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ATTACHMENT 2 BEDFORD NORTH COMMUNITY ENGAGEMENT REPORT

**Hames
Sharley**
ENABLING COMMUNITIES TO FLOURISH



June 2021

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A	12/10/20	Draft Report	AK
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Prepared for: City of Bayswater



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EXECUTIVE SUMMARY

EXECUTIVE SUMMARY

The City's 2012 Local Housing Strategy (LHS) identified Bedford North as a focus area for appropriate additional residential development, greater housing choice and mixed-use development.

At a regional strategic level, the Perth and Peel @3.5million suite of documents identifies Walter Road West as an 'Urban Corridor'. These urban corridors represent significant opportunities to accommodate increased residential density close to good quality, high frequency public transport.

The Walter Road West Corridor Project (Bedford North) aims to provide recommendations for changes to land use and development provisions in the Bedford North area along the Walter Road West Corridor.

A key component of the study was engagement with the local community and key stakeholders to inform the recommendations.

Engagement with the community was undertaken through four different channels:

1. Survey
2. Community workshop
3. Engagement with businesses
4. Walk shop

SURVEY

A community perception survey was undertaken to seek feedback on different aspects of future development within the study area. 81 responses were received.

The key outcomes included:

- Street trees are a strong characteristic of the area and the character and heritage in the area is important.
- Agreement for more development in well serviced areas (generally) and within walking distance of Grand Promenade and Walter Road West.
- Support for development within walking distance of RA Cook and Birkett Reserves.
- Development that makes improvements to open spaces/gardens etc was acceptable.
- General acceptance for more development if certain features (e.g. Entertainment, recreation, trees) are provided in the area.
- Support for apartments on the main roads and support for villas/terraces throughout the area, particularly on the main roads.
- Development of 2-4 storeys was considered to be 'tall' by most respondents.

COMMUNITY WORKSHOP

Community workshops were run to provide an opportunity for community members to ask questions, make observations and provide suggestions about their local experience and expectations for the Bedford North area. The workshops were attended by 38 people.

Workshop attendees were asked to examine various building typologies, their preferred location and various design features.

The key outcomes included:

- The majority of the area is proposed to remain the same or similar to what is existing by designating as single house.
- Increased intensity of development (mixed use apartments, small apartments and terraces) were preferred adjacent to the key roads and around public spaces.
- Preference for moderate or smaller garages.
- Preference for more yard spaces.
- Preference for lower or moderate fences.
- Preference for more porches.

ENGAGEMENT WITH BUSINESS

A business survey and commercial property owner survey was released with six responses received.

The key outcomes from the business operators included:

- Desire for businesses to grow and stay in the same premises.
- Desire for better interactions with the street.
- Desirable comparisons include Beaufort Street through Inglewood and Mount Lawley.
- The area has good exposure/visibility and good community spirit.

The key outcomes from the commercial owners included:

- Mixed sentiment regarding future plans for their property.
- Support for alfresco/shop displays on the verge/paths.
- Preference for 4-6 storeys
- Area has good exposure, proximity to city and residential area

WALK SHOP

A walk shop was undertaken to refine and resolve the design solutions that had been prepared based on previous engagement. The walk shop was attended by 14 members of the community.

The key outcomes included:

- Driveways and parking - Design solutions that increase opportunities for more greenery whilst still allowing on site parking would be preferable.
- Fences, walls and front gardens - Design solutions that increase opportunities for more greenery in gardens would be preferable. In addition fence and wall design that is lower and more open would also be preferable.
- Back yards and courtyards - Design solutions that allow for more open space would be preferable.
- Buildings on main roads - Design solutions that make the main road more inviting should be encouraged. Design solutions that encourage a prioritised pedestrian environment would be preferable for the main roads in the precinct.
- Heights - There was a preference for two storey development throughout the Bedford North precinct. Three and five storey development along the main roads was considered 'ok'.

CONCLUSION

The stakeholder engagement activities demonstrated that whilst there was some appetite for changes to densities, building typologies and building heights in the area, this should generally be concentrated on the main roads and the residential area should remain largely as single houses.

There was also a general preference for the area to have more greener and private open spaces and less hard spaces.

BEDFORD NORTH HISTORY AND CULTURE

GRAND PROM INTERSECTION 1987



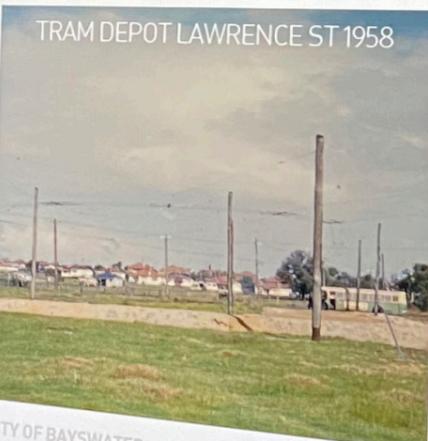
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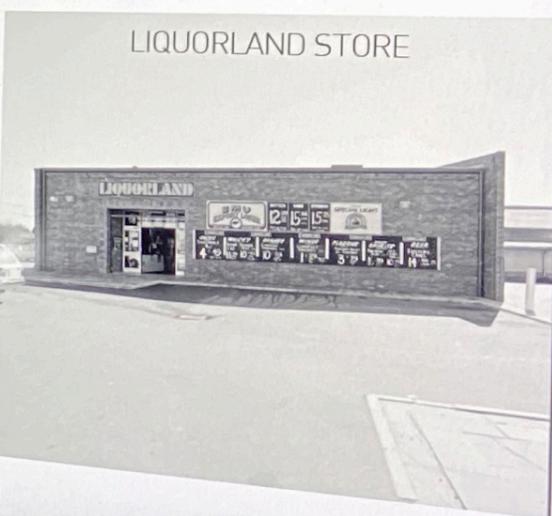
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CITY OF BAYSWATER HAMES SHARLEY SHAPE URBAN

01

INTRODUCTION



The City of Bayswater is engaging with the community and key stakeholders to inform an urban design assessment and a traffic impact study. The study aims to provide recommendations for changes to land use and development provisions in the Bedford North area along the Walter Road West Corridor.

Considerable infill development has taken place in the area in the last 20 to 30 years, through subdivision and the development of grouped dwellings. There are also a small number of lots zoned and developed for commercial uses on Walter Road West.

Patterns of subdivision are illustrated in Figure 1, showing significant change over time from a large lot, market garden focus through to a fully urbanised locale.

The City's 2012 Local Housing Strategy (LHS) identified Bedford North as a focus area for appropriate additional residential development, greater housing choice and mixed-use development.

At a regional strategic level, the Perth and Peel @3.5million suite of documents includes sub-region planning frameworks which support increased development along key urban corridors to create high-amenity urban environments in order to cater for anticipated population growth. Walter Road West is designated an 'Urban Corridor' under the framework. Urban corridors represent significant opportunities to accommodate increased residential density close to good quality, high frequency public transport.

In 2018, the City's community through the engagement known as Building Bayswater, provided recommended building heights and densities for the Bedford North which in turn have informed the City's draft Local Planning Strategy.

Nearby, the City of Stirling has also undertaken studies to consider the height, density and land uses for land adjacent to the study area. Therefore, it is opportune to provide more detailed planning for this corridor within the City of Bayswater.

1.1 ENGAGEMENT OBJECTIVES

The objectives for engaging with the community in the Bedford North study area were:

- To ensure that an appropriate level of awareness is undertaken to ensure that landowners, residents and business owners in and close to the WRW corridor area are informed about the process.
- To ensure that landowners, residents and business owners in close proximity to the WRW corridor area are given the opportunity to participate in the process.
- To use appropriate methods of community engagement to ensure the development recommendations are representative of the aspirations of the majority of the community in close proximity to the WRW corridor area.
- To capture other useful feedback provided by the community outside of the project scope, such as the community's vision for the area, public land improvements, tree canopy coverage and traffic and parking issues.

Supporting these objectives, the project objectives include a need to ensure that the final land development recommendations reflect the community engagement outcomes and are informed by previous engagement.

The community engagement will explicitly need to consider traffic and interface issues.



Figure 1: Bedford North 1953 - 1983 - 2020

1.2 DOCUMENT PURPOSE

The purpose of this report is to summarise the stakeholder engagement process, activities undertaken during consultation such as correspondence with stakeholders, information presented, and modes of engagement including online feedback and workshop sessions.

The report summarises the responses received throughout the engagement. All individual responses from online engagement can be found unedited in Appendix A. All responses, notes and comments from the workshop sessions can be found unedited in Appendix B and all responses to the business survey can be found in Appendix C. All notes and comments made during the walk shop can be found unedited in Appendix F.

1.3 COMMUNICATIONS AND ENGAGEMENT ACTIVITIES

The engagement period was widely advertised through various channels as follows:

- Social media project advice and updates
- A letter drop to the neighbourhood surrounding the area (March)
- Emails to known people/organisations in the area
- E-newsletters

Given the unique circumstances of COVID-19 at the start of the engagement period some changes were made to the original activities and program. A second letter drop was undertaken in June 2020 to advise that the project was relaunching. This was supported by further social media and e-news activity.

1.3.1. ONLINE AND HARD COPY SURVEY TOOL

Stakeholders were directed to the City's engagement website to provide initial feedback via a survey, which was also made available in hard copy at the City's facilities. The community could access the survey, register for project updates, register for community workshops or do a combination of these things.

The survey was open from 9 March 2020 to 11 May 2020. This period was longer than typical, but reflected the reality of engagement during COVID-19.

Online engagement is measured by splitting the level of interaction into three groups: aware, informed and engaged.

AWARE

The total number of participants aware of the project through the online engagement tools can be measured by the number of unique visitors that viewed at least one page of the website relating to the project. 936 participants visited at least one page of the project online.

INFORMED

Of those who were aware, a smaller group were informed further about the project. This can be measured by the number of interactions with the pages. These group numbered 337 and they either:

- Visited multiple project pages (206)
- Downloaded a document (137)
- Contributed to a tool (engaged) (130)
- Viewed a photo (104)

ENGAGED

The total who contributed or engaged directly with the project by using one of the surveys was 130 (inclusive of workshop registrations and survey contributors).

1.3.2. COMMUNITY WORKSHOPS

Two community workshop sessions were held at the City of Bayswater Civic Centre. The workshops provided an informal opportunity for community members to ask questions, make observations and provide suggestions about their local experience and expectations for the Bedford North area

Feedback was provided on maps and on post-it notes, and via an 'exit' survey provided by the project team.

The workshops were held on:

- Thursday 30 July 2020 at 6pm; and
- Saturday 1 August 2020, at 3pm.

Each session comprised a short presentation (also in Appendix B) that described the background to the study and information about key elements under consideration. 38 people attended these sessions.

1.3.3. BUSINESS OWNERS AND OPERATORS

A workshop opportunity was also provided to business operators and commercial landowners, also on Saturday August 1, 2020.

Whilst some businesses and commercial property owners did engage with the project, the team noted the absence of business input to the preliminary engagement and provided a further opportunity to businesses to provide input. A business survey and commercial property owner survey was released in August 2020. Six responses were received to these surveys.

1.3.4. WALK SHOP

A walk shop was held with the community on Saturday 21 November. The purpose of the walk shop was to refine and resolve the design solutions that had been prepared based on previous engagement. The walk shop was attended by 14 members of the community.



Figure 2: Bedford North Community Workshop Thursday July 30



02

SURVEY



2.1 SURVEY RESULTS

A survey of the Bedford North study area was available online for the residents, businesses and those with an interest in Bedford, to provide a guide to the community perception of different aspects of future development.

81 responses were received mainly from people living or operating a business in the area.

This report presents a summary analysis of the responses to each of the survey questions with a brief selection of verbatim responses reflecting some of the key points. A full record of responses are recorded in the appendices.

The information from the survey will be used to inform the City and the project team of some of the preliminary priorities and aspirations for the area. The information will be further explored through other engagement methods.

1. WHAT KEY FEATURES CHARACTERISE THE BEDFORD NORTH AREA TO YOU? (FIGURE 3)

Street trees (56) are the key feature that characterises Bedford North. The Character and Heritage (34) of the area is also important.

Other key characteristics that reflect the character of Bedford North are the Pathways and Linkages (34), trees in front and backyards (25), Houses set back from the street (20) and large backyards (16) and affordable housing.

These all combine to paint a picture of a green suburb with a sense of character and heritage, connection and feeling of openness.

Other comments provided included:

“High density living, increased zoning in Bedford to allow for this due to large block sizes and vibrant commercial precincts like North Perth, Angove Street and Eighth Ave strip Maylands”

“Much of the above choices seem to be characteristics of suburbia - which I oppose.”

The Birkett Reserve needs a Basketball Half court at the “North end of the reserve and a BBQ and seating area at the south end of the reserve beside the play ground.”

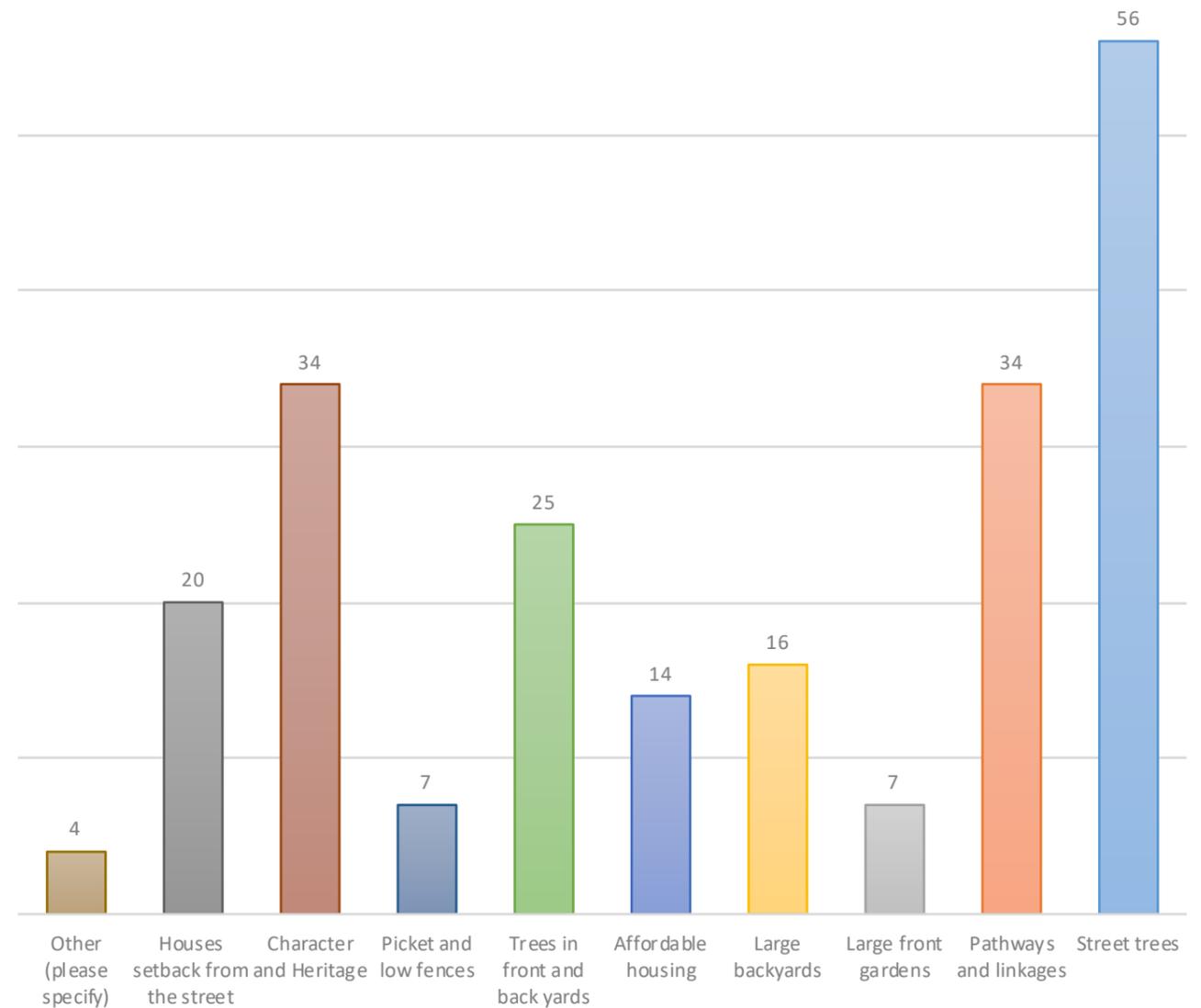


Figure 3: Key features characterising Bedford

2. TO WHAT EXTENT DO YOU AGREE THAT MORE DEVELOPMENT SHOULD OCCUR IN WELL SERVICED LOCATIONS SUCH AS HIGHER FREQUENCY BUS ROUTES AND AREAS CLOSE TO COMMERCIAL ACTIVITY? (FIGURE 4)

There was a strong support for development in areas well serviced by public transport and close to commercial areas. 67% (54) agreed or strongly agreed with this premise.

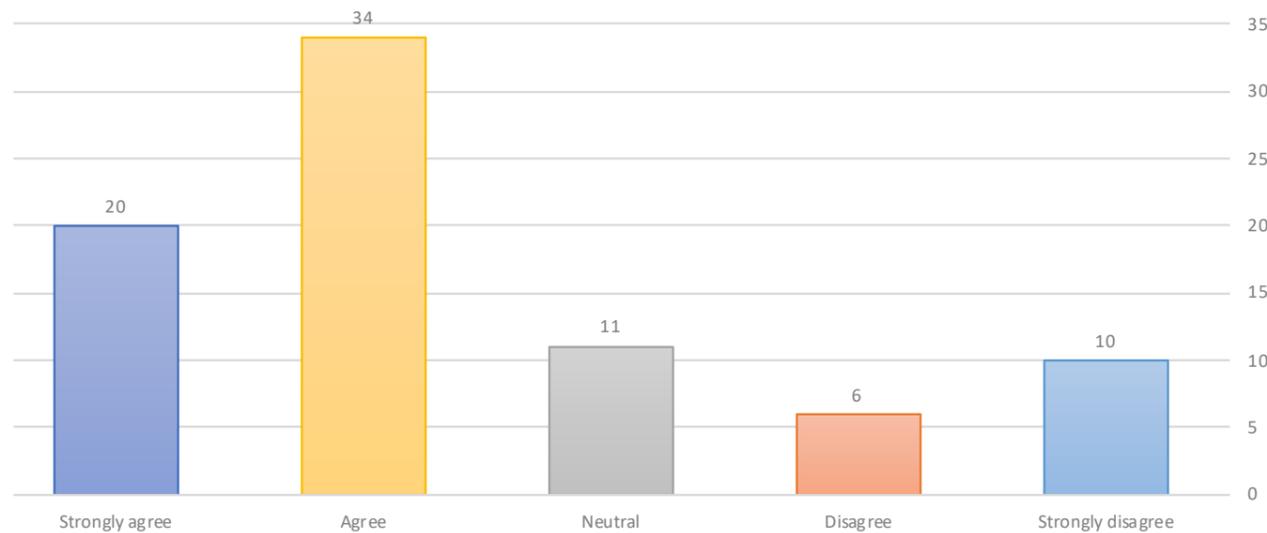


Figure 4: Development should occur in well serviced locations

3. TO WHAT EXTENT DO YOU AGREE DEVELOPMENT SHOULD OCCUR WITHIN WALKING DISTANCE OF THE CORNER OF GRAND PROMENADE AND WALTER ROAD WEST? (FIGURE 5)

(FIGURE 5)

69% supported development if it was within walking distance of Grand Promenade and Walter Road West (56).

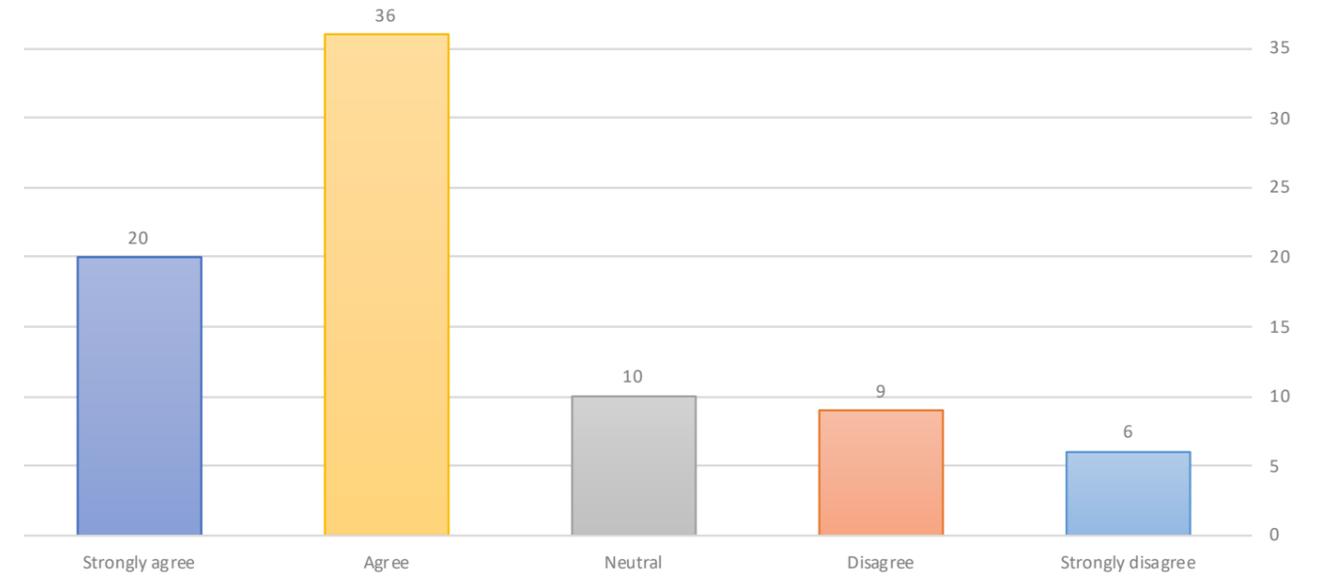


Figure 5: Development should occur in within walking distance of Corner Grand Promenade and Walter Road

4. TO WHAT EXTENT DO YOU AGREE THAT DEVELOPMENT SHOULD OCCUR WITHIN WALKING DISTANCE OF RA COOK RESERVE AND BIRKETT RESERVE? (FIGURE 6)

Development within walking distance of the two major reserves in Bedford North was also strongly supported.

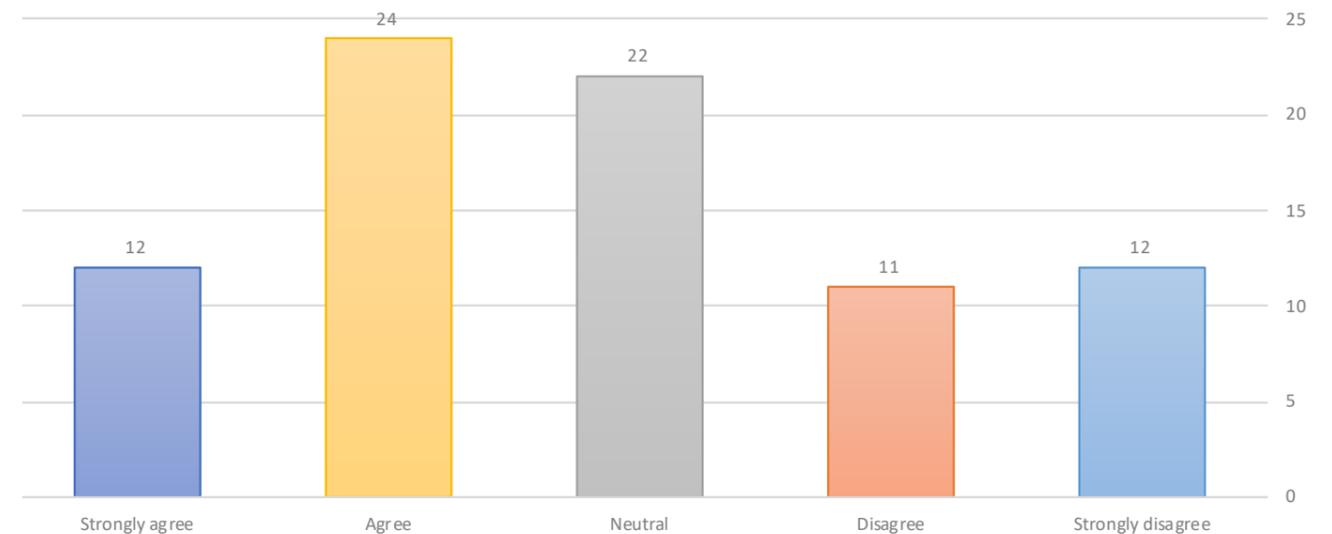


Figure 6: Development should occur in within walking distance of RA Cook Reserve and Birkett Reserve

5. TO WHAT EXTENT DO YOU AGREE THAT DEVELOPMENT IS ACCEPTABLE AS LONG AS IT ALSO MAKES IMPROVEMENTS TO PUBLIC OPEN SPACE, PRIVATE AND COMMUNAL GARDEN AREAS, AND RETAINS AS MANY EXISTING TREES AS POSSIBLE? (FIGURE 7)

The local community strongly reflected the views from the Building Bayswater study that development was acceptable as long as it also made improvements to public open space, private and communal gardens and retained trees. (62)

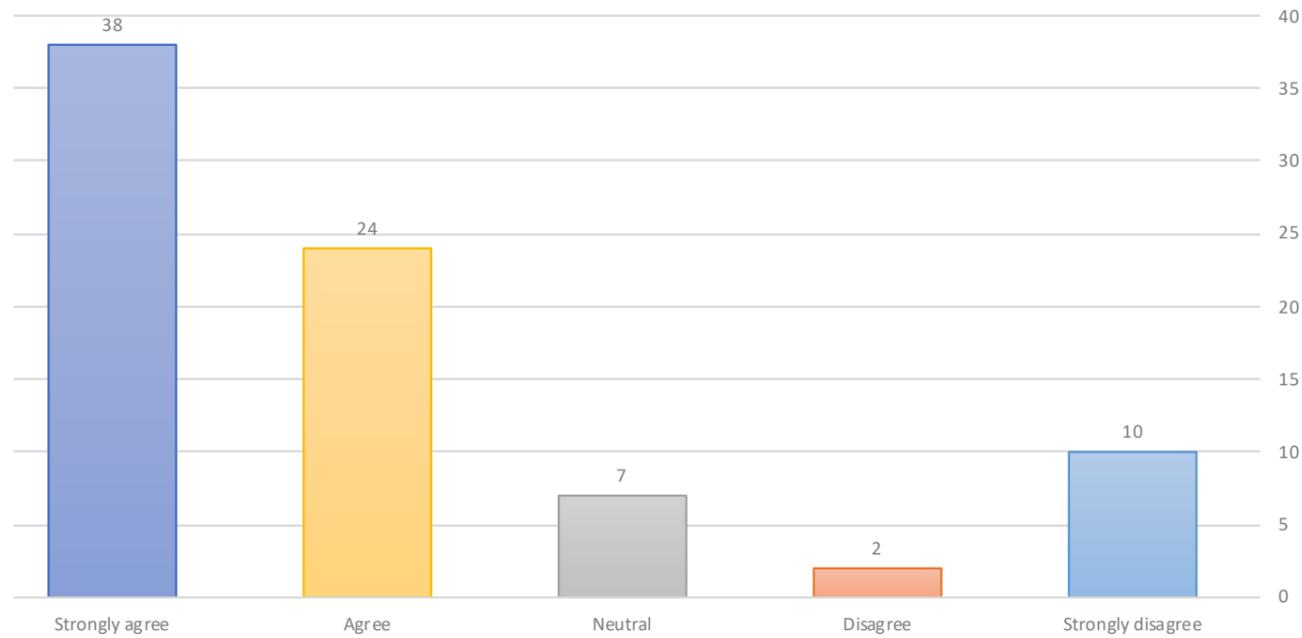


Figure 7: Development is acceptable as long as it makes improvements to public open space, private and communal garden areas and retains as many existing trees as possible

6. I WOULD BE COMFORTABLE WITH MORE DEVELOPMENT IN THE BEDFORD NORTH AREA IF THERE WAS AN INCREASE IN THESE KEY FEATURES. (FIGURE 8)

An increase in restaurants and cafés (49), recreation facilities(40) and trees (40) were seen as key features that would increase the acceptance of development in Bedford North.

Other comments specified included:

- “It needs to be done properly and with style...The area is very shabby and needs a serious face lift. Haircon and the cafe next door are the best looking.”

- “Pathways for pedestrians and cyclists.”
- “Would need major improvements in roads, and off street parking. Given most blocks now have 2 houses and several cars often parked on the road driving down streets is difficult. On coming traffic is obscured.”

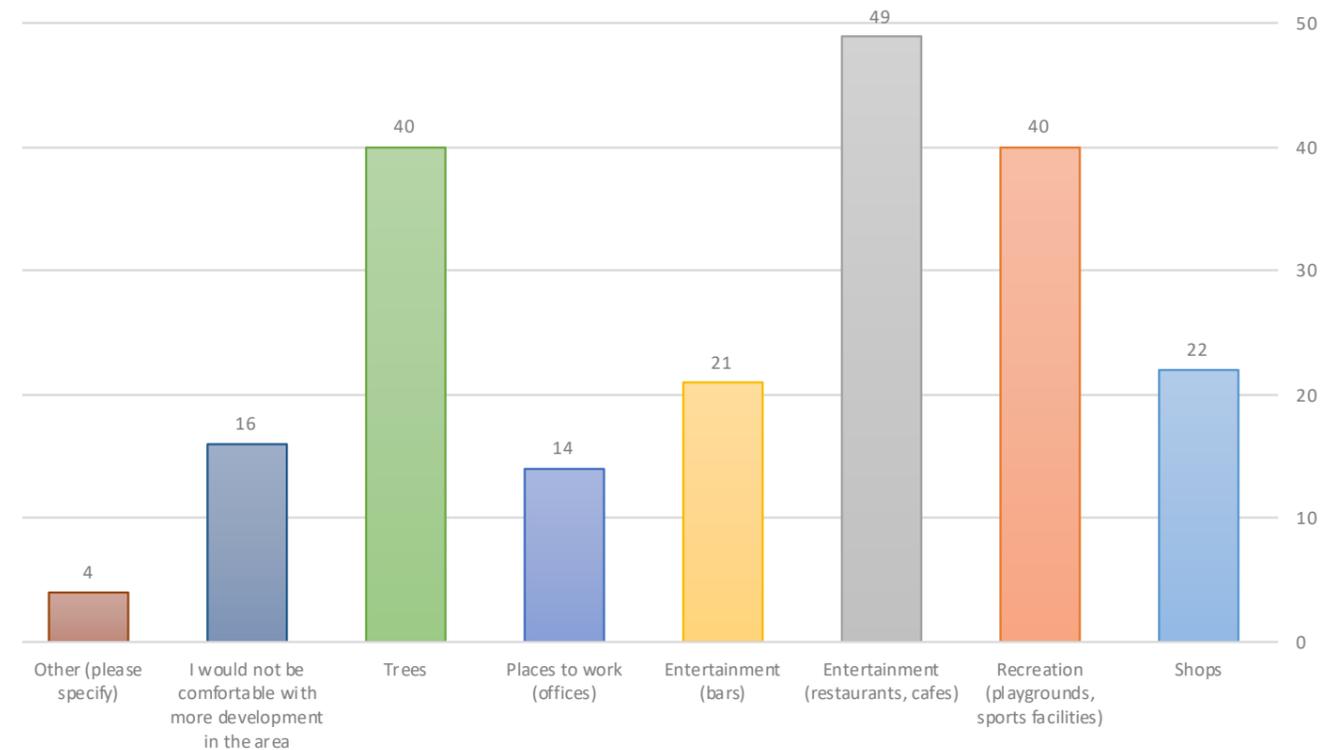


Figure 8: More development if there are increases in these key features

7. I SUPPORT APARTMENT DEVELOPMENT (FIGURE 9)

Most people supported apartment development on the main roads especially Walter Road West and Grand Promenade. There was a strong response to 'no development at all in Bedford North' (26).

Other comments received included:

- "I don't think multi story apartments are suitable for this area. The developments are not providing adequate parking for residents and guests. Multi story developments are built without eaves, causing them to require more air-conditioning. There is also not enough room for trees."

- "This depends on the target demographic of residents. Birkett Street/Drummond Street has a much higher percentage of state housing properties than many other suburbs/areas. I am often witness to illegal activity and antisocial behaviour when in my own home. If the target demographic is similar I would not want it near Birkett Reserve."

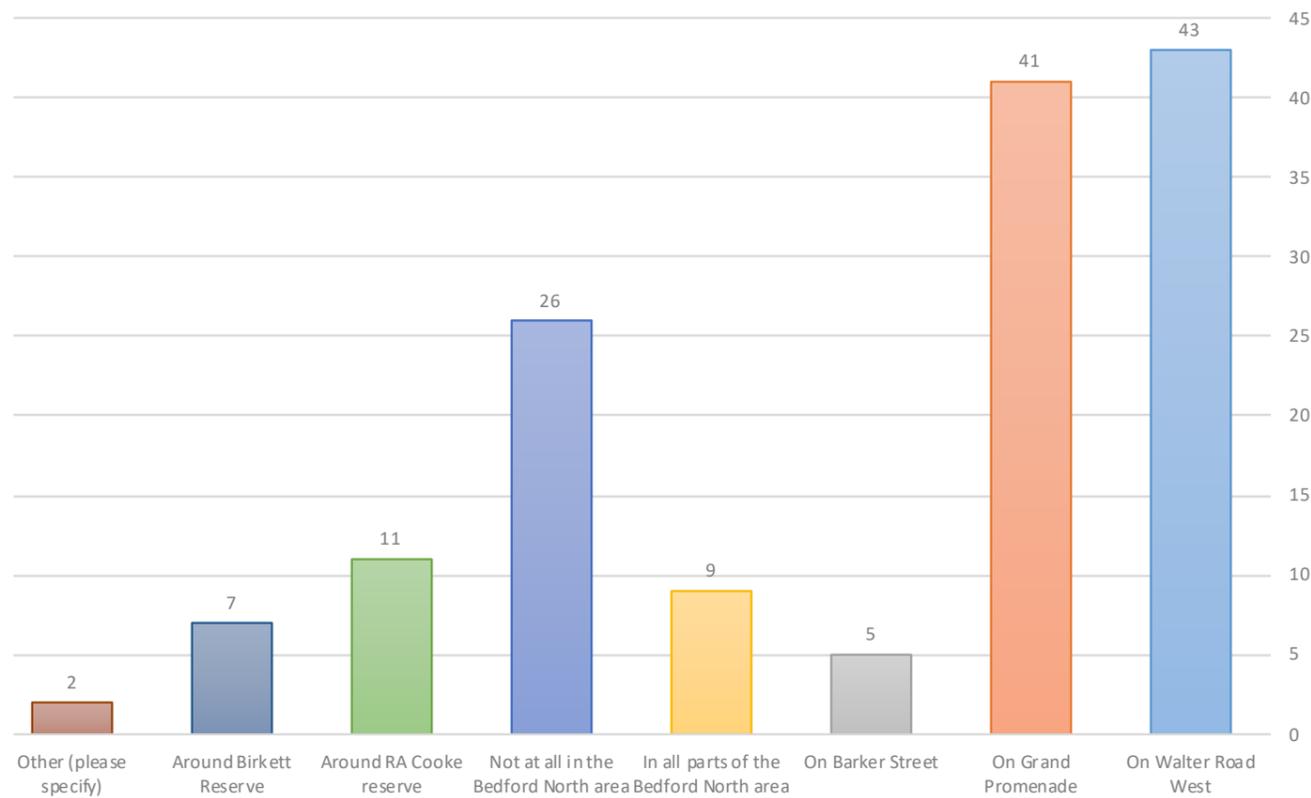


Figure 9: Apartment development is supported in these locations

8. I SUPPORT TERRACE AND VILLA DEVELOPMENT (FIGURE 10)

Most people supported terrace and villa development on the main roads especially Walter Road West and Grand Promenade. There was also a strong acceptance of this style of development throughout Bedford North.

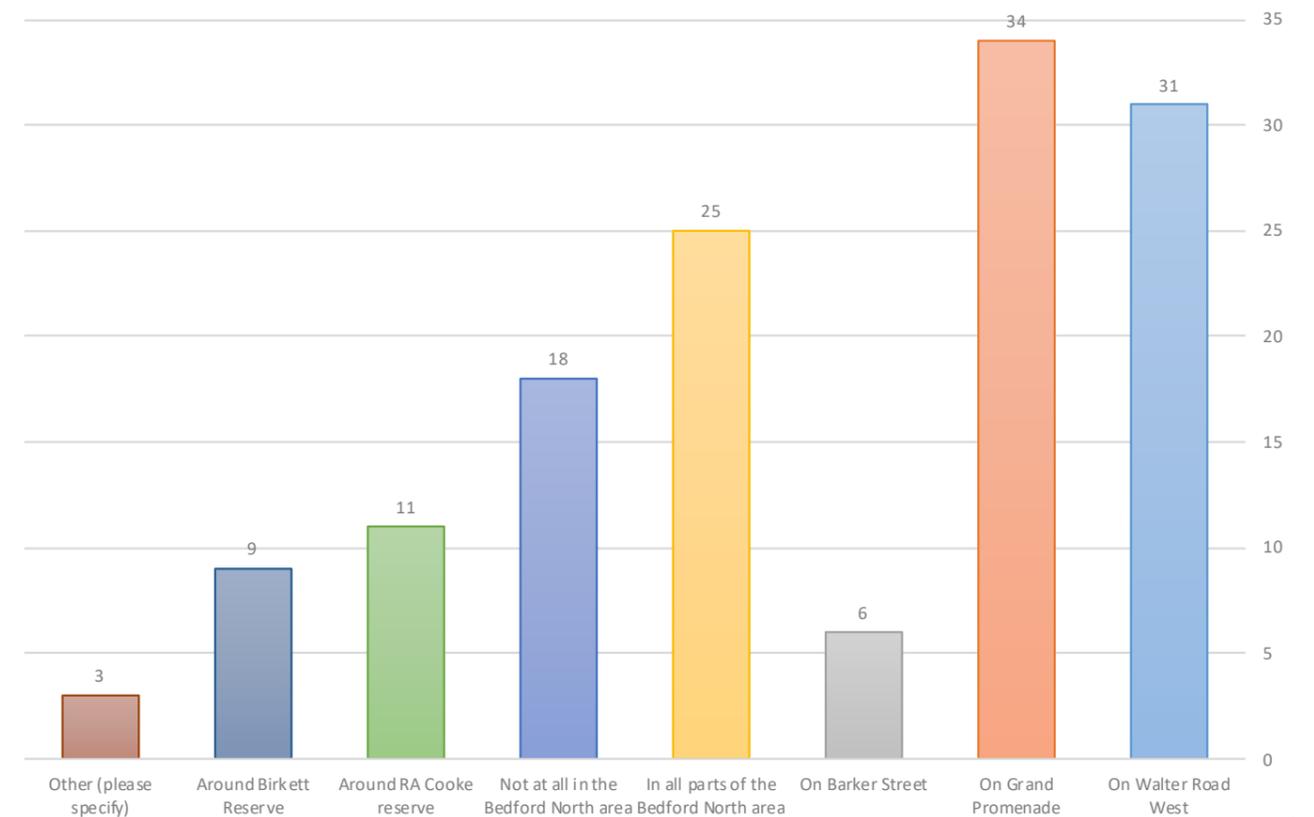


Figure 10: Supported locations for apartment development

9. I CONSIDER TALL DEVELOPMENT TO BE... (FIGURE 11)

Two to four storeys are considered tall developments by most participants (42). This reflects the lower scale development within Bedford North but also shows some tolerance for some smaller scale development within the suburb.

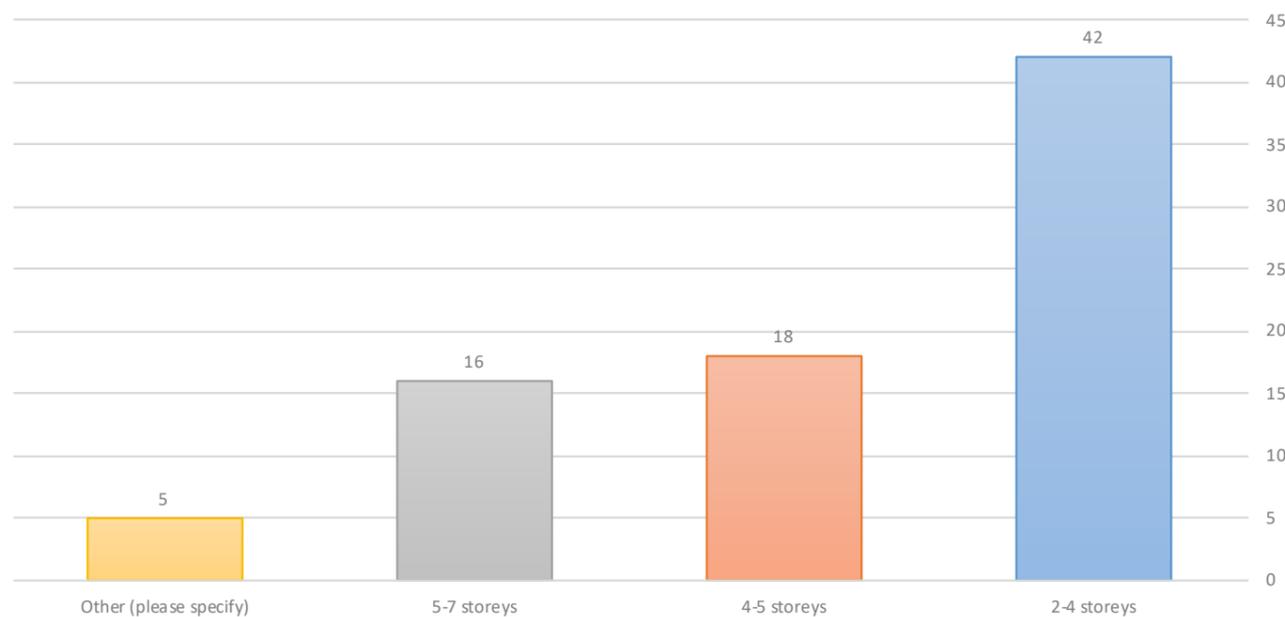


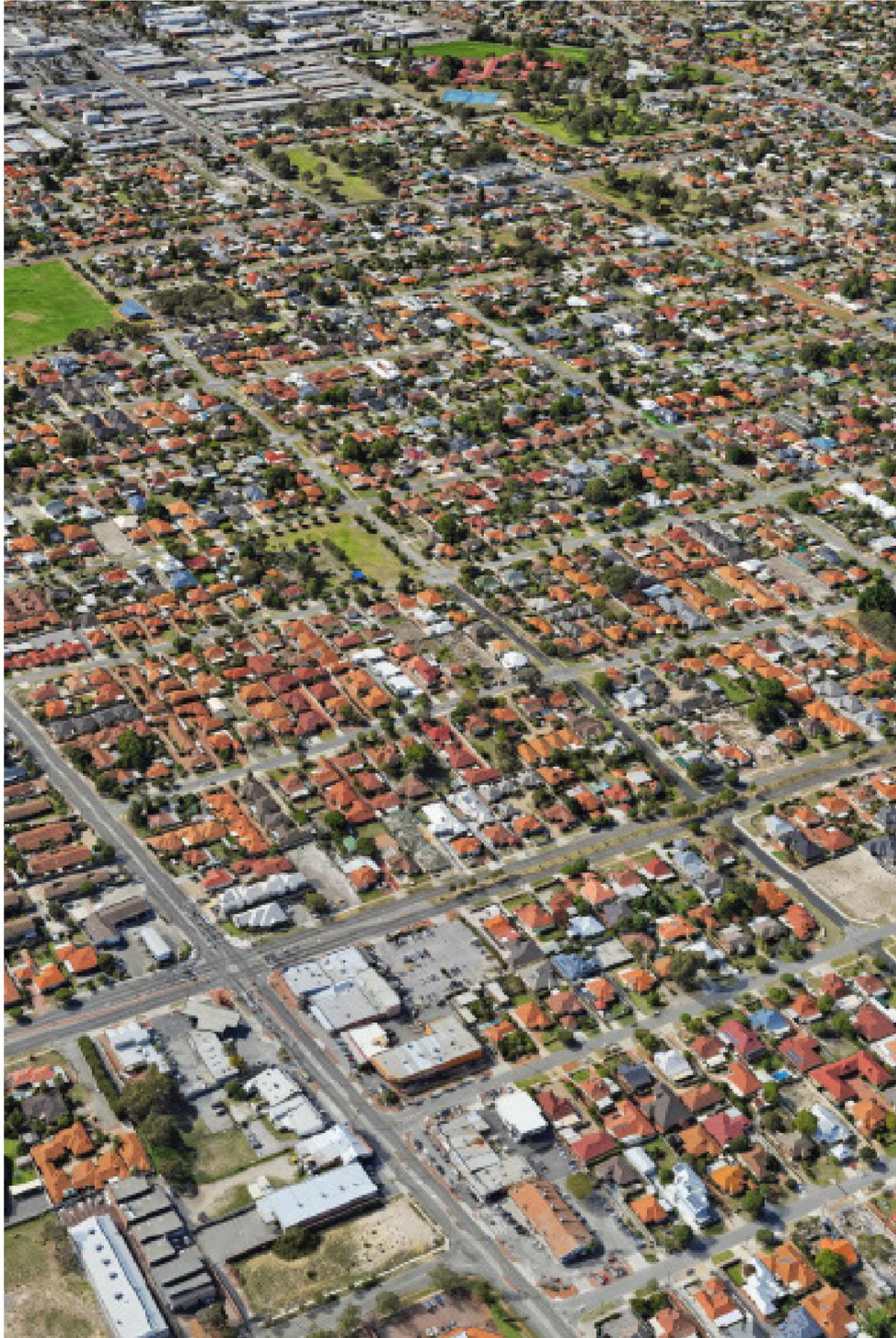
Figure 11: Tall Developments are considered to be...

9. OTHER FEEDBACK PROVIDED INCLUDED:

At the completion of the survey the participants were provided an opportunity to add any other thoughts or comments.

Several themes emerged from those comments. These are summarised here with the full comments in the appendix.

- Development is welcomed but there are some issues that need to be managed.
 - "This is an ideal location for what's known as 'the missing middle'. Mid-density dwellings, but not the typical battle-axe villas. Also need to focus on workability and pedestrian/cyclist amenity so it doesn't become people living in little boxes, getting in their cars, going to work. Place activation."
 - "I support apartment, terrace and villa development but I am also aware of the issues associated with waste management, particularly with the coming changes with FOGO and bin numbers vs placement of bins for weekly collection. This can potentially cause issues if street parking is allowed and if the verge area does not support the bin placement adequately vs number of bins. I also wouldn't like to see the creation of very large apartment blocks that can encourage anti social behaviour."
 - We want development but make sure it is viable and is part of the bigger picture.
 - "Walter Road needs to be six storeys. There is no point zoning it for four storeys as this is unviable development and it means the current buildings will continue to remain. The areas behind Walter Road, zone for townhouses (this means allowing two storey boundary walls)."
 - We do not want any more development:
 - Any apartment development will compromise what attracts residents to the area in the first place.
- Nearly all the blocks are already subdivided hence no further development should be recommended or would be accepted by existing residents.
- Development should enhance green spaces and trees.
 - Better playgrounds and use of open spaces
 - Happy for development but streetscapes needs addressing and Walter Road needs to be upgraded including pathways and buildings...we need to make it a want to go place. We need more trees on verges that are the same to provide a community feel. Also Reserves and Parks need to be maintained as they are, we need to keep as much open space as possible. If multi dwellings are approved we need to ensure enough parking is also provided so we have no parking on street verges.
 - Be aware of traffic and other issues being created:
 - Apartments would completely change the character in the area and lead to a big increase in traffic. Although the area has lost a lot of big trees because of subdivision, it still retains some of the lovely character that people moved in to the area for it the first place, green, leafy, spacious, those big houses that take up the whole block are horrible, just concrete boxes!
 - Apartments should be confined to main arterial roads - Walter Road - Grand Prom - Coode Street: and NOT be allowed within the heart or centre of Bedford north, this would detract from the character of the traditional Bedford style housing. Density higher than an R30...only brings more traffic more cars parked on verges



03

WORKSHOPS



3.1 MAPS

Community members were invited to attend one of two workshops held at the City of Bayswater Civic Centre on:

- Thursday 30 July 2020; and
- Saturday 1 August 2020.

There were 17 participants and one business representative at the Thursday session, and 21 at the Saturday session.

Participants were introduced to the project and given background information on the process, key facts and information. Following a brief discussion on building typologies they were asked to discuss in groups about the different typologies and map where they would like to see these introduced if at all.

The information gathered in the groups was shared with the room and participants were able to comment on the information shared by others. As they were leaving they were also invited to leave final thoughts and comments as well as complete an exit survey.

The results of these are reported in the following sections.

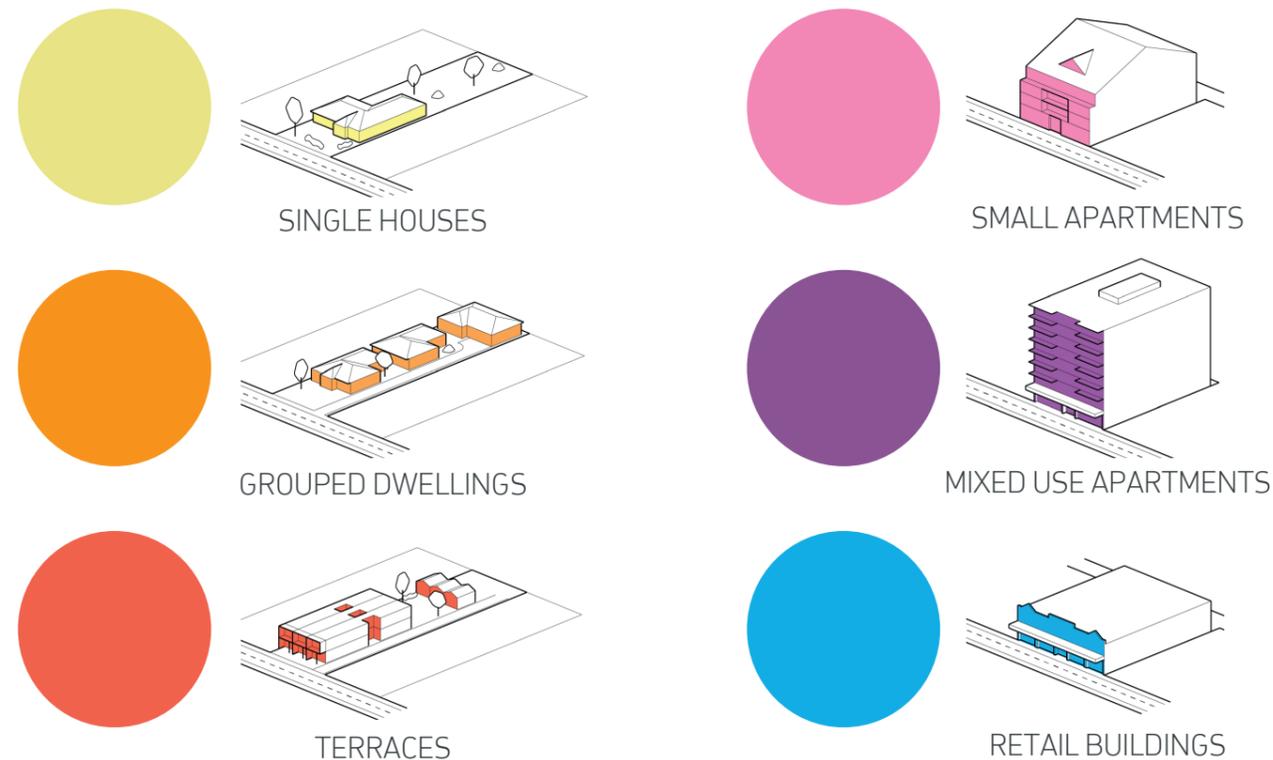


Figure 12: Colour legend for maps in figures 14 - 23

Participants were asked to discuss the various building typologies that can be expected to be considered in a suburban area redevelopment such as Bedford North. They were then asked to consider where, if at all these typologies would be appropriate or preferred.

Figure 12 illustrates the key provided to participants to support their use of colour on the maps.

This section first presents the individual inputs, and then provides a summary of these inputs spatially. The final thoughts on maps and via the exits survey are also presented in this section.

Figure 13: Workshop 1 - Table 1 Typology preferences

Table one suggested the area remain as single storey residential with upgrades to the existing park areas. Suggestions were made that development along Walter Road West should relate to the streetscape and trees and streetscape should be similar to Beaufort Street. A note was made on the map noting a maximum of 3 stories along Walter Road West (see Figure 13).

Comments written on the map also included:

- 'Traffic concerns if high density is constructed (Street parking).'
- Improved Park safety (Gummery St Park).

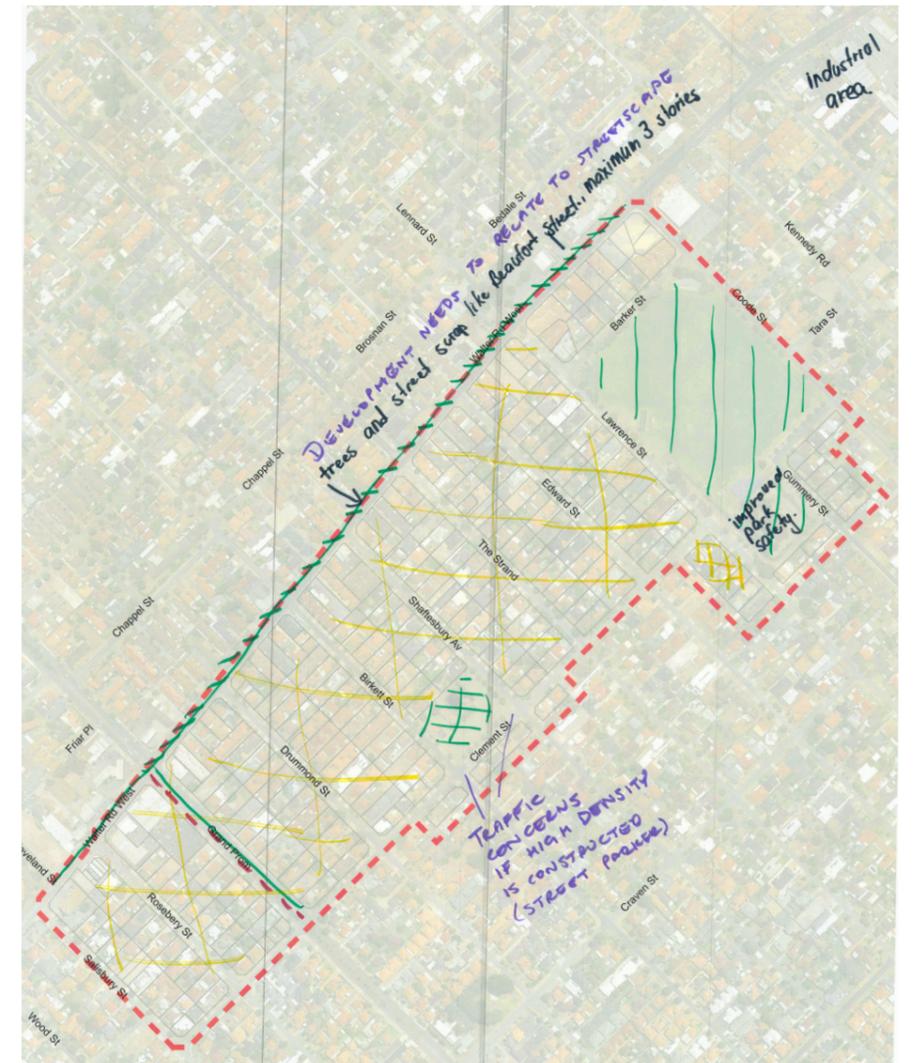


Figure 14: Workshop 1 - Table 2
Typology preferences

Table 2 considered opportunities in selected locations for small apartments on street corners along Walter Road West (see Figure 14).

Comments written on the map also included:

- 'Slow traffic down on Walter Road with same style as Fitzgerald and Beaufort Streets.'
- "Make parking permit only"
- 'Multi storey must not overlook or overshadow.'



Figure 15: Workshop 1 - Table 3
Typology preferences

Table 3 highlighted opportunities for Mixed use apartments along Walter Road West and Grand Promenade. They designated the intersection of Grand Promenade and Walter Road West as high density commercial with apartments on top.

Commercial was proposed along with the section of Walter Road West between Lawrence Street and Coode Street. The condition on this was a height limit of shop plus 3 storeys of apartments. Small apartments to a maximum of 3 storeys were suggested as appropriate around R.A. Cooke Reserve (see Figure 15).

Comments written on the map also included:

- 'More active green trees on all streets.'
- 'Sink power lines.'

Fix Water, Bad smell, Terrible, Park needs Upgrade (Major)'

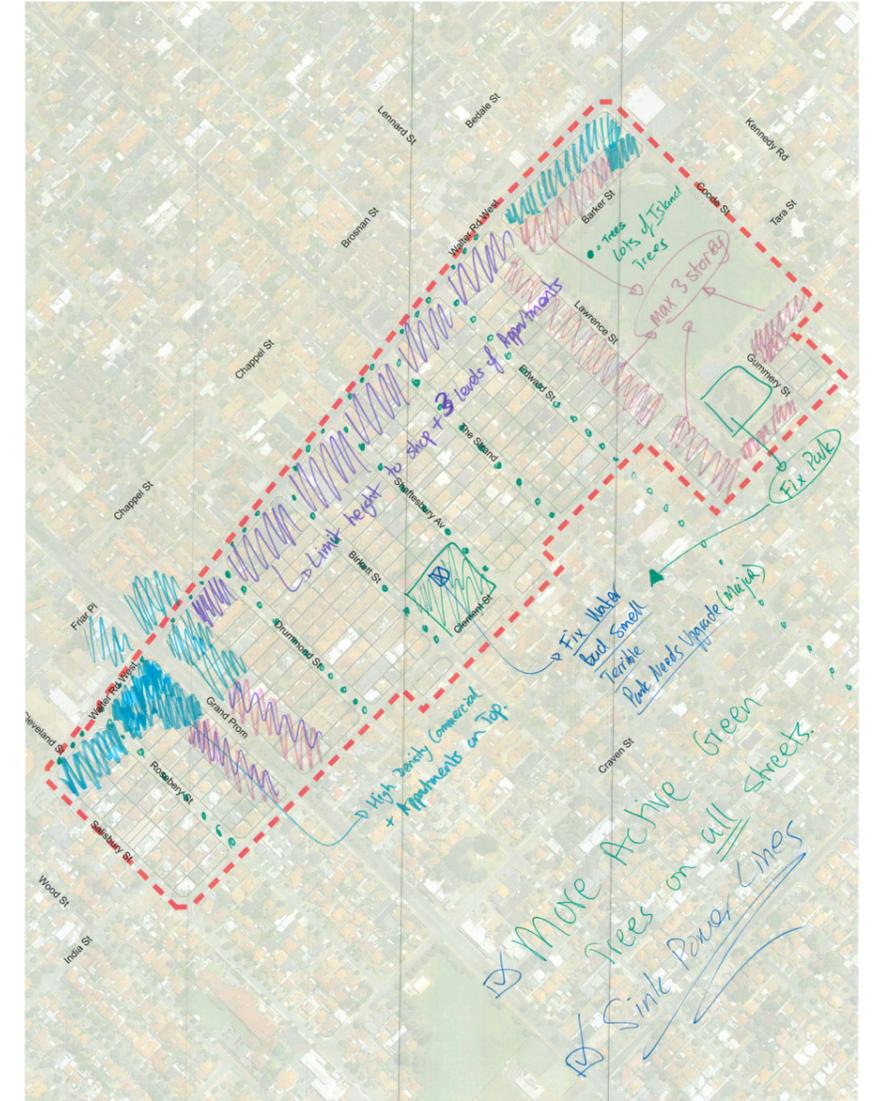


Table 4 proposed mixed use apartments around R.A. Cooke Reserve along with commercial on the intersection of Grand Promenade and Walter Road West.

Mixed use was also suggested surrounding Birkett Reserve with the possibility of city views. Comment was made that the most have balconies for street interaction. Also a suggestion that the shops under the mixed use should have a cafe for the park users.

There were suggestions also for bicycle parking near Rosebery St, CA Cooke Reserve and Coode Street near Walter Road West and Tara Street (see Figure 16).

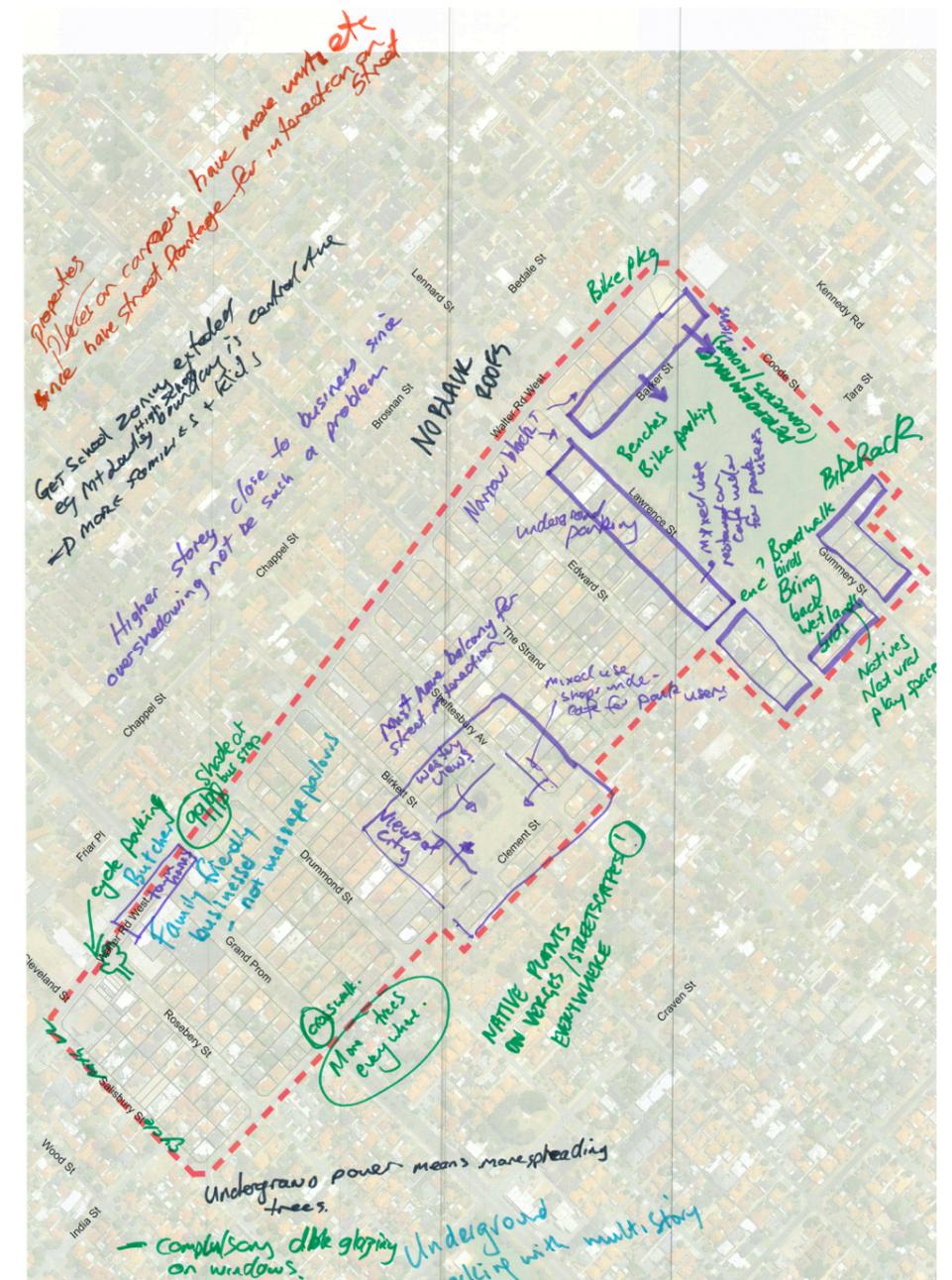
Comments written on the map also included:

- 'Places on corners have more etc. since properties have street frontage for interaction on street.'
- 'Get school zoning extended e.g.. Mt Lawley High School boundary is Central Ave - more families and kids.'
- 'Higher storey close to business since overshadowing not such a problem.'
- 'Family friendly businesses - not massage parlours.'
- 'Underground power means more spreading trees.'
- 'More trees everywhere.'
- 'Native Plants on verges / streetscapes everywhere.'
- 'Underground parking with multi storey.'
- 'Underground parking under mixed use.'
- 'No Black Roofs.'
- 'Shade at bus stops.'

Comments for RA Cooke Reserve:

- 'Performance space for concerts/ movies'
- 'Boardwalk'
- 'Encourage birds'
- 'Bring back wetlands, natives, natural play space.'
- 'Benches.'

Figure 16: Workshop 1 - Table 4 Typology preferences



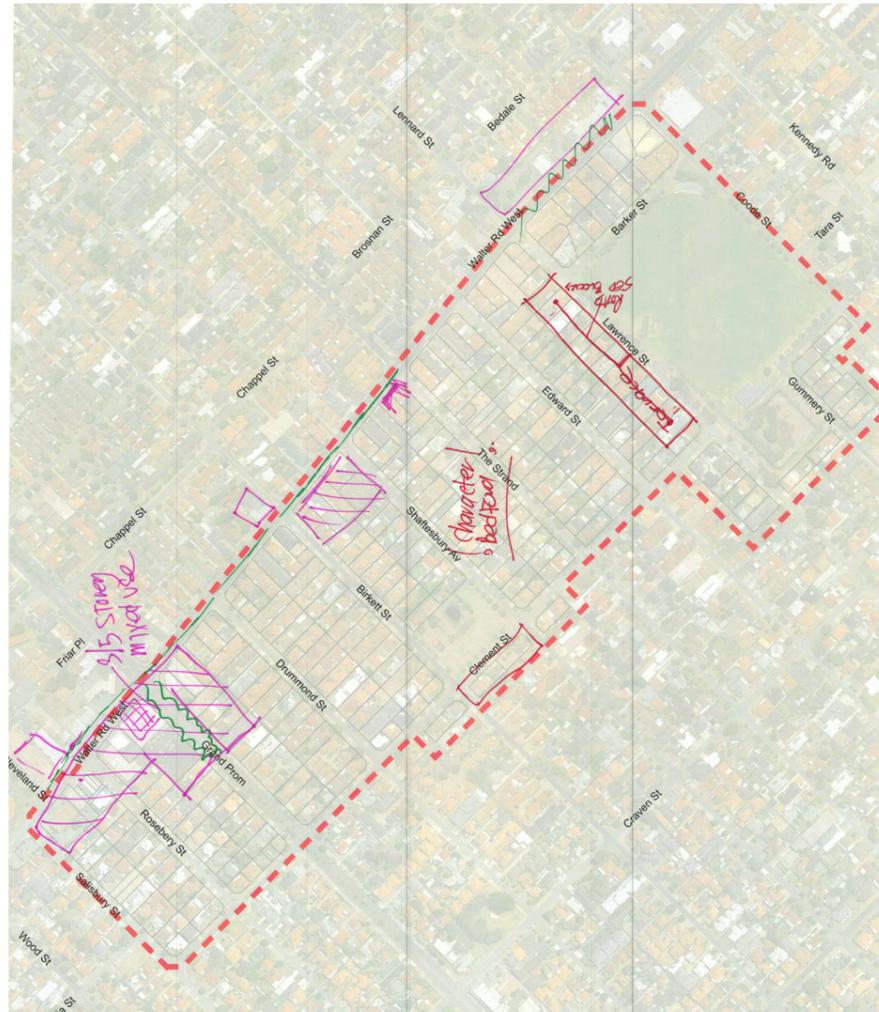


Figure 17: Workshop 1 - Table 5 Typology preferences

Table 5 considered small 3/5 storey mixed use apartments around the intersection of Grand Promenade and Walter Road West and along Walter Road West to the south west. They also proposed the lots on Walter Road West between Birkett Street and Shaftesbury Avenue as Mixed Use. In addition they considered terraces to be appropriate along Lawrence Street near R.A. Cooke Reserve.

This group suggested the remainder of the area should remain as is to protect the character of Bedford (see Figure 17).

Figure 18: Workshop 2 - Table 1 Typology preferences

In workshop 2, Table 1 proposed mixed use apartments around south west of Grand Promenade on Walter Road West and the corner of Coode St. The remainder of Walter Road West from Grand Promenade to Lawrence Avenue is proposed as appropriate for small apartments. Grand Promenade is suggested as appropriate for terraces. The remainder is proposed as single storey (see Figure 18).

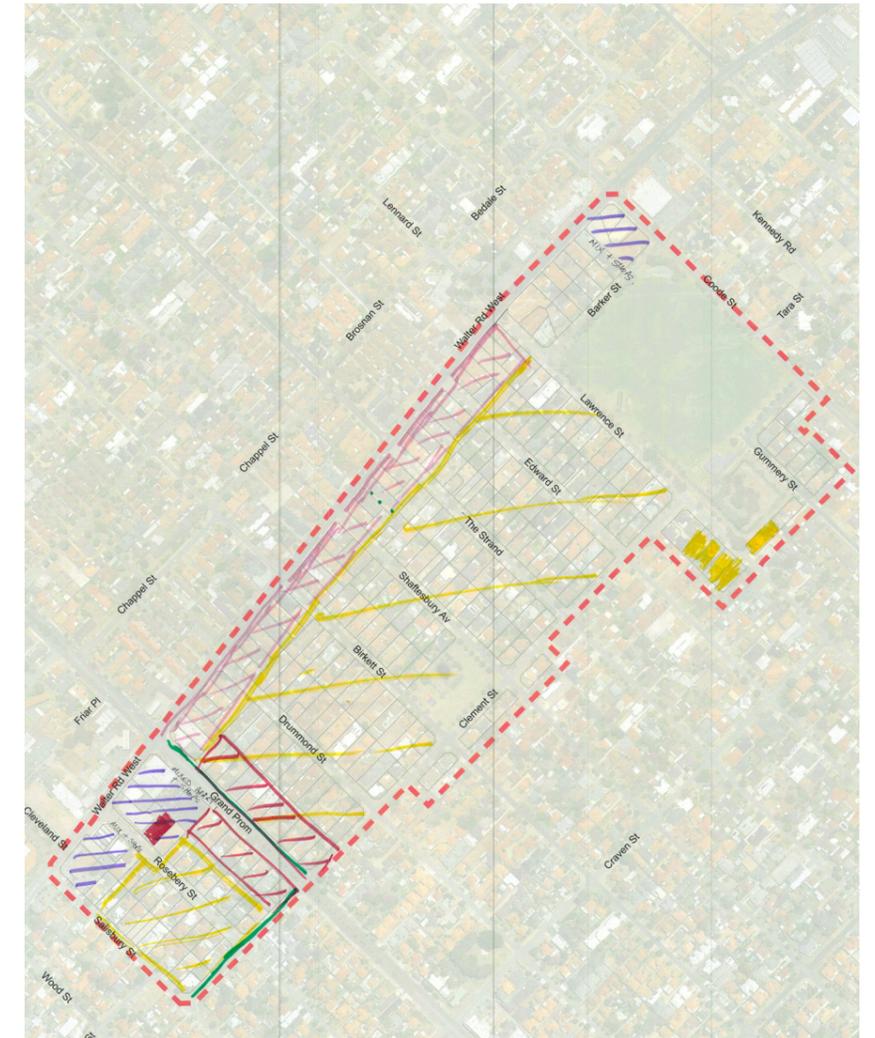




Figure 19: Workshop 2 - Table 2 Typology preferences

Table 2 in the second workshop proposed keeping the traditional feel as existing (see Figure 19).

Other comments noted on the map include:

- 'Keep traditional feel single storey by front.'
- 'Villa (F) Multi (R) - No more 2 storey.'
- 'Improves street greenery.'
- 'Mixed use development along Water Road West.'

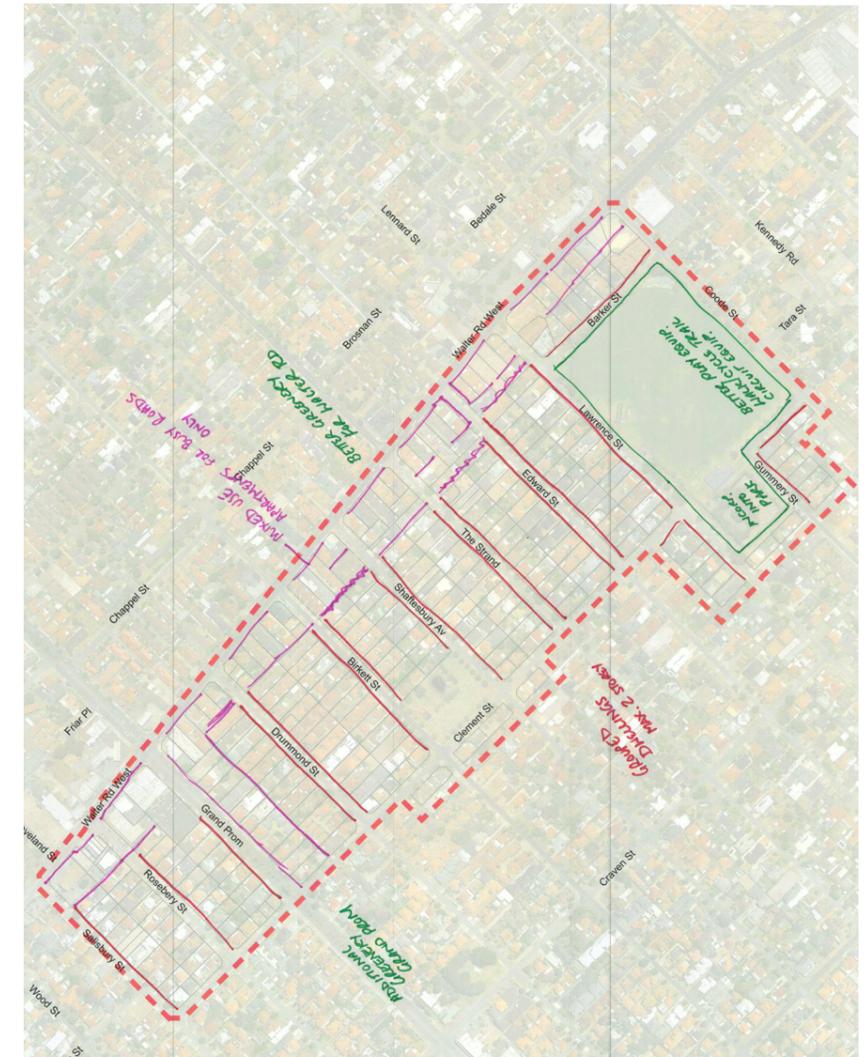
Figure 20: Workshop 2 - Table 3 Typology preferences

Table 3 in workshop 2 proposed mixed use apartments along the length of Walter Road West and the north side of Grand Promenade.

They suggested this was accompanied with terraces along all other streets (see Figure 20).

Other comments noted on the map include:

- 'Mixed use apartments for busy roads only.'
- 'Better greenery for Walter Rd.'
- 'Additional greenery for Grand Prom.'
- 'Grouped Dwellings Max 2 storey.'
- 'Other comments for RA Cooke Reserve.'
- 'Better play equip.'
- 'Walk/cycle trail.'
- 'Circuit equip.'
- 'Incorporate Gummery St reserve into park.'



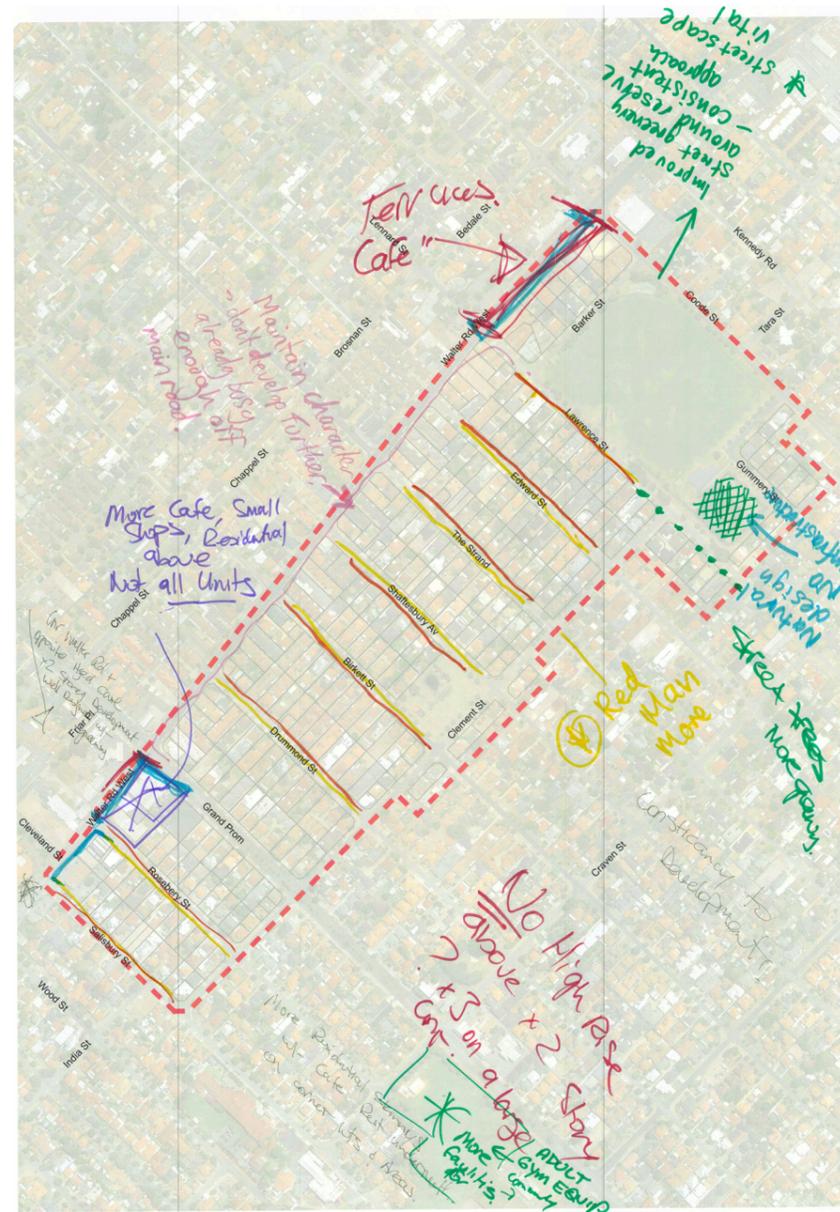


Figure 21: Workshop 2 - Table 4 Typology preferences

Table 4 in the second workshop considered terraces and cafes on Walter Road West southwest of Coode Street. They suggested that the plan should maintain character and do not develop further along Walter Road West as it is already busy enough off the main road. The remainder of the street was proposed as terraces. More cafe, small shops and residential above on the intersection of Grand Promenade and Walter Road West (not all units.) See Figure 21 for more details.

Other comments noted on the map include:

- 'Cnr Walter Rd and opposite Aged Care x 2 Storey Development well designed with greenery.'
- 'More residential skinnys with cafe underneath on corner lots and areas.'
- 'No high rise above 2 storey.'
- '?3 Storey on large cnr.'
- 'Consistency to development.'
- 'Street trees more Greenery.'
- 'Red Means More'
- In Gummery Street POS 'Natural design no infrastructure.'
- 'Improved street greenery around reserve - consistent approach. Streetscape vital.'

Figure 22: Workshop 2 - Table 5 Typology preferences

Table 5 in the second workshop considered commercial on the south west of the intersection of Grand Promenade and Walter Road West with adjoining properties being mixed use apartments. They also considered the street block bounded by Coode Street, Baker Street, Lawrence Street and Walter Road West as a site for mixed use developments of 3-4 storey apartments, cafés and small shops. Terrace houses were considered appropriate for two small sections adjoining the Clement Street and Gummery Street open space (see Figure 22).

Other comments noted on the map include:

- 'Less battle axe lots.'
- 'More street front lots.'
- 'More underground power - larger street trees.'
- 'More safe streets.'
- 'Better lighting.'
- 'More capacity for schools.'
- 'Consider internet connectivity.'
- 'Cycle lane along Grand Promenade and along Walter Road West.'
- 'Mix of terraces / villas / apartments Between Grand Promenade and Salisbury Street.'
- 'Commercial Apartments above Grand Promenade.'
- 'Improvements between Rosebery St and Salisbury St on Walter Road West / maybe mixed use? face away.'
- 'Native landscaping of Birkett Street reserve.'
- Comments for RA Cooke reserve included:



- 'Synthetic kids cycle / athletics track.'
- 'Tree lined footpath inside.'
- 'Community farming'
- 'Landscaping Grimmery Street POS.'

Although ten maps were produced there were many key elements that were the same or similar throughout the process. The map shown in Figure 23 provides a snapshot of those key elements.

Firstly, the majority of the area is proposed to remain the same or similar to what is existing by designating as single house. Although there were some tables that would like to see terraces in these areas, the main consensus was for single houses.

The areas proposed for terraces were proposed for various levels of density from single houses through to mixed use. The middle ground though was to see a slight increase in intensification which is represented by terrace developments.

Those areas designated as small apartments were strongly recommended as increased intensity even though the degree of density ranged. The development as small apartments provides for a reasonable level of development without increasing the height significantly.

The main proposals for increased intensity were adjacent to the key roads and around public spaces. Although there was a preference in these areas of mixed use and small apartments, there appeared to be a point of difference between having commercial available or not. Therefore the areas that had less desire for commercial were shown as small apartments and those areas that were more concentrated on commercial are shown as mixed use. This allows for ground floor commercial with apartments above.

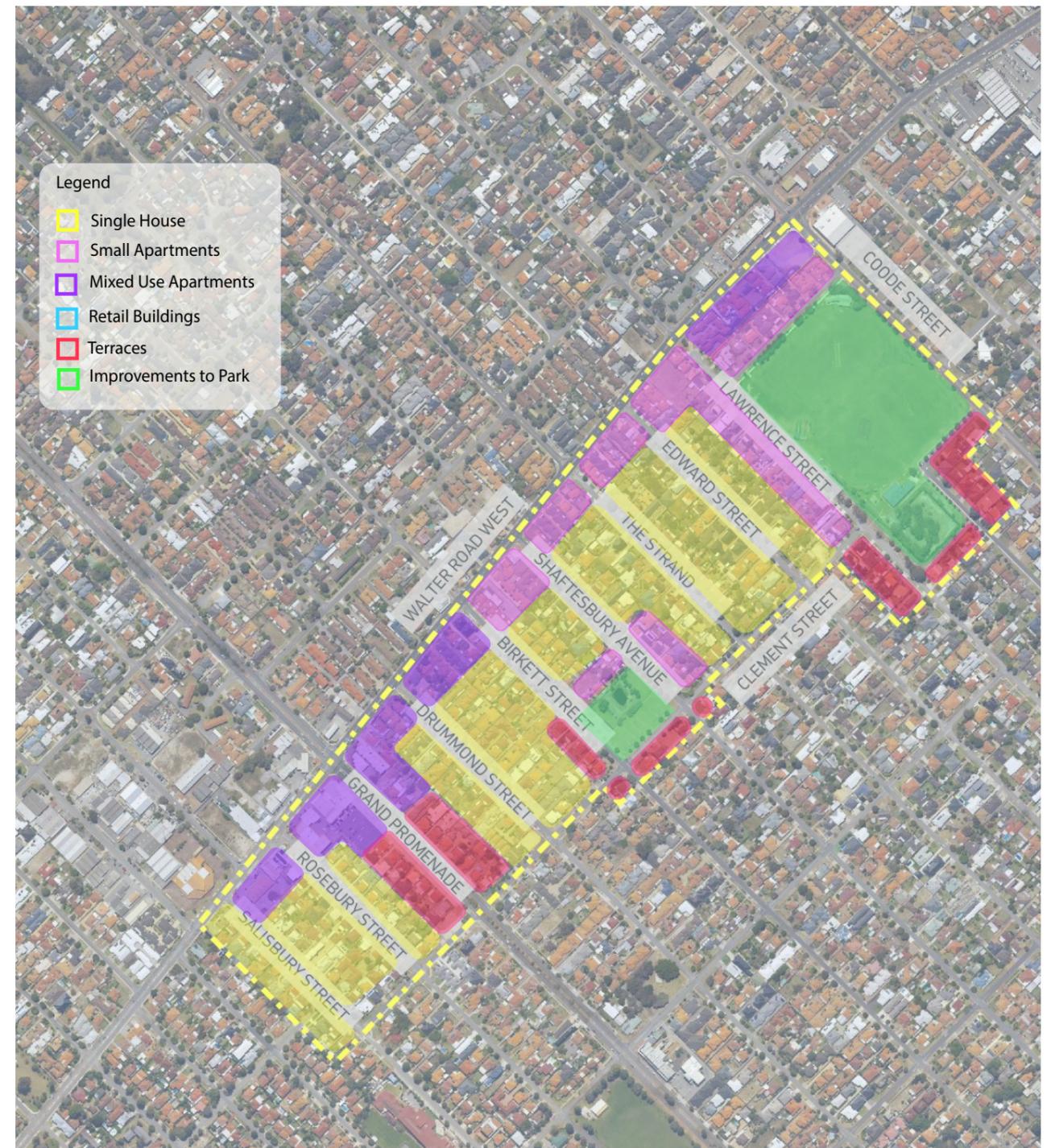


Figure 23: Summary of workshop typology preferences.

3.1.1. DESIGN FEATURES

Participants were given sticker dots to show preferences for four design features by placing the dots on a sliding scale. Note: The different coloured dots reflect the different workshops rather than a traffic light system.

GARAGES

The spread of preferences was fairly even. Though the trend was support for smaller garages with 10 votes for smaller and 11 for moderate. 6 participants voted for bigger garages (see Figure 24).

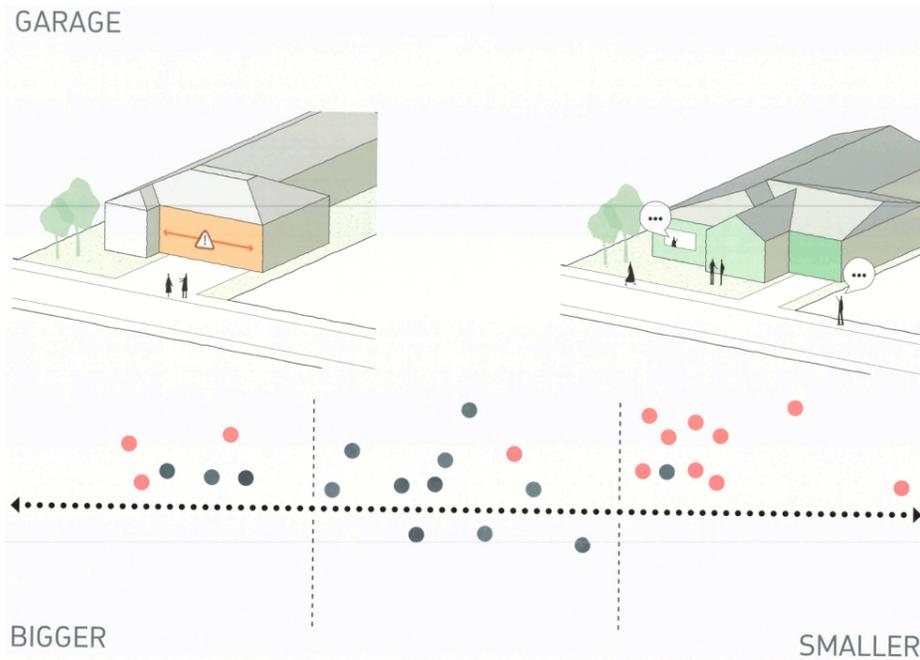


Figure 24: Design features preferences - Garages

YARD SPACE

The trend of preferences was for more yard space with 17 votes for more and 8 for moderate. Five participants voted for less yard space (see Figure 25).

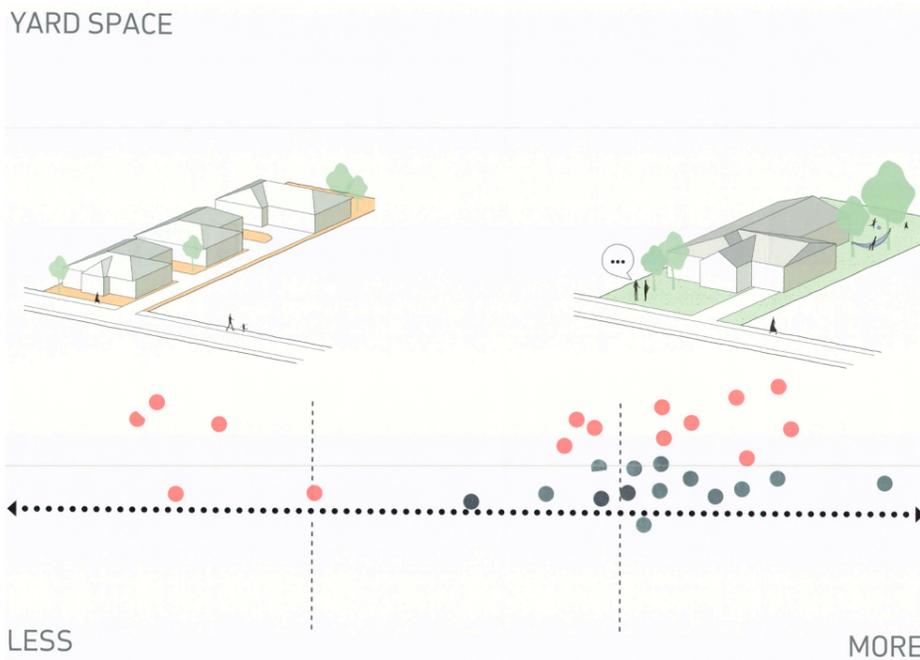


Figure 25: Design features preferences - Yard Space

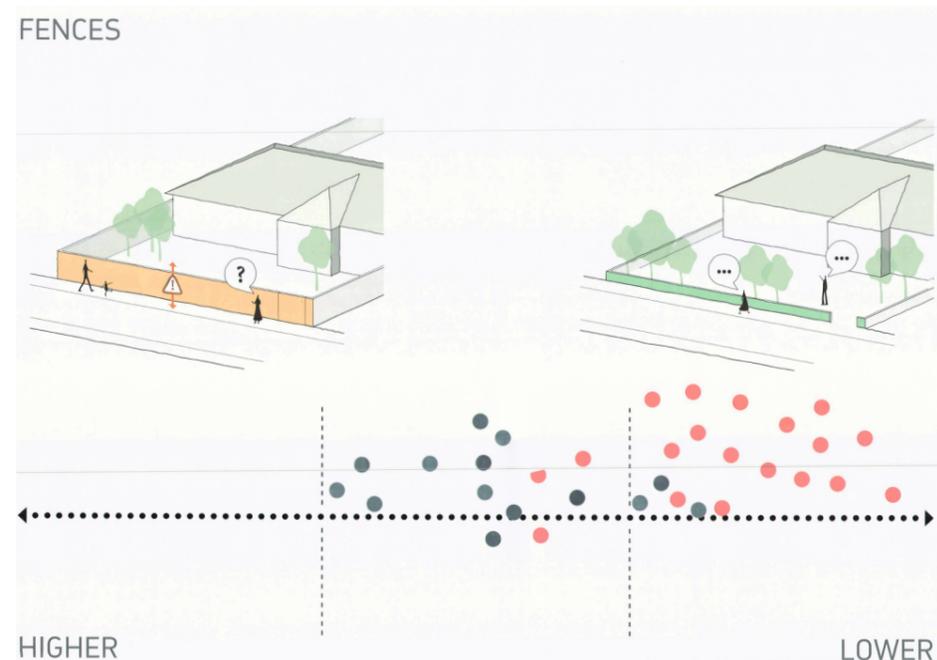


Figure 26: Design features preferences - Fences

FENCES

There was an overwhelming trend for lower (19) or moderate (17) fences with no votes suggesting a preference for higher fences (see Figure 26).

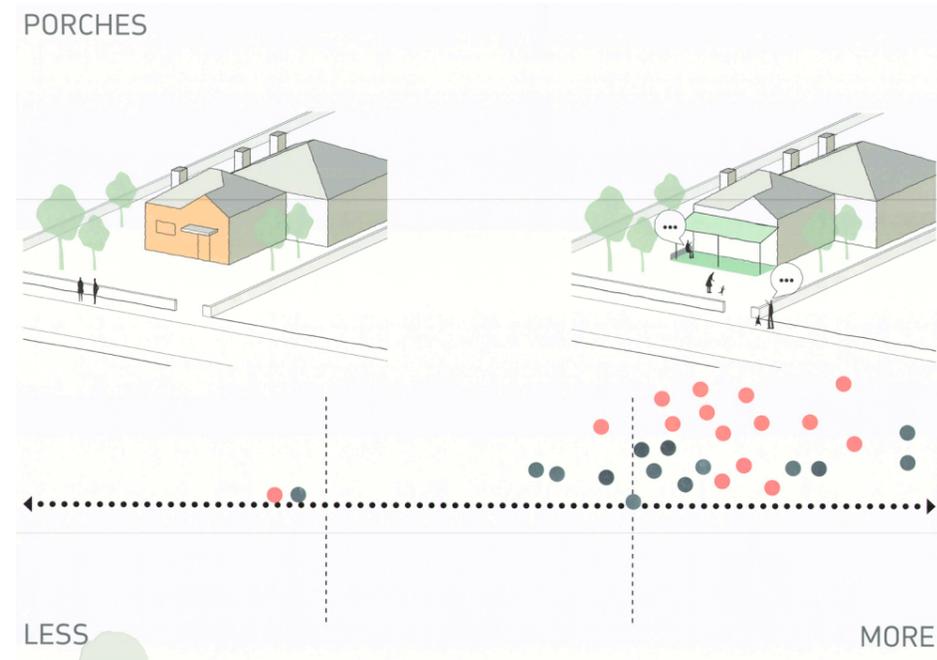


Figure 27: Design features preferences - Porches

PORCHES

There was a very strong preference for more porches with 22 votes for more porches. A further 5 were in the moderate section but adjacent to the more. Only 2 showed a preference for less porches (see Figure 27).

3.1.2. COMMENTS AND NOTES

Throughout the workshops participants were given the opportunity to make further notes to record their thoughts, ideas or comments on post-it notes as well as on the maps. The following is a record of this sorted into prominent themes. An unedited record of the additional notes from post-it notes is available in the appendices.

There were twelve (12) dominant themes that came out of the additional notes

BUILDING HEIGHT AND LOCATIONS

Appendix B shows the range of comments and suggestions for where additional height should be located and how high buildings should be. The comments ranged from 'there should be nothing more than 2 storeys' to 'The intersection of Walter Road and Grand Promenade could benefit from higher density development. This should be limited, however, to 5 storeys.'

There did appear to be a general acceptance of 2-3 storeys in a variety of forms from terraces to small apartments generally around parks and off the main road and 3-5 storeys along Walter Road West as mixed use (retail and apartments).

HOUSING DIVERSITY

The general feel from the comments is that although there was 'concern about the increasing density' there was acceptance of a wide range of product.

SETBACKS

Comments were noted that the front setback is important to maintain trees while the side setbacks might be places to pursue development.

OTHER DESIGN CRITERIA

Other considerations included accessibility, privacy, overlooking and overshadowing. There was also concerns expressing protection of green space and character of the area.

COMMERCIAL DEVELOPMENT

Ideas were raised with regards to commercial development centred around types and scale of businesses to service the local area. There was a strong theme of activation and increasing access.

ZONING

Comments featured concern about specific uses such as Massage Parlours and Industrial. There was also a mention of extending the school zoning to increase safety.

GOVERNANCE

Guidance of development was prominent suggesting greater clarity in what was expected of developers. There was also a call for greater collaboration between the City of Stirling and City of Bayswater as well as more engagement with the community.

PARKING AND VEHICLE ACCESS

Concern was expressed about the use of local streets for parking to access shops and public transport to the City.

ACTIVE AND SAFE STREET DESIGN

Comments and suggestions were focused on increasing cycle access and parking including making Rosebery a Safe Active Street and providing cycle lanes on Walter road West and Grand Promenade. There was also suggestions to slow down traffic through lowering speed limits and design of the main roads.

PUBLIC DOMAIN INTERFACE

The public domain was in need of improvement. Suggestions to activate the commercial areas included making it similar to Beaufort street as well as increasing trees. Balconies were proposed to face streets to increase activation.

PUBLIC DOMAIN

Increased tree planting and implementation of underground power featured strongly in the comments about the Public Domain. Park improvements were also a strong part of this theme with emphasis on active uses and incorporating native plantings and water features to attract wildlife.

PLACE IDENTITY.

There was a suggestion that the 'Bedford Feel' had been lost and needed to be revived through creating a park like character. Development should be done the right way to create this character.

The comments can be seen in full in Appendix B.



Workshop notes and colouring

3.2 WORKSHOP PARTICIPANT FEEDBACK

At the conclusion of the workshops held at the City of Bayswater, the participants were provided with a feedback form to seek an understanding of the anticipated level of detailed planning policy that should be implemented for 4 specific topics; yard space and trees, garages, fences, and porches and for the study area overall.

YARD SPACE AND TREES

There was a preference for more detailed policy in regard to yard space and trees with 9 feedback forms wanting a higher level and 5 wanting a moderate level. None suggested a lower level of detailed policy for this element specifically (see Figure 28).

3.2.1. LEVEL OF DETAILED PLANNING POLICY

Of the 34 forms returned, 14 marked their preference for level of detailed planning policy in the initial topics. A further 13 people completed the suggestions for overall level of planning detail by ticking the circles at the base of the form (which may represent some repetition). Overall there was a preference to seek a moderate to higher level of detailed planning policy.

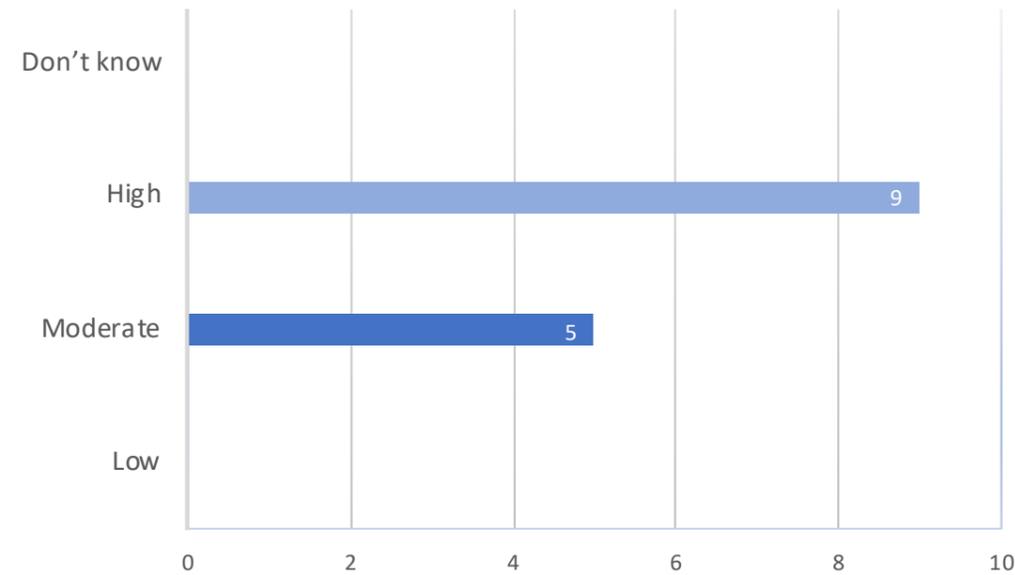


Figure 28: Desired level of detailed planning policy for yard space and trees.

GARAGES

There was a wider spread of opinion in regards to detailed planning policy on garages.

6 feedback forms wanted higher levels of detailed planning policy and 5 wanted lower levels. 3 were suggesting a moderate level (see Figure 29).

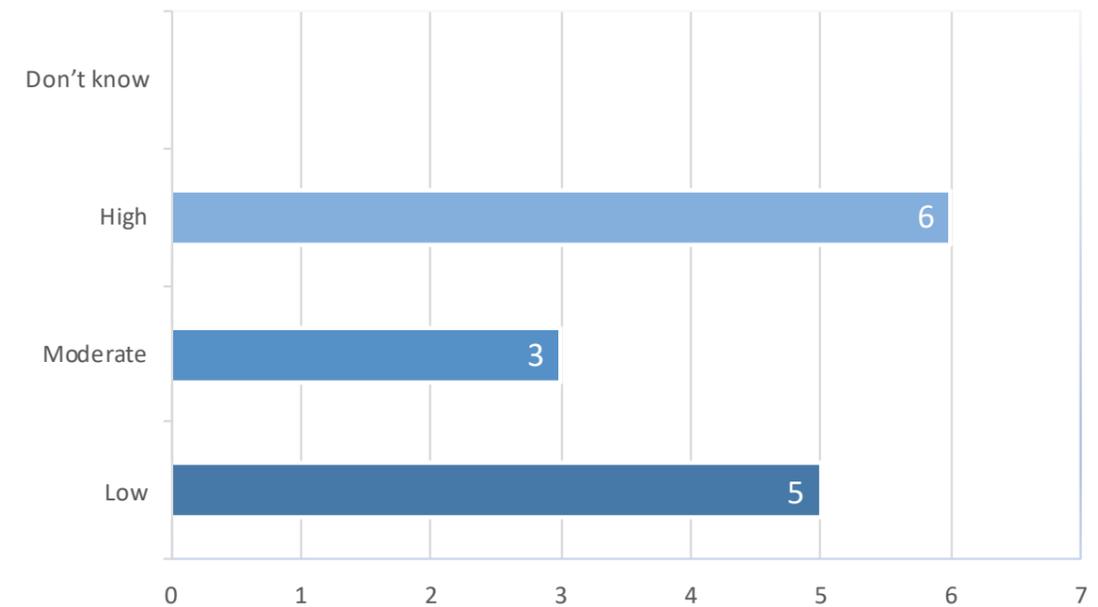


Figure 29: Desired level of detailed planning policy for Garages

FENCES

The level of detailed planning policy for fences was also evenly spread.

6 participants wanted a moderate level of detailed policy, 4 wanted a low level and 4 wanted a higher level (see Figure 30).

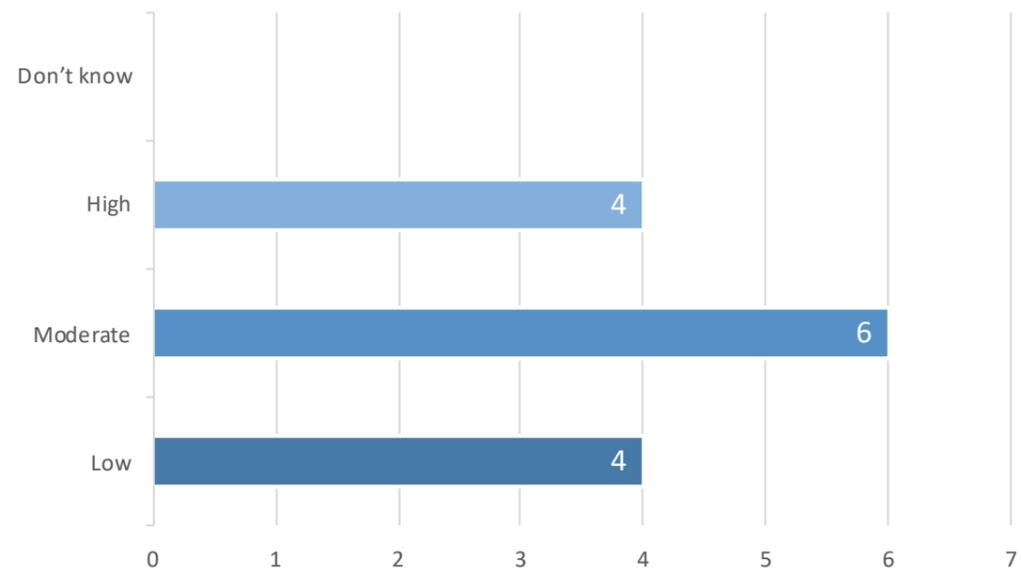


Figure 30: Desired level of detailed planning policy for Fences

PORCHES

A preference for a higher level of detailed planning policy was expressed for porches (8).

3 suggested a lower level and 2 suggested a moderate level of detailed planning policy (see Figure 31).

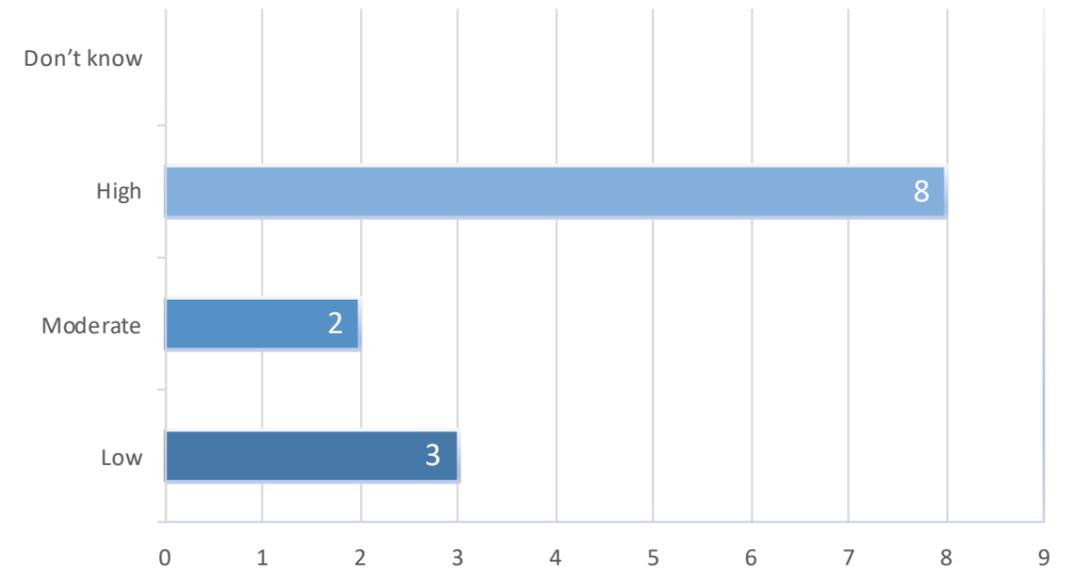


Figure 31: Desired level of detailed planning policy for Porches

OVERALL

Overall the feedback suggested a moderate (11) to higher (10) level of detailed planning policy with only 1 suggesting a low level (see Figure 32).

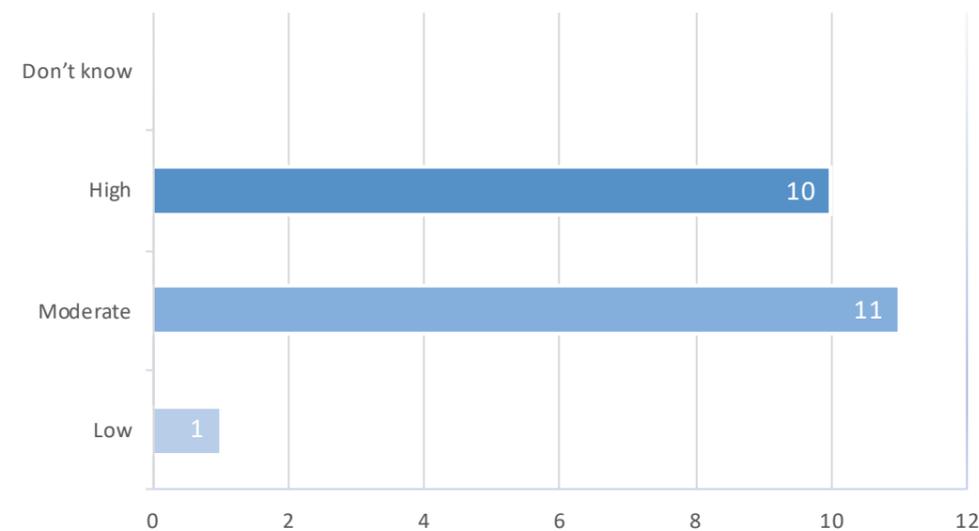


Figure 32: Desired level of detailed planning policy Overall

COMMENTS

The comments received were generally supportive of the chance for residents to be involved in discussions. The following are some of the comments received:

- 'Excellent to do this! This area is changing so quickly, many homes are old and have not been looked after. The value is in the land, This area could keep some of its charm yet become modern and progressive.'
- 'Community Consultation is paramount'
- There were some comments suggesting more detail such as:
 - '- Fences should not be higher than 1.2m
 - - Every developer should be required to make space for trees and green space
 - - Sink power lines.'
- Other comments suggested localised developments:

- Please don't cram more people in. We don't want high rise flats, wont be able to travel down Walter Road home. Good option - have more density along existing but under utilised commercial property on Walter Rd. Terraces, small apartments w/comm development.'

A full list of comments is provided in Appendix 2.

3.3 EVALUATION OF WORKSHOP

Workshop evaluation is necessary to ensure ongoing improvement. The following represents the feedback received from participants:

WERE YOU SATISFIED WITH THE OPPORTUNITY TO PARTICIPATE IN THIS PROCESS?

The majority of the feedback showed the participants were very satisfied (25) or satisfied (6) with the opportunity to participate in the process. Two (2) said they were neutral.

DID THE ACTIVITIES GIVE YOU SCOPE TO EXPRESS YOUR OPINIONS AND IDEAS?

The activities within the workshop provided the scope for the participants to express their opinions. According to 32 of those who provided feedback 18 were very satisfied and 14 were satisfied.

DO YOU FEEL YOU HAD ADEQUATE INFORMATION TO ENABLE YOU TO CONTRIBUTE?

Most people felt there was adequate information (14 very satisfied and 13 satisfied). Five (5) were neutral.

DO YOU UNDERSTAND WHAT WILL BE DONE WITH THE FEEDBACK AND INPUTS THAT YOU HAVE PROVIDED?

There was a good understanding of the process and what would be done with the input from the workshop with 26 stating they were very satisfied (17) or satisfied (9)with their understanding. Seven (7) were neutral.

WERE YOU SATISFIED WITH THE PACE AND TIMING OF THE WORKSHOP?

The level of satisfaction with the pace and timing of the workshop was very high with 33 expressing that they were satisfied (12) or very satisfied (21).

WERE YOU SATISFIED WITH THE VENUE, SOUND AND CATERING?

The venue, sound and catering was also well received with 31 expressing being satisfied (23) or very satisfied (8).

WERE YOU HAPPY WITH THE FACILITATOR TODAY?

There was also a high level of satisfaction with the facilitator with 32 being satisfied (6) or very satisfied (26).

CAN YOU THINK OF ANY WAYS THE PROCESS TODAY WOULD HAVE BEEN IMPROVED?

There was only a small response to the request for suggested improvements but they mostly referred to providing more information, as follows.

- 'Pre prepared feedback from major stakeholders in business.'
- 'Interesting to know current council outlook for future for area e.g. Projected demographics desired etc.'
- 'If one had a little more knowledge / info on what exactly was to be discussed would help.'



04



BUSINESS & COMMERCIAL SURVEY

Reflecting the importance of the Bedford North commercial corridor within the study area, the project team sought direct feedback from business owners and commercial property owners, and also provided an opportunity for a drop-in session before the community workshop on Saturday August 1, 2020.

There were two distinct surveys provided, one for business owners/operators, and one for commercial property landowners. 6 responses were received in total.

In general, the amount of feedback received provides a sample, however, it is also fair to say that the commercial area is relatively small. Additional feedback is also quite important, as it reflects the existing experience of business owners.

4.1 BUSINESS OPERATOR SURVEY RESULTS

DO YOU HAVE ANY PLANS TO GROW YOUR BUSINESS IN THE NEXT 5-10 YEARS? WHICH STATEMENT(S) BEST EXPLAIN YOUR PLANS.

A small sample, however, indicates a desire for business to grown in the area, which is positive (see Figure 33).

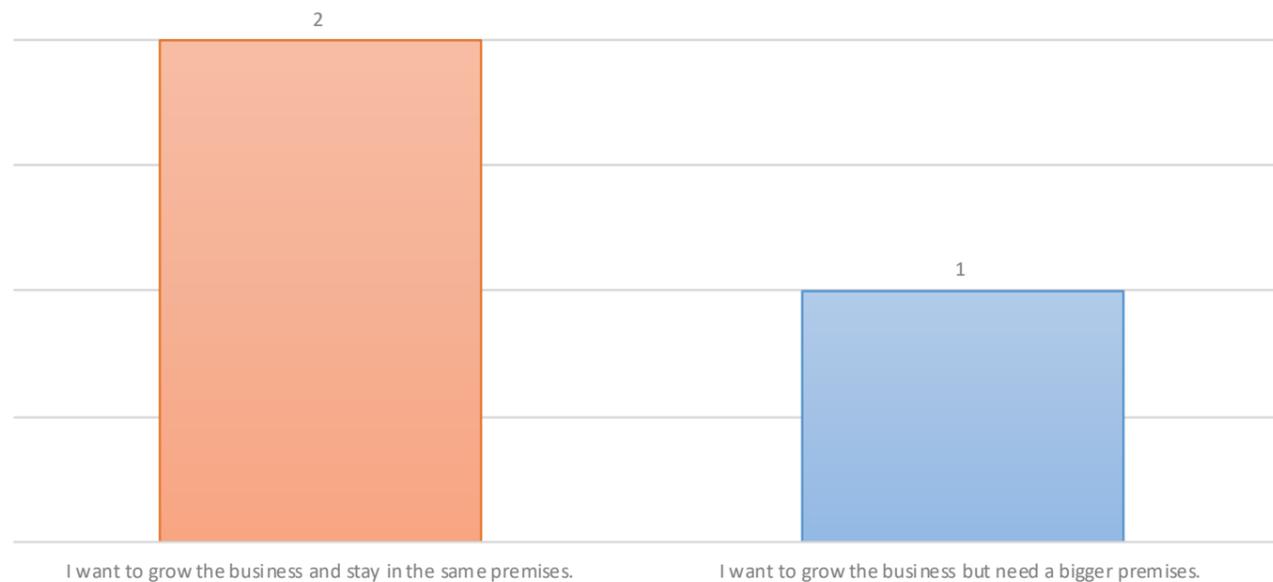


Figure 33: Business Operator Planned Development

DO YOU OR YOUR CUSTOMERS EXPERIENCE ANY ISSUES WITH CARPARKING IN THE AREA AROUND YOUR BUSINESS?

Responses to this open comment field suggest a mixed experience and included:

- We have our own parking which is adequate.

- Yes, parking is difficult as at busy times there aren't enough parking bays in the parking area at the back of the business and customers park up the road and this impacts the surrounding residents.
- Generally no - only when neighbouring business clients use our carpark.

WHEN TALKING TO THE COMMUNITY ABOUT MAKING LOCAL CENTRES ATTRACTIVE THEY OFTEN TALK ABOUT ALFRESCO DINING, ACTIVE SHOP FRONTS, TREES AND SEATING ALONG THE FOOTPATH. CHOOSE ANY OF THE FOLLOWING STATEMENTS THAT REFLECTS YOUR THINKING.

Feedback to this question illustrated a reasonable desire to better interact with the street, with only one participant suggesting the opportunity is limited due to the busy road (see Figure 34).

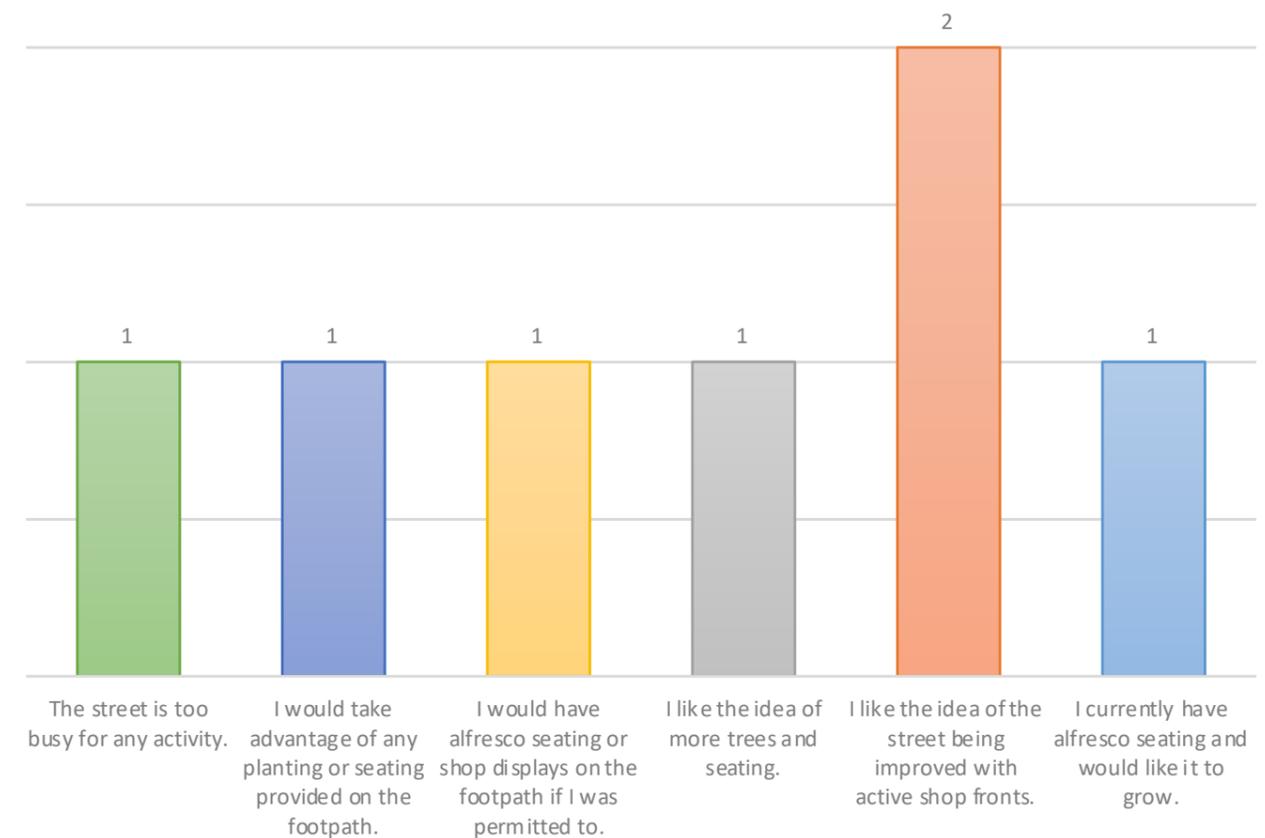


Figure 34: Business Operator Street Interaction

WHEN YOU THINK OF THE KIND OF COMMERCIAL PLACES YOU LIKE, OR THAT YOU WOULD LIKE TO DO BUSINESS IN, WHAT OTHER PLACES COME TO MIND?

Question 3 asked about desirable comparisons. Participants reflected more strongly a desire to be like similar places (see Figure 35). When asked about other examples, the following were suggested:

- Angove St North Perth
- Oxford St Mt Hawthorn

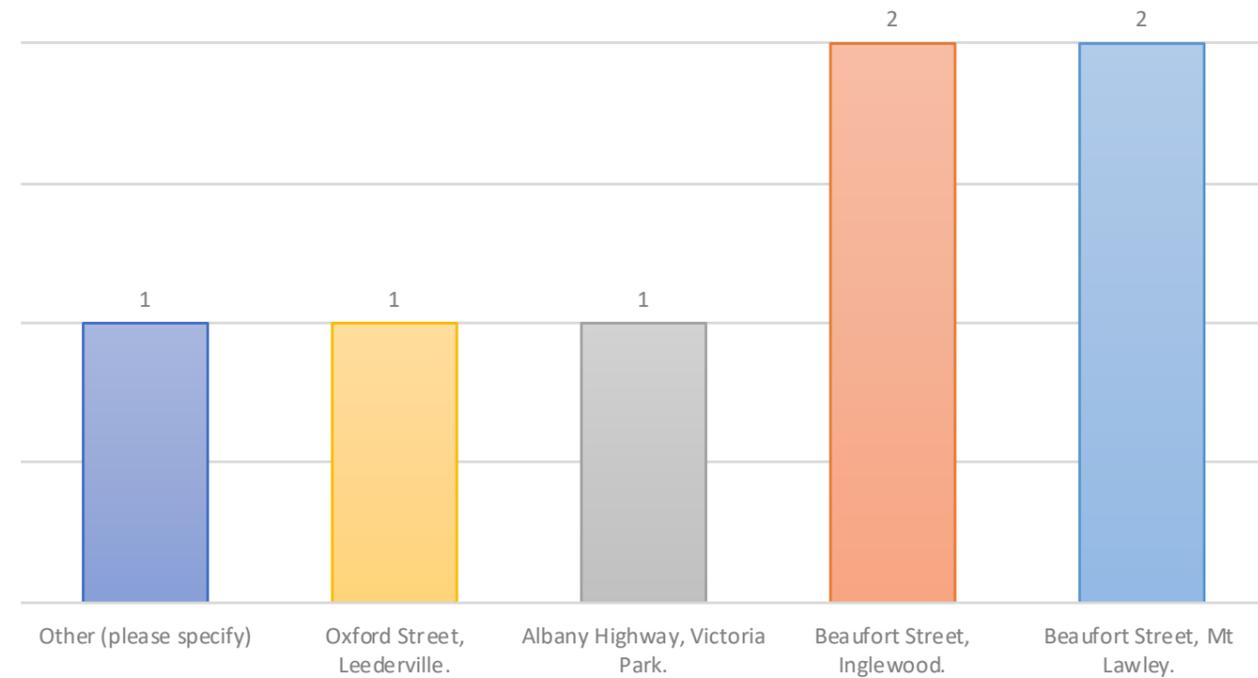


Figure 35: Business Operator Comparison Locations

WHAT IS THE BEST THING ABOUT BEING LOCATED IN THE BEDFORD NORTH/WALTER ROAD WEST COMMERCIAL AREA?

In response to this open text questions, the following feedback was provided, suggesting a solid business sentiment for the area:

- Good exposure, good people and customers.
- “Good community spirit
Building a rapport with repeat customers
Central location”
- Great visibility, good bus route, close to Galleria.

DO YOU HAVE ANY OTHER COMMENTS YOU WANT TO MAKE ABOUT THE AREA IN RELATION TO BUSINESSES?

There was limited additional comment, being the following:

- Traffic uses my driveway to turn around ever since Leonard Street was closed to 50% traffic.

4.2 COMMERCIAL OWNER SURVEY RESULTS

DO YOU HAVE ANY PLANS TO DEVELOP YOUR COMMERCIAL LAND IN THE NEXT 5-10 YEARS? AND IF SO WHAT SCALE OF DEVELOPMENT IS PLANNED?

A small sample, however, reveals a mixed sentiment (see Figure 36). Further comments included:

- High possible plans to develop depending on tenant situation in 10 years. Perhaps multi-storey mixed use buildings both commercial and residential.
- I plan to demolish the current building(s) and build a new multi-storey mixed use building(s) to include commercial and residential.
- I have no plans to develop my land in the next 5-10 years.

WALTER ROAD WEST IS A KEY ACCESS ROAD



Figure 36: Commercial Property Owner Development Plans

FOR BUSINESSES IN BEDFORD AND DIANELLA. WHAT IMPACT DOES THE ROAD HAVE ON YOUR PROPERTY AND TENANTS?

Feedback to this question illustrated a reasonable desire to better interact with the street, with suggestions to reduce speed along Walter Road West (see Figure 37).

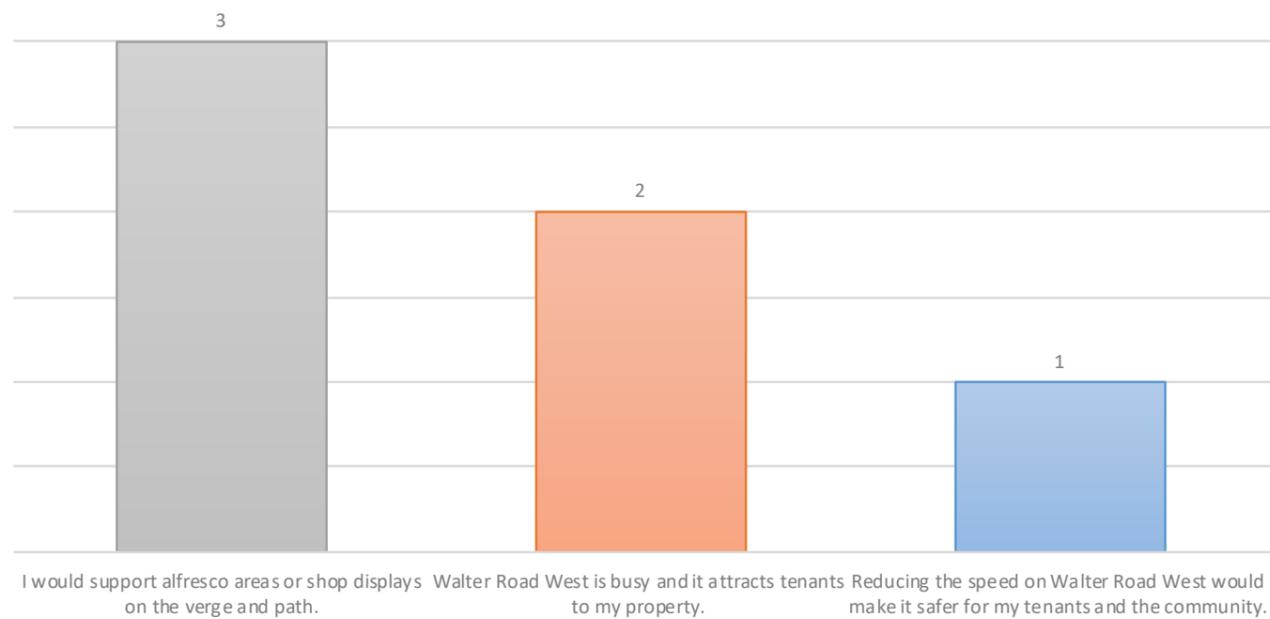


Figure 37: Commercial Property Owner Street Interaction

DO YOU OR ANY OF YOUR TENANTS HAVE ANY ISSUES RELATING TO THE BEDFORD AREA OR WALTER ROAD WEST THAT IMPACT ON DEVELOPING OR OPERATING A BUSINESS FROM YOUR COMMERCIAL LAND?

The following response was provided to this open text question:

- Our site needs improving and we await Council making changes to allow this.

WE WOULD APPRECIATE YOUR THOUGHTS ON WHAT YOU WOULD LIKE TO SEE DEVELOPED ON THE BEDFORD SIDE OF WALTER ROAD WEST.

Feedback to this question illustrated a desire to see increased heights, although only at a relatively low scale (see Figure 38).



Figure 38: Commercial Property Owner Development Preferences

The following open questions were also asked:

WHAT IS THE BEST THING ABOUT HAVING A PROPERTY LOCATED IN THE BEDFORD NORTH/ WALTER ROAD WEST COMMERCIAL AREA?

- High exposure for business - close to Morley Galleria but far enough for affordability and healthy competition. Public transport available at door step. Buzzing lifestyle.
- Close to the City - nice area.
- Close to residential housing. Traffic into Store. City Farmers.

DO YOU HAVE ANY OTHER COMMENTS YOU WANT TO MAKE?

- We need higher density living around and near major infrastructure to cater for people that don't want or need a 4x2 incorporating commercial convenience close to where we live.
- I do support the mixed use of buildings that include commercial and residential.



05



WALK SHOP

5.1 PURPOSE AND OVERVIEW

Community members were invited to attend a walk shop on Saturday 21 November 2020, within the Bedford North precinct.

Letter invitations were sent to all landowners and/or residents in the Bedford North precinct and information was placed on the City's website, advising the community of the opportunity to attend the walk shop and inviting them to register their request to attend.

- 29 people registered to attend
- 14 people attended the walk shop (consisting of 13 registered and one unregistered attendees)

In addition there was one elected member, three City of Bayswater officers and two representatives from both Hames Sharley and Shape Urban, present at the walk shop.

Participants met at RA Cook Reserve, where they were able to sign in and informally meet the team and other participants.

At the commencement of the walk shop, participants were given an overview of the project including why the project was taking place, what activities and engagement had taken place to date and what had been said by the community to date.

The purpose of the walk shop was to present some of the ideas and potential resolutions that had been generated by the project team, following the previous engagement sessions and to resolve and refine these ideas. It was an opportunity to confirm with the community which design options would be most suitable for the Bedford North precinct in order to achieve the desired vision for the area.

The walk shop route included stops which allowed the project team to raise some of the key design elements which were being examined and allow the community to share ideas. A handout was provided to participants to make personal notes (see Appendix D).

It is not always easy for people to visualise outcomes or think more broadly of a concept simply by providing images or describing design examples. The walk shop allowed the community to have a better understanding of what these design elements look like on the ground and the impact they have on the character and appearance of an area.

There were a total of six stops on the walk shop, as illustrated in Figure 39 where the team discussed:

- Driveways and parking
- Fences, walls and front gardens
- Back gardens and courtyards
- Buildings on main roads

At the end of the walk shop, participants were invited to discuss the above elements and an additional design element of building height. For each of these elements, posters (see Appendix E) were displayed outlining the team's observations, what the community suggested in the last workshops and what design solutions were being tested.

Participants gathered into small groups and were asked to discuss and outline their top two ways to achieve the desired outcomes for that element. These were then voted on by the participants where there were divergent views on ideas and solutions.

The results of these are reported in the following pages. A full copy of the comments and ideas generated during the group work can be found in Appendix F.



Figure 39: Walk shop route

* Note: One the day, the walk shop commenced at the corner of Barker and Lawrence Streets and group work took place at RA Cook Reserve corner of Barker and Coode Streets.

5.2 DESIGN ELEMENTS

5.2.1 DRIVEWAYS AND PARKING

The general discussion around driveways and parking was that they are needed but the visual impact and their dominance to the street needed to be reduced.

As the group walked through the area, there was a general preference for greenery on verges to break up the driveways and crossovers, rather than it being fully paved. It was noticeable on the day of the walk shop that where verges were paved and had an absence of street trees, that the area was much hotter.

There were some divergent views on how to address driveways and parking. As a result, a vote was taken on the two predominant opinions, as outlined below.

- Option A: 'Less driveway more greenery' and 'single width [at boundary] to expand [at front of garage]' = 7 votes
- Option B: 'leave as is' = 2 votes

Design solutions that increase opportunities for more greenery whilst still allowing on site parking would be preferable.



Walk shop stop 1B - Edward Street

5.2.2 FENCES, WALLS AND FRONT GARDENS

There was a strong preference through the walk shop for more greenery in development. Front gardens and verges should allow for more vegetation including natives and developments should be setback to facilitate this.

A preference for low, permeable fences was evident throughout the discussion.

There were some divergent views on how to address fences, walls and front gardens. As a result, a vote was taken on the two predominant opinions, as outlined below.

- Option A: 'Low or no fence between front yards' and 'Low front fences' = 7 votes
- Option B: 'Fences ok high' = 2 votes

Design solutions that increase opportunities for more greenery in gardens would be preferable. In addition, fence and wall design that is lower and more open would also be preferable.



Walk shop stop 2B - Edward Street

5.2.3. BACK GARDENS AND COURTYARDS

Similarly to the previously discussed design elements, there was a preference for more greenery in backyards and courtyards.

The dominance of driveways should be reduced and more space provided. There was also general support for larger rear setbacks to allow for more garden space.

There were some divergent views on how to address backyards and courtyards. As a result, a vote was taken on the two predominant opinions, as outlined below.

- Option A: 'More space less driveway' and 'A bit bigger rear setback' = 6 votes
- Option B: 'Current rules OK' = 3 votes

Design solutions that allow for more open space would be preferable.



Walk shop stop 2B - Edward Street

5.2.4. BUILDINGS ON MAIN ROADS

There was a general consensus amongst the group that the visual amenity and pedestrian environment of the main roads - in particular Walter Road West, was poor and there was scope for improvement.

There is very little interaction with the pedestrians and the land uses along Walter Road West. There was a general preference to see uses and design elements that encouraged greater activation and interaction with the street such as cafes, seating, artwork and mixed use.

Design solutions that make the main road more inviting should be encouraged.

Including more greenery on the main road, such as trees in the median strip, was widely supported by the group. In addition, under-grounding the power was also suggested.

Design solutions that encourage a prioritised pedestrian environment would be preferable for the main roads in the precinct.



Walk shop stop 3 - Walter Road

5.2.5. HEIGHTS

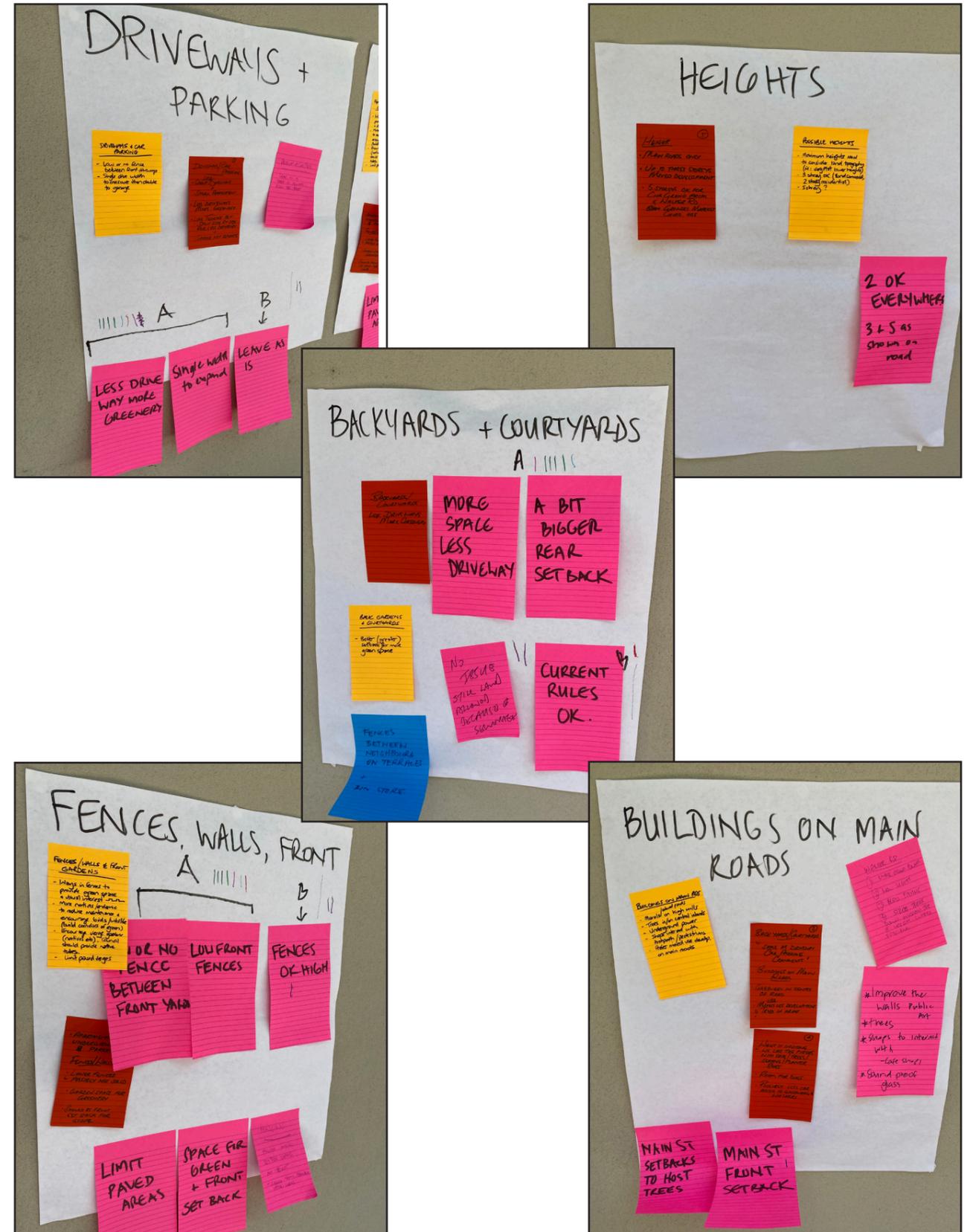
There was a general consensus amongst the group that there is a preference for two storey development throughout the Bedford North precinct. Three and five storey development along the main roads as depicted on the height plan was considered 'ok'.

Design solutions should consider the local topography of the area, ensure the heights are appropriate.

Development of three storeys for mixed use development was also generally supported.



Walk shop stop 4 - group work at RA Cook Reserve



DRIVEWAYS + PARKING

- DRIVEWAYS + CAR PARKING
 - Less or no drive
 - Reduce front setbacks
 - Single drive with
 - Multiple driveways to garage
- Single width to expand
- LEAVE AS IS
- LESS DRIVE WAY MORE GREENERY

HEIGHTS

- 2 OK EVERYWHERE
- 3 + 5 AS SHOWN ON ROAD

BACKYARDS + COURTYARDS

- MORE SPACE LESS DRIVEWAY
- A BIT BIGGER REAR SETBACK
- NO TREES STILL LAND (REMOVED) BECAUSE OF SETBACKS
- CURRENT RULES OK.

FENCES, WALLS, FRONT

- NO NO LOW FRONT FENCES
- FENCES OK-HIGH
- LIMIT PAVED AREAS
- SPACE FOR GREEN + FRONT SET BACK

BUILDINGS ON MAIN ROADS

- MAIN ST SETBACKS TO HOST TREES
- MAIN ST FRONT SETBACK
- improve the walls public art + trees
- Shops to interact with - Gate shop + Sound proof glass

...the activities give you scope to express your opinions and ideas?

Do you feel that you had adequate information to enable you to contribute?

Do you understand what will be done with the feedback and inputs that you have provided?

Are you satisfied with the pace and timing of the workshop?

Are you satisfied with the venue, sound and lighting?

Are you happy with the facilitator today?

Very Satisfied Satisfied Neutral Unsatisfied Very Unsatisfied

Think of any ways the process today could have been improved?

Should you be kept informed about the project?

06

EVALUATION



Evaluating community engagement involves assessing the quality of the engagement process. It seeks to measure how well the engagement process was planned, implemented and managed and informs continuous improvement of the process.

At the commencement of the project, targets were set to ensure that the engagement process could be measured and so that the project team could assess if feedback had been received from across the subject community. Table 1 provides a quick evaluation of engagement targets established at the start of the process.

Further engagement will increase the overall awareness and individual participation which will be achieved through this project.

<i>Measure of Success</i>	<i>Target</i>	<i>Actual</i>	<i>Comment</i>
Responses to polls (surveys)	>50	81	Surveys were the preferred method in this project. A total of 81 surveys were received from the community and a further 6 from business operators and commercial land owners.
Expressions of interest for community workshops	>20	36	Despite challenges associated with COVID-19, this figure was quite positive, with substantial input from those involved as shown in this report.
Expressions of Interest for focus groups or community panel	> 5 community profile ratios achieved	Yes - business property owner, tenant, owner occupier, female/male and 28-60+ age categories achieved	Diversity of applicants allows at least 5 community profile ratios to be achieved (age, gender, ownership categories)
Council is confident that the recommendations take into consideration the community's input	Council to endorse final recommendation	Not yet measured	Recommendations accepted by Council is a measure of how confident the Council is that recommendations are a reflection of the community's input.

Table 1 Engagement Targets

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Side streets.

change the roads by removing some of the verge to make roads and put trees in the middle.

Slow down speed of Walter Road.

Rethink foot path along Walter Road

Trees outside shops near Salisbury

Parking a big issue along Walter Rd shops.

07

APPENDICES

APPENDIX A - SURVEY RESPONSES

General Feedback - Is there any other feedback you would like to provide?

Retain the character and green space of Bedford. Infill responsibly and sustainably.

This is an ideal location for what's known as 'the missing middle'. Mid-density dwellings, but not the typical battle-axe villas. Also need to focus on walkability and pedestrian/cyclist amenity so it doesn't become ppl living in little boxes, getting in their cars, going to work. Place activation.

Bedford is one of the most connected suburbs in Bayswater and is so easy to get in and out of. A change in the overall zoning to R30 from R 25 should be done and then even higher in the right corridors. Bedford has the potential to be the lathlain of the north. I love it. I invest in bedford and have lived there for 11 years previous

When development begins, it would be favourable if more traffic lights were placed between the main roads and residential street. For example, the T junction on The strand and Walter Road West (removing the island).

The area in general needs a good cleanup and cohesive guidelines set down for landlords/owners in the area as to how to present their businesses. There's businesses in the area that I'm sure are very good and quite reputable but I don't frequent them as they look really dodgy. Clear design guidelines and mandatory maintenance would see the overall appeal of the area improve and I would be encouraged to visit these businesses. The faded signs, broken/rusting facades and dodgy looking 24hr massage places all deter me from most of the businesses near my house. I travel to another area to visit similar businesses rather than spend in my own suburb.

Prefer retention of current single to double story home builds/ renovations not excessive development of multi level structures

I am pleased this is a focus of the CoB. Development is urgently required to rejuvenate this area.

Don't go above the current R zoning as the current infrastructure will not cope.

COB has a history of allowing development via infill, reducing trees and gaining more rate paying residences. What it hasn't done however is give thought to encouraging and supporting higher density housing by complementing it with shared community spaces and place activation. They should not exist without each other.

I would like development of the city to extend to all parts of Northern Bedford as well as all the Beaufort street and some parts of Brown Avenue, near Galleria shopping centre. I recon we should design our suburb as a real concept of garden city with plenty of green and flowering trees like Jacaranda or some others. It would be nice to have more offices and shops, recreation centres, cafeterias developed locally.

"Walter Road needs to be six storeys. There is no point zoning it for four storeys as this is unviable development and it means the current buildings will continue to remain.

The areas behind Walter Road, zone for townhouses (this means allowing two storey boundary walls)."

Demolish ugly and old buildings. Increase high density living and retail along walter road. grand promenade

All our main roads are quite ugly. The intersection Walter Rd/Grand Prom painfully so. The footpaths on Walter Rd are uneven and full if obstacles hindering pedestrians and cyclists. They are too narrow.

Focusing on the main Bedford strip opposite the bowling club would be beneficial . It is already an established foot traffic area and would thrive further with more development.

I am very happy with what Bedford North is at the moment. No future development is necessary.

Better playgrounds and use of open spaces

Tree scaping contributes greatly to amenity, inoculates against rising heat zones and could contribute to greater community support to development.

We donot want high rise buildings or buildings that appear more like factories than housing

<i>General Feedback - Is there any other feedback you would like to provide?</i>
We bought in an established area with character and tree lined streets - we bought a beautiful character home - we do not support the re-zoning of our established street- re-develop Bayswater centre, Beaufort street or Railway Parade where there are empty buildings and vacant land and established commercial areas - even Sussex Street that has underutilised commercial buildings and land - please do not destroy our community in Rosebery Street in our established residential area - we live on a spilt block and do not support high rises and the character and tree lined streets be destroyed- we completely disagree with the proposed re-zoning and suburb name change - fix all the areas that are derelict and run down please leave our street alone
We would like to see more playgrounds and activities for families, more infill and higher density development, and development of entertainment & shopping precincts (on the main roads & ideally within walking distance).
Will the City be investigating the Bedford area around Beaufort Street?
"It's seems to me that this survey was put together by a developer. Keep it as it is.
Would not like any apartments in this area as would attract low life people and more drugs in this area as being close to Ra Cooke reserve.
No high rise apartments over two storeys
Apartments would completely change the character in the area and lead to a big increase in traffic. Although the area has lost a lot of big trees because of subdivision, it still retains some of the lovely character that people moved in to the area for it the first place, green, leafy, spacious, those big houses that take up the whole block are horrible, just concrete boxes!
The road intersection of Clement Street and Birkett Street needs a traffic calming hump and also at the intersection of Clement and Shaftesbury Avenue also requires a traffic calming hump to slow down speeding vehicles. Particularly there is one local driver that does Not stop at either stop sign at these road 2 intersections.
"We have a huge traffic issue with the Childcare and schools traffic and antisocial criminal behaviour from the Apartments on Walter road West near Lancaster street and Crawford road Apartments. This has been an issue for a long time as we also have many Housing Authority Homes that are affecting the values of our properties. Non complying fences and dead gardens. Street trees are dying because people cannot afford the water. Cramming people on top of each other only creates more problems. I have been her for 20 years and have an evaporative air con> My neighbour built infill up two stories and the sound cannot dissipate so he is abusive towards me. These issues will only compound if you have more density infill. It is not nice at 74 years of treated like this when the neighbour has made the problem in the first place. I have a solar hot water system and if I get infill two stories on the opposite side I will have little light on my property and the system.. This will affect my heating. I think you need to carefully weigh up this idea because from my experience it can be an absolute nightmare. Kids screaming (and I mean SCREAMING)outside my windows when I am trying to sleep. Basketballs hammering at all times of the day. Underwear being hung in front of my front door and side windows. Rubbish being slammed in bins at all times of the night. Vintage car being revved up. I assure you more infill creates a nightmare. Some people cannot adjust to this type of living and become aggressive, rude and controlling. Please think carefully"
Apartments should be confined to main arterial roads - Walter Road - Grand Prom - Coode Street : and NOT be allowed within the heart or centre of Bedford north , this would detract from the character of the traditional Bedford style housing. Density higher than an R30...only brings more traffic more cars parked on verges
It is good to develop some town houses or villas in the bedford North area to increase the density of the residents.

<i>General Feedback - Is there any other feedback you would like to provide?</i>
Inglewood isn't any more livable for its new apartment buildings on Walter Road West. WHY do you think Bedford would benefit? AND WHY NOT BEAUFORT STREET/BEDFORD SOUTH, if you're so desperate for development? Public transport is way better there.
Happy for development but streetscape needs addressing and Walter Road needs to be upgraded including pathways and buildings...we need to make it a want to go place. We need more trees on verges that are the same to provide a community feel. Also Reserves and Parks need to be maintained as they are, we need to keep as much open space as possible. If multi dwellings are approved we need to ensure enough parking is also provided so we have no parking on street verges.
I don't think there should be any high rise development or apartments around Birkett Reserve unless on Water Road or Grand Promenade. That area has beautiful old houses and lots of trees and that sort of character should be maintained.
I feel strongly about developing on the corner of Grand Promenade and Walter Road West to Rosebury Street, which would make a major improvement to the area. A mix use of the area mentioned by zoning changes e.g. apartments, terrace style houses, shops, cafes etc. more well planned areas need to be supported rather than infill not be utilized near transport and shopping precincts. I feel that redevelopment of Grand Promenade, Walter Road West and corner Rosebury Street, be sooner rather than later, its been neglected for too long.
"I think Bedford North is doing its part with infill developments and will continue to do so with the subdivision of residential blocks, however it still has a good balance in retaining heritage homes and a desirable suburb for people to live in, high rise would detract from what is a very pleasant location to live. PLEASE DO NOT RUIN THIS"
Any apartment development will compromise what attracts residents to the area in the first place. Nearly all the blocks are already subdivided hence no further development should be recommended or would be accepted by existing residents.
"At the moment there are blocks with up to 4 units of 2 story units. I consider this as high density. If you live in one of these units you can hear everything your neighbors do. Please place an emphasis on developers designing blocks with units and planting more trees, not completely paved. Also The developers are not putting enough emphasis on making the units sustainable, by designing the units without eaves, balconies and trees to fit as many units on a block as possible. There should also be designated parking for guests and no parking on the footpaths (as currently occurs)."
I understand that proper process can take time but I hope this initiative does not get caught up in unnecessary delay but instead actually results in prompt actions that will enhance the area. Currently, the Walter Road - Grand Prom area is in decay. With the City of Stirling's Walter Road West Neighbourhood Centre project currently being progressed, it would be a timely opportunity for City of Bayswater to ensure that a level of 'alignment' occurs by working in collaboration with City of Stirling. That would ensure that development outcomes are mutually successful and beneficial for both councils.
Bedford should be the next mount Lawley / Inglewood, mix between old and new homes, cafe strip, restaurants etc
I support apartment, terrace and villa development but I am also aware of the issues associated with waste management, particularly with the coming changes with FOGO and bin numbers vs placement of bins for weekly collection. This can potentially cause issues if street parking is allowed and if the verge area does not support the bin placement adequately vs number of bins. I also wouldn't like to see the creation of verge large apartments blocks that can encourage anti social behaviour.
Particular attention to parking, near corners, residential housing, and on verges.
Consideration needs to be given to proposed development of the Dianella Industrial area that is adjacent to the Bedford North area.

General Feedback - Is there any other feedback you would like to provide?

More needs to be done to allow existing owners to develop their properties, such as the 3/4 acre blocks present in the Bedford North area. My mother and I are waiting for the development laws to change so that we can build three units on our block which currently has one house, a pool and a shed, not efficient use of the space.

"Some decorative features to the bridge over the water drain, which connects Lawrence Street to R.A.Cook Reserve. Perhaps an arch on each side of the bridge, with a climbing plant at each corner of each arch."

We have moved from Maylands where there was an overabundance of apartment style living. The services in that area were unable to cope with the higher density of population. We chose to buy in Bedford due to the low density living and lack of apartments/units in this suburb. I understand that we need to progress as a community, however Bedford North is not the answer. The main arteries of Grand Promenade and Walter Road West may facilitate this progress, bearing in mind this will then impact traffic congestion and flow along these main roads. We have noticed an impact along the residential streets of Bedford North due to alterations made at the intersection Edward Street on Walter Road where a median strip has been installed. The Strand in particular is a 'rat race' as it has no STOP signs between Beaufort street and Walter Road, granted there is limited access to and from the Strand at either end due to medians being in place. Birkett Street is very similar from Walter road to Catherine Street, the suggestion in these instances would be to install speed traps to slow the traffic down especially as there can be some blind spots due to so many vehicles parking along the verge or on the street. This is a recipe for disaster with families walking to and from public areas.

I have concerns about the incredibly high percentage of government housing in this area, especially on Birkett & Drummond Streets north. If redevelopment is focussed on entry level housing only, I do not agree!! On Birkett St, good people are often hiding in homes due to aggressive and at times very violent outbursts from people residing in a variety of government homes.

The community needs to see potential plans that are to be considered prior to making input as it is very difficult to feedback without more information/proposal. Reserves need to be left as reserves we cannot afford to lose any more public space for recreational purposes. Apartments need to be considered for main roads only. Parking also needs to be considered as the reserves parking is for sport and recreation.

I am concerned about the health impacts of mobile phone towers generally and 5G stations in particular. Existing towers are eye sores and detrimental to the health of residents. 5G technology requires stations every 300m and the microwave frequencies used has been proven in several medical studies to be highly detrimental to human health. I would like to discuss options to ban this technology, which provides no real benefit to residents. From the area.

Would love to see improvement to parks and facilities for young children and our youth, such as small/medium sized skate parks, nature open spaces and natureescape playgrounds. I would also like to see further attempts to slow traffic through Edward and Lawrence Streets in addition to the speed reduction currently being undertaken. These two streets are used as thoroughfares to Chislm College and through the suburb to Coode Street and Broun Ave. Traffic in the long streets is busy at peak times and vehicles frequently travel at excessive speeds

I chose to buy in Bedford because there is a very low amount of high density living. I understand that development needs to occur but I would be very disappointed if this occurred on the residential streets of Bedford. This should be centred around the main roads. Considerations will need to be made for traffic impacts as I have already noticed that since access was restricted off Walter Road traffic has been rerouted down Birkett Street. There are traffic accidents and near misses that occur along Walter Road and this should be looked into. Perhaps roundabouts need to be added to reduce driver speed and allow for cars to safely cross Walter Road.

Please be mindful to the existing residents of the area who may have developed within the existing guidelines only to have a high or tall development pop up next to them if the guidelines change. I believe the main road development could be a good idea but leave the existing quiet areas off the main access roads as they are. This quiet neighbourhood is the attraction for most people.

General Feedback - Is there any other feedback you would like to provide?

steel grates on Rosebery street near Walter road take up 2/3rds of the foot path and paving unlevel very dangerous. the trees planted on Walter road and Rosebery are growing wrongly, and branches hit you in the face when trying to walk, as for driving you can't see on coming traffic leaving Rosebery street to go onto Walter road. Next the steel benches on Walter road and Grand Promenade are steel and get very hot. Also dirty ugly garbage bins please get rid of half of them and put attractive ones in their place like ones decorated on the gold coast qld. Planter boxes with seating would be nice also native shrubs in planter boxes less watering. The designer needs to go and look at attractive places you have improved Maylands and Bayswater it is about time something was done here along Walter road Rosebery street section NO to big gum trees they grow out of shape we want an area we are proud to call home after all Bayswater Council keeps saying it is the garden council at present in my area that is a joke. Next the park at the bottom of Rosebery street and Grand Promenade needs more seating not steel and say some exercise equipment in it, remember to cater to all ages not just the young but the young at heart all my neighbours are over 60 but exercise always. thank you please contact me if you wish to talk further on this. [name removed]

APPENDIX B - WORKSHOP FEEDBACK

<i>Theme</i>	<i>Comment</i>
BUILDING HEIGHT & LOCATIONS	Although it is good to make use of the geographical outlook of the site, it would not be good to go higher than 2-3 storeys.
	It is good to have a higher density of people near green areas.
	Mixed use should be placed under 3-storey town houses which face onto the park.
	Multi-storey developments are best located along main road areas.
	Three storey development might not be feasible for developers, they might need a wider range of heights to work within (e.g. 3-5 storeys).
	The intersection of Walter Road and Grand Promenade could benefit from higher density development. This should be limited, however, to 5 storeys.
	There should be something between small apartments and mixed-use development types along main street.
	Activation should be put around the park, accompanied by town houses of either 2-3 storeys.
	Proximity to greater number of residents benefits local businesses e.g. more people to purchase coffee, etc.
	The increase in height should be considered in the context of land values in the area – 5 storeys on corners would be a viable approach.
	The development along Water Road needs an uplift. Three storey mixed-use development could activate the strip.
	The big issue with 4-5 storey developments is that developers would be made to buy the neighbours.
	There should be mixed use apartments along Walter Road.
	The rest of Walter Road should be grouped dwellings with a maximum height of 2 stories.
	Terrace housing should face the Water Corporation area of RA Cooke reserve.
	Terrace housing should run along Grand Promenade with mixed-use developments located on corners of Walter and Grand Promenade. Corner of Coode Street and Walter Road can also become a mixed-use development with the remainder of Walter Road flanked by smaller apartments delivered by means of amalgamation of smaller blocks.
	There is ample opportunity for mixed development to face the park. Ground floor could include cafés, small stores, etc.
	Terraces opening onto the park can replace the current development with high fences. This can help activate the park experiencing underutilisation.
	Where there is existing commercial on Grand Promenade, we should consider apartments, mixed-use, and higher density development.
	Nothing more than 2-storeys within the area.
	If there was to be development to occur around RA Cooke Reserve, you can mix it with having ground floor on the street and two storeys at the back. This would give a better aspect for everything.
	More homes should be near cafés.
	Redevelopment should occur only along main roads, the remainder of the site should be left as is.

<i>Theme</i>	<i>Comment</i>
	Terrace development should be along Water Road.
	There should be no high-rise buildings. The maximum storey height should be 3 and only in certain areas.
	3-4 storey development with retail at ground level should be considered. West Leederville has a good example of this.
<i>Housing Diversity</i>	A diverse range of housing attracts a diverse blend of people.
	The site should remain lower density in the heart.
	The site should offer larger blocks for residential development.
	Having group developments in the area is fine.
	There were concerns about the increasing of density within the site area.
<i>Setbacks</i>	The front setback is important to maintain trees. The side setbacks might be places to pursue development.
<i>Other design considerations</i>	Apartment design must incorporate lift to ensure accessibility.
	Although a lot of development has occurred in the area, the remaining large trees should be retained in the future development.
	Privacy is an issue if these new developments are not going to be giving consideration to people who will remain living in their own homes.
	To minimise overshadowing of residential development, taller buildings should be located closer to commercial development.
	Design of houses should be responsive to the character of neighbouring residential development.
	Careful consideration needs to be given to the redevelopment of social housing in the area.
	Amalgamation of blocks might help to increase number of homes without compromising private green open spaces.
<i>Commercial development</i>	The shops along Walter Road need to be redeveloped.
	Consideration of land uses such as butchers near City Farmers.
	Family friendly business are essential to the area.
	No bars, coffee shops or areas where you have delis. You must get out of Bedford to get anything.
	There is an old service station site that could be suitable for redevelopment.
	The shops are $\frac{3}{4}$ parking and $\frac{1}{4}$ convenience.
	Angelo Street Market is a precedent of good design for commercial development; it is easily accessible and offers a variety of places to choose from.
	For development to be successful, you want it to be warm and inviting.
	Shops should draw you in with large windows.
	Big roads with fast moving traffic inhibit accessibility and detract from pleasant customer experience.

<i>Theme</i>	<i>Comment</i>
	Some commercial spaces struggle to gain tenants. A change in the surrounding context could help.
	Public transport within the site should be connected to destinations, such as a lunch bar or café.
	Inglenooks is a good example of commercial development design.
<i>Zoning</i>	The industrial area should be rezoned to be made residential.
	There is some frustration with land uses within the area, with too many massage parlours present and near schools.
	Many landowners are interested in redevelopment, although they all have to get to rezone.
	Extension of school zoning and catchments will invite more families and children to the area.
<i>Governance</i>	Current collaboration between the City of Stirling and the City of Bayswater is important.
	A large problem facing the site is that one side is Stirling whilst the other side is Bayswater. This makes it hard to coordinate across local government boundaries.
	Ways to improve stakeholder engagement and collaboration should be explored.
	Lack of certainty detract from investment and redevelopment within the site.
	Reference development models, projects and ideas should be available to assist with redevelopment of the area.
	Guidance and control in development is important to prevent spread and repetition of poor and uncoordinated design of homes in the area.
<i>Parking & Vehicle Access</i>	Parking should be underneath large development, so it isn't taking away space on the street.
	We notice many people parking on local streets, then catching buses into the city. This leaves the street full of cars that aren't moving.
	Stirling has done it better than Bayswater with a slip road if you look across the front of the bowling alley.
	Residential streets should be for parking permits only. There are so many clients and businesses goes which use on-street parking.
	It takes a while to realise there's parking at the Bedford Shops.
<i>Active and Safe Street Design</i>	There should be more cycle parking around the shops.
	999/998 bus route is currently not far from the corner of Grand Promenade and Walter Road, however it is thought that it is currently not shaded.
	Salisbury street could be considered for bike path upgrades to the railway line.
	Walter Road should be slowed down in terms of traffic speed. Russel Road can take sideways traffic.
	A cycle lane should be added to Grand Promenade and Walter Road.
	There is opportunity for Rosebury to become a safe active street.
	Crossing over Walter road can be a real problem. We don't know what the traffic flow numbers are, but if we could, it would be good to narrow lanes and allow for more open spaces.

Theme	Comment
	The road speed should be in a relationship with pedestrian movement.
	Traffic calming is needed along Walter Road.
Public Domain Interface	Suggestions were that Walter Road should be similar to how Beaufort Street currently is.
	There should be more shade around the shops.
	If there are to be multi-storey developments on Grand Promenade and Walter Road, the visual amenity needs to be adaptable to the surrounding context.
	Balconies should be facing the street where there is a possibility for interaction.
	Clifton Crescent and Central Avenue should be seen as a model. They should be observed in the way they present themselves aesthetically and interact with the neighbours.
	Grouped dwellings have a limited potential to interact with the street due to their design and configuration within a lot.
	Capital should be invested in upgrading streets. This should be done with as many trees as possible.
	Street verges can benefit from more flower and veggie gardens.
	Design of corner blocks should be different from the rest of development.
Public Domain	The use of underground power lines allows for more trees to be on the surface.
	There should be more greenery and trees around the park areas. This can be achieved by bringing back a similar thing to a wetland whilst also incorporating natural play spaces.
	Access to park spaces should be a priority.
	When looking at the streetscape, the one thing that is critical is that it is inviting for families. One way to do this is to add more trees on Walter Road, because right now it's a concrete jungle.
	People want to see more greenery on the street, as well as possible art installations, such as sculptures, to look at.
	The outlook from a shop front is really poor.
	Walter Road needs public realm improvements.
	More streetscape activation should take place along major roads.
	Sinking power lines is important to improve streetscapes.
	There is a nice park at the bottom of Shaftbury although the whole area could be upgraded with more greenery. Additionally, there are some nice spaces with coffee spots in this area.
	The Water Corp area on RA Cooke Reserve should be part of the open space activated with coffee vans and mobile cafés
	There should be light cycle areas and areas for playground around RA Cooke Reserve.
	More greenery and street trees located on Grand Promenade.
	Although RA Cooke is quite busy as it is, it could have a nicer meandering footpath around it. A synthetic park could be built for kids to learn and ride their bikes.

Theme	Comment
	RA Cooke Reserve should be upgraded to a more naturalistic design with the possibility of having waterways running through it. You could work around the edges where there are tired old parts.
	Walter Road needs a lot more greening from street trees and shrubbery.
	Walter Road needs to become more appealing.
	There is a drastic need for more streetscaping.
	Walter Road is currently very unwelcoming and inhospitable place.
	Improved park safety at Water Corp area.
	Internal streets should be revegetated with native plants.
	Return of wetlands and more nature inspired design of the Reserve, including incorporation of natural play spaces, native plantings, and habitat elements for wildlife.
	Signs of stagnant and poorly managed water at the park at the bottom of Shaftbury Street.
Place Identity	This area has been overdeveloped in the wrong way in the past.
	The Grand Promenade Markets, which used to thrive, are not around anymore.
	The revival of 'Old' Grand Promenade character is important, especially for the Old Grand Promenade Corner.
	The site is hard to describe to prospective customers.
	The neighbourhood has a park-like atmosphere, which is something community would like to promote.
	Bedford is missing its own identity; it does not have a sense of ownership.
	Bedford needs something bold and confident.
	Residential development in-between Shaftesbury Av and The Strand hold features representative of Bedford character.

Table 1: Unedited additional notes provided by workshop participants

<i>Additional Notes from workshop participants</i>
Nothing over 2 stories
Trees to remain if possible
Privacy consideration neighbours
Safety crossings Walter Road
What land is Homeswest/State land and subject to group dwellings development - social inputs?
Accessible public Realm
Improve Green Space around RA Cooke and Birkett Reserve - Drainage areas
Walter Rd - Cycle Track
Limit the Massage Parlours - Currently one on each corner
Keep Main Roads (Walter) as arteries. Keep other streets as Community / homes
No big flats , less homeswest - too many troubles already.
Maintain Variety - High restrictions, 2 storey
Flowers and Vege Gardens on verge.
Comment on crossovers in forward direction
Amalgamate lots to make same amount of homes and a lot of green space

<i>Additional Notes from workshop participants</i>
More street art and sculptures
Limit metal roofs be aware of Glare.
Street Trees
Traffic Speed 40
Every garage crossover is unsafe for pedestrians and cyclists
No more massage parlours!
Liaise 1/2 COS
More water / Dog fountains
Upgrade kids playground
Side streets change the roads by removing some of the verge to make roads and put trees in the middle.
Slow down speed of Walter road.
Rethink foot path along Walter Road
Trees Outside shops near Salisbury
Parking a big issue along Walter Road shops.
Amalgamation of Blocks
Smaller Apartments

APPENDIX C - BUSINESS AND COMMERCIAL SURVEY FEEDBACK

<i>Business Owner Survey</i>	
Do you or your customers experience any issues with carparking in the area around your business?	We have our own parking which is adequate.
	Yes, parking is difficult as at busy times there aren't enough parking bays in the parking area at the back of the business and customers park up the road and this impacts the surrounding residents.
	Generally no - only when neighbouring business clients use our carpark.
What is the best thing about being located in the Bedford North/Walter Road West commercial area?	Good exposure, good people and customers.
	Good community spirit Building a rapport with repeat customers Central location
	Great visibility, good bus route, close to Galleria.
Do you have any other comments you want to make about the area in relation to businesses?	Traffic uses my driveway to turn around ever since Leonard Street was closed to 50% traffic.

<i>Commercial Land Owner Survey</i>	
Do you have any plans to develop your commercial land in the next 5-10 years? If so what scale of development is planned?	High possible plans to develop depending on tenant situation in 10 years. Perhaps multi-storey mixed use buildings both commercial and residential.
	I plan to demolish the current building(s) and build a new multi-storey mixed use building(s) to include commercial and residential.
	I have no plans to develop my land in the next 5-10 years.
Do you or any of your tenants have any issues relating to the Bedford area or Walter Road West that impact on developing or operating a business from your commercial land?	Our site needs improving and we await Council making changes to allow this.
What is the best thing about having a property located in the Bedford North/Walter Road West commercial area?	High exposure for business - close to Morley Galleria but far enough for affordability and healthy competition. Public transport available at door step. Buzzing lifestyle.
	Close to the City - nice area.
	Close to residential housing. Traffic into Store. City Farmers.
Do you have any other comments you want to make?	We need higher density living around and near major infrastructure to cater for people that don't want or need a 4x2 incorporating commercial convenience close to where we live.
	I do support the mixed use of buildings that include commercial and residential.

APPENDIX D - WALK SHOP HAND OUTS

WALKSHOP | STOP 1

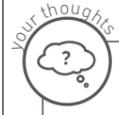


DRIVEWAYS/CAR PARKING

- OUR OBSERVATIONS**
- Multiple driveways can reduce front garden spaces and street trees.
 - Multiple driveways lead to heat issues in summer and drainage issues in winter.
 - Large garages take up valuable street space for porches, front doors, courtyards that would otherwise open onto the street.

FENCES/WALLS/FRONT GARDENS

- Lower fences (below eye height) provide a distinct place to mark a private yard whilst still connecting building and neighbourhood life/activities to the street.
- Courtyards opening to the front of the street can connect building and neighbourhood life/activities to the street.
- Front yards with space for larger plants and trees to grow will green the street/neighbourhood and can provide privacy and protect from some street noise.



DRIVEWAYS AND CAR PARKING

FENCES/WALLS AND FRONT GARDENS

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WALKSHOP | STOP 2



DRIVEWAYS/CAR PARKING

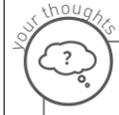
- OUR OBSERVATIONS**
- Multiple driveways can reduce front garden spaces and street trees.
 - Multiple driveways lead to heat issues in summer and drainage issues in winter.
 - Large garages take up valuable street space for porches, front doors, courtyards that would otherwise open onto the street.

BACK GARDENS/COURTYARDS

- Back gardens and courtyards with space for larger plants and trees to grow will green the neighbourhood, can provide shade and privacy.

FENCES/WALLS/FRONT GARDENS

- Lower fences (below eye height) provide a distinct place to mark a private yard whilst still connecting building and neighbourhood life/activities to the street.
- Courtyards opening to the front of the street can connect building and neighbourhood life/activities to the street.
- Front yards with space for larger plants and trees to grow will green the street/neighbourhood and can provide privacy and protect from some street noise.



DRIVEWAYS AND CAR PARKING

FENCES/WALLS AND FRONT GARDENS

BACK GARDENS AND COURTYARDS

.....

WALKSHOP | STOP 3



BUILDINGS ON MAIN STREETS

OUR OBSERVATIONS

- A common design response for new buildings on busy roads is to erect a high brick fence.
- Many redeveloped sites on Walter Road have living areas and bedrooms that are very close to the road's edge, with no outlook/amenity for residents to look out on to.
- There are some small commercial developments along Walter Road, though they are in older buildings that may be at an age where redevelopment may be considered.
- The footpath edge doesn't have much green shade which offers little relief for pedestrians.

FENCES/WALLS/FRONT GARDENS

- Lower fences (below eye height) provide a distinct place to mark a private yard whilst still connecting building and neighbourhood life/activities to the street.
- Courtyards opening to the front of the street can connect building and neighbourhood life/activities to the street.
- Front yards with space for larger plants and trees to grow will green the street/neighbourhood and can provide privacy and protect from some street noise.



BUILDINGS ON MAIN STREETS

FENCES/WALLS AND FRONT GARDENS

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WALKSHOP | STOP 4



BUILDINGS ON MAIN STREETS

OUR OBSERVATIONS

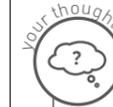
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- Many redeveloped sites on Walter Road have living areas and bedrooms that are very close to the road's edge, with no outlook/amenity for residents to look out on to.
- There are some small commercial developments along Walter Road, though they are in older buildings that may be at an age where redevelopment may be considered.
- The footpath edge doesn't have much green shade which offers little relief for pedestrians.

FENCES/WALLS/FRONT GARDENS

- Lower fences (below eye height) provide a distinct place to mark a private yard whilst still connecting building and neighbourhood life/activities to the street.
- Courtyards opening to the front of the street can connect building and neighbourhood life/activities to the street.
- Front yards with space for larger plants and trees to grow will green the street/neighbourhood and can provide privacy and protect from some street noise.

BACK GARDENS/COURTYARDS

- Back gardens and courtyards with space for larger plants and trees to grow will green the neighbourhood, can provide shade and privacy.



BUILDINGS ON MAIN STREETS

FENCES/WALLS AND FRONT GARDENS

BACK GARDENS AND COURTYARDS

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APPENDIX E - WALK SHOP GROUP WORK DISCUSSION POSTERS

THEME: DRIVEWAYS AND CAR PARKING

1. OBSERVATIONS

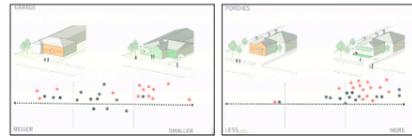
- Multiple driveways can reduce front garden spaces and street trees.
- Multiple driveways lead to heat issues in summer and drainage issues in winter.
- Large carports/garages take up valuable street space, which could be used for porches, front doors and courtyards that would open onto the street.



Photos: Examples of residential developments with carports/garages and driveways that dominate the street.

2. WHAT YOU SUGGESTED IN OUR LAST WORKSHOP

- An interest to explore carport/garage design controls when redevelopment occurs.
- Commentary that porches, windows and courtyards to the street are very important to maintain suburban qualities.
- Commentary that double carports/garages facing the street is a common housing design nowadays.
- Commentary that direct access between a carport/garage to a house is an important design consideration.



Photos: Dot posters from the COB Bedford North Workshop

TESTING: DRIVEWAYS AND CAR PARKING

3. WHAT WE'RE TESTING

- A way to still achieve double garages, but remove their impact on the street
- A way to minimise extra driveways by limiting the number to one per property, and make sure they are out of the way of existing street trees
- Ways to limit the width of paved driveways to allow more room for garden planting

Shared driveway access frees up space for continuous strips of verges lined with trees, creating a green, well-shaded and walkable street. This also helps to remove the garages off the street, providing more space for porches, windows, balconies and gardens opening onto the street.



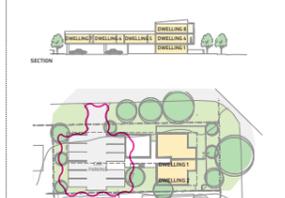
GROUPED DWELLING (VILLA) TESTS



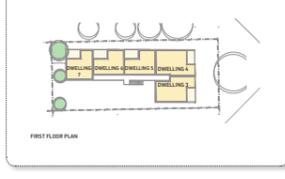
TERRACE TESTS



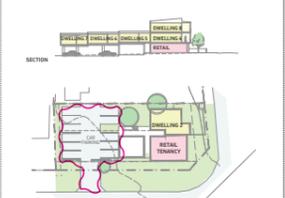
SMALL APARTMENT TESTS



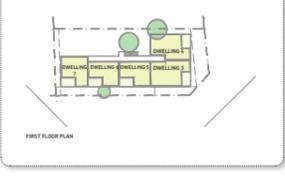
FIRST FLOOR PLAN



MIXED USE DEVELOPMENT TESTS



FIRST FLOOR PLAN



THEME: FENCES/WALLS AND FRONT GARDENS

1. OBSERVATIONS

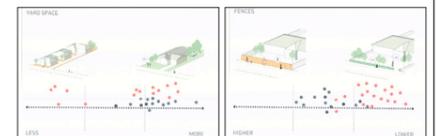
- Higher front fences can provide more privacy and insulation from noise on busier roads but often isolate building and neighbourhood life/activities from the street.
- Lower fences (below eye height) de-mark a private yard whilst still connecting building and neighbourhood life/activities to the street.
- Courtyards and balconies opening to the front of the street can connect building and neighbourhood life/activities to the street.
- Front yards with space for larger plants and trees to grow will green the street/ neighbourhood and can provide privacy and protect from some street noise.
- Retaining walls that are too high will isolate building and neighbourhood life/ activities from the street.



Photos: Examples of residential developments close to the edge of main roads with high walls and poor pedestrian amenity.

2. WHAT YOU SUGGESTED IN OUR LAST WORKSHOP

- A strong preference for lower fence heights to encourage more street interaction.
- A strong preference for some garden space to be preserved for larger plants and trees to grow (if redevelopment occurs).
- A more pleasant environment/outlook for new developments opening on to busy roads (like Walter Road or Grand Promenade) because it is currently a harsh place to live.



Photos: Dot posters from the COB Bedford North Workshop

TESTING: FENCES/WALLS AND FRONT GARDENS

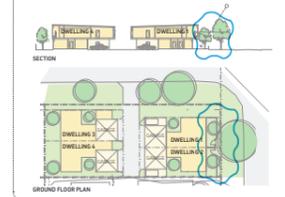
3. WHAT WE'RE TESTING

- A way limit the height of fences, so they are below eye height
- Ways to keep front setbacks that are large enough for mature gardens and trees.
- Ways to limit the height of retaining walls so they don't impact on the street

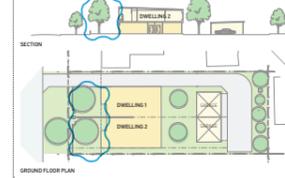
Front gardens with mature trees mitigate perception of height. For mixed use development, front setbacks offer space to create alfresco area for retail tenancies. This also introduces more greenery to main street.



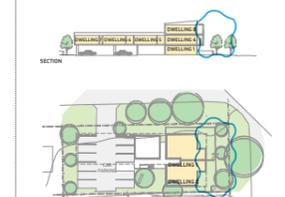
GROUPED DWELLING (VILLA) TESTS



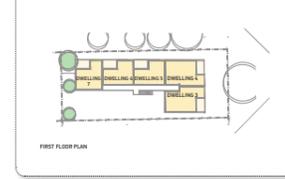
TERRACES TESTS



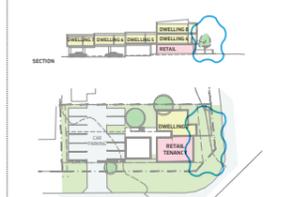
SMALL APARTMENTS TESTS



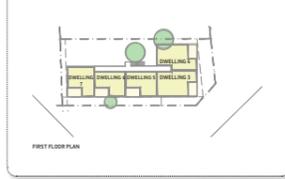
FIRST FLOOR PLAN



MIXED USE DEVELOPMENT TESTS



FIRST FLOOR PLAN



THEME: BACK GARDENS AND COURTYARDS

1. OBSERVATIONS

- Back gardens and courtyards with space for larger plants and trees to grow will green the neighbourhood, this can provide shade and privacy.
- It is common for backyard spaces to be reduced when redevelopment occurs, and this often removes mature trees from the neighbourhood.



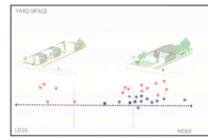
Photo. Example of back garden with vegetation offering good privacy.



Photo. Example of backyard with mature tree and landscaping.

2. WHAT YOU SUGGESTED IN OUR LAST WORKSHOP

- A strong preference for some garden space to be preserved for larger plants and trees to grow (if redevelopment occurs).
- Consideration for developments neighbouring possible larger developments on Walter Road to be protected/buffered with space and tree canopy.



Photos: A dot poster from the COB Bedford North Workshop

TESTING: BACK GARDENS AND COURTYARDS

3. WHAT WE'RE TESTING

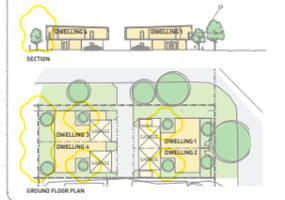
- Ways to keep rear setbacks that are large enough for mature gardens and trees, and to maintain privacy between neighbours.
- Ways to keep courtyards at a suitable size to allow for light, ventilation and trees to grow in these spaces.

Rear setbacks provide private open space for dwellings sitting at the back, offering shade and privacy from neighbouring properties.



Courtyards provide opportunity for more landscaping and trees contributing green space to the neighbourhood, while offering residents shade away from the noise of the main streets.

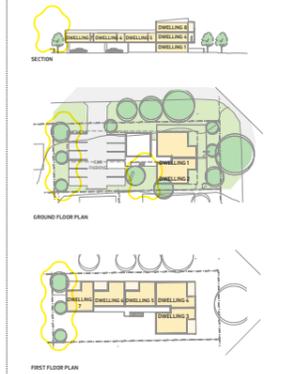
GROUPED DWELLING (VILLA) TESTS



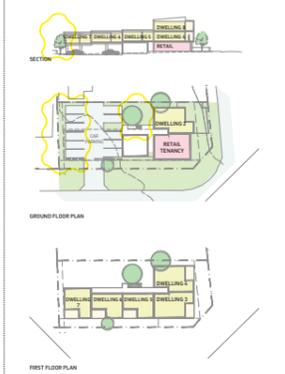
TERRACES TESTS



SMALL APARTMENT TESTS



MIXED USE DEVELOPMENT TESTS



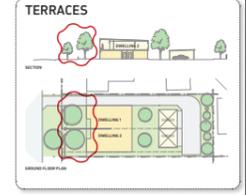
**THEME: BUILDINGS ON MAIN ROADS
(E.G. WALTER ROAD & GRAND PROMENADE)**

1. OBSERVATIONS

- A common design response for new buildings on busy roads is to erect a high brick fence.
- Many redeveloped sites on Walter Road have living areas and bedrooms that are very close to the road's edge, with no outlook/amenity for residents to look out on to.
- There are some small commercial developments along Walter Road, though they are in older buildings that may be at an age where redevelopment may be considered.
- The footpath edge does not have much green shade which offers little relief for pedestrians.

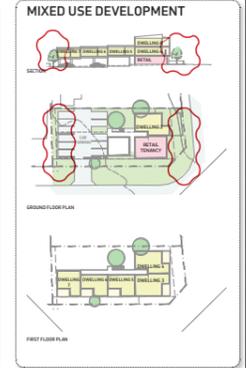
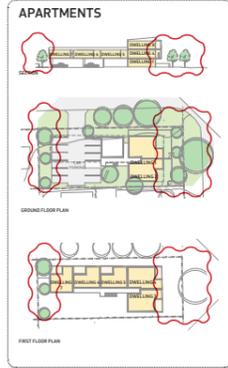


Encouraging more trees at the front of future development will offer main streets more amenity, create nice walking environments and protecting residents from road noise.



2. WHAT YOU SUGGESTED IN OUR LAST WORKSHOP

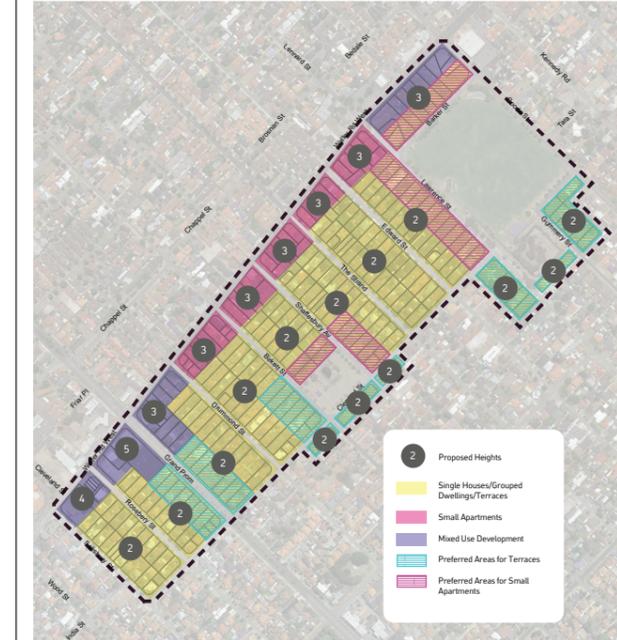
- Consideration for some commercial developments (like corner stores or professional suites) if redevelopment occurs
- Consideration for more trees and green edges to make busy roads (like Walter Road) nicer places to be.
- Consideration of some more height if it doesn't have major impacts on the neighbours behind.



3. WHAT WE'RE TESTING

- A way to improve the amenity for residents who live on main roads by setting the building back enough to allow for mature trees to grow.
- A way to minimise the impact of taller buildings on residents (e.g. three stories), so the interface with neighbours behind is treated with lower heights.
- How small commercial developments (like cafés or corner stores) may be incorporated into the ground floor of buildings.

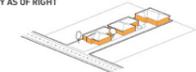
POSSIBLE HEIGHTS (FOR COMMUNITY + CITY CONSIDERATION)



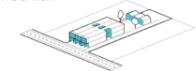
SINGLE HOUSE
TYPICALLY 1-2 STORY AS OF RIGHT



GROUPED DWELLINGS (VILLAS)
TYPICALLY 1-2 STORY AS OF RIGHT



TERRACES
TYPICALLY 1-2 STORY AS OF RIGHT



SMALL APARTMENTS
TYPICALLY 2 STORY OR HIGHER



MIXED USE DEVELOPMENT
TYPICALLY 2 STORY OR HIGHER



Theme	Comments
Driveways and parking	Low or no fence between front driveways
	Single drive width to crossover then double to garage
	Leave as is. There is always room for trees
	Like Group dwelling and small apartment
	Less driveways more greenery
	Like terrace but spur side by side for less driveway and garage not separate
	Apartments with underground parking
Fences/walls and front gardens	Inlays in fences to provide green space and visual interest 
	More natives/endemic to reduce maintenance and encourage birds/wildlife (build corridors of green)
	Encourage verge gardens (natives etc.) Council should provide native tubes
	Limit paved verges
	Lower fences possibly not solid
	Garden space for greenery
	Should be front setback for scope
	Fences allow outdoor living at front
	Green semi-permeable option works
Back gardens and Courtyards	Less driveway more greenery
	No issue
	Still land allowed because of sewerage
	Better (greater setback) for more green space
	Fences between neighbours on terraces
	Bin store
	Like Group dwelling and small apartment
Less driveways more greenery	
Like terrace but spur side by side for less driveway and garage not separate	
Buildings on main road	Murals/coloured panels on high walls
	Trees in/on central island
	Underground power
	Shops interact with footpath/pedestrians
	Prefer mixed use develop. on main roads
	Greenery in centre of road
	Like mixed use development and trees in front
	Want it inviting - we like the picture with cafe/trees/seating/planter boxes
	Room for dogs
	Possibly less car access to encourage walkers
	Walter Road
	1. Underground power
	2. New lights
3. Redo paving	
4. Street trees down median strip and verges where possible	
Improve the walls public art	
Trees	

Theme	Comments
Buildings on main road	Shops to interact with - cafe shops
	Sound proof glass
Heights	Main roads only
	Up to three storeys mixed development
	5 storeys ok for crn Grand Prom and Walter Rd Growers Market Chiro. are
	Maximum heights need to consider land topography (ie: very flat lower heights)
	3 storeys ok (Gnd commercial 2 storey residential)
	5 storey?