

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

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

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

<sup>^</sup> Subject to satisfying Incentive Based Development Standards - refer to clause 4.3.3.

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

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

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

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

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

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

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

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

**Attachment 3: Schedule of Modifications**

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

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

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