to consider alternative methods to the traditional forms of car parking provisions.

The Guideline acknowledges issues related to traditional forms of car parking provisions and responds to a growing need to investigate better alternatives.

1.4.4.7. Holistic Car Parking Management

As discussed, the traditional approach to providing car parking has been for each development site to cater for its own car parking needs onsite, which can have adverse economic implications for individual developments, and often results in developments not being feasible.

Managing car parking more holistically throughout a centre or area, can be a much more cost effective and practical way of providing car parking access to an area. In essence, car parking management is about better managing existing infrastructure and assets.

Car parking management plans look at car parking holistically by identifying area based issues and implementing measures to address them. Reviews are then undertaken to ensure the measures are working, which helps to ensure:

- Actual, not perceived, car parking issues are addressed;
- Car parking is efficiently used in the most cost effective manner possible; and
- How people use car parking in a centre or area is better reflected. People will often park in one location and visit multiple places, car parking need is not often tied to one place in a centre or area context.

The City has already prepared car parking management plans for the Morley Activity Centre and the Maylands and Bayswater District Centres. Measures have been implemented successfully where deemed necessary to better manage parking.

Often one of the biggest benefits to holistic car parking management is that the measures are simple, effective, and inexpensive, especially compared to providing onsite car parking.

Observations and Comments

Car parking is, and will continue to be, important in providing convenient access for people to different areas in the City. However, the provision of onsite car parking can be associated with significant increases in development costs and risk to developers wanting to invest in the City.

WALGA's Local Government Car Parking Guideline (2020) sets out alternative approaches to the way in which the City requires onsite car parking, which can be considered to better encourage development and investment in the City, including:

- Removing onsite car parking requirements altogether and letting developers decide how many car bays are required.
- Location based as opposed to land use based car parking requirements.
- Unbundling residential car parking, so that onsite car parking provisions are considered separate from the dwelling. This allows dwellings to be sold without a car bay, commonly in areas with good access to alternate forms of transport. This can make housing more affordable.
- Encouraging car sharing schemes, whereby cars are used by multiple people. This will reduce the overall amount of cars in an area and the demand for car parking infrastructure.

1.4.4.8. Under-development

Under-development in this context is a situation where a development is substantially smaller in scale then what is intended or envisioned in an area.

Planning often deals with the perceived amenity impacts of over-development that typically relate to buildings being proposed that exceed primary development controls, such as maximum building height or plot ratio limits.

However, there can be significant economic impacts to an area due to under-development. For example, if the scale of built form in an area is envisioned to be between six to eight storeys in scale, and a two storey building is developed, from an economic perspective the impact can be:

- Less people (residents, workers, and visitors) in an area making economic transactions;
- Less employment opportunities and economic output;
- Less visitation and economic activity in an area;
- Less efficiency with infrastructure (services, public transport, and community);
- Less viability to provide and justify improved local infrastructure. This may lead to not being able to provide the envisioned local infrastructure, such as improved streetscapes and parks; and
- Less willingness of other landowners and developers to develop to the envisioned scale.

The Pracsys (2013) report identifies intensity and residential density as key ingredients to improve the economic performance of a centre. Under-development can reduce the intensity of a centre and in turn negatively affect its economic performance.

Observations and Comments

Under-development can result in an area not realising its envisioned potential, which can adversely affect an area economically.

There are measures, such as minimum building height, plot ratio or commercial floorspace limits, which can be investigated to help ensure under-development does not occur, especially in the identified planning areas, where urban growth of a larger more intense scale will likely be encouraged. However, these measures will need to be carefully considered to ensure they do not have unintended consequences that may detrimentally affect areas.

1.4.4.9. Building Robustness

The concept of building robustness relates to the ease in which buildings can be adapted and changed overtime to suit other needs and uses. If buildings exhibit a high level of robustness then they can adapt to accommodate a wide range of different uses and activities easily. The ease in which a building can be adapted to accommodate different needs and uses is important as it affects its economic viability.

If a building is difficult to adapt then the price for renovation will likely increase, making adaption and reuse less viable, and in a lot of cases resulting in the underutilisations or vacancy of the building for long periods.

In some cases a building will be so un-robust, or purpose built, that accommodating different uses is almost impossible.

Public Places Urban Spaces – the Dimensions of Urban Design (2010) lists the main attributes that affect building robustness as being the cross-sectional depth, access, room shape and size. Other attributes could include floor to ceiling heights, toilets, fire exits, kitchens, universal access, and front façade design. When the design of buildings consider these attributes there is greater ease and more likelihood of changes over time.

Building robustness can also refer to how easily a building can be extended. Often this relates to horizontal extensions to the external face of a building, however this can also relate to vertical extensions. In areas that are presently not suitable for high densities or building heights, but could possibly accommodate them in the future, architects and builders could consider ways of construction that could allow for vertical extensions in the future.

Observations and Comments

The ease in which a building can be adapted and/or extended can have a significant impact on the economic performance and vibrancy of an area.

There are measures, such as cross-sectional depth, access, room shape and size requirements, which can be investigated to improve building robustness. However, these measures will need to be carefully considered to ensure they do not have unintended consequences that may detrimentally affect areas.

1.4.4.10. Bayswater Industrial Area

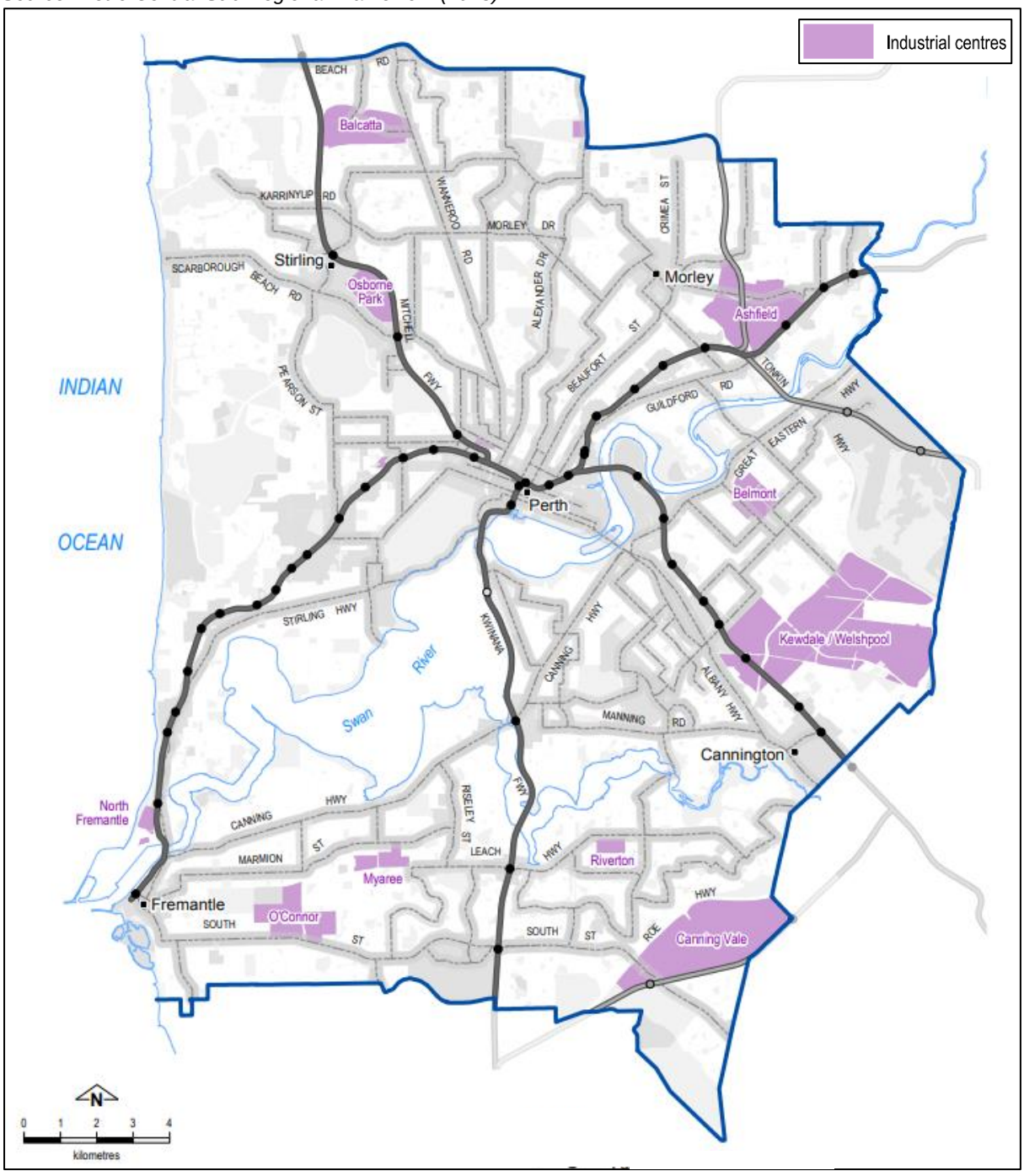
The Bayswater Industrial Area forms part of a larger industrial area within the neighbouring suburb of Ashfield, within the Town of Bassendean, known as the Ashfield Industrial Area. Figure 4 shows that the Ashfield Industrial Area is one of the larger industrial areas in the Central Sub-region.

Industry is attracted to locations with good accessibility to major transport infrastructure such as ports, airports, freight routes, and existing or proposed intermodal terminals.

Industrial centres in the Central Sub-region, such as the Bayswater Industrial Area, benefit from proximity to the Perth CBD, established road, rail and bus links, and access to a Perth-wide labour force. As such, there is a need for this industrial land to be protected and preserved within the Central Sub-region.

The Bayswater Industrial Area will also benefit from the significant investment undertaken by the State and Federal Governments, including METRONET's rail infrastructure and the Tonkin Highway Gap project.

Figure 4: Industrial Areas within the Central Sub-Region
Source: Metro Central Sub-Regional Framework (2018)



As of 2017, the Bayswater Industrial Area accounted for approximately 3,424 jobs, the majority of which are in the manufacturing industry (35.8%) and the construction industry (17.7%). There are approximately 8,800 jobs within the larger industrial area combined with Ashfield.

Like many industrial areas in the Central Sub-region there is limited land available for industrial growth or expansion. The amount of jobs has remained stagnant for some time and the types of industry it accommodates is not considered high value.

1.4.4.11. Sewer Infrastructure

Currently the Bayswater Industrial Area is in a generally degraded and rundown state. A major constraint to investment and the future prosperity of the Area is the lack of sewer infrastructure.

A lot of the Bayswater Industrial Area is serviced by onsite septic and leach drain systems to manage liquid waste, which require a lot of space and do not have the same capacity as a sewer system. This discourages developers to invest and regenerate the area, which presents a significant barrier to the intensity and diversity of industrial land uses, and in turn limits employment.

Addressing the lack of sewer infrastructure represents a key trigger to unlocking the regeneration of the Bayswater Industrial Area.

1.4.4.12. Encroachment of Competing Land Uses

As residential and commercial development has expanded and intensified, and market forces and changes to products and production processes have arisen, industrial areas within the Central Sub-region have come under increasing pressure. It is considered important that existing industrial areas continue to operate effectively without the threat of encroachment or replacement by land uses such as residential, retail, recreation, and showroom.

In the Central sub-region, the conflict between competing uses, such as residential and commercial, is placing pressure on the use of industrial land.

The Economic and Employment Lands Strategy (2012): Non-heavy Industry focuses on the identification and de-constraining of land suitable for industrial activity, allowing for an industrial land bank for the future. The Strategy provides a clear framework to facilitate the delivery of appropriately zoned industrial land to the market, responding to forecast demand over the next 20 years. The Strategy identifies the issues relating to industrial zoned land within the Central Sub-Region, including:

- The erosion of industrial land within inner metropolitan sites at the expense of higher order uses, without understanding the regional implications;
- Encroachment of residential and commercial land uses in and around industrial areas because of the perceived higher land values of commercial and residential land uses; and
- The need to protect existing key strategically located industrial facilities; there is limited ability within the Central Sub-region to cater for any future industrial growth as most industrial sites are nearing capacity. Future demand will need to be met by other sub-regions within Perth and Peel, or through an intensification of industrial land uses within the Central Sub-region.

1.4.4.13. Industrial Interface

Significant portions of the Bayswater Industrial Area interface with land that is developed or zoned to accommodate ‘sensitive land uses’, referred to in SPP4.1 as land uses that are residential or institutional in nature, where people live or regularly spend extended periods of time, including dwellings, short-stay accommodation, schools, hospitals, and childcare centres.

SPP 4.1 provides guidance in relation to the appropriate transition of zonings to minimise potential amenity impacts from industrial land uses, such as odour, noise, fumes, and vibration. The guidance suggests that appropriate transitional zonings and reserves should be situated between areas zoned General Industry and areas that have the potential to accommodate sensitive land uses.

Observations and Comments

The Bayswater Industrial Area plays an important role within the City as it generates strong economic activity and provides many jobs.

Although there is little opportunity to expand the Bayswater Industrial Area, there is significant opportunity to make better use of the current industrial land by unlocking its potential, through the provision of sewer infrastructure. This will encourage developers to invest and regenerate the area, which will help to increase the intensity and diversity of industrial related land uses, and in turn increase employment and innovation. As Graphs 10 and 11 suggest, there is a need for job growth and diversity in the City.

The encroachment of competing land uses, such as residential, retail, recreation, and showroom, presents a considerable threat to the future continuation of industrial related land uses in the Bayswater Industrial Area.

Suitable planning mechanisms are to be investigated, and a planning framework developed, to help guide the development of the area to protect against unsuitable land uses that have the potential to encroach and undermine the Area, and to expand and diversify economic growth and employment opportunities. This may be in the form of a special control area, local planning policy, and/or additional land uses.

Two nominated investigation areas are identified. The north-west investigation area has been identified to investigate suitability of land uses and interface with the Morley Station Planning Area. The southern investigation area is identified given its proximity to Bayswater District Centre and linkage to Tonkin Highway.

The interface between the Bayswater Industrial Area and land zoned for ‘sensitive land uses’ has the potential to cause amenity impacts if not properly managed. Provisions within the City’s local planning scheme should be reviewed to minimise potential amenity impacts in line with SPP 4.1.

1.4.5. Environment

1.4.5.1. Natural Areas

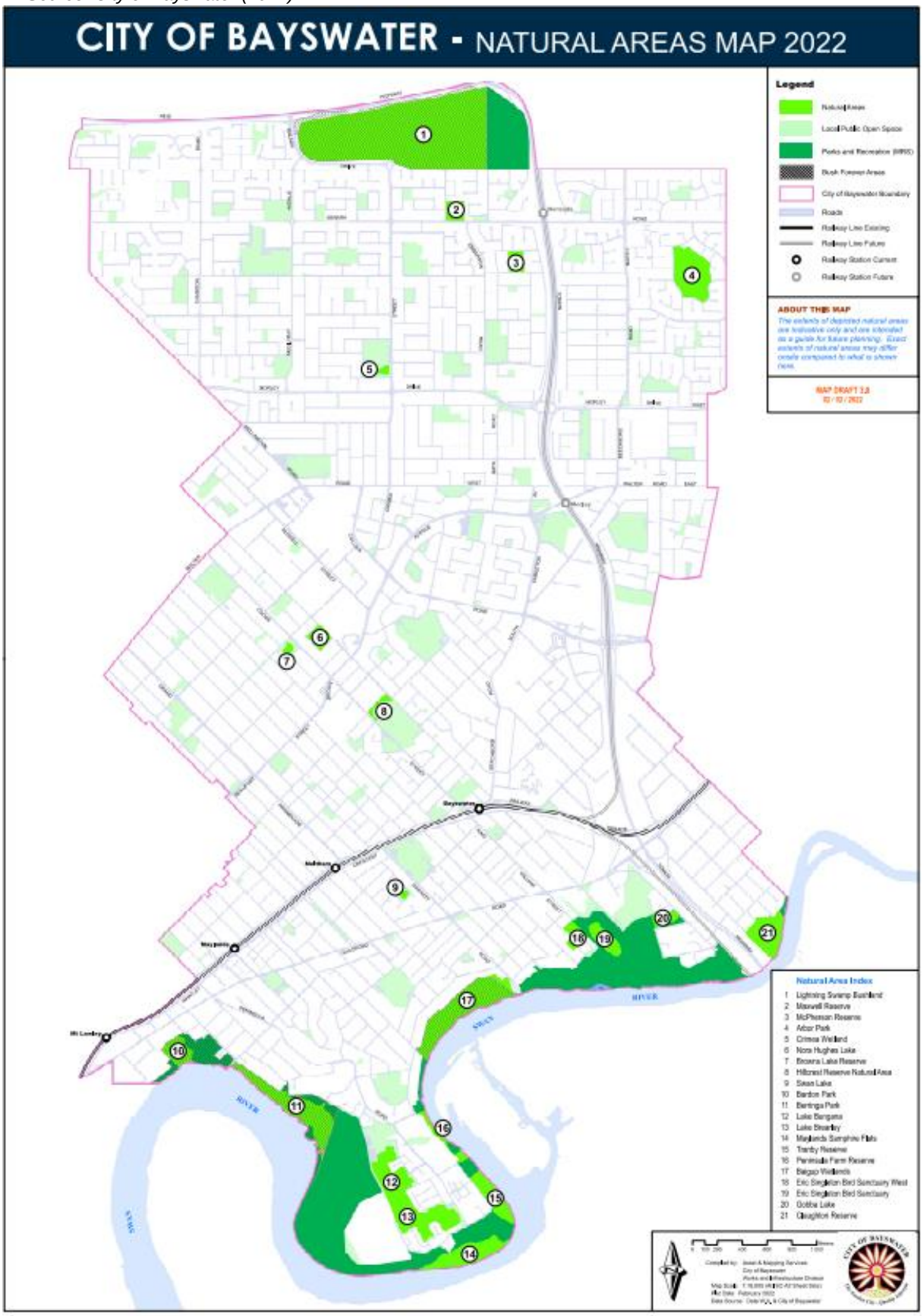
Natural areas in this context are broadly defined as remnant and man-made areas of prominently endemic native flora and fauna.

The City’s environment has been significantly modified since European settlement. As a result, remnant natural areas have been largely removed or modified. The small pockets that do remain are extremely fragile and already under stress from long and sustained urban growth and changing climatic conditions.

In order to improve and increase the size and number of natural area, the City is developing new natural areas in strategic locations such as drainage areas and parks.

Key natural areas (remnant and man-made) within the City are situated around the Swan River and Lightning Swamp, within areas reserved as ‘Park and Recreation’ under the Metropolitan Region Scheme (Figure 5).

Figure 5: Natural Areas within the City
Source: City of Bayswater (2022)



A key challenge in delivering more intensive urban growth will be to conserve and enhance natural areas from urban encroachment.

Separating natural areas and urban environments with the use of such measures as buffer areas can assist in maintaining and protecting natural areas. Buffer areas benefit both natural areas by minimising issues like weed invasion, and urban environments by providing a barrier to pest species such as midges. Natural areas are also more likely to be prone to bush fire events, so buffer areas can also assist in minimising the impact of bush fires on urban environments.

1.4.5.2. Climate Change and Urban Heat

Climate change is already affecting the world's climate in profound and long-term ways, and it will increasingly impact the health, wellbeing, and lifestyle of people in Perth.

The main contributors to climate change are:

- Generating electricity by burning fossil fuels (coal, oil and gas) accounts for over 75 per cent of global greenhouse gas emissions and nearly 90 per cent of all carbon dioxide emissions.
- Manufacturing and industry produce emissions, mostly from burning fossil fuels to produce energy for making things like cement, iron, steel, electronics, plastics, clothes, and other goods.
- Cutting down trees for infill urban development, causes emissions, since trees, when they are cut, release the carbon they have been storing.
- Transportation, most cars, trucks, ships, and planes run on fossil fuels.
- Powering residential and commercial buildings.
- Over consuming.

As greenhouse gas emissions blanket the Earth, they trap the sun's heat. This leads to rises in temperatures and climate change. The world is now warming faster than at any point in recorded history. Warmer temperatures over time are changing weather patterns and disrupting the usual balance of nature. This poses many risks to human beings and all other forms of life on Earth (United Nations).

Projected heat related deaths in Perth are expected to increase from 294 in 2014 to 1,419 in 2050 (Cool Communities: Urban Trees, Climate and Health, Curtin University).

The Victorian Centre for Climate Change Adaptation suggests that dealing with heat stress in Australian cities is of increasing concern. Heat is already an issue affecting people, buildings and infrastructure, which is evidenced as being vulnerable to episodes of extreme heat. It is likely that urban heat will be further amplified by increasing urbanisation and increasing temperatures associated with global climate change.

Over the last 60 years the urban form of the City has changed from a landscape covered with natural surfaces such as large landscaped properties, farms, and natural areas to a suburban form dominated with hard surfaces such as roads, housing, and carparks.

In this process of urbanisation cooling ecosystem services in the landscape, such as shade from trees and evaporation from wetlands, have been removed and replaced with man-made surfaces which act as urban heaters.

The following potential social, economic, and environmental impacts are associated with urban heat:

- Expected heat related death increases;
- Heat stress leading to illness or mortality for humans and animals;
- Decreased productivity of workforces;
- Increased water use from air conditioning and irrigation;
- Declined water quality such as algal blooms;
- Disruption to ecosystems as they are pushed over their tipping points;
- Increased energy consumption from air conditioning and use of motor vehicles;
- Infrastructure failure;
- Increased pollution levels;
- Decreased walkability and liveability; and
- Effect of hot weather on recreational pursuits such as weekend sports.

Perth has a Mediterranean like climate with hot, dry summers and mild winters, which is considered one of its greatest benefits. However, projected increases in temperature and heat waves combined with temperature increases from urban heat as a result of more intense urban growth, presents a threat to Perth's liveability and public health.

Dr Reardon, principal author of the 'Your Home' guide, suggested that the 'Fremantle Doctor', a cooling afternoon sea breeze in Perth, becomes approximately 1°C hotter every kilometre it travels inland due to the urban heat island effect. It is also suggested that as the summers become hotter and heatwaves increase, houses that maintain their thermal comfort now, might not have that luxury in the future.

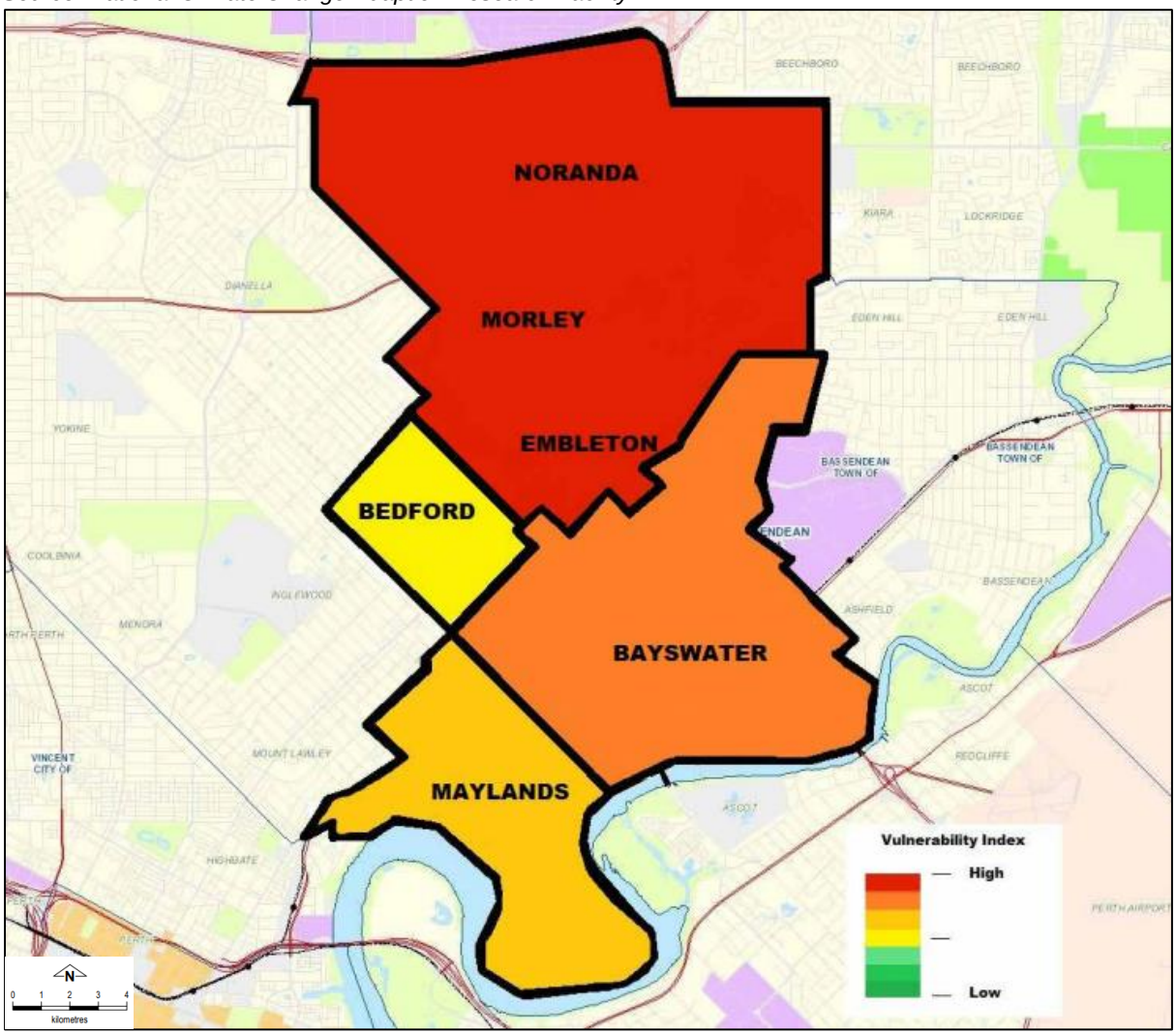
The City of Bayswater, being inland, does not benefit from being close to the coast and the cooling effect of sea breezes. Therefore, minimising the impacts of urban heat in the City of Bayswater is crucial.

Urban heat vulnerability mapping was developed through the National Climate Change Adaption Research Facility, and is based on:

1. Daily temperatures at which excess heat-related illnesses and deaths occurred;
2. Population vulnerability based on local environment and health/population status; and
3. Predicted heat changes.

Figure 6 below shows that the City rates in the medium to high spectrum for most of its suburbs.

Figure 6: Urban Heat Vulnerability Map
Source: National Climate Change Adaption Research Facility



It is important to not only consider ways to reduce the impact of urban heat for today's weather, but to also consider adaptation in the very likely scenario that urban heat intensifies in the future. The Australian Cooperative Research Centre (CRC) for Low Carbon Living suggests that urban heat can be minimised in various ways, including:

- **Shade Trees** – Maintaining and increasing tree canopy cover has a substantial impact on urban heat. Trees are generally the main source of shade in urban areas. A lack of trees and therefore shade increases the amount of the sun's heat energy that can heat buildings and hard surfaces, such as roads.

- **Vegetation** – Vegetation, including trees, cools the air through a process called evapotranspiration, which is the process by which water is transferred from the land to the atmosphere by evaporation from the soil and other surfaces, and by transpiration from plants. Vegetation also absorbs air pollutants that can create a local greenhouse effect by trapping heat within a local environment.

- **Materials and Surfaces** – Different materials and surfaces have different properties and reflect and store the suns heat energy in different ways, which can greatly influence urban heat. The use of materials that have a low thermal mass will absorb and re-radiate less heat and the use of more reflective materials for roofs, roads, and other surfaces will reflect more of the sun's heat energy.

- **Impermeable and Fast Draining Surfaces** – The use of impermeable and fast draining surfaces in urban areas increases urban heat by reducing the amount of surface water in an urban environment. Surface water cools the air through evaporative cooling, which is the evaporation of a liquid that removes latent heat from the surface.

- **Human Activities** – Heat produced from human activities comes from a variety of sources including, energy used for heating and cooling, running appliances, industrial processes, and transportation.

1.4.5.3. Biodiversity

Perth is recognised internationally as one of the world's top 25 biodiversity hotspot. It is one of the few hotspots to be found in a developed country and is currently the only internationally recognised hotspot within Australia. As the City of Bayswater is within this hotspot area, protection of significant biodiversity areas is important.

Improving biodiversity plays an important part in the health of the natural environment as it allows organisms to move across the landscape, assists with genetic flow, breeding, foraging, recolonisation, migration, and dispersal, and may ultimately lead to species revival and survival. Biodiversity can be improved by maximising the amount of endemic native plants and trees throughout the City, and linking key biodiversity areas together.

The Collective Biodiversity Strategy is a strategic commitment by the Town of Bassendean, and the Cities of Bayswater and Belmont, to protect and enhance a network of local natural areas. The focus of the Strategy is the protection and effective management of natural areas, specifically:

- Identification of the extent of the biodiversity resources within the combined local government areas;
- Identification of ecological linkages across the combined local government areas; and
- Identification of broad management options for local natural areas and ecological linkages within the Swan River precinct.

While actions such as this are currently being undertaken to improve biodiversity in the City, there are further opportunities that can be explored. All aspects of the urban environment present opportunities to accommodate endemic native plants and trees, including parks, street verges, median strips, cycle ways, drainage reserves, and the front and back yards of houses.

If not managed well, biodiversity can be threatened by more intense and dense urban growth areas and lower density suburban residential areas.

More intense and dense urban development, which will be the primary focus within identified planning areas, can result in less space and consideration for landscaped environments and biodiversity.

In lower density suburban residential areas, smaller scale subdivision and development often results in the clearing and loss of onsite vegetation, some of which may have biodiversity qualities.

1.4.5.4. Trees in the Urban Environment

Urban development has an impact on tree canopy loss with increased urban infill, smaller block sizes and the preference for level sites reducing the number of trees on private land. Threats to trees on private and public land are the result of a range of factors including:

- Land and infill development.
- Streetscape design and road development.
- Overhead power lines.
- Underground services.

Across the Perth metropolitan area, there has been a 4.8% tree canopy cover loss between 2001 and 2022.

The City's Urban Forest Strategy puts forward objectives, actions, and principles to guide the planning, advancement, and management of the City's Urban Forest. The Strategy aims to do this through:

- Protecting and retaining existing trees to help reduce the unnecessary removal of established and often remnant tree species, whilst aiming to halt any further reduction of canopy in the City;
- Increasing tree canopy coverage from 13.2% to an aspirational target of 20% by 2030;
- Increasing diversity of tree species to build a more resilient urban forest;
- Achieving age diversity of the City’s urban forest will reduce the likelihood of significant tree canopy loss at the localised level; and
- Informing and consulting with the community.

The City's Urban Forest Strategy suggests that an urban forest has many economic, environmental, and social benefits, such as:

- **Increased amenity value** – Trees visually enhance an area, increase property values, and add to the landscape character.
- **Reduce energy usage** – Trees strategically planted to provide shade from the sun can cool buildings by up to 7°C which can reduce air conditioning costs.
- **Increased life span of infrastructure and assets** – Tree shade can increase the life span of infrastructure such as roads, which in turn reduces maintenance and replacement costs.
- **Reduced health care costs** – Studies indicate that greener suburbs encourage people to exercise more and provides better mental health outcomes. Increasing the physical and mental health of people results in a reduction to community health care costs.
- **Shading and cooling** – Trees provide shade and reduce the surrounding air temperature through the process of evapotranspiration.
- **Improving air quality** – Trees trap and absorb air pollutants such as dust and particulate matter, which improves air quality.

- **Reduces stormwater runoff** – Trees slow stormwater flow rates, reduce stormwater runoff, and improve water quality by capturing and filtering water through their leaves and root systems.
- **Carbon sequestration** – Trees help to mitigate the impacts of global warming by capturing and storing carbon and removing it from the atmosphere.
- **Provision of food and habitat for wildlife** – Trees provide food sources and shelter for animals such as birds, mammals, insects, and other wildlife.
- **Creating a sense of place** – Tree lined streets and well-designed green spaces enhance the urban form which facilitates a strong sense of community connection to an area.
- **Reduces sun and heat related illnesses** – The provision of shade and a subsequent reduction in air temperature can help reduce mortality rates, especially amongst the most vulnerable e.g. the young, the elderly and homeless people.
- **Supports community cohesion** – Green urban spaces, especially those providing well shaded areas encourage the local community to gather and interact, and this facilitates community cohesion.
- **Improves physical and mental health** – Providing green spaces within urban areas encourages people to undertake outdoor activities such as exercise, and promotes interaction with others which has a variety of positive health effects for both physical, mental, and social wellbeing.
- **Reduction in anti-social behaviour** – Research indicates that green spaces have a positive influence on the social behaviour of a community and can reduce the level of particular illegal activities.

The Urban Forest Strategy states that increased temperatures due to development practices combined with a warming and drying climate needs to be given serious consideration as it is clear that there is an inverse relationship between population growth and canopy coverage. That is to say, that as the City of Bayswater's population has increased with infill development; the level of canopy coverage has decreased significantly.

The City carries out an extensive annual tree planting program, which plants trees on public land. Policy is also in place at a State and local government level to curb the loss, and increase the provision of trees as part of private land development.

1.4.5.5. Sustainable Building Design

Sustainable building design focuses on increasing the efficiency of resource use (energy, water, and materials), while reducing building impacts on human health and the environment during the building's lifecycle, through better siting, design, construction, operation, maintenance, and demolition/removal.

Sustainable building design should reduce the overall impact of the built environment on human health and the natural environment by efficiently using energy, water, and other resources, protecting occupant health, improving employee productivity, and reducing waste, pollution and environmental degradation.

Elements relating to sustainable building design include passive design, biophilic design, quality and recycled materials, renewable energy sources, energy use minimisation, water harnessing, and water reuse.

1.4.5.6. Water Sensitive Urban Design

Australia is the driest populated continent on Earth, and the population use more water per person than most other countries in the world.

Water sensitive urban design (WSUD) is an approach to the planning and design of urban environments that supports healthy ecosystems through smart management of water, at both a precinct scale and individual development scale.

Urban development using conventional approaches can have a negative impact on the natural water cycle. Due to the relatively high imperviousness of urban areas, there is increased surface area for evaporation resulting in reduced ground water supply. In heavy rainfall events increased runoff of stormwater results in associated problems, such as pollution of waterways and erosion. WSUD seeks to minimise this impact by integrating development with natural features and promoting the integration of stormwater, water supply, and sewage management.

Application of WSUD approaches provide a cost-effective means to minimise impacts of development on waterways, provides places that are cooler and greener, and engages communities that are healthier and more connected to their waterways.

Observations and Comments

While current provisions under the City's local planning scheme provide a good level of protection for natural areas, there may be opportunities to improve the ongoing conservation and protection of natural areas in the local planning framework.

Measures to balance the protection and enhancement of natural areas with the development of more dense and intense urban environments is a key challenge, and needs to be investigated as part of precinct planning for planning areas.

Localised urban heat issues can significantly impact the amenity of areas within the City. There is an opportunity to investigate methods to minimise the social, economic, and environmental impacts that localised urban heat can cause.

Improving biodiversity plays an important part in the health of the natural environment. If not managed well, biodiversity can be threatened by more intense and dense urban growth areas and lower density suburban residential areas. There is an opportunity to investigate ways to balance improving biodiversity through maximising the provision and linkages of endemic native plants and trees, while still encouraging denser forms of development in planning areas and allowing for incremental growth in lower density suburban residential areas.

Although the City already has in place a range of measures to increase the amount of trees in the City, other forms of increasing the amount of trees and tree canopy should be investigated given the many social, economic, and environmental benefits trees bring to the urban environment.

The impacts of climate change and the increasingly resource-constrained world makes it imperative to encourage more sustainable forms of building design, support the shift to electric vehicles, encourage energy from renewable sources, and encourage manufacturing and

industry to consider sustainable manufacturing methods to help minimise negative impacts on the environment and society.

Australia is dry and the population use a lot of water. Integrating water sensitive urban design (WSUD) into the planning and design of the urban environment can assist to support healthier ecosystems through the smart management of water.

1.4.6. Infrastructure

1.4.6.1. Service Infrastructure

Urban growth in the City, particularly within identified planning areas, may require upgrades and additions to the network of essential service infrastructure, including water, sewer, drainage, power, gas, internet, and telecommunications.

The provision of essential service infrastructure is the responsibility of various tiers of government, service authorities, and landowners, and in some cases a combination of these.

Various sources of funding and different funding mechanisms can be considered to fund upgrades and additions to essential service infrastructure.

The objective is to ensure the delivery of service infrastructure is aligned and coordinated with the prioritisation of planning area development, to ensure the timely and efficient supply of serviced land, ready for development.

Water

The Water Corporation is responsible for the provision of water systems within the Perth Metropolitan Region. This involves the maintenance and construction of potable water supply, sewerage and drainage systems. Within the City of Bayswater, potable water is available in all areas through the Integrated Water Supply Scheme (IWSS) which provides reticulated water to over 2 million people across Perth, the Goldfields and the Wheatbelt.

In 2014/15, the IWSS water came from the following sources:

- 17% surface water (may contain some water which originated from underground sources or desalination plants);
- 42% groundwater; and
- 41% desalinated water.

Sewer

The City is intersected by a network of reticulated sewerage pipes which are maintained by the Water Corporation. All of the City's residential properties are connected to the reticulated sewerage network. However, it is noted that the Bayswater Industrial Area is not currently connected to the sewerage network. The majority of properties within the Bayswater Industrial Area are currently on septic tanks, which can limit the redevelopment potential and land use intensity of this area.

Waste generated by the City generally flows through a network of gravity pipes and pressure mains, with the assistance of pumping stations to eventually discharge at the Subiaco

Wastewater Treatment Plant. The City has a number of pressure mains and four pumping stations to direct waste within the City.

Drainage

The drainage network within the City directs street runoff and discharges it into the Water Corporations drainage network. The drainage network does not have the capacity to direct discharge from all residential properties. In light of this, all new developments within the City are required to retain stormwater on site unless there are extenuating circumstances.

The City has a number of compensation basins that manage runoff within the City. Additionally, there are four pump stations which control the flow of discharge within the City.

Power

Western Power is responsible for the provision of power infrastructure within the Perth Metropolitan Region. The City of Bayswater is within the South West Interconnected System which extends from Kalbarri in the north, to Albany in the south, and Kalgoorlie in the east.

The majority of the City is serviced by above ground power, with small portions serviced by underground power depending on the time when the area was subdivided. The City is currently working with Western Power to underground power across portions of Maylands. There are currently no plans to underground more power lines within the City, however the City is open to investigating other potential areas in the future.

The City does not contain any significant power generation facilities. However, a high voltage transmission line runs through the City.

Gas

The City is serviced by the ATCO Gas network which provides gas to properties within the City on a needs basis. The City contains one high pressure gas pipeline which runs along the Swan River foreshore and up into the City. The City does not have any other significant gas infrastructure.

Internet

The National Broadband Network (NBN) is a Federal Government project to upgrade the internet access throughout Australia. It is being constructed through a ‘roll out’ system, where suburbs are progressively being added to the network. All of the City is connected to the NBN.

Telecommunications

The City accommodates telecommunication infrastructure. The placement and design of telecommunication facilities within the City is managed by State and City planning policy 'Telecommunication Infrastructure'.

The current network is anticipated to sufficiently supply the growing population within the City, provided the service providers continue with programmed and future upgrades and maintenance.

Observations and Comments

Adequate essential service infrastructure capacity will need to be provided to manage the projected increases in residential density and commercial or industrial intensity of identified planning areas.

Precinct planning for planning areas will need to investigate the current capacity of essential service infrastructure, and in the event capacity levels are inadequate, upgrades and additions to essential service infrastructure will need to occur, in order to ensure the timely and efficient supply of serviced land, ready for development.

Appropriate and equitable funding sources and mechanisms to fund upgrades and additions will also need to be considered and actioned as part of precinct planning.

1.4.6.2. Transport Infrastructure

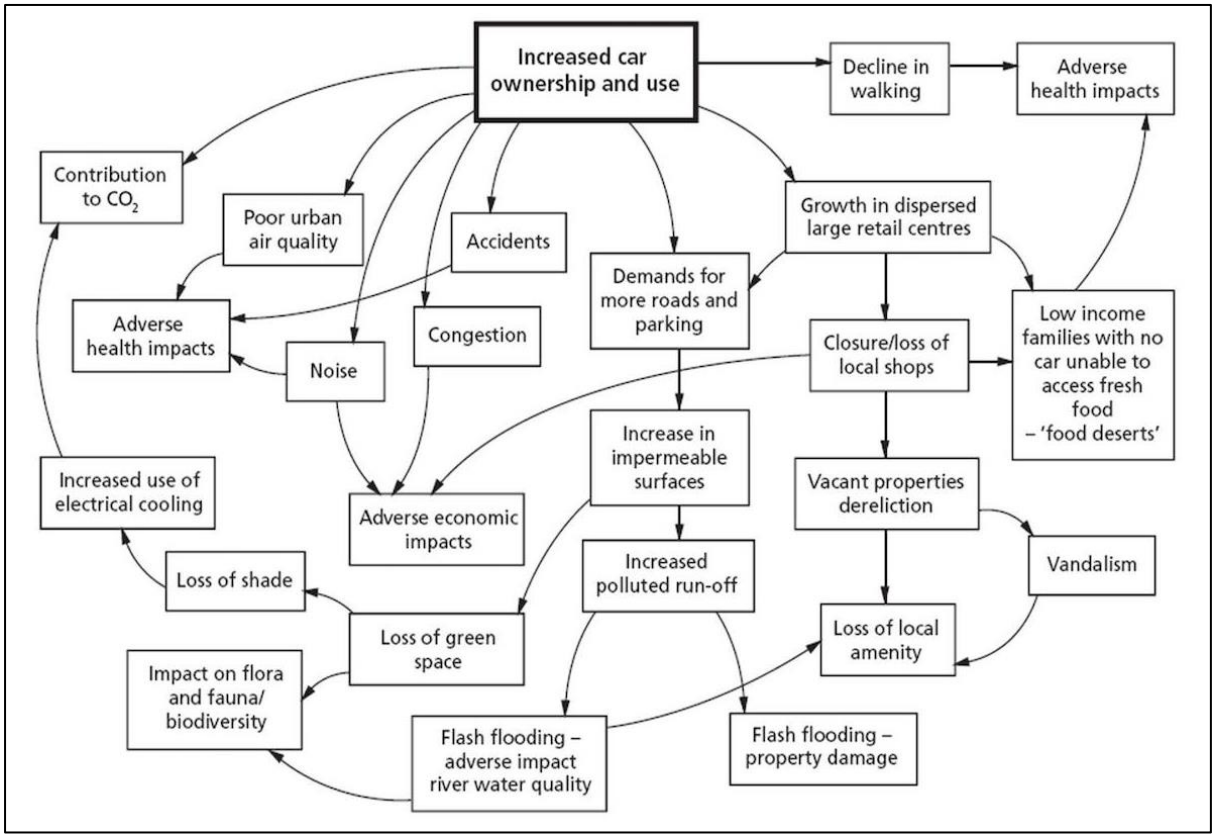
Transport infrastructure primarily relates to land and assets required to support various travel modes within the City, including railway lines and stations, roads, bus stops, pedestrian and cycle paths, parking bays, and end of trip facilities.

As the City and the wider Perth area grows, the movement of people and goods will likely become increasingly strained by congestion. Greater levels of movement will occur to and from places that cater for people's work, retail, education, health, social, and recreational needs.

The City is currently car dominated, which causes social, economic, and environmental impacts, as detailed in Figure 7. Census data suggests approximately 76% of people travel to work by car and only 7% use public transport (ABS 2021).

Figure 7: Impacts of Increased Car Use

Source: The Urban Environment: Summary of the Royal Commission on Environmental Pollution's Report, Royal Commission on Environmental Pollution United Kingdom, 2007.

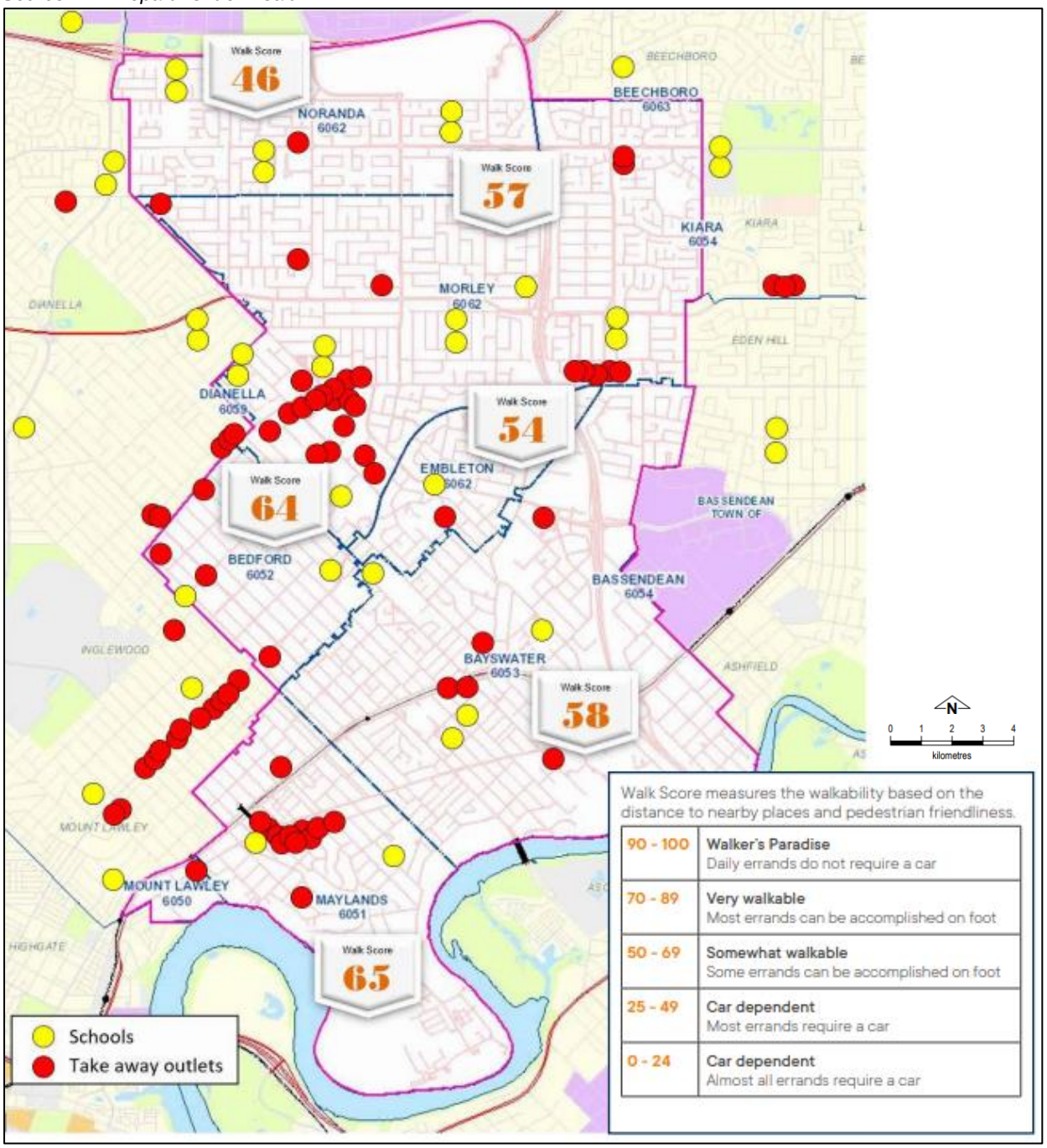


The City alongside other key stakeholders has the ability to influence how future movements will occur by providing and improving transport infrastructure that encourages a greater uptake of active (cycling, walking, scootering, etc.) and public transport use.

1.4.6.3. Walkability

Figure 8 identifies the current 'walkability ratings' within each of the suburbs within the City. The rating is a score allocation which relates to the distance to services and the ability for a pedestrian to safely access them. Overall, the City is considered to be 'somewhat walkable' with an overall score of 57 out of 100. This indicates that some errands can be accomplished by walking, however only about 40% of persons over the age of 18 felt very safe/safe walking alone in the local area after dark.

Figure 8: Walkability Ratings Map
Source: WA Department of Health



The walkability ratings show that there is considerable room for improvement in key areas within the City. The following attributes can be used to guide improvements in walkability:

- **Permeability** refers to the number and pattern of public streets, lanes, alleys, arcades, squares and parks, and the general ease in which pedestrians can travel from one point to another. Providing different route options is also advisable so that people can choose different walking ways if they wish.

- **Visibility** refers to the casual surveillance of pedestrians within an urban environment. People feel safer and more secure walking in more active and vibrant environments where other people are visible.
- **Vibrancy** refers to active and diverse well populated walking environments, which enables a high level of social interaction. People are attracted to people.
- **Amenity** refers generally to streetscape amenity and considers access to shade and shelter, the provision of street furniture for rest breaks, hydration, way-finding, access to nature (flora and fauna), road crossings and interaction with cars and other heavy vehicles, and the quality, interest and beauty of built form, which is its human scale.
- **Diversity** refers to diversity in all things in an urban environment, such as land uses, building forms, and public spaces. The greater the diversity, the more interest an urban environment will generally have.

1.4.6.4. Train Station Access

The Public Transport Authority is in the process of preparing station access strategies for all existing and future planned train stations in the City.

These stations are all at the centre of areas identified as planning areas where urban growth will be encouraged. As such, there will be pressure on the existing infrastructure used by passengers to get to the stations.

The overarching goal of the Strategies is to identify access improvements to encourage walking, cycling, and bus usage to the stations.

The Strategies will define actions needed to facilitate increased patronage, improve access to each station, and determine what future investment is needed.

Implementation of the Strategies will likely involve a partnership between the City and the State Government.

1.4.6.5. Contribution for Transport Infrastructure Improvements

SPP 3.6 allows for developers to pay contributions towards transport infrastructure, including streetscape upgrades and improvements to active and public transport infrastructure.

The City does not currently require contributions for transport infrastructure improvements. However, this could be investigated as part of precinct planning to encourage greater use of active and public transport modes of travel.

1.4.6.6. Cash in Lieu of Car Parking

The City currently has a local planning policy that guides the collection and expenditure of cash in lieu funds associated with non-residential car parking shortfalls as part of development.

As part of the Planning Reform Action Plan, new provisions have been developed by the State Government in relation to the payment in lieu of providing onsite non-residential car parking as part of development.

The City will be required to prepare a ‘Payment in Lieu of Parking Plan’ to guide the receipt and expenditure of cash in lieu funds. The Plan will need to specify applicable areas, and what funds collected will be spent on, and will supersede the City’s current local planning policy.

Cash in lieu funds can be spent on transport infrastructure, which includes infrastructure that supports and encourage public and active forms of transport.

1.4.6.7. End of Trip Facilities

End of trip facilities consist of infrastructure that primarily supports and encourages active forms of transport to and from places of work, including cycle parking, showers, change rooms, and equipment storage.

Providing end of trip facilities as part of non-residential development is considered to be an effective way of encouraging active transport uptake.

Observations and Comments

The City is currently car dominated. However, the City can influence future travel behaviour by helping to improve transport infrastructure that encourages a greater uptake of active and public transport use.

The identified planning areas are generally associated with active and public transport related infrastructure (in particular train stations and bus stops), both established and proposed. As these areas will be the main focus for growth and intensification in the future, it is logical that these areas are also the focus for providing and improving infrastructure to encourage greater uptake of active and public forms of transport.

Ways of providing and upgrading infrastructure to encourage and promote active and public transport will need to be investigated as part of precinct planning for the identified planning areas. This will also involve the integration of measures identified in the Public Transport Authority's Station Access Strategies where relevant.

Appropriate ways of funding and delivering transport infrastructure, such as partnerships with State Government agencies, developer contributions, and/or municipal funding will also need to be considered. Cash in lieu funds collected in instances where developers choose not to provide onsite car parking as part of development can also be used.

As part of provisions in the Planning Reform Action Plan, the City is required to prepare a 'Payment in Lieu of Parking Plan' to guide the receipt and expenditure of cash in lieu funds, in instances where developers choose to provide payment in lieu of providing onsite non-residential car parking as part of development. The provisions provide an opportunity for cash in lieu funds to be spent on transport infrastructure upgrades, including streetscape upgrades, and other improvements to encourage active and public transport infrastructure uptake.

End of trip facilities are an effective way of encouraging active transport uptake for workers and visitors. There is an opportunity to investigate the provision of end of trip facilities as part of development.