



METRONET EAST BAYSWATER PROJECT AREA STRATEGY

July 2021



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Chapter 1 Redevelopment Strategy Purpose

1 STRATEGIC LINE OF SIGHT

The Redevelopment Strategy forms part of the Planning Framework for the METRONET East Redevelopment Area and provides a clear line of sight between DevelopmentWA's strategic intent and statutory planning documents prepared for the Bayswater Project Area, including how DevelopmentWA will deliver on the Redevelopment Area Objectives and the METRONET Vision of **'A well connected Perth with more transport, housing and employment choices.'**

1.1 Redevelopment Area Objectives

As stated under the Metropolitan Redevelopment Authority Regulations, Regulation 14, DevelopmentWA aims to achieve the following Redevelopment Area Objectives across each Redevelopment Area:

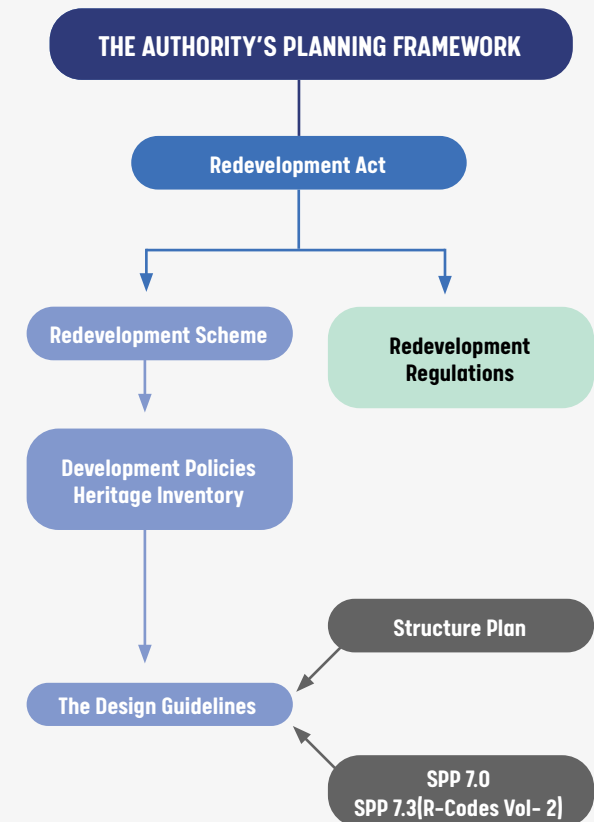
1. To build a **Sense of Place** by supporting high-quality urban design, heritage protection, public art and cultural activities that respond to Perth's environment, climate and lifestyle.
2. To promote **Economic Wellbeing** by supporting development that facilitates investment and provides opportunity for local businesses and emerging industries to satisfy market demand.
3. To promote **Urban Efficiency** through infrastructure and buildings, the mix of land use and facilitating a critical mass of population and employment.
4. To enhance **Connectivity** and reduce the need to travel by supporting development aimed at well-designed places that support walking, cycling and public transit.

5. To promote **Social Inclusion** by encouraging, where appropriate, a diverse range of housing and by supporting community infrastructure and activities and opportunities for visitors and residents to socialise.
6. To enhance **Environmental Integrity** by encouraging ecologically sustainable design, resource efficiency, recycling, renewable energy and protection of the local ecology.

1.2 Inform Detailed Planning – Design Guidelines

The Redevelopment Strategy provides contextual analysis of the Bayswater Project Area and an evidence base for the project vision and future planning controls. Key planning documents include the METRONET East Bayswater Project Area Design Guidelines (the Design Guidelines) which, alongside the Redevelopment Scheme, Development Policies, the Bayswater Town Centre Structure Plan and State Planning Policy provide necessary, precinct specific requirements for new development and subdivision in the Project Area.

The Redevelopment Strategy draws on context analysis including the work already undertaken by the City of Bayswater and other government bodies and feedback from community and stakeholder engagement on the draft Scheme and a survey undertaken by DevelopmentWA throughout the suburb of Bayswater.



Chapter 2 Bayswater

2.1 BAYSWATER VISION



FIGURE 1 - BAYSWATER METRONET STATION UPGRADE AND UNDERPASS PERSPECTIVE -NORTHERN-ELEVATION

The Bayswater Station Precinct is at the confluence of the Midland, Forrestfield Airport Link (FAL) and Morley-Ellenbrook Line (MEL) rail lines. This significant State Government infrastructure investment elevates Bayswater's strategic importance in the area and transforms it into the most significant junction outside the Perth CBD.

DevelopmentWA's Planning Framework will support the revitalisation of Bayswater as an inclusive, creative, sustainable neighbourhood that, whilst still retaining the community and heritage feel of the area, will facilitate a higher intensity mixed-use development to create a thriving town centre around the upgraded station. Delivering well-designed and high intensity development is key in providing the critical mass of population required to support, improve and grow local businesses to

make Bayswater a vibrant destination of choice for residents, workers and visitors.

Planning for a mixed-use community will broaden the opportunity for people to live in easy reach of the station, promoting alternative modes of transport and reducing the carbon footprint of the town centre. Access to diverse and affordable housing is also critical to deliver a richer demographic mix and ensure new development provides greater housing options including multi-age living options supporting aging in place.

The combination of established character, state of the art station design and significant development sites within easy access of both the airport and Perth CBD, gives Bayswater the potential to service WA's tourism sector. Short stay accommodation,

speciality shops, and food and beverage offerings will all form a key component of Bayswater's future as a vibrant centre.

It is critical that new development captures and enhances Bayswater's sense of place, building on its cultural and historic significance. In particular, the Bayswater project is located in an area referred to by Noongar people as **Biraliny*** and this sense of heritage, identity and place will be an important thread throughout the Planning Framework. In addition, the Planning Framework recognises that Bayswater is a community that cares for its environment and the global challenges relating to climate change, protecting and fostering an improved tree canopy, existing open spaces and require greater sustainability in new buildings.

* The Noongar place name is currently under review by the METRONET Office, with advice from the Noongar Reference Group that 'Beeralin' is now spelled 'Biraliny'.



2.2 BAYSWATER PROJECT AREA STRATEGIC DIRECTIONS

To realise the growth potential of the Project Area, six strategic directions have been established to guide future planning. These strategic directions have been developed to meet DevelopmentWA's Redevelopment Area Objectives and respond to feedback from consultation held with the local community.



1 | OPTIMISE DEVELOPMENT POTENTIAL

The Planning Framework will encourage higher intensity development in appropriate areas, particularly around the station, with the greatest intensity located directly north of the station. Future development will be required to manage the interface and transition with existing dwellings and the historic character of the area. The key is to deliver good quality design, while protecting the area from overdevelopment.



3 | DELIVER DIVERSE, AFFORDABLE AND ADAPTABLE HOUSING

To enrich the vibrancy and inclusiveness of the community by requiring the Planning Framework to facilitate more diverse, inclusive, affordable and adaptable housing including greater range of housing typologies to deliver multi age living options in the Bayswater town centre.



5 | BALANCE TRANSPORT NEEDS

With an upgraded station, access to three train lines and new bus services, there is the opportunity to reduce local dependence on private vehicle use, the Planning Framework will aim to balance anticipated car parking needs with the need to encourage alternative, more sustainable transit modes and support use of these new public transport opportunities which in turn will better manage traffic generation.



2 | DIVERSIFY LAND USE

To make Bayswater an authentic 'destination of choice' for residents, workers and visitors, the Planning Framework will facilitate more intensive mixed-use development, an increase in housing choice and the number of local businesses and entertainment options available, which will in turn support a vibrant and diverse the town centre that leverages upgrades to the station.



4 | ENHANCE BAYSWATER'S SENSE OF PLACE

In order to elevate Bayswater in the mindsets of Perth residents as a desirable place to live and work, the Planning Framework will need to support development that enhances Bayswater as a walkable and amenity rich destination. Intrinsic to all this is strengthening the cultural and community connection with place - by drawing on the unique cultural connection to water, to nature, and to the historical identity of the area.



6 | PURSUE SUSTAINABILITY AND CLIMATE CHANGE RESILIENCE

In supporting Bayswater's transition towards a more liveable and healthier town, the Planning Framework will facilitate a more sustainable and greener built environment. This includes focusing on environmentally sensitive development, resource efficiency, protection of existing vegetation, and delivery of private and communal green space.

Chapter 3 Project Background

3.1 BAYSWATER METRONET PROJECT

In April 2018, the State Government announced a \$253 million upgrade of Bayswater Station as part of its METRONET program designed to transform the area into a major junction, accommodating the existing Midland rail line and future Forrestfield Airport Link (FAL) and Morley Ellenbrook Line (MEL).¹ Being at the confluence of these three train lines will make Bayswater the most significant junction outside of the Perth CBD. Upgrades to Bayswater Station will involve the replacement of the existing train station and the rail bridge with a new combined rail bridge and elevated station platform, increasing the bridges vertical clearance from 3.8m to 4.8m. There be will an eastern and western station entry building, improving amenity and access for pedestrians.

Existing park and ride bays to the south east and south west of the station will be removed to accommodate for the larger footprint of the new station, with additional parking bays to be added to nearby Meltham and Ashfield stations. Improved bus interchange facilities will play a significant role in the overall function of the station, enabling additional bus services to support public transport mode share growth into the future.

In addition, the station upgrade will create new public spaces around the station and improve the pedestrian experience. An altered road network will see Whatley Crescent reduced to one lane in



FIGURE 2 - BAYSWATER STATION UPGRADE (SOURCE: METRONET)

each direction and Beechboro Road South linked to Whatley Crescent, creating opportunities for improved legibility and an extension of the centre beyond the current eastern portion of King William Street. These measures will engender a human scale urban environment to encourage walking and cycling. The design of the station and changing road layout will also serve to increase the sense of connection between the north and south sides of the train line.

The station upgrade is expected to be a key catalyst in the revitalisation of the town centre, supporting long term opportunities for town centre growth and increasing economic and social activity. The implementation of a State Planning Framework, through DevelopmentWA, will further capitalise on this investment by providing market certainty and ensuring development potential is maximised sensitively and appropriately.

¹New plan for Bayswater Town Centre sets vision for growth, Media Statement, Hon Rita Saffioti, Thursday, 25 June 2020



FIGURE 3 - BAYSWATER STATION UPGRADE WITH NEW ROAD ALIGNMENTS (SOURCE: METRONET)

3.2 EXISTING PLANNING FRAMEWORK - BAYSWATER TOWN CENTRE STRUCTURE PLAN

The City of Bayswater (the City) developed a draft Bayswater Town Centre Structure Plan (the Structure Plan) prior to the State Government's announcement of the Bayswater station upgrade. This structure plan has been subsequently modified by the City to better respond to METRONET upgrades, recognise the increased government investment in the area, and consider the role DevelopmentWA will take in implementing the local Planning Framework. The approved Structure Plan will 'provide local jobs, community growth and strong business economy' and was adopted by the Western Australian Planning Commission in January 2021.

The Structure Plan identifies four key development themes reflected in community and stakeholder feedback. The City has used these themes to analyse and plan for the future of the town centre.

The Structure Plan 'Frame' Precinct remains similar to that publicly advertised in 2017 to ensure appropriate transition in intensity towards the surrounding neighbourhood. However, the 'Core' Precinct has been expanded slightly and designated an 'R-ACO' density code, which does not allocate primary controls, deferring to future detailed planning to be undertaken by DevelopmentWA. DevelopmentWA's Planning Framework will build on research and outcomes of the Structure Plan to provide place based approach to realise the vision Bayswater.

STRUCTURE PLAN KEY DEVELOPMENT THEMES

1

MOVEMENT AND CONNECTIVITY:

How pedestrians, cyclists, public transport users, and vehicle move to, from and within the town centre.

2

LAND USE AND ACTIVITY (INCLUDING RESTAURANT OR RETAIL DEVELOPMENT):

The range and intensity of uses that can occur within the town centre.

3

DESIGN QUALITY AND BUILT FORM (INCLUDING HERITAGE):

The building form and how they relate to the street, neighbours and character of the area.

4

OPEN SPACE AND PUBLIC REALM:

The spaces other than buildings that punctuate the urban form and are accessible to the public.

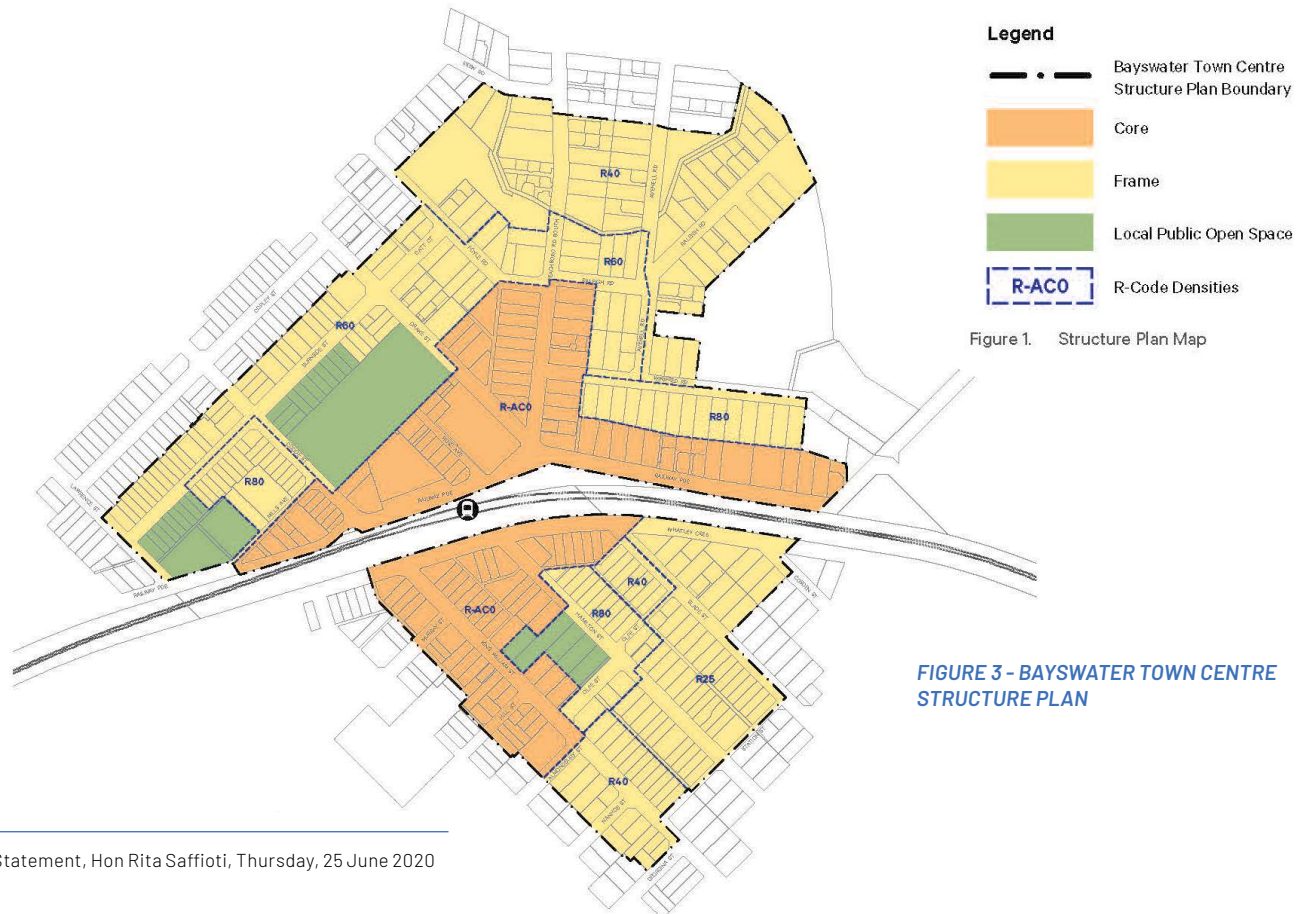


FIGURE 3 - BAYSWATER TOWN CENTRE STRUCTURE PLAN

²New plan for Bayswater Town Centre sets vision for growth, Media Statement, Hon Rita Saffioti, Thursday, 25 June 2020

3.3 COMMUNITY AND STAKEHOLDER ENGAGEMENT

Development of the Structure Plan involved extensive community and stakeholder consultation. The City ran a process in 2016 designed to ensure expectations for the future of the centre were embedded into the draft structure plan whilst endeavouring to preserve and enhance 'the unique characteristics of the centre', and 'define how the centre can realistically accommodate an increased level of activity and a larger local population'.

Following the announcement of the FAL and METRONET program of works for Bayswater and inclusion by DevelopmentWA of the town centre into the Midland Redevelopment Area to create METRONET East, further consultation has been undertaken in Bayswater including the DevelopmentWA 'What We Heard' Community Survey in 2020.

Community engagement has been designed to inform planning for the town centre ensuring it maximises opportunities arising from the METRONET program and generates community growth and a greater mix of land uses, whilst maintaining Bayswater's unique character.

Community feedback has been used as a critical component supporting the development of the Planning Framework. DevelopmentWA will continue to collaborate and engage with key stakeholders, including the local community as detailed planning for the Project Area progresses.

3.4 PROJECT AREA CONTEXT

Bayswater is a town with deep historical connections, shaped by continuous change. The area has evolved from a semi-rural landscape to an inner-city suburb that will soon contain one of the busiest stations outside the Perth CBD. It is important that planning celebrates this history while still looking to the future, understanding how Bayswater can continue to evolve as a modern urban centre.

3.4.1 Location

Located approximately 6.5km northeast of the Perth City Centre, Bayswater Town Centre is the seventh stop along the Perth to Midland heritage passenger railway line. Located on the northern bank of the Swan River, it is an older, inner city suburb that includes a main street town centre and a mix of mostly low intensity older residential buildings with some newer houses and units. It has an undulating topography that brings a distinctive character to the area.

Under the METRONET East Redevelopment Scheme, the Bayswater Project Area includes two precincts:

1. the Core Precinct; and
2. the Frame Precinct

The Core Precinct will accommodate higher intensity mixed use development around the newly upgraded station. The Frame Precinct will facilitate increased residential population to maximise the strategic location of the town centre.

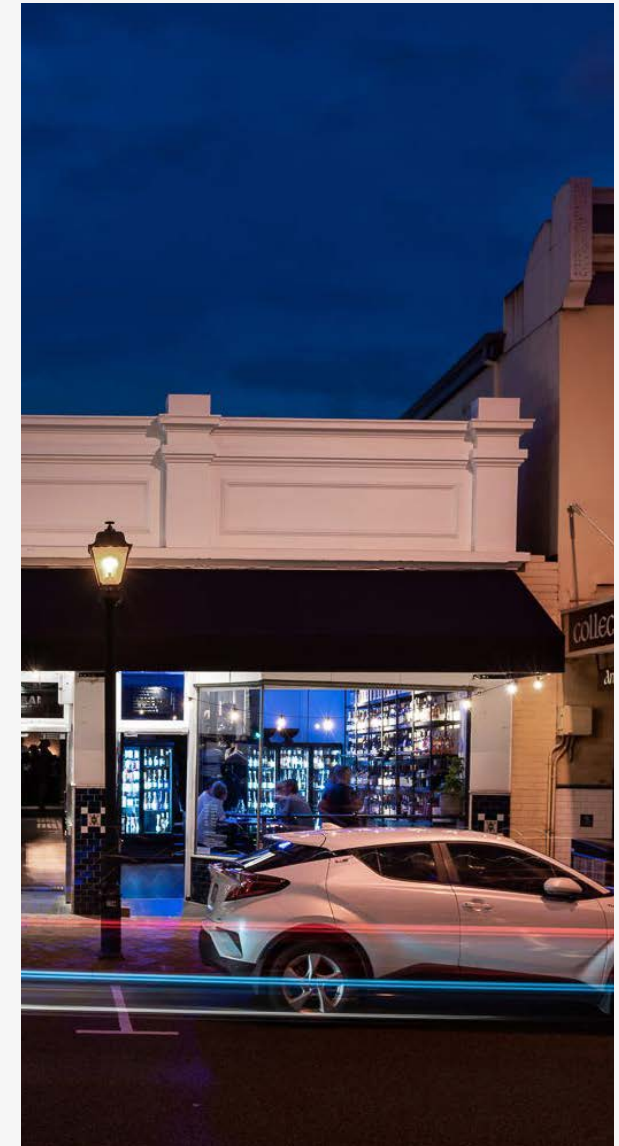


FIGURE 4 - KING SOMM BAR- KING WILLIAM STREET BAYSWATER (SOURCE: DION ROBESON)

³ Part 2 Bayswater Town Centre Structure Plan December 2020

⁴ Media Statement, Hon Rita Saffioti, Minister for Transport, Planning, New Plan for Bayswater Town Centre sets vision for growth, Thursday 25 June 2020 <https://www.mediastatements.wa.gov.au/Pages/McGowan/2020/06/New-plan-for-Bayswater-Town-Centre-sets-vision-for-growth.aspx>

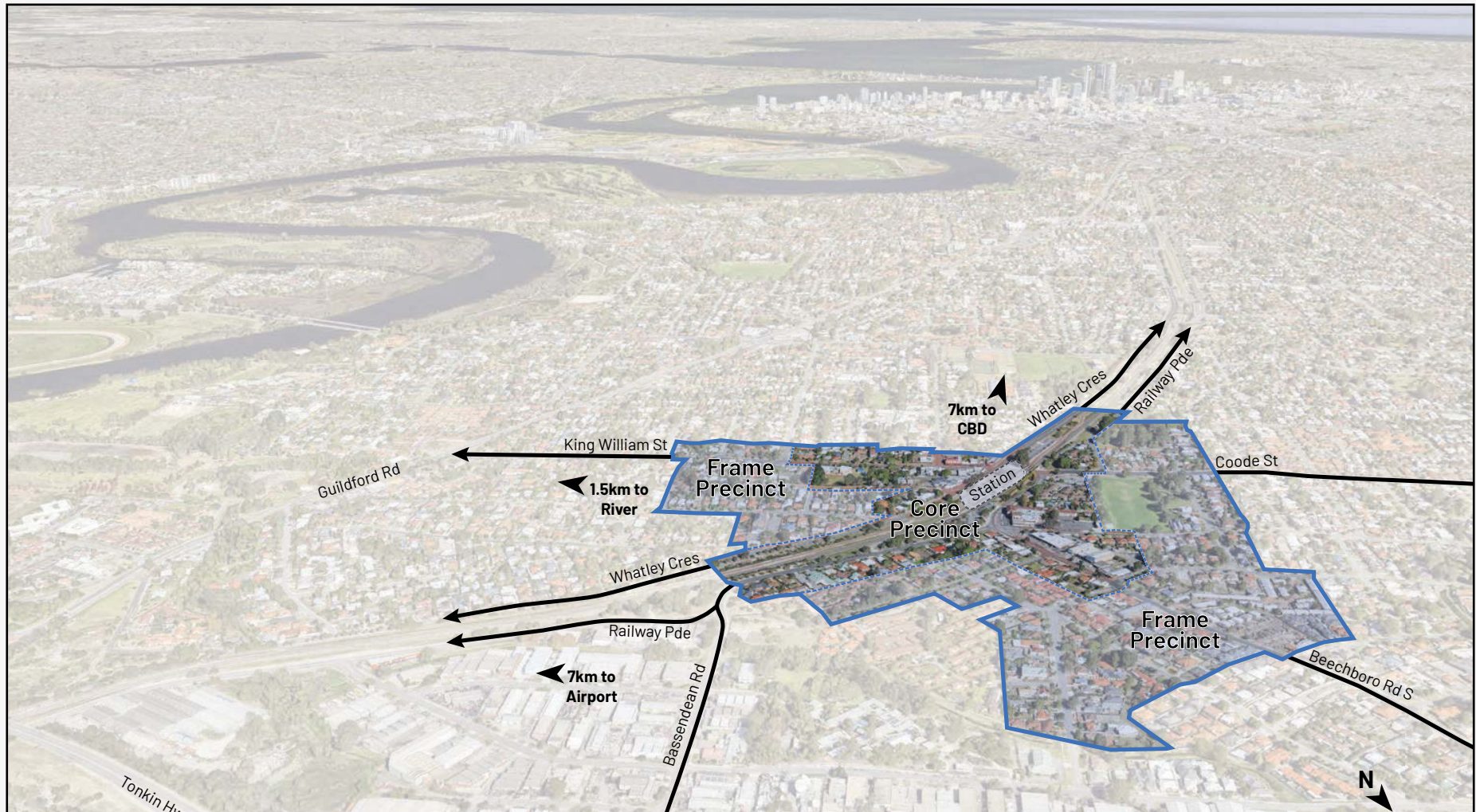


FIGURE 5 - BAYSWATER PROJECT AREA



3.4.2 Historical and Social Context

The Project Area is within the traditional lands of the Noongar people. Bayswater is found within the region of the Whadjuk dialectical groups. The Project Area is within the traditional lands of the Noongar people with Bayswater being found within the region of the Whadjuk dialectical groups.

In *Aboriginal Perth: Bibbulmun Biographies and Legends*, the Noongar name for Bayswater is Beeralain. Early documentation for this place name includes articles written by Daisy Bates, who in 1909 wrote about life-long stories she had learnt from Noongar people, including those from Fanny Balbuk, who shared with Bates stories of her uncle Nyoongaitch, identifying him as the custodian of the area **Beeralain**.⁴ 'Beeralain' is now spelled 'Biraliny' on the advice of the METRONET Noongar Reference Group). **NB: At the time of writing the Noongar place name is currently under review by the METRONET Office and METRONET Noongar Reference Group and may be amended in consultation with stakeholders.**

Noongar heritage has been dated to 70,000 years prior to European colonisation and a nearby Noongar camp under Tonkin Highway is likely to be at least 4,500 years old⁵. For thousands of years the area has been and continues to be a significant place for Noongar people. Being located near the banks of the Derbal Yerrigan (Swan River), this area was documented as having an abundance of resources and an elevated position affording lines of sight to surrounding areas. It was a valued location for hunting and gathering activities, and as a meeting place especially in the seasons of Birak and Bunuru (the summer months).⁶

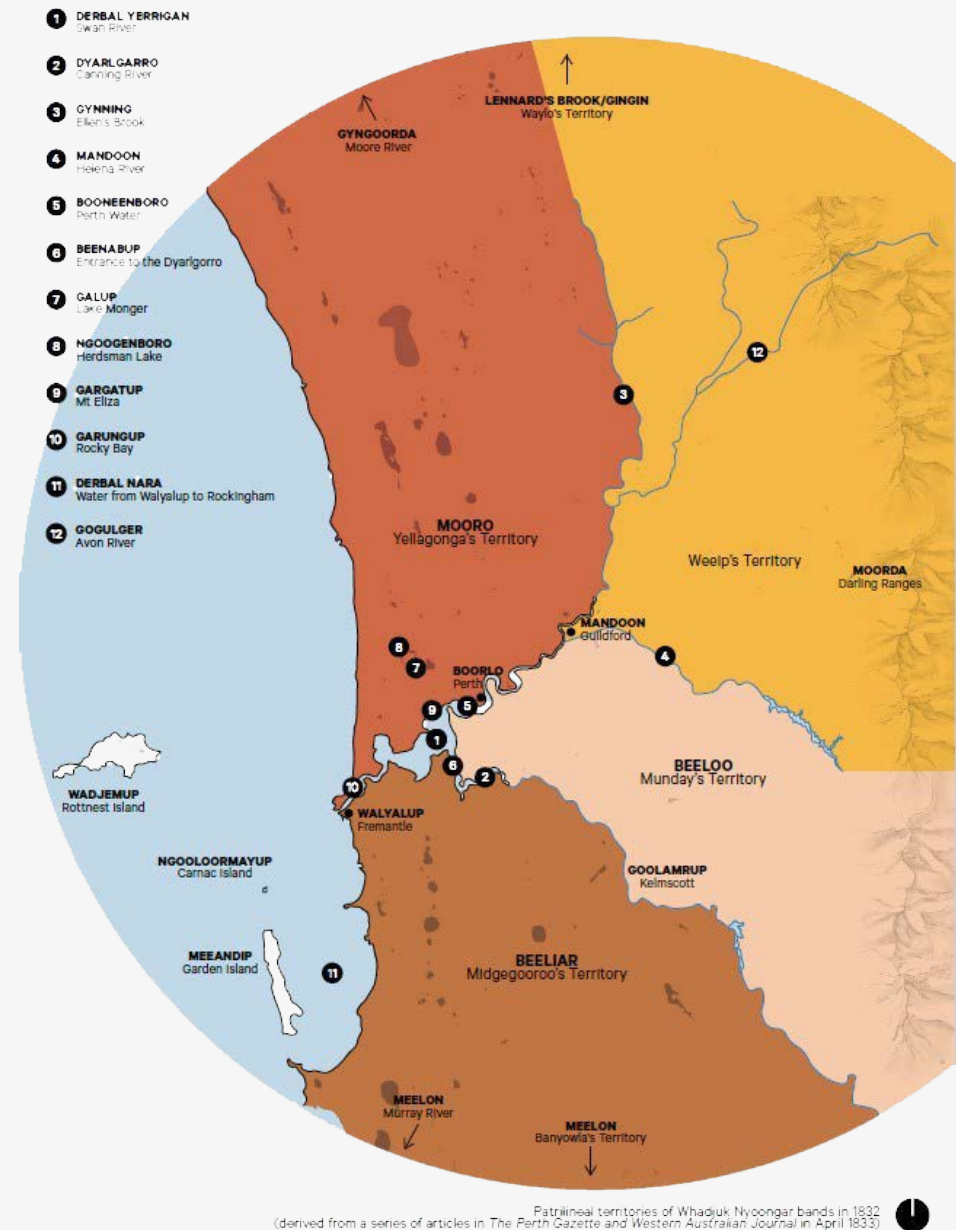


FIGURE 6 – 'BIRALINY' (BAYSWATER) WAS IN YELLAGONGA'S TERRITORY AS AT COLONISATION. (SOURCE: ELEMENT ©)

⁴ NCCD research has identified articles by Daisy Bates for the Perth Chronicle 25th December 1909; Western Mail, 'Aboriginal Perth' by Daisy M Bates, Thursday 4th July 1929, page 70

⁵ Thematic History and Framework, City of Bayswater, 2019

⁶ Southwest Aboriginal Land and Sea Council website. Accessed February 2021. <https://www.noongarculture.org.au/connection-to-country/> ; Baigup Wetland Interest Group website. Accessed February 2021. <http://www.bushlandperth.org.au/groups/baigup-wetland-interest-group/>

⁷ Quayle A. Dispossession, Social Suffering and Survival: Narrating Oppression, Psychological Suffering and Survival through the Bush Babies Project, 2017, Victoria University



At the time of the Swan River Colony, Biraliny was part of Yellagonga's territory. The establishment of the Swan River Colony in 1829 adversely and irrevocably changed the lives of the Noongar people. The arrival of European settlers brought about conflict that resulted in numerous deaths, disease, displacement and the deprivation of traditional food sources. European land allocations resulted in the original landowners being forced off the land into camps on the fringes of new settlements or the land of neighbouring Noongar groups.

Despite radical changes to the landscape and decades of dispossession and persecution, including forced resettlement and loss of land, Noongars have maintained their connection to Biraliny and it remains a significant place for Noongar people.

It is this significant cultural legacy that planning for the area needs to recognise and value.

During the period of early European settlement, Bayswater largely developed as an agricultural area made up of gardens, orchards and dairying. Significant development within the future City of Bayswater was triggered by several key events. The first was the construction of the Fremantle-Guildford railway line in 1881, with Bayswater Station built in 1896. This, combined with the discovery of gold in the eastern districts of the colony in 1885, generated significant development along the Fremantle to Guildford railway line.

The population boom of the gold rush led to a rapid growth in the local orchard and market garden industries. By the 1900's a large proportion of the market gardens along the Swan River had been established by Chinese immigrants, with Bayswater



FIGURE 7 – BAYSWATER RAILWAY STATION AND FOOTBRIDGE, C1900 (COURTESY: THEMATIC HISTORY AND FRAMEWORK, CITY OF BAYSWATER, 2020; COURTESY SLWA ONLINE IMAGE 005732D)



FIGURE 8 – BAYSWATER FORMER POST OFFICE HISTORICAL 1942 (COURTESY: THEMATIC HISTORY AND FRAMEWORK, CITY OF BAYSWATER, 2020; SLWA ONLINE IMAGE B4537895_2)

⁸ Thematic History and Framework, City of Bayswater, 2019

⁹ Thematic History and Framework, City of Bayswater, 2019



having one of the largest concentrations of Chinese market gardens in Perth along the southern end of King William Street, which is now the Baigup Wetlands. Murray's Dairy, Smeed's Nursery, James Mill's garden and Chue Hing's garden were all close to the present town centre.

The number of these farms began to decline by the 1930's, and farmland eventually became residential and industrial land.

The Bayswater Town Centre developed from the beginnings of a few key shops and houses spreading east of King William Street, including the Bayswater post office constructed in King William Street in 1895.

Several Federation Bungalow styles and timber worker cottages still remain in the area typical of this era. A few early commercial buildings also remain, but have been altered in appearance, typically including the removal of their early verandahs. Shop owners usually lived on the premises with stables located at the back of the shops for their horses. The Bayswater Hotel built in 1899, remains the only commercial premises on the north side of the railway line from this early period of development.

The quiet, semi-rural community experienced a surge in population growth following the Second World War with rapid residential suburban development with a significant commercial and industrial component. This displaced the traditional market gardens and earlier agricultural uses. Modern shops were constructed along Whatley Crescent and King William Street.



FIGURE 9 – PLAN OF BAYSWATER & MAYLANDS C1905 (COURTESY: THAMATIC HISTORY AND FRAMEWORK, CITY OF BAYSWATER, 2020; SOURCE: SROWA, CONS 3868/357)



FIGURE 10 – NATIONAL AUSTRALIA BANK KING WILLIAM STREET 1957 (COURTESY: CITY OF BAYSWATER)

¹⁰ <https://archive.sro.wa.gov.au/index.php/perth-18-64-suburban-perth-plan-of-bayswater-maylands-showing-subdivisions-to-31-1-1905-and-dp-nos-scale-10-chains-to-an-inch-tally-no-005790-357>

¹¹ Thematic History and Framework, City of Bayswater, 2019



Chapter 4 Key Demographics

POPULATION



43%
FAMILIES



HIGH NUMBER OF PEOPLE IN
**30'S AND
EARLY 40'S**



13.3%
SINGLE/LONE

INCOME



\$2100
MEDIAN MONTHLY
MORTGAGE REPAYMENT



23.1% HOUSEHOLDS EARN
\$3000 OR MORE PER WEEK



\$350
MEDIAN WEEKLY RENT

HOUSING & HOME OWNERSHIP



42%



25%



4%



67%
OWNED WITH
MORTGAGE

28%
RENT



SEPARATE
HOUSE **67%**



26%



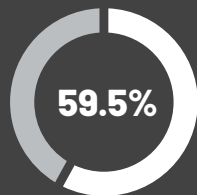
6.3%

EDUCATION & EMPLOYMENT



29%

ATTAINED BACHELOR OR
HIGHER DEGREE



EMPLOYED
FULL TIME



1/3 PROFESSIONALS

TRAVEL



TRAIN **7.8%**



BUS **3.8%**



CAR **59.6%**

AVERAGE COMMUTE
DISTANCE

9.9KM





4.1 KEY AREA DEMOGRAPHIC TRENDS



City of Bayswater had a **lower than average annual population growth** rate 2011-2016 (1.06%).



The suburb appears to be **attractive to urban professionals** and those of working age.



There is a high number of dwellings with **'spare' bedrooms**.



Significantly **fewer young people** (particularly under 25's and teenagers) compared with Greater Perth.



Slightly more affluent suburb with a **higher weekly median income** than Greater Perth.



Residents are **well qualified but only slightly better paid** compared to Greater Perth. There has been recent significant growth in median weekly income.



Fewer family households, including couples with children, although this number is growing.



Average **mortgage repayments** are only **slightly higher** while rents are the same as Greater Perth.



High car reliance despite average commuting distance of only 9.9km.



Chapter 5 Market Summary

5.1 REAL ESTATE MARKET SUMMARY

The end of Western Australia's mining boom resulted in a slowing of Perth's residential market. At the market's peak in 2014/15, the median house price in Perth was \$540,000 and \$443,350 for units. While the current median prices are less than 2014/15 figures, it is increasing quickly, having grown approximately 3.2% in the 12 months.

This is reflection of a strong local economy buoyed by national building stimulus program and low interest rates with the anticipated recommencement of international migration in the future also expected to assist housing growth. However, construction costs are also rising and will increase the cost of providing new supply.

Bayswater's median prices for houses and units in December 2020 was above the metropolitan average at \$555,000 and \$327,500 respectively. These figures are still less than the areas 2014 median house peak price of \$640,000 for houses.

5.2 MARKET VIABILITY

Apartment sales in Perth including Bayswater and its immediate suburbs are showing signs of improvement following a slowing of the market between 2016-2020. A viable market for apartment development within the Bayswater Project Area will positively respond to improvements in the following:

1.) A reduction in Perth's apartment oversupply to create new apartment opportunities.

Current property market growth and increased sale activity is reducing an oversupply of apartments and units across Perth. Whilst prices are increasing in the established market, this is yet to see substantial increases in apartment prices which may continue to be affected by a substantial increase in construction costs. The increasing price differential between houses and apartments is assisting sales, which in turn is creating potential for new apartment stock to enter the market, with Bayswater well placed to absorb new opportunities.

2.) The relationship between median house price and apartment development.

Bayswater's current \$555,000 median house price is approximately eight percent below the supportable median house price required to attract medium scaled development (i.e. six-eight storeys); and 17 percent below that required for high scale development (i.e. eight - fifteen or more storeys). Anticipated timeframes identify medium and high scaled development being viable in approximately five to ten years. As land values increase with both time and in response to area upgrades, including State Government investment into

the Bayswater station precinct, high density development outcomes will become more attractive.

3.) Amenity factors necessary for an apartment lifestyle.

Apartment living is a lifestyle choice often predicated on locational amenity including access to public transport and recreational green spaces, walkable pedestrian friendly streets, access to key destinations including schools and employment opportunities and a range of attractive retail and commercial services. It is considered that the significant government investment in the Bayswater station upgrade will support future apartment offerings and associated lifestyle.

5.3 MARKET SUMMARY STATISTICS

Medium House Price \$555,000 (Dec 2020)	Median Unit Price \$327,5000 (Dec 2020)	Volume of residential sales Houses in 2020 - 223 (in 2019 - 200)
Residential building approvals 2019 - 3K	Businesses with 5 to 9 people 2019 - 231	Businesses with 20+ people 2019 - 65



Chapter 6 Strategic Direction 1: Optimise Development Potential

Vision summary: The Planning Framework for the Project Area will encourage higher intensity development in appropriate areas, particularly around the station, to assist with the reconnection of Bayswater's north-south axis, with the greatest intensity located directly north of the station, while managing the interface and transition with existing detached dwellings in the area. The key is to deliver good quality design, while protecting the area from overdevelopment.

6.1 DEVELOPMENTWA COMMUNITY SURVEY OUTCOMES

DevelopmentWA's community survey indicates support for increasing intensity in the town centre as a favourable and necessary requirement to deliver a critical mass of population in order to:

- a. Meet local needs (range of services available);
- b. Increase local jobs and employment self-sufficiency;
- c. Support existing and new local businesses;
- d. Deliver more activating uses e.g. cafés, restaurants including night-time offering;
- e. Attract innovative design and investment for additional economic growth;
- f. Improving housing choice; and
- g. Create popular community meeting points.

However, the community wants well-designed intensity that enhances the Project Area while maintaining authenticity of place. In particular,

it identified that new development needs to, at a minimum, achieve the following in order to be acceptable:

- i. Deliver architectural quality design;
- ii. Respond to the area's topography;
- iii. Provide quality private and communal green spaces;
- iv. Enhance urban tree canopy cover;
- v. Be appropriately located and planned, not dispersed;
- vi. Be sympathetic to key heritage buildings;
- vii. Deliver appropriate street level interface; and
- viii. Be sustainable and resource efficient.

6.2 PLANNING FRAMEWORK RESPONSE

The Planning Framework has an opportunity to build on the outcome of DevelopmentWA's Community Survey feedback to ensure well-designed intensity through precinct specific provisions pertaining to built form on development sites.

6.3 OPPORTUNITIES

- a. Increased densities as a means of attracting a critical mass of population required for a vibrant town centre and thriving local economy.
- b. Provision of housing diversity enabling different groups, including youth and the aged, to access the housing market, resulting in greater intergeneration living and greater critical mass of population.
- c. Facilitate high quality apartment living options that leverage the public transport offering.
- d. Promote the benefits of the station upgrade works to improve the appeal of the town centre.

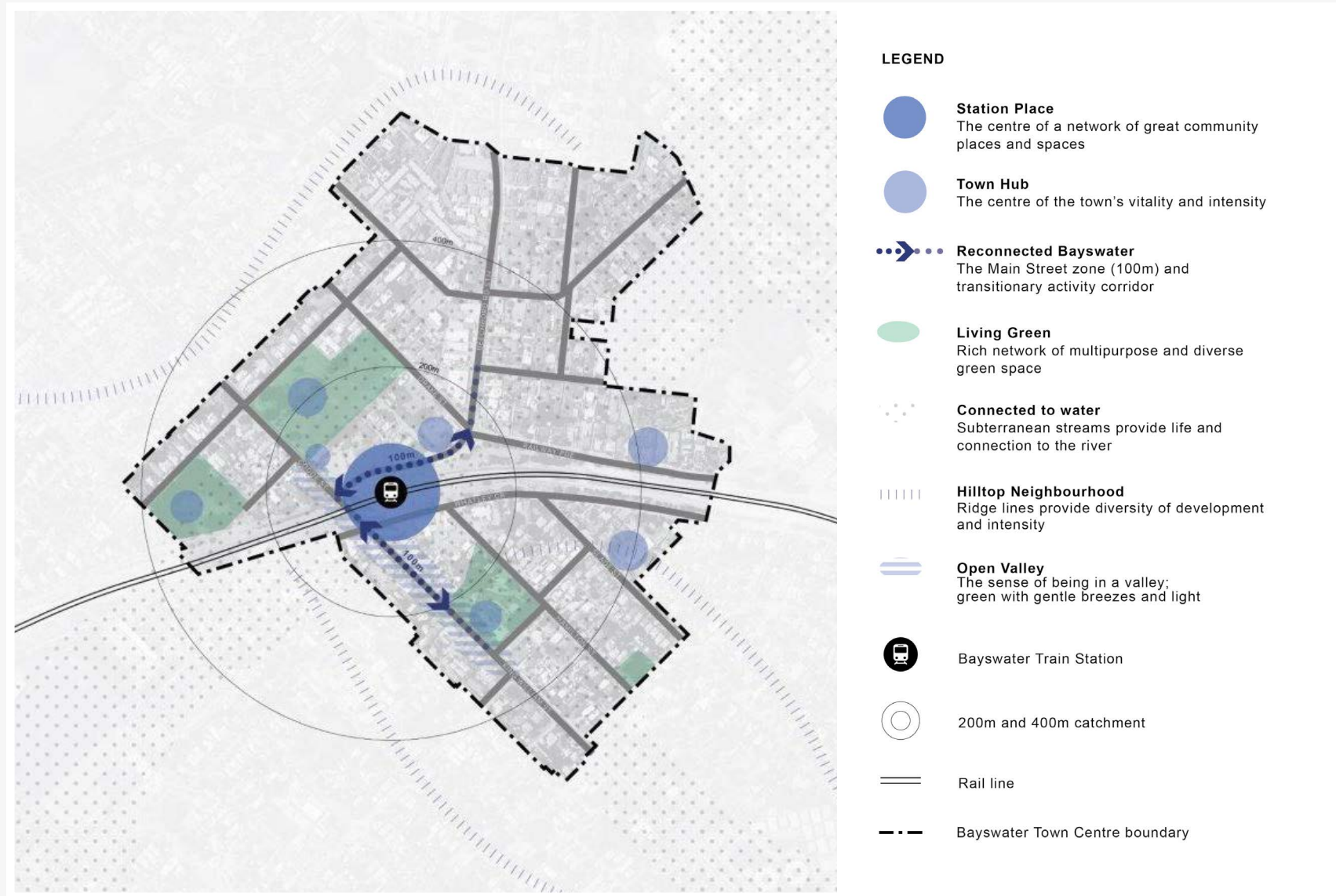


FIGURE 11 – URBAN DESIGN STUDY DRIVERS

6.4 BAYSWATER CONSIDERATIONS

6.4.1 Urban Design Context

Bayswater is subject to a unique interplay between the typographical, geographical and historical built form elements of the town centre. Bayswater has been described as having a feel and personality, shaped by its selection of local businesses, laneways, small shop fronts, human-scale buildings, narrow lots and undulating topography.

The town is centred on and around the station which sits in a contained and wide ravine that drains out into valleys running north-east and north-west with a subterranean stream located beneath the town centre. It is this 'valley' formation and corresponding undulating 'hills' that provide a sense of drama, movement and interest within the town centre.

Trees run along the elevated ridge forming hilltop neighbourhoods contributing toward a distinctive and positive sense of place. Living Greens within and neighbouring the town centre form a rich network of multi-purpose and diverse green spaces.

The history of the urban development of Bayswater manifests itself through distinct street layouts, its lot shapes, heritage built form and relationship to the rail line.

The traditional grid road layout within the centre is influenced strongly by the original 'ribbon' lots



FIGURE 12 – HISTORICAL MAP OF BAYSWATER FROM SWAN RIVER COLONY 1841 SHOWING GRANTS ABUTTING SWAN RIVER (COURTESY SROWA, CONS 3848, ITEM 2, VIA THE CITY OF BAYSWATER THEMATIC HISTORIC AND FRAMEWORK, 2020)



FIGURE 13 – MCLEISH'S STORE, KING WILLIAM STREET, BAYSWATER



developed at the time of the Swan River Colony to provide access to the fertile alluvial land along the Swan River.

The 'main street' style of King William Street connects the town centre to Guildford Road and the river to the south, under the rail line to Code Street in the north. Whatley Crescent and Railway Parade run parallel with the rail line. Beechboro Road South connects with Railway Parade from the north.

The station is a key landmark for the community, providing a focal point for arrival, departure and cross centre movement. It acts as a link between the two typographically diverse sides of the town; each side reflective of different periods of centre development which can be broadly divided into:

- a. late 19th century development along King William Street and Whatley Crescent where the typography is hillier; and
- b. early 20th century and post WWII development along Beechboro Road South which is lower lying with less undulation.

6.4.2 Site Based Considerations

In determining how best to deliver a Planning Framework that supports the overall vision for the Project Area a number of aspects are to be considered.

The Planning Framework should address the relationship between lot dimension, lot area and development intensity. Further subdivision of small

lots should be discouraged and lot amalgamation promoted to support the vision of a vibrant and activated center that supports the delivery of a medium to high density core.

The new Station and Plaza provides opportunity to act as a new heart for the Town Centre. Development intensity should cascade outwards from this central point, providing an appropriate increase in population while ensuring buildings are scaled to integrate with the surrounding lower intensity residential environment. Changes made to the scale of development in one sub-precinct will necessitate an adjustment in neighbouring areas.

Within the Core Precinct a number of Sub Precincts are identified by a particular streetscape style as detailed below:

- a. **Lemon Scented Gum Sub-Precinct** includes lots along King William Street and Whatley Crescent and is distinguished from the wider Project Area by its 'Main Street' commercial environment and heritage building stock. This sub-precinct has a lower development potential than land to the north of the railway line as it exhibits smaller lots with steep slopes and narrower frontages generally less than 20m and land areas approximately less than 500m².

The location of this sub-precinct within a localised valley and its established importance as a commercial and retail hub means that increased intensity can be supported where development is well designed and maintains

the 'fine-grain' character of the street. This typography also assists in managing the interface of new development along King William Street where it neighbours an adjoining Heritage Character Area (outside the Project Area).

Methods to achieve larger lot dimensions, such as lot amalgamation, will be required to achieve full development potential in this sub precinct. Given the diversity of lot sizes throughout this sub-precinct, the planning framework should control development intensity through building envelope controls, such as setbacks and landscaping areas, which will in-turn determine total development capacity. Mandating amalgamation is a rigid planning control and does not enable development proposals to respond to the characteristics of an individual lot.

- b. **Red River Gum Sub-Precinct**, is defined by a Boulevard streetscape along Beechboro Road South supporting an urbane inner-city area with a heritage bookend defined by the properties on Foyle Road and the Bayswater Hotel. Setbacks to the street should be applied to maintain the boulevard appeal of the street and create a point of difference between the northern and southern sections of the Main Street zone. New development will be required to have regard for the adjoining areas of lower intensity development located outside the Core Precinct.



FIGURE 15 – ALFRESCO DINING

c. **Magnolia Sub-Precinct** is located to the north of the station along Railway Parade to the east of Beechboro Road South. This sub-precinct has a similar context to Beechboro Road South (Red River Gum Sub Precinct) in that land is relatively flat and the road reserve is larger. Development is primarily residential in nature.

New development is to consider interface with the station upgrade including an elevated “viaduct” formation opposite these lots. Greater height should be located towards the front of lots providing an appropriate interface with the public realm and enabling transition with lower intensity areas outside of the Core Precinct with overshadowing managed across public spaces.

d. **Olive Sub-Precinct** includes sites on Railway Parade directly opposite the station between Drake Street and Coode Street including small single lots along Rose Avenue. Enabling higher intensity mixed-use buildings in this location will provide a critical mass of population to support public transport use and ensure town centre vibrancy while ensuring that the valued residential character of Bayswater can be maintained. This area is considered to be most appropriate to deliver landmark development outcomes for the following reasons:

- ii. The land is flatter compared to the rest of the Project Area. The lower topography means higher intensity development will be less prominent and will integrate well with neighbouring rail infrastructure and surrounding development on higher land

- iii. Key land parcels in this location are of an overall size and dimension that enables taller buildings to be proposed without compromising on the amenity of adjoining properties, while complementing the public realm at street level.

- iv. Key land parcels abut public open spaces to the north, providing opportunity to mitigate impacts of height through open space buffers.

- v. Interface management between high density development sites and character cottages and single homes along Rose Avenue can be managed by employing interface techniques that support appropriate setbacks to character cottages.

- vi. Due to the orientation of the lots, the design of new development would be capable of ensuring overshadowing would fall primarily on public space and reserves rather than on adjoining or surrounding residential properties. Notwithstanding this, provision should be included to manage the amount of overshadowing over the public realm to support the pedestrian experience.

e. **Red Flowering Gum Sub-Precinct** is a separate sub-precinct that includes properties between Drake Street and Foyle Road behind Beechboro Road South as well as sites to the south along Whatley Crescent and Hamilton Street. The land is located adjacent to the



Frame Precinct with similar lot sizes to those in the Red River Gum Sub Precinct on Railway Parade (east), being well suited to medium density development.

- f. **Kurrajong Sub-Precinct** centres on the Bayswater Station providing a cohesive destination point for the town centre. The station upgrades represent an opportunity to

catalyse revitalisation of the Bayswater town centre, by supporting long term opportunities for growth and increasing economic and social activity.

Station upgrades will deliver an urbane and legible thoroughfare connecting the Main Street zone north and south of the rail line. A new public plaza within this sub-precinct will

provide an urban setting for the promotion of social interaction and activation. Public space design, including thoroughfare and plaza, should reflect the town centre character, engendering a human scale urban environment which encourages walking and cycling and delivers a unique blend of useable spaces for locals, passengers and businesses.



FIGURE 14 – SUB-CORE PRECINCTS



Chapter 7 Strategic Direction 2: Diversify Land Use

Vision summary: To make Bayswater an authentic ‘destination of choice’ for residents, workers and visitors, the Planning Framework will facilitate more intensive mixed-use development, an increase in housing choice and the number of local businesses and entertainment options available, which will in turn support a vibrant and diverse the town centre that leverages upgrades to the station.

7.1 DEVELOPMENTWA COMMUNITY SURVEY OUTCOMES

DevelopmentWA’s community survey outcomes indicate a strong desire to improve the vibrancy and attractiveness of the town centre by increasing the range of land uses available. Community priorities included an enhanced urban tree canopy, the need to manage traffic flows and improve connections between north and south of the rail line.

There are concerns that the town centre lacks activity especially at night. The community has indicated that redevelopment needs to focus on creating spaces that encourage social interaction, including civic spaces filled with attractive shade enhancing trees, increasing nightlife activity such as new small bars and restaurants, and art, creativity and culture uses to promote a café/bar culture.

The community also expressed the need to enhance the area’s resilience by further improving the local economy and providing greater choice for residents. This includes increasing the number of basic services, such as medical centres and banks, and

significantly increasing commercial activity through the delivery of office space.

It was important that new development encourage walking and pedestrian activity and maintain the fine-grain scale of local shops. There is a general desire to ensure that activity and mixed-land uses are concentrated around and close to the station thorough which run attractive pedestrian friendly streets lined with attractive shade providing trees.

7.2 PLANNING FRAMEWORK RESPONSE

DevelopmentWA’s Planning Framework will need to capitalise on the State Government’s investment in the Station. The Planning Framework needs to provide sufficient certainty for the community and key stakeholders while being flexible enough to attract private sector development, an appropriate intensity of development and wide range of land uses. This will enable uses to evolve organically while being in line with the project vision for a transit-based, mixed-use, walkable urban neighbourhood.

7.3 OPPORTUNITIES

- a. Provide a critical mass of people by enabling higher intensity to support the local economy and encourage the creation of neighbourhood scaled businesses to provide employment options and social activity.
- b. Build on the existing town centre node around the station, its North/South Main Street along King William Street and Beechboro Road with attractive character and existing commercial development to intensify activity.
- c. Encourage land use anchors and attractors within the area to bring people into the town and support local businesses.
- d. Create a social nightlife and capture tourism and hospitality offerings associated with the airport link through land use controls under the Planning Framework.
- e. Provision of new connection for commercial activities across enabled through the station upgrade alterations to the road network.



- f. Application of Development Policy 8, Hosting Public Events to effectively manage events on Public Lands.
- g. Application of Development Policy 3 - Sound and Vibration to facilitate the sustainable co-existence of land uses.

7.4 BAYSWATER CONSIDERATIONS

7.4.1 Desired Land Uses in the Core Precinct

Bayswater is soon to become the most significant rail junction outside the Perth CBD. It has the potential to grow into a strategically important centre. In response the DevelopmentWA Planning Framework will support population growth and a much greater range of land uses. The types of land uses the Planning Framework should support are those that encourage activation and support multi-purpose trips to be made by pedestrians. This includes:

- a. Small retail and speciality shops, maintaining the fine-grain character of the existing town centre
- b. Personal service and civic functions that generate activity during peak and off-peak hours
- c. Commercial uses such as major office space, co-working spaces and creative industry professionals, that expand local employment opportunities and increase self-sufficiency
- d. Increased food and beverage offerings that can operate during varying hours, focusing these as ground floor activating uses along key pedestrian links

- e. Uses that support everyday living options such as medical uses and allied health services
- f. Short term stay accommodation and tourism uses, leveraging Bayswater's function as a junction point for several rail lines, including the airport link
- g. Medium to high intensity residential development to introduce an appropriate critical mass of population to support new uses
- h. Public Events using the Station Plaza as a local and regional attractor.

Low intensity insular uses that require large parcels of land and discourage pedestrian activity are not in keeping with the vision for the Project Area and therefore unlikely to be supported. This includes large format wholesale stores, warehouses, car dealerships and automotive services.

Geographically, it is anticipated that:

- i. Land within the Olive Sub-Precinct closest to the station on the north side, can accommodate larger-scale mixed use or commercial development due to larger land parcels and existing strip commercial and retail services.
- ii. The southern side of station within the Lemon Scented Gum Sub-Precinct should emphasise mixed use development with a focus on retail, food and beverage and other activated uses at ground level to contribute to the walkability and vibrancy of the 'Main Street' environment on King William Street and ensure residents are within walking distance of these services.

- iii. Opportunity exists to extend Bayswater's retail and dining and entertainment activities beneath the rail line between the Lemon Scented Sub-Precinct and Red River Gum Sub-Precinct creating a new 'Main Street' activity hub for the town centre that unites activities north and south. To further support activation the public realm is to be designed to deliver a flexible, safe, attractive space framed by activated uses to promote passive surveillance.
- iv. The transition in land uses between the two Precincts (Core & Frame) should be managed through the location of appropriately design lower intensity residential uses at the periphery of the Core Precinct where it abuts low density, one and two-storey residential houses located within the adjoining Frame Precinct.

Preliminary economic research indicates that the Core Precinct would benefit from a medium sized grocery offering, preferably in the form of a modern grocery supermarket, or other commercial uses identified as relevant and sustainable for the town. Initial analysis indicates that the grocery offering would have a footprint of at least 1,500m², requiring a suitable sized lot to both accommodate the supermarket and ensure it makes a positive contribution to the locality through an appropriate design response. A Retail Impact Assessment should be required for any development with a footprint 1,500m² or larger including a retail component to understand potential impact on Bayswater town centre and ensuring ability to complement surrounding centres.

Application of Development Policy 3: Sound and Vibration Attenuation for new development in the vicinity of the station will facilitate a sustainable co-existence between noise and vibration sensitive/ emitting developments such as the railway infrastructure and surrounding development.

7.4.2 Desired Land Uses in the Frame Precinct

Development within the Frame Precinct will facilitate predominantly residential development to contribute to a critical mass of population to support the Core Precinct. Development is expected to be more medium intensity and realise a multitude of different housing typologies to complement the existing single houses of the area.

DevelopmentWA's Community Survey confirmed that improving Bayswater's housing diversity is a key objective of the local community. Greater housing diversity would include smaller housing options, a greater range of housing price points enabling diversity of living arrangements such as intergenerational living. It is expected that the Frame Precinct will help provide 'missing middle' dwelling products, such as townhouses, small apartment complexes and maisonettes.

7.4.3 Activating Streets

In order to promote street level activation while maintaining the 'fine-grain' of the existing town centre, new buildings will be carefully designed to create a fine grain, pedestrian-scaled environment

and include small-scale active tenancies at ground level along primary and secondary active streets.

Frontages to primary active streets should be required to achieve a minimum level of activation and include ground floor activating uses, preferably through café, restaurant and retail type uses. Secondary active street frontages should need to demonstrate how they provide visual engagement with the street and provide informal or passive surveillance opportunities. The design guidelines should include provision requiring the appropriate articulation and design of development, promoting human scale design at street level to deliver a comfortable and activated streetscape.

Application of Development Policy 8, Hosting Public Events on public land on the Plaza will assist in managing public spaces to activate the Town Centre.



FIGURE 16 – CORNER SHOP STREETScape ACTIVATION



Chapter 8 Strategic Direction 3: Deliver Diverse, Affordable and Adaptable Housing

Vision summary: To enrich the vibrancy and inclusiveness of the community by requiring the Planning Framework facilitate a more diverse, inclusive, affordable and adaptable housing including a greater range of housing typologies to deliver multi age living options in the Bayswater town centre.

8.1 DEVELOPMENTWA'S COMMUNITY SURVEY OUTCOMES

DevelopmentWA's community survey outcomes indicate that there is strong support to enhance Bayswater's social mix by providing greater diversity of housing choice, particular smaller dwellings (1-2 persons), that also enable affordable and multi-generational living outcomes.

Over half of the community survey participants did not have plans to leave Bayswater (i.e. 3 in 5 residents), with those planning to stay in Bayswater for good increasing with age. This intention to remain through various lifecycles is known as ageing in place.

Residential ability to age in place can be supported by increasing housing diversity through the introduction of medium and high density product providing a range of adaptable and accessible housing designs that also provide smaller offerings such as one and two bedroom options as a means of countering the current prevalence of detached family homes in the area.

8.2 PLANNING FRAMEWORK RESPONSE

The Planning Framework should ensure that future development includes affordable housing product that provides options for a broad demographic by supporting a wider market of prospective purchasers.

Appropriate housing requirements for diversity and affordable housing should be identified through a review of Development Policy 9: Affordable and Diverse Housing. This policy currently requires a percentage based approach towards the delivery of affordable housing.

The Planning Framework should also seek to facilitate a greater mix of household types with an increase the number of one and two bedroom dwellings provided as medium density housing format in the Frame Precinct and apartments in the Core Precinct.

Ensuring adaptable housing through application of Development Policy 10 - Adaptable Housing will embed universal design principles into residential developments, thereby meeting the changing needs of home occupants across a broad spectrum of need and across their lifetime.

8.3 OPPORTUNITIES

- a. Provision of more affordable dwellings, with some allowance for social housing following review of Development Policy 9 - Affordable and Diverse Housing
- b. Delivery of more adaptable dwellings (multi-generational living, dual key and modular dwellings) through application of Development Policy 10, Adaptable Housing to ensure housing is able to meet the changing needs of home occupants across their lifetime
- c. Delivery of a wider range of housing typologies including high density formats to suit a wide range of housing needs including people with assistance needs. Diversity of dwelling mix will be enabled through the review of Development Policy 9 - Affordable and Diverse Housing
- d. Delivery of communal and shared spaces contributing to occupant amenity and increase opportunities for social encounters



8.4 BAYSWATER CONSIDERATIONS

8.4.1 Housing Diversity

Further highlighting the lack of diversity and affordability noted by DevelopmentWA's Community Survey, ABS Census data shows that in comparison with the Greater Perth (Greater Capital City Statistical Area), Bayswater has relatively low age diversity. It has relatively:

- a. Fewer children and youth;
- b. Fewer people aged in their 60's and 70's, although the proportion has increased since 2011 reflecting the wider trend of an ageing population;
- c. A significant proportion aged over 80, likely due to the number of aged care facilities available; and
- d. More people aged 30 to 50 years of age, but a decreasing number below 30 years.

This age profile is driven by the vastly different household composition in Bayswater:

- i. More single person and group households; and
- ii. Fewer family households, including couples with children. Having said this, the proportion of family households with children has increased slightly since 2011, demonstrating that the area is becoming more attractive as a family suburb.

There is a clear under provision of one and two bedroom dwellings in Bayswater. The majority of dwellings are detached, 3 bedroom low intensity

single dwellings. A quarter of the dwelling stock available consist of two (21.1%) and one (3.7%) bedroom dwellings. While this is better than Greater Perth, given the demographic mix above, Bayswater provides relatively poor dwelling and bedroom number diversity, particularly in being able to accommodate smaller households. The review of Development Policy 9 - Affordable and Diverse Housing will support the delivery of housing diversity within the Bayswater Project Area.

8.4.2 Housing Affordability

An adequate supply of affordable housing for a range of households price points and demographics is an important element in improving the vibrancy, self-sustainability and resilience of the Project Area.

The Bayswater suburb's median house price (\$555,000 December 2020) being slightly higher than Greater Perth's (\$482,500 December 2020), although being considerably lower than the median for Perth inner suburbs, such as Subiaco, Maylands, Mount Hawthorn and Leederville, which showed a combined average of \$837,500 (June 2019). With the trend of increasing land values (by 3.5% in the 12 months to December 2020), and close proximity to Perth, Bayswater is still a fairly financially accessible suburb although it remains unaffordable to those in low and low-moderate income brackets. The review of Development Policy 9 - Affordable and Diverse Housing will support the delivery of affordable and social housing within the Bayswater Project Area.

8.4.3 Housing Adaptability

Approximately 20% of the Australian population is affected by a disability to some degree. The chance

of having a disability increases with age, with 50% of people over the age of 60 being affected by a disability. Given Bayswater's population is aging, the incidence of disability is anticipated to grow. Supporting a supply of adaptable housing in Bayswater will allow the community to remain comfortably living in their current dwelling as well as enabling current residents to age in place. The implementation of Development Policy 10 - Adaptable Housing will require housing to be designed to support people with disabilities and enable aging in place.



FIGURE 17 - APARTMENT DEVELOPMENT



Chapter 9 Strategic Direction 4: Enhance Bayswater's Sense of Place

Vision summary: In order to elevate Bayswater in the mindset of Perth residents as a desirable place to live and work, the Planning Framework will need to support a Bayswater to develop into a walkable and amenity rich destination. This includes supporting the local government in enhancing and activating the public realm, allowing interim uses that support local businesses during construction periods and encouraging community infrastructure and spaces that bring local groups together. Intrinsic to all this is strengthening the cultural and community connection with place and the Swan River – Derbal Yerrigan – by drawing on the unique cultural connection to water, to nature, and to the historical identity of the area.

9.1 DEVELOPMENTWA COMMUNITY SURVEY OUTCOMES

DevelopmentWA's Community Survey has revealed a community that is clearly proud of, and values, its town centre. Of particular appeal is Bayswater's strategic location, including its proximity to the Perth CBD and Perth Airport as well as the Midland and Morley strategic centres, access to green open spaces including the Swan River and established parklands, public transport offering including its rail station, its cycling options (Perth-Midland PSP network) and proximity to regional road network. Bayswater is described as having a unique feel and personality, shaped by its selection of local businesses, laneways, small shop fronts, human-scale buildings, narrow lots, green spaces and topography.

While its social and architectural character is valued, there is a broad desire to see this aspect support, rather than hinder, forging of a new, contemporary urban future. General consensus is that, while key historic buildings should be retained and celebrated,

particularly along King William Street and Whatley Crescent, the development of new buildings should respond sensitively to the existing historic character while feeling contemporary and responding to Bayswater's future potential.

While Bayswater residents have a strong desire to maintain the authenticity of the place, there is a recognition that the town centre's point of difference could be enhanced to set it further apart from surrounding areas. Community engagement identified interest in the Bayswater Town Centre becoming known for its attractive tree lined streets, vibrant cafés, restaurants and bar culture. In addition, there is a desire to increase the overall urban tree canopy within the area as well as the number of civic spaces and places for people of all age groups and life stages to engage and socialise.

9.2 PLANNING FRAMEWORK RESPONSE

The Planning Framework should enable redevelopment that recognises and builds on Bayswater existing sense of place and character.

Built form should reflect the original subdivision layout and fine grain shop front detailing, and support the delivery of a representative and cohesive streetscape. Furthermore, building design, materiality and the delivery of public art is encouraged to recognise the cultural significance of the area, highlighting the Aboriginal and European history of Bayswater.

9.3 OPPORTUNITIES

- Support the City of Bayswater in the activation of the town centre including street, laneways and new station plaza
- Celebrate the original architecture and character of the area
- Ensure buildings contribute to the pedestrian experience thorough the delivery of comfortable scaled street frontages with active ground floor uses and alfresco opportunities, awnings for weather protection and attractive, shade providing street trees.



- d. Adaptive re-use of buildings of recognised historic significance in accordance with Development Policy 2; Heritage Places
- e. Leverage proximity and connection to the Swan River and various local ecological linkages
- f. Incorporate Aboriginal cultural significance of the area into the Planning Framework
- g. Encourage Aboriginal culture, history and stories to be incorporated into place making
- h. Application of Development Policy 4, Public Art to facilitate public art in the town centre that contributes towards a unique sense of place

9.4 BAYSWATER CONSIDERATIONS

9.4.1 Aboriginal Heritage and Cultural Recognition

The Bayswater area remains a significant place for Noongar people and, while there are no registered Aboriginal Heritage Sites within the Bayswater Project Area, there remains an opportunity to incorporate greater acknowledgement and reference to Aboriginal heritage of the area.

METRONET's Aboriginal Engagement Strategy 'Gnarla Biddi – Our Pathways' guides the planning and delivery of Aboriginal engagement throughout the planning, design and delivery of the METRONET program of projects. As part of this Strategy the METRONET Noongar Cultural Context – Bayswater (Beeralain)) Station Upgrade Project was developed. This document identifies the following significant cultural themes for Bayswater:

- a. **Importance of water:** People stayed near the river and enjoying its abundant resource-rich areas along the river.
- b. **A place with a creation story – the Waugyl:** (Creation Spirit / Rainbow Serpent) made all the water holes along the Swan region as it went north and south along the coast.
- c. **A camping site of abundance:** Huge amounts of

different food, tools and shelter resources that allowed the people to be more generous and host many guests from neighbouring groups.

- d. **Totems / Moieties:** A place of stories about people connected to an animal as its custodian, to ensure its honour and prosperity.

The Planning Framework recognises that the contextual history of Bayswater is not solely

FIGURE 18 – BAYSWATER'S HISTORICAL COMMERCIAL TOWN CENTRE AREA



comprised of European heritage and its associated historical buildings. It includes an Aboriginal cultural legacy as well as the continued connection the Noongar people have with the land and river.

DevelopmentWA should use a process similar to that applied by the METRONET Office's 'Gnarla Biddi – Our Pathways' process to ensure appropriate and meaningful consultation with the Noongar community is undertaken on all planning documents, including the design guidelines and relevant policies. This will enable DevelopmentWA to understand how the Planning Framework can value, protect and promote relevant aspects of Noongar knowledge, culture and tradition.

9.4.2 European Heritage

Planning for the area will need to remain cognisant of the village characteristics of the town centre and rich history that underpins the area's distinct identity. Application of Development Policy 2, Heritage Places will provide guidance for the adaptive reuse of heritage places. This combined with sensitive and high quality redevelopment can help maintain an area's distinctive character, engender a sense of belonging and ensure these places remain relevant for both residents and the broader community.

A Heritage Streetscape Analysis of the historic Bayswater town centre along King William Street and Whatley Crescent revealed a cohesive streetscape with a strong and identifiable commercial character.

This assessment identified contributing places within the town centre recognised for their influence on the centre's commercial heritage streetscapes.

These contributory places are also recognised as having significance in their own right through inclusion on the City of Bayswater Heritage Survey (2020).

Collectively these places provide a cohesive and historic streetscape providing information on the commercial evolution of the town centre, specifically the evolution of 20th century Main Street retailing from small corner shops to the provision of more specialist stores.

In support of the recommendation for a 'Historic Commercial Town Centre Area' to support heritage protection within the town centre, DevelopmentWA should provide the following provisions within the draft Design Guidelines:

- a. Specification of a 'Historical Commercial Town Centre Area';
- b. Specification of development objectives for the 'Historical Commercial Town Centre Area';
- c. Require development to reflect the original subdivision design, particularly in instances of amalgamation; and
- d. Identify acceptable development outcomes.

DevelopmentWA will also adopt the City of Bayswater's Heritage Places List under the Redevelopment Scheme

maintaining existing levels of protection over listed places within and external to the 'Historical Commercial Town Centre Area'.

9.4.3 Green Urban Spaces

The METRONET program has identified opportunities to leverage existing green spaces within the town centre as well as provide a new public plaza at the station. Collectively these spaces will contribute towards a positive sense of place in Bayswater providing 'a blend of usable space for locals, passengers and businesses' and include:

- 1.) Pocket Park at Coode Street
- 2.) Green pedestrian link between Whatley Crescent and Hamilton Street
- 3.) Station gardens at Rose Avenue
- 4.) A new 800m2 public plaza on the corner of Whatley Crescent and Coode Street

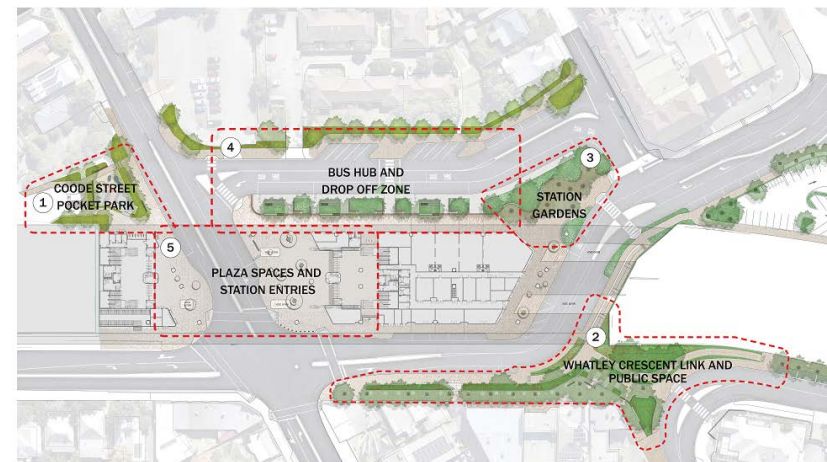


FIGURE 19 - ACTIVATION OPPORTUNITIES

Future development is to consider integration with these spaces creating comfortable linkages throughout the Project Area.

9.4.4 Encourage activating and interim uses

Station upgrades including development of a new public plaza provide valuable opportunities for small retail businesses to integrate within the town centre and Main Street zone. Complementing this is the use of transitional spaces, pop-ups and mobile retail spaces (e.g. food trucks) which has been shown to help reinvigorate moribund local economies. These commercial formats and new locations can create additional foot traffic and lead to sustainable, long term businesses. These business models are useful as they use existing spaces, reduce demolition and construction costs, and enable new ideas and products to be tested without the need for permanent infrastructure or long-term rent. The Planning Framework should allow the area to adapt over time by supporting the use of various spaces throughout the centre.

9.4.5 Ensure the built form enhances the public realm

The quality of the interface between buildings and the public realm plays a key role in creating a welcoming and safe urban environment. The Planning Framework should support buildings design to provide a human scale setting at the street level. This includes protecting small shop fronts, encouraging active ground floor uses to serve pedestrians along key street edges and use of 'crime prevention through environmental design' (CPTED) principles. Specific design guidelines will ensure development along

key pedestrian linkages maximises the convenience and safety of walking and cycling and provides an interface with the street that supports pedestrian amenity and comfort. This includes exploring how the scale, height and setbacks of new development creates a high-quality public realm with appropriate street level enclosure and access to daylight and sunlight.

The planning framework should include provision to specifically address interface with the public realm and protect public amenity.

9.4.6 Utilise Public Art

Public art located on public and private land is well recognised as benefiting a positive sense of place. The Planning Framework should require a percentage based public art contribution for substantial development applications through application of Development Policy 4, Public Art.



FIGURE 20 - ALFRESCO DINING, KING WILLIAM STREET BAYSWATER

Chapter 10 Strategic Direction 5: Balance Transport Needs

Vision summary: With an upgraded station, access to three train lines and new bus services, there is the opportunity to reduce local dependence on private vehicle use. The Planning Framework will balance anticipated car parking needs with the need to encourage alternative, more sustainable transit modes and support use of these new public transport opportunities which in turn will better manage traffic generation.

10.1 DEVELOPMENTWA COMMUNITY SURVEY OUTCOMES

DevelopmentWA's Community Survey revealed strong concerns regarding the poor walkability of the town centre, citing high traffic volumes and poor north-south connections as affecting the pedestrian experience. While the station upgrade works should address many of these issues, the community also raises the importance of streetscape enhancement, including increasing the number of street trees and beautification of the public realm, to enhance local walking and cycling conditions.

10.2 PLANNING FRAMEWORK RESPONSE

The Planning Framework should seek to further expand on the parking provisions included within the METRONET East Redevelopment Scheme. Specifically, the design guidelines should focus on the below key principles to reduce dependence on private vehicle use and support alternative methods of transport.

- a. Balance car parking needs associated with different land uses

- b. Discourage overdevelopment of land for parking
- c. Ensure development is transit oriented (TOD)

10.3 OPPORTUNITIES

- a. Leverage the significant and existing high frequency public transport links to Central Perth, Perth Airport, the Morley City Centre, the Swan Valley and Midland
- b. Leverage the significant and existing regional road networks, including Guildford Road, Tonkin Highway and Great Eastern Highway
- c. Draw on new connections created through the station upgrade, providing convenient and legible linkages between trip generators/ attractors
- d. Leverage the Principal Shared Path (PSP) route which runs through the Project Area connecting with the Perth CBD



FIGURE 21 – METRONET BAYSWATER PROJECT

10.4 BAYSWATER CONSIDERATIONS

To further assist Bayswater residents to shift existing travel mode behaviours, the Planning Framework should promote a minimalist approach to on-site car parking and the inclusion of sustainable transport initiatives, such as the incorporation of bike and electric car charging facilities and end of trip facilities, carshare services and electric car charging facilities.



Chapter 11 Strategic Direction 6: Pursue Sustainability & Climate Change Resilience

Vision summary: In supporting Bayswater's transition towards a more liveable and healthy town, the Planning Framework will facilitate a more sustainable and green built environment. This includes focusing on environmentally sensitive development, resource efficiency, protection of existing vegetation, and delivery of private and communal green space.

11.1 DEVELOPMENTWA COMMUNITY SURVEY OUTCOMES

The DevelopmentWA Community Survey revealed a strong desire to position Bayswater as a 'green champion'. In particular, community survey outcomes emphasise that maintaining green open spaces and enhancing urban tree canopy coverage are important elements when considering how to deliver well-designed intensity of development. This includes promoting the retention of mature trees on private land where possible and requiring sufficient landscaping to improve the amenity of new buildings and the wider area. Delivering sustainable building design was also raised as important, with a focus on reducing greenhouse gas emissions through energy efficiency and renewable energy generation.

11.3 PLANNING FRAMEWORK RESPONSE

The Planning Framework has an opportunity to further emphasise this principle through the incorporation of provisions requiring retention and

delivery of significant trees within development sites.

11.3 OPPORTUNITIES

- a. Work with the Bayswater Brook Working Group to support local ecological outcomes.
- b. Encourage green infrastructure to improve water efficiency and re-use.
- c. New buildings provide opportunities to advance green buildings and initiatives that reduce emissions and resource consumption, consistent with Development Policy 1, Green Buildings.

11.4 BAYSWATER CONSIDERATIONS

11.4.1 Bayswater's Environmental Assets

Environmental assets are highly valued by the Bayswater community and will become increasingly important with population growth and increased intensity of development. Most of the Bayswater

area is highly urbanised with very small remaining amounts of natural areas and native vegetation. Within the town centre, native vegetation is mostly made up of local trees found within street areas, private gardens or small, fragmented reserves under local government management.

The town centre is well serviced by established community parks including oval facilities and areas for shared recreation. These include Bert Wright Park next to the Bayswater Library and Community Centre, Mills Avenue Park at the western end of the Project Area and Halliday Park to the north of the station.

The suburb of Bayswater's tree canopy coverage is 13.2% which is lower than comparable suburbs within the Perth metropolitan area. There is strong community demand to increase canopy coverage and the City of Bayswater has responded by identifying a 20% target for the City by the year 2025 through street, parks and natural area plantings through its 'Trees on Private Land and Street Verges Policy'.

Landscaping requirements on private sites to foster tree retention and new plantings to reduce heat island effect, will contribute toward a reduced heat island effect, improved local sense of place and improved privacy.

Design Guidelines and Development Policies should encourage the retention of existing mature trees and include appropriate landscaping measures including deep root zones and green roofs to soften the built form, improve the micro-climate and contribute towards the amenity of the area as well as for the buildings occupants.

11.4.2 Sub Precinct Naming

Sub-Precinct names takes inspiration from the City of Bayswater's Significant Tree Register, with those selected specifically for their historic or cultural connection to the town centre and surrounding areas including the kurrajong tree relocated as part of the METRONET program.

11.4.3 Sustainable and Green Built Environment

While Australian cities are internationally recognised for their liveability there remain many challenges facing its urban centres. These include planning for greater urban sustainability, equity and improving cities resiliency to the impacts of climate change.

The METRONET Office has developed a METRONET Sustainability Strategy to clearly define 'sustainability' in the context of METRONET and articulate the specific commitments of METRONET to achieve sustainable outcomes. It also ensures that sustainability is considered and embedded consistently across all METRONET Projects and is specifically applicable to the delivery of the station and public realm. The Redevelopment Scheme

identifies eight high level principles that the Planning Framework should follow to ensure new development enhances Bayswater's sustainability and mitigation, adaption and resilience to climate changes.

The Planning Framework should encourage Environmentally Sustainable Design (ESD) in accordance with Development Policy 1, Green Buildings to improve energy and water efficiency associated new development. The Planning Framework should also consider the inclusion of specific requirements for tree retention and planting as a mechanism to support the City of Bayswater's target of 20% tree canopy by 2025.

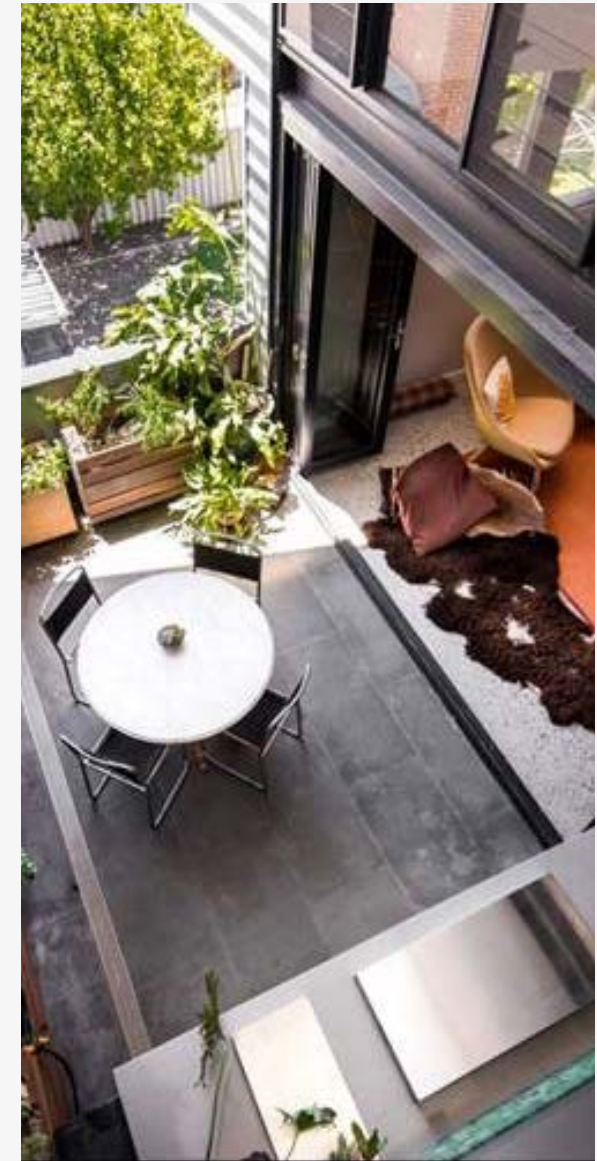


FIGURE 21 - THE SODA APARTMENTS, NEW NORTHBRIDGE (GRESLEY ABAS ARCHITECTS)



IMAGE CREDITS

Bayswater Train Station Artist Impression, METRONET	Cover
Elizabeth Quay Opening Ceremony, DevelopmentWA	Inside cover

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