



Bayswater Town Centre Structure Plan **Scenario Development Workshop**

December 2016



Welcome from The City of Bayswater

Thank you for giving up your Saturday morning to participate in this workshop!





Workshop Ground Rules

Bayswater Town Centre Structure Plan

Scenarios Workshop

- Focus on possibilities and positive futures rather than bring up the past
- Focus on what really matters
- Keep on topic today
- One speaker at a time
- Respecting each others views
- Be open and honest
- **Above all, have fun!**



Workshop Housekeeping

Bayswater Town Centre Structure Plan

Scenarios Workshop

- Mobiles – off or on silent please
- Bathroom and exit locations
- Refreshments
- Photographs?





Questions and Parking Lot

Bayswater Town Centre Structure Plan

Scenarios Workshop

- Note questions that occur to you during the presentations on the TPG sticky notes;
- If time permits we will answer these;
- Otherwise if we can't answer them all, we will follow up with responses after the workshop.

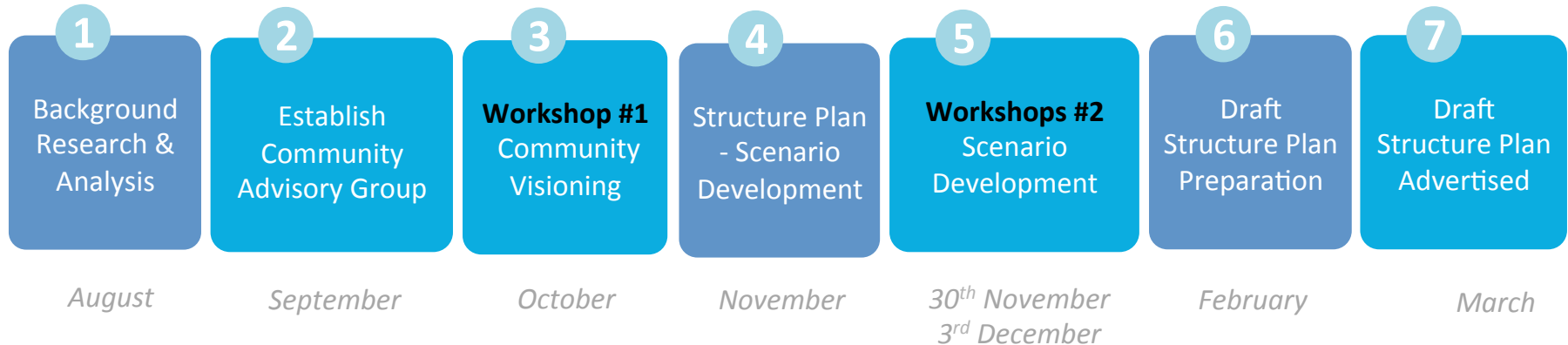




The Project Process

Bayswater Town Centre Structure Plan

Scenarios Workshop





Project Personnel and Expertise

Bayswater Town Centre Structure Plan

Scenarios Workshop

TPG + Place Match

Andrew Howe – Project Director

Oliver Penman – Lead Urban Designer

Alison Healey – Project Coordinator & Senior Town Planner

Cath Blake-Powell – Lead Community & Stakeholder Engagement

Jessica Black – Senior Community & Stakeholder Engagement

Susannah Penman – Senior heritage Planner

AEC Group – Economics

FLYT – Traffic & Transport

Technical Advisory Group

Department of Planning

Department of Transport

Public Transport Authority

Main Roads WA

Housing Authority

Department of Water



Community Advisory Group

Bayswater Town Centre Structure Plan

Scenarios Workshop



Leanne Page
Elizabeth Cavalli
Caleb Goods
Wayne Zilko
Kevin Howard
Clare Chamberlain
Lindsay Dove
Colin Ward
Richard Lyster
Kathryn Jones
Tessa Hopkins
Greg Da Rui
Tony Green
Greg Smith
Phil Slater
Linda Bullock
Gary Warne



Workshop #2 Agenda

Bayswater Town Centre Structure Plan

Scenarios Workshop

- 1 Why Are We Here?
- 2 Bayswater Town Centre in Context
- 3 Where Are We Headed – A Structure Plan?
- 4 What did we hear at Workshop 1?
- 5 General Design Principles & Opportunities
- 6 **Task 1:** Opportunities for Bayswater Town Centre
- 7 *Tea Break*
- 8 Explanatory Section
- 9 **Task 2:** Where can/should we locate development potential?
- 10 Next Steps

- Higher order state level (WAPC) policy.
- Bayswater in context of surrounding shopping centres, town centres and main streets.
- Major future influences such as new airport rail link, Ellenbrook rapid bus transit to Bassendean station, changes in vehicular use through technology.



Where Are We Headed?

Bayswater Town Centre Structure Plan

Scenarios Workshop

What is a Structure Plan?

A Structure Plan is a guiding document which provides a vision for a defined area.

- Sets out principles and strategies to achieve that vision.
- Guides the future zoning and overall development (built form) intended for the Town Centre.
- Recommends actions to help realise the vision:
 - e.g. scheme amendment, streetscape improvement plans, travel demand management, design guidelines, developer contributions, place-making strategies (all to be determined)

Legend

-  Bayswater Structure Plan Boundary
-  Mertome Master Plan Boundary
-  Bayswater Character Protection Area Boundary
-  400m Radius from Bayswater Station
-  Bayswater Station



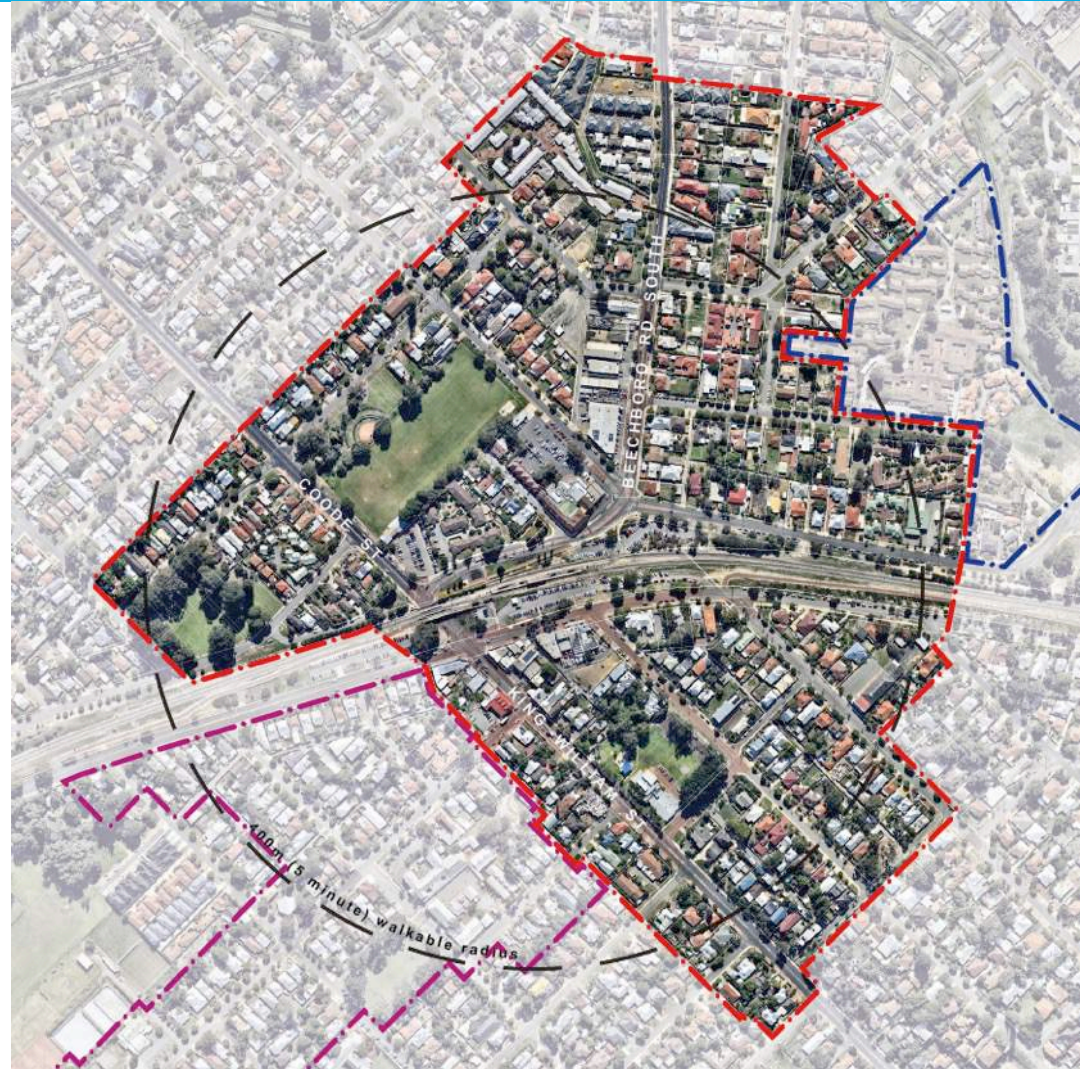


Vision Workshop RECAP

What we heard...

We asked:

- How do you currently relate to and interact with the town centre?
- And how would you like to...





What we Heard...

Bayswater Town Centre Structure Plan

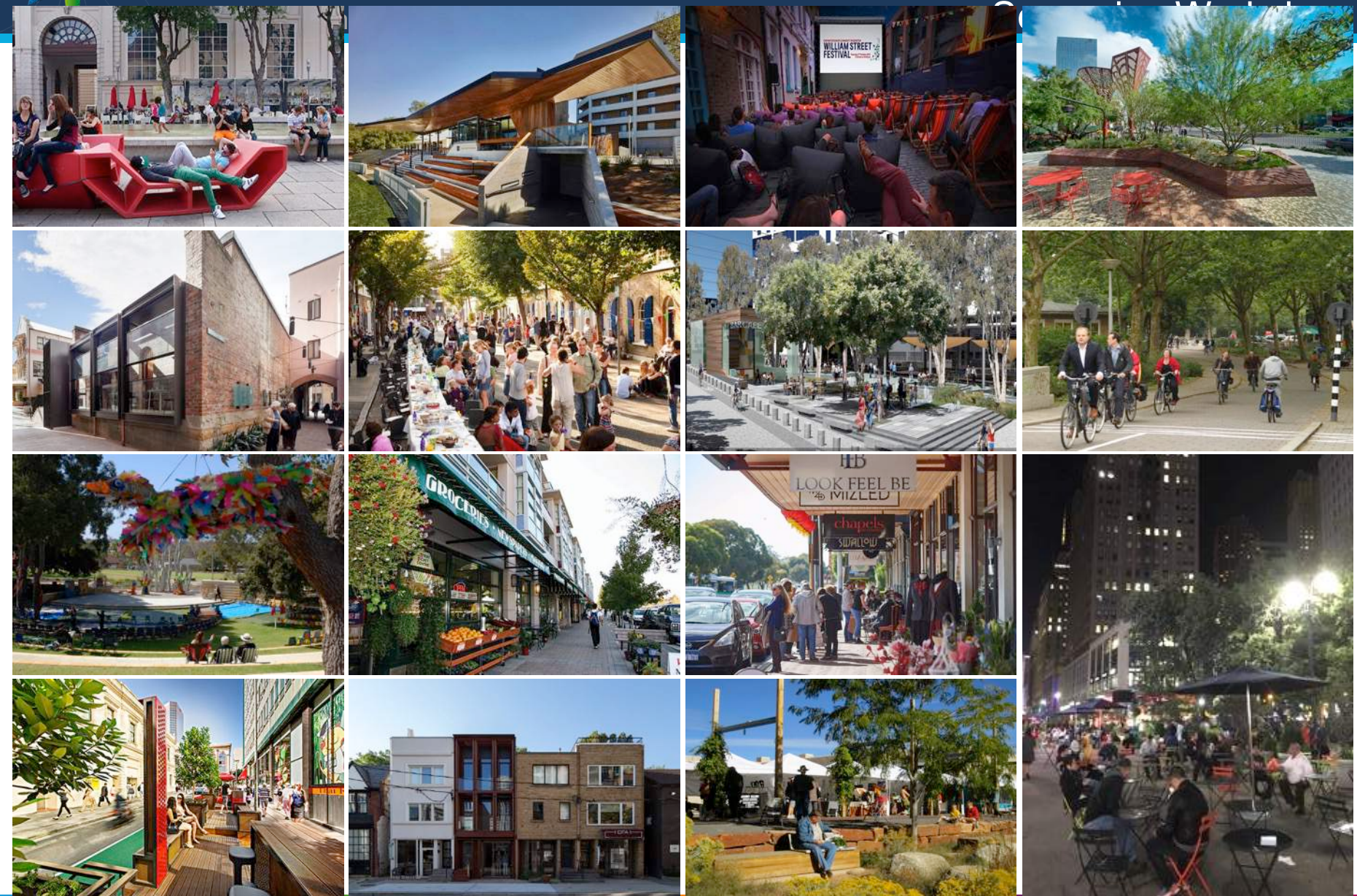
Scenarios Workshop

Key themes that emerged from the last workshop were that people desired a Town Centre that:

- had increased **activity** and **vibrancy**
- was **green** and **leafy**
- **celebrated** and respected its **heritage**
- was **pedestrian** and **bicycle** friendly
- was less impacted by **rail** and **roads**
- encouraged **good quality** & **site responsive design**



What we Heard...



What we Heard...





General Design Principles & Opportunities

Four broad areas of investigation...

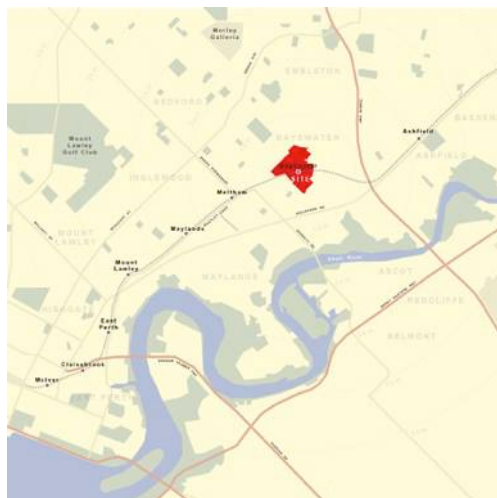




RECAP – Centre Context

Bayswater Town Centre Structure Plan

Scenarios Workshop



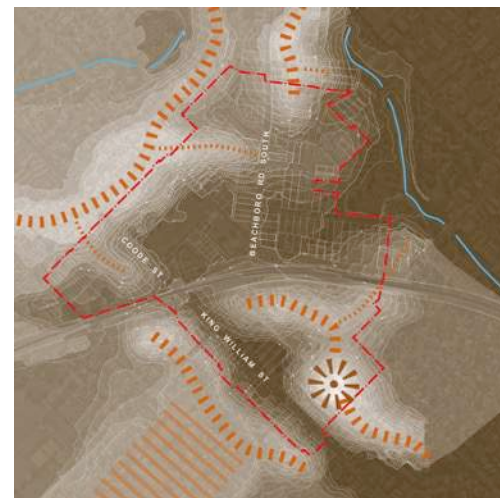
CITY CONTEXT

- Rail – radial & future spur line
- Road – access to highway frame



LOCAL CONTEXT

- Good array of parks & schools.
- Nearby Guildford Rd, light industrial and Morley large format retail.



LANDFORM

- Town centre framed & punctuated by ridgelines.
- Unique setting.

EXISTING:

- Street grids intersect around train station – creating some acute corners.
- Rail creates physical and perceived barrier.

OPPORTUNITIES:

- North-south connectivity and sense of connection could be enhanced.





- Perceived safety issue of pedestrian underpass and areas around train station.
- Poor amenity for walking in some areas.

- Improve safety
 - Widen underpass / footpaths.
- Formalise, shade and celebrate pedestrian desire lines.





RECAP – Vehicle Movement

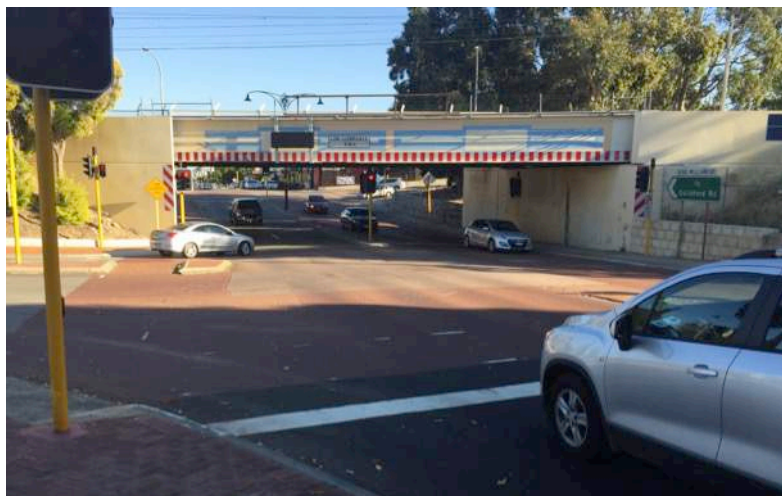
Bayswater Town Centre Structure Plan

Scenarios Workshop



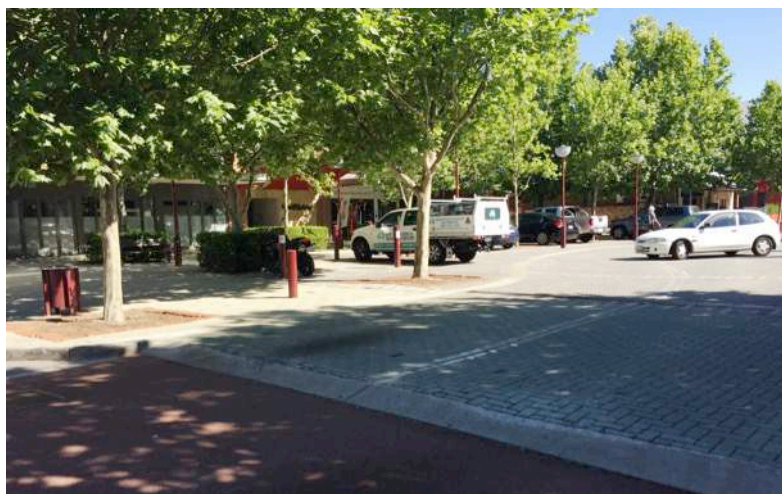
EXISTING:

- Rail underpass creates vehicle pinch-point.
- Higher speed through-traffic due to lack of broader network options.



OPPORTUNITIES:

- Explore ways to calm traffic in pedestrian priority areas.
- Blend of local measures and broader strategies (e.g. right hand turn to Garratt from Guildford Rd).





EXISTING:

Surface parking around:

- Station
- Community uses
- Shops

OPPORTUNITIES:

- Improve parking functionality
- Improve parking presentation



EXISTING:

- Train line bike path well used, but ends strangely (temp.).
- Future Leake St bike Boulevard.

OPPORTUNITIES:

- Additional bike lanes on busier roads.
- A good retail street for people should be bike friendly without specific lanes.



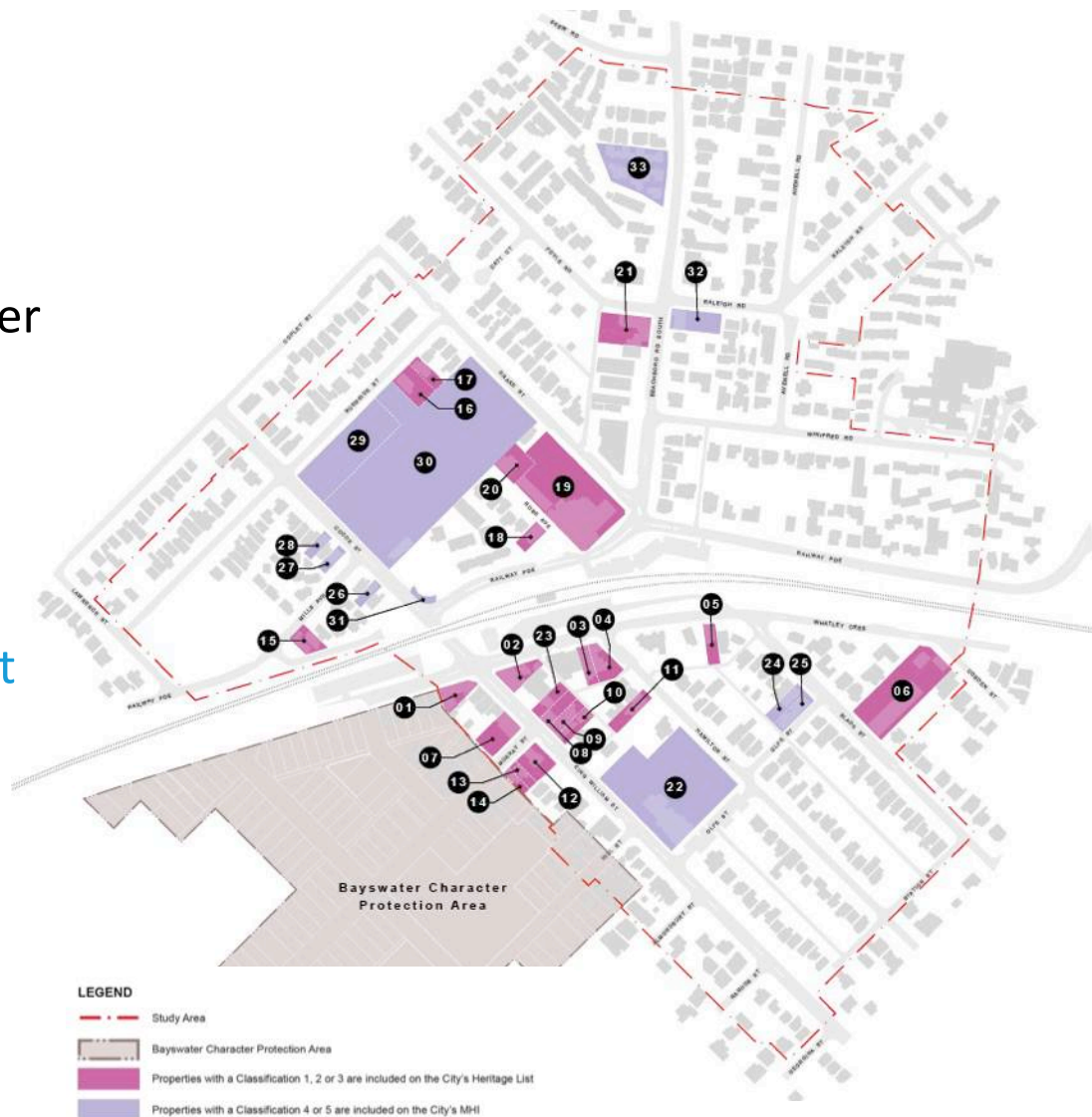


**Built Form &
Character**

Scenarios Workshop

- Contains a number of Heritage Listed places
- Adjacent to Bayswater Character Protection Area

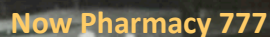
- are **valued** by the community
- provide a **window into the past**
- deliver a pedestrian **ambience** that is hard to replicate
- helps to **distinguish** Bayswater from other places





Bayswater Town Centre Structure Plan

Scenarios Workshop



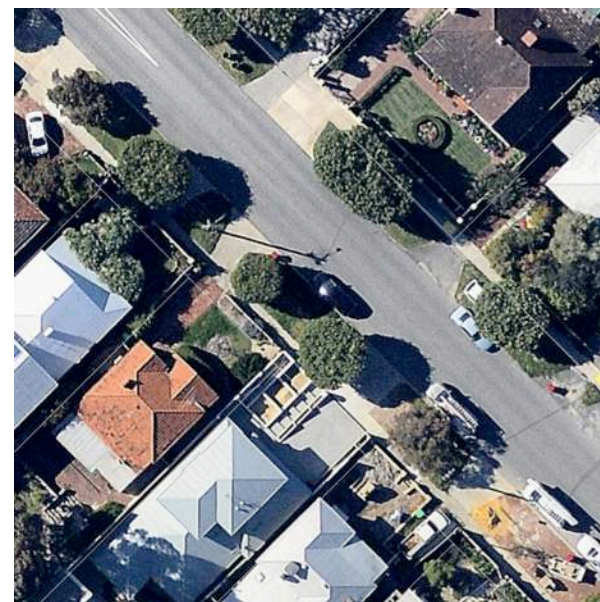
Images courtesy of the Bayswater Historical Society



RECAP – Built Form & Character

Bayswater Town Centre Structure Plan

Scenarios Workshop



LANDFORM

- Topography is a strong influencing factor.

CHARACTER

- Climate-responsive elements (verandahs and awnings).

LOT SIZES

- Vary between areas & within streets.



RECAP – Character *Shopfronts*

Bayswater Town Centre Structure Plan

Built Form &
Character



Scenarios Workshop

Common ‘traditional elements’ for shopfronts include:

- built to the street
- large display windows
- generous awnings (replacing original verandahs)
- decorative parapets
- pilasters
- recessed entries

These give a **consistency, interest** and **rhythm** to the streetscape

Can be **interpreted** in modern ways





LANDFORM

- Parks (& retail uses) typically located in low land.
- Open drainage lines connect through to river.

TYPES

- Lots of well-loved parks.
- *Lack of urban plaza spaces?*
- *More tree plantings – celebrate ‘Garden City’ moniker?*
- *Better Streets?*

SAFETY

- Possible safety issues w/ underpasses, parks, rail.
- *Opportunities to improve activation / overlooking?*



EXISTING:

- Established tree communities in parks.
- Retail streets have less canopy than residential areas.



OPPORTUNITIES:

- Look for opportunities to increase urban tree canopy.
- Align priority tree planting boulevards to pedestrian ‘desire lines’.



RECAP - 'Garden City'

Bayswater Town Centre Structure Plan

Open Space &
Public Realm



Scenarios Workshop

OPPORTUNITIES:

- Increase tree canopy in retail areas.
- Connect Bert Wright Park & Halliday with avenues of shade.



EXISTING:

- Predominantly residential, single dwellings
- Grouped dwellings north of railway
- Two retail clusters

OPPORTUNITIES:

- Look to encourage different residential forms such as:
 - Terraces
 - Apartments
 - Mixed use buildings





RECAP – Activity & Land Use

Bayswater Town Centre Structure Plan

Activity &
Land Use



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EXISTING:

- A centre that ‘has it all’.
- *A centre that ‘has it small’.*
- Morley caters for larger bulky goods requirements.

OPPORTUNITIES:

- Encourage and support the small (‘fine-grained’) retail character.

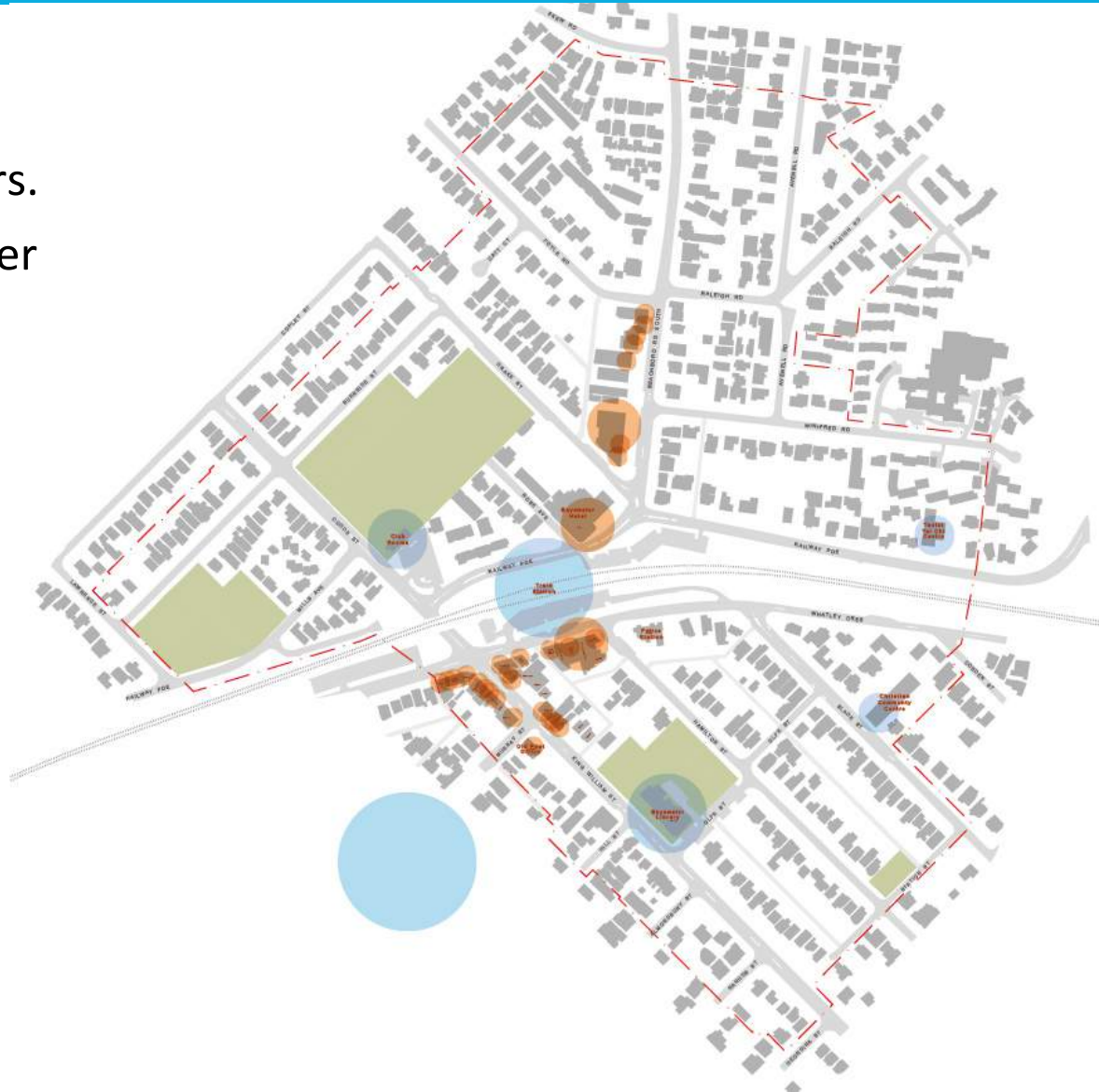


EXISTING:

- Two separated retail clusters.
- Civic elements spread further afield.

OPPORTUNITIES:

- Look to better connect between destinations, both retail and civic.



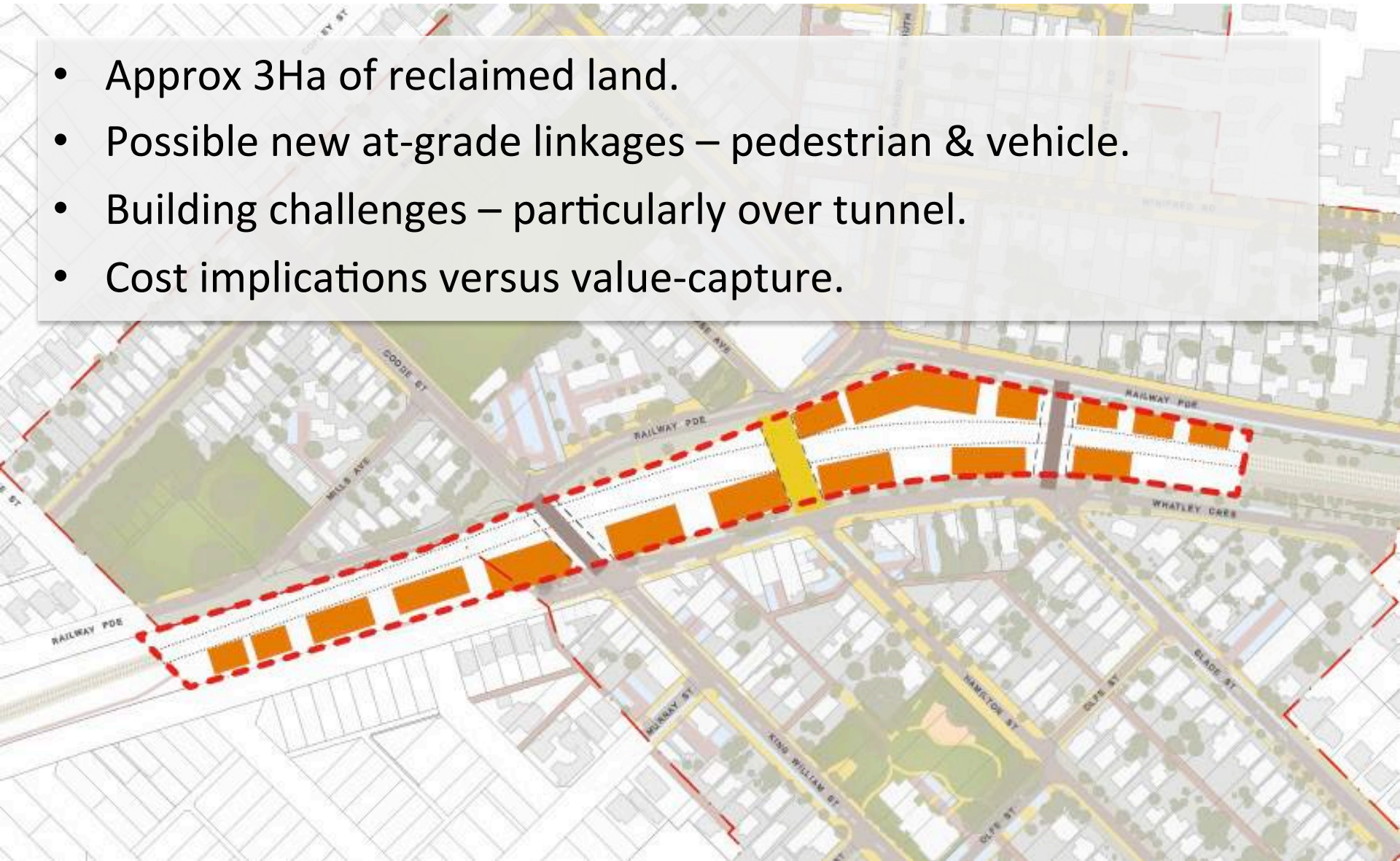


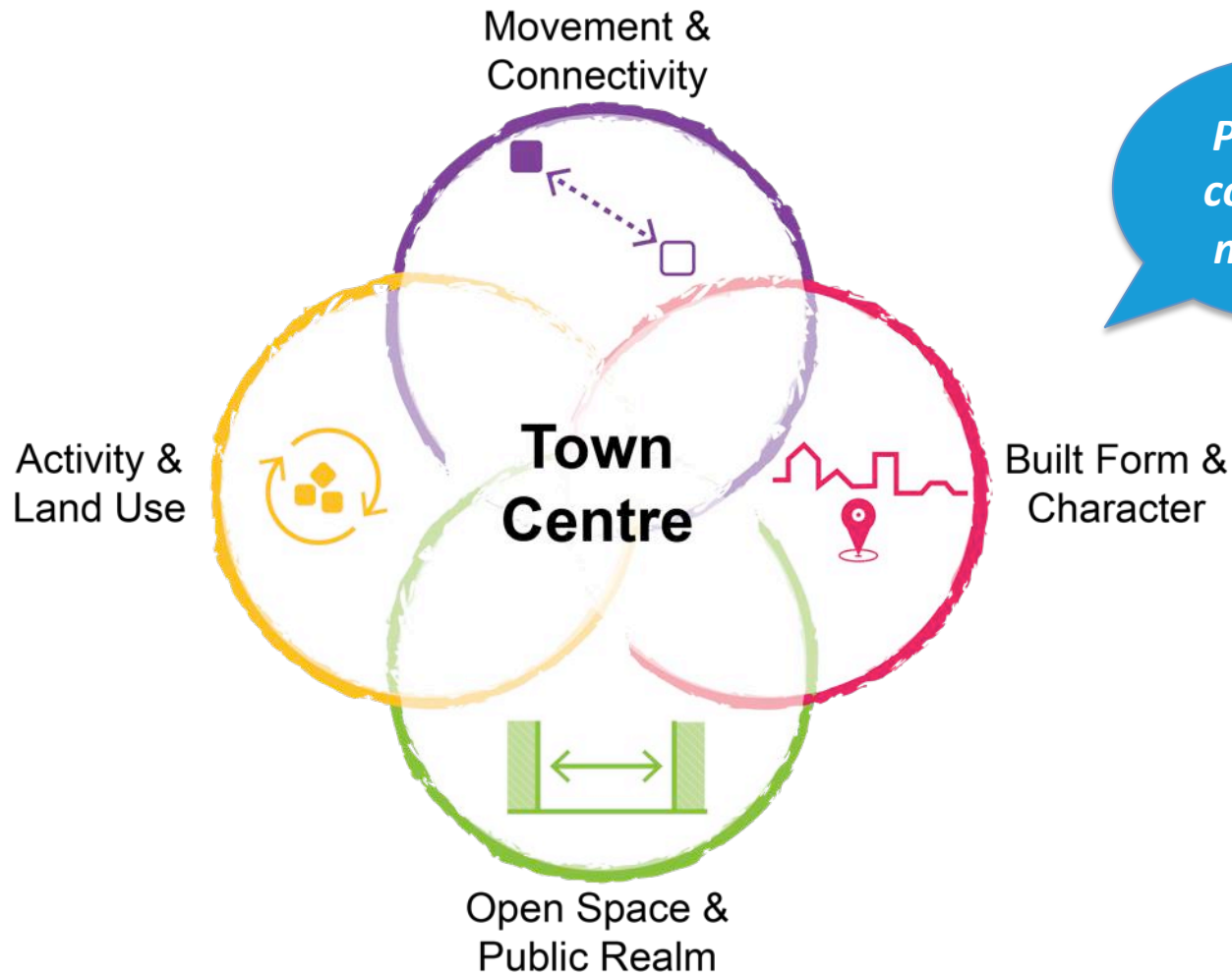
Sinking the Rail?

Bayswater Town Centre Structure Plan

Scenarios Workshop

- Approx 3Ha of reclaimed land.
- Possible new at-grade linkages – pedestrian & vehicle.
- Building challenges – particularly over tunnel.
- Cost implications versus value-capture.





*Positive,
collective
memory*



Task 1:

Partner Activity: Exploring Opportunities for the Town Centre



Task 1:

On your table, divide into pairs.

Each pair will receive 4 worksheets with the 4 Key Themes and their associated Opportunities.

Rank in order of Priority for each Key Theme (1 is highest, 6 is Lowest) and then tell us your ideas to ACHIEVE or IMPROVE these Opportunities.

You can complete all 4 worksheets or concentrate on the Opportunities you feel you can best contribute.



Tea Break!





PART 2: ~~Explanatory~~ Exploratory Section



A TAPESTRY of urban environments with different:

- Activity levels
- Topography
- Lot sizes
- Building age

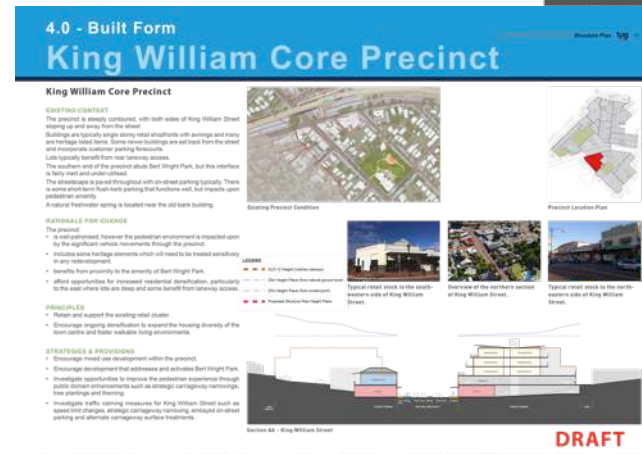
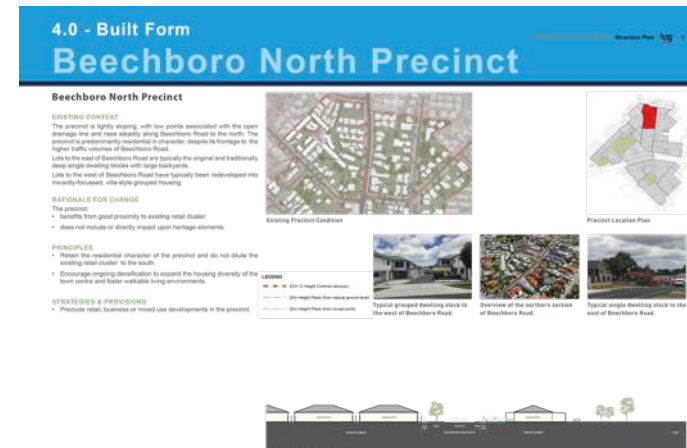
Each warrant their own consideration.
How they work and inter-relate now?
And how might they in future?



Each Precinct is considered in terms of:

- Existing Condition
- Rationale for Change
- PRINCIPLES
- Strategies & Provisions

Principles are paramount





How can we encourage change?

Bayswater Town Centre Structure Plan

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Just changing the height control does not guarantee change.

- Small lots are hard to redevelop / amalgamate.
- There needs to be market demand.
- Other requirements such as parking rates have an impact.

Supporting streetscape / placemaking strategies can help.



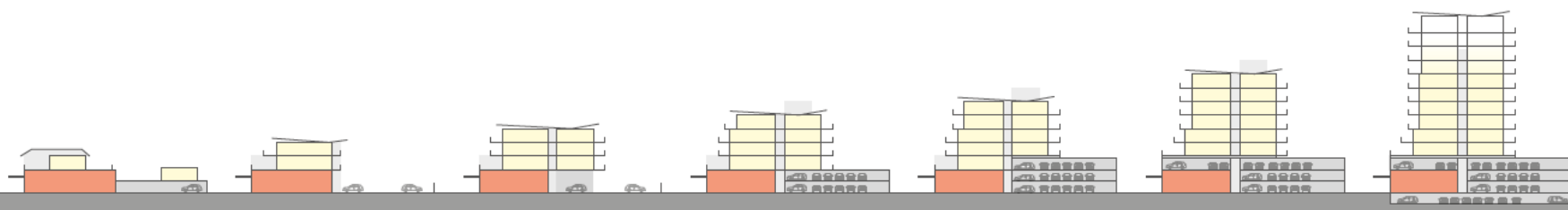
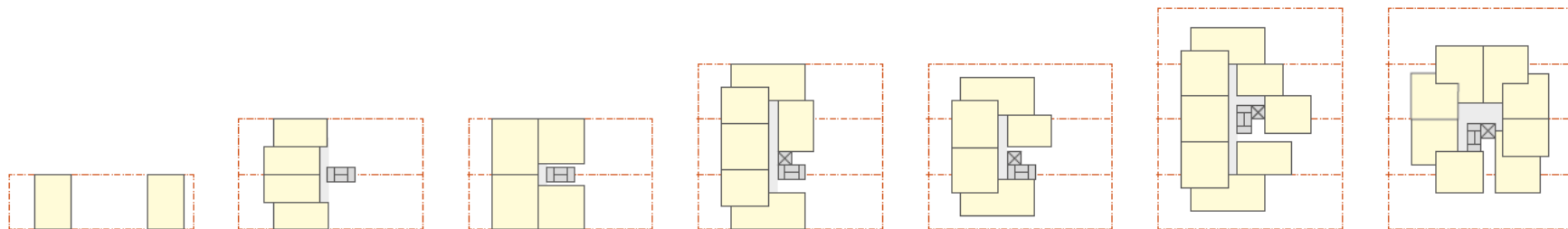
Height Implications

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Based on typical 3:1 town centre lots, without topography.

As development height increases, so do parking requirements, setbacks and construction costs.



2 Storey

- terrace or walk-up apartment
- garage parking
- suits narrow lot

3 Storey

- walk-up apartment
- open surface parking
- single-loaded corridor
- can adapt to suit smaller lots

4 Storey

- walk-up apartment
- possible lift
- undercroft surface parking
- amalgamation typically required

5 Storey

- lifted apartment
- possible lift
- podium parking
- larger lot or multiple lot amalgamation typically required

6 Storey

- lifted apartment
- podium parking
- larger lot or multiple amalgamation required

8 Storey

- lifted apartment
- multiple podium / semi-basement
- larger lot or multiple amalgamation required

9+ Storey

- lifted apartment
- higher construction costs (over 25m requires pressurised fire stairs and increased sprinkler systems)
- podium & basement
- larger lot or multiple amalgamation required

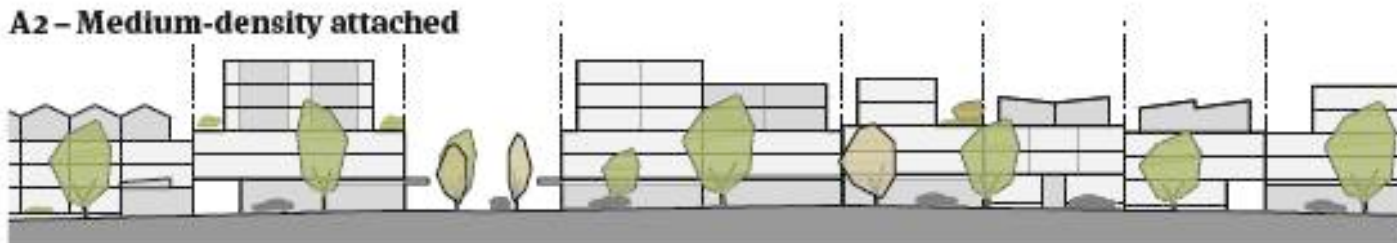
Recently released Draft State Planning Policy that seeks to help establish a common minimum standard for multi-unit dwellings.

- Requires streetscapes to be nominated as attached or detached – so where might we nominate attached?

D2 – Medium-density detached

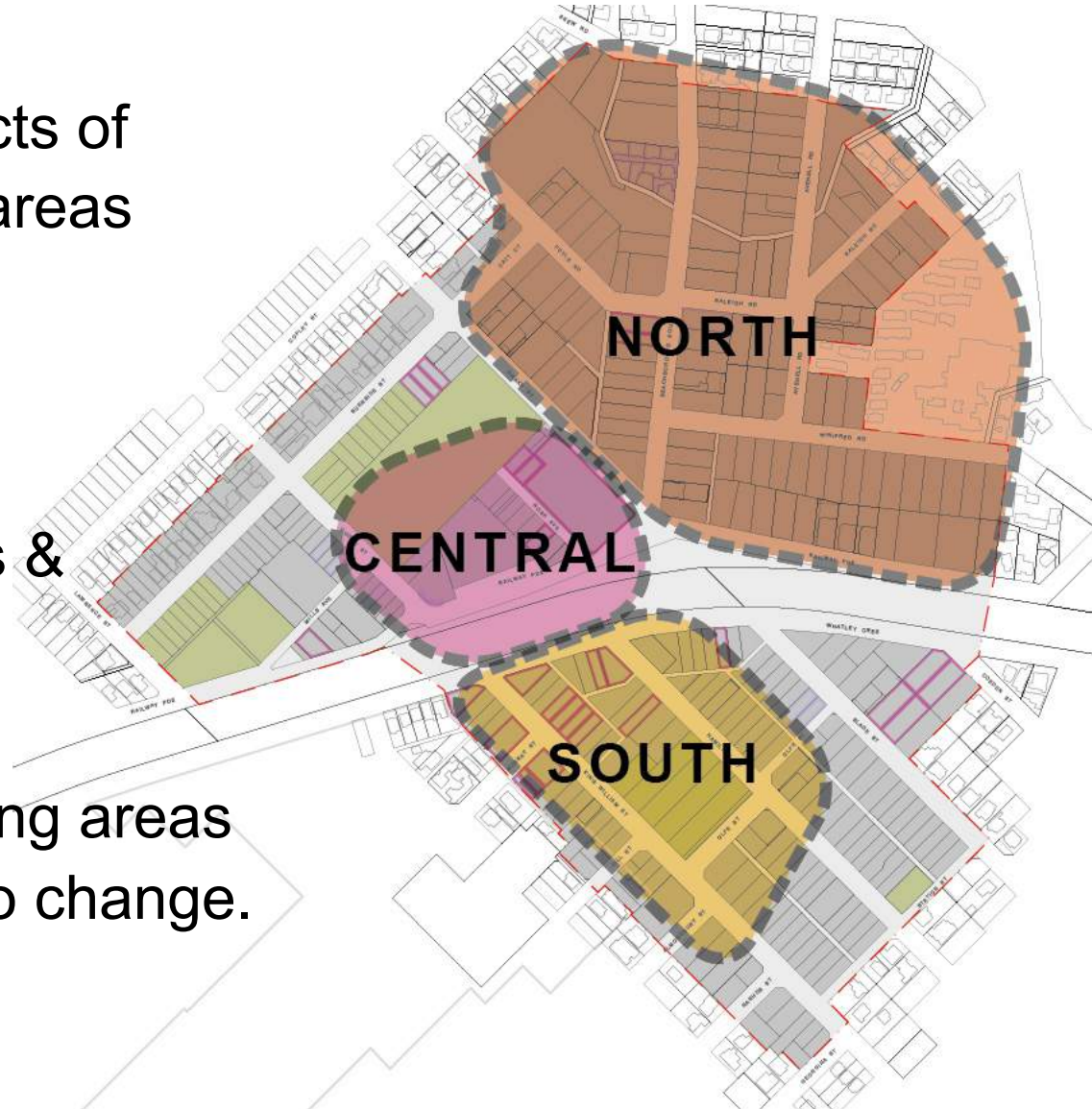


A2 – Medium-density attached



To avoid diluting the effects of change, focus on broad areas with:

- Higher activity
- Larger lots
- Nearby amenity (parks & shops)
- There are corresponding areas where we may want no change.





What can (or should) redevelopment do?

Bayswater Town Centre Structure Plan

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At a minimum, new build should :

- 'Behave' well with neighbours
- Contribute well to the street
- Bring more people / activity





Heritage Responses

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Heritage buildings can be retained, adaptively reused and sensitively incorporated into new development.



Well-designed new work can have a positive role in the interpretation of a place.





Heritage Responses

Bayswater Town Centre Structure Plan

Scenarios Workshop

Opportunities to reinstate lost/missing features should be encouraged.





SYMPATHETIC SCALE

COMMON ELEMENTS

New work should respect the context, strength, scale and character of the original, and should not overpower it (i.e. through upper floor setbacks)

...and occasionally larger or special sites can provide additional public benefits such as:

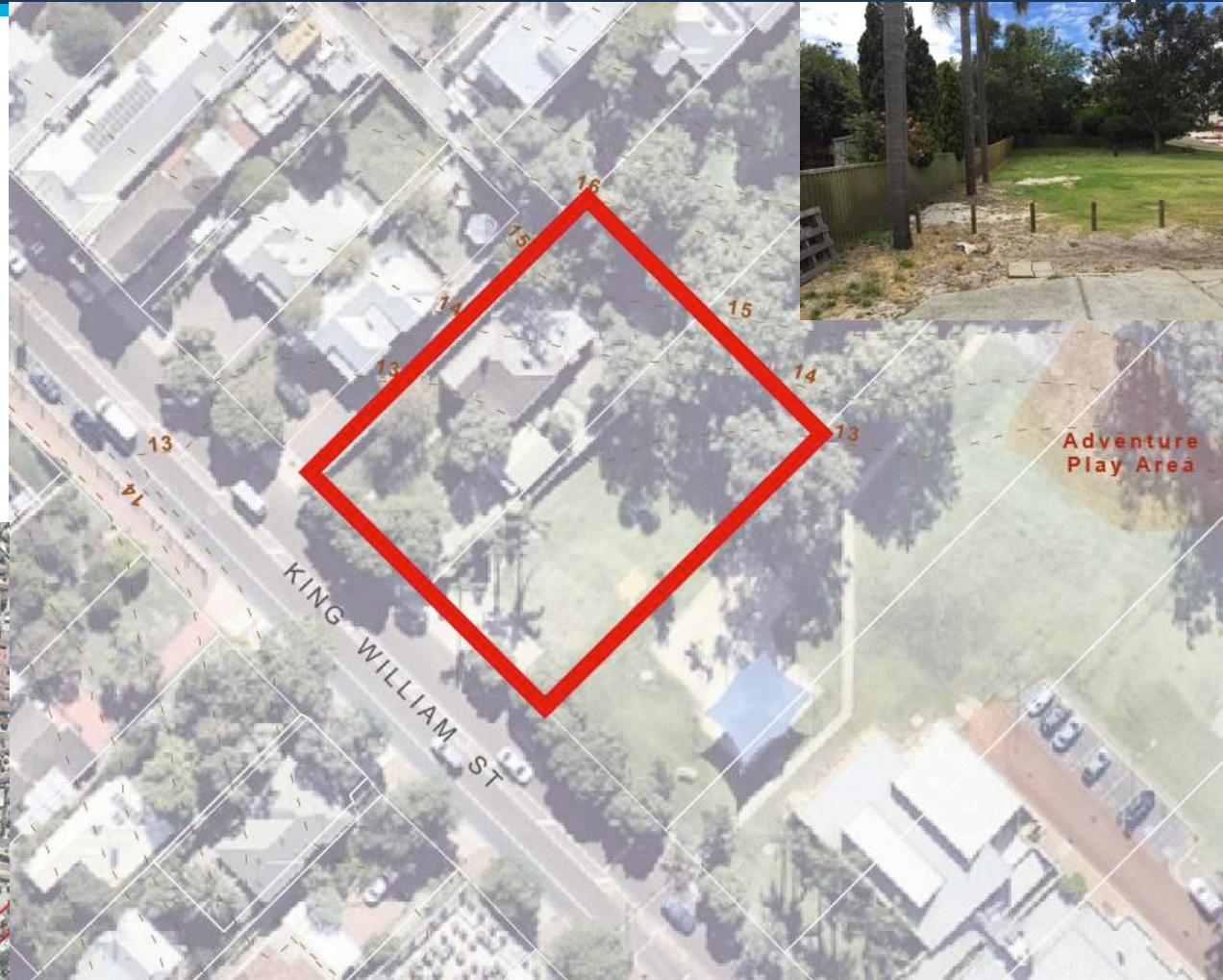
- Pedestrian links
- Plazas & Forecourts
- Landscape enhancements (Trees)
- Public parking



Indicative Exploratory Site-Specific Concepts

EXISTING:

- Park edge a bit underwhelming.
- Poor surveillance of dark corner.





IMAGINED - Bert's Corner

Bayswater Town Centre Structure Plan

Scenarios Workshop

POSSIBLE:

- New active plaza – café & shaded transitional space.
- Ped link down to park from lane.
- Better surveillance of park.



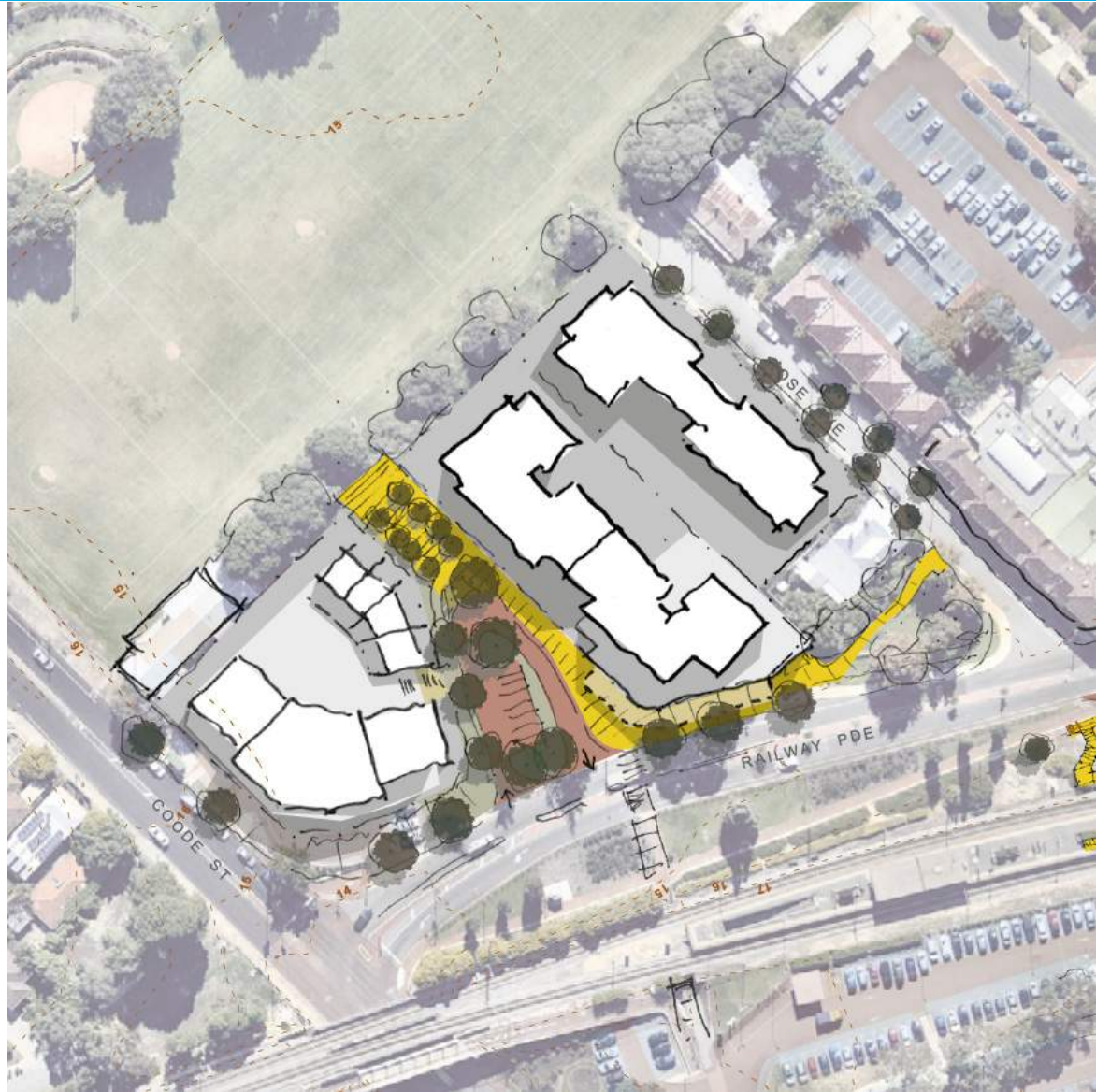
EXISTING:

- Pedestrian underpass leads to residential, parking and park arrival.



POSSIBLE:

- New pedestrian link.
- New retail corner.
- Better surveillance of park.





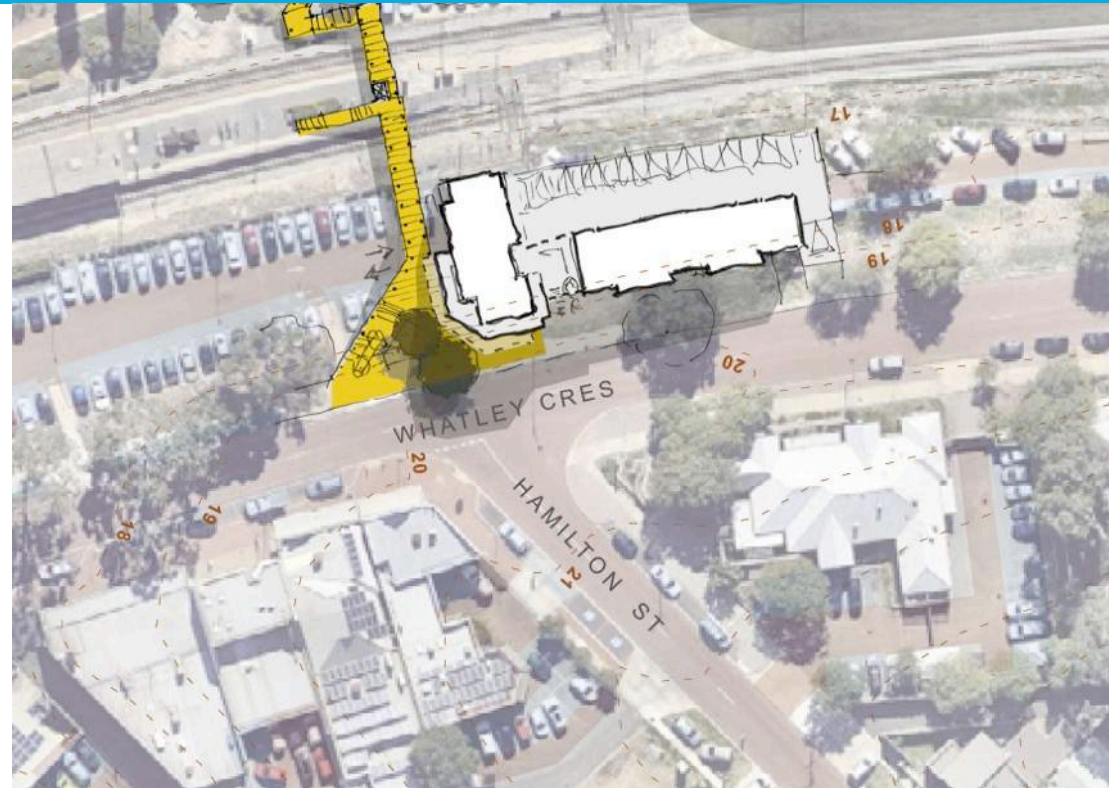
EXISTING:

- Single sided retail.
- Commuter parking below street level.



POSSIBLE:

- Public plaza at crest in road. Framed with retail.
- Pedestrian link over rail to station and north side.
- Decked parking structure.
- Residential / commercial uses above.





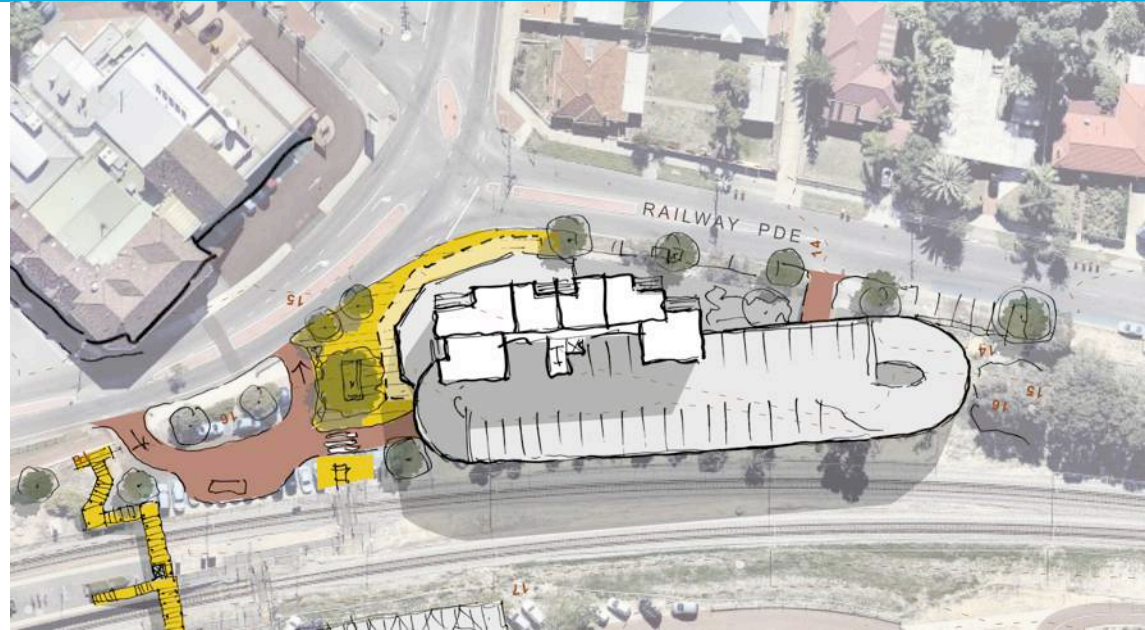
EXISTING:

- At-grade pedestrian crossing accessed through commuter parking.



POSSIBLE:

- New plaza arrival to at-grade pedestrian crossing.
- Decked parking structure.
- Residential / commercial uses above.





IMAGINED - Bayswater Junction

Bayswater Town Centre Structure Plan

Scenarios Workshop



POSSIBLE:

- More tree plantings
- More embayed on-street parking.
- Encourage laneway access.
- Special road treatments.



POSSIBLE:

- Rationalise acute intersections.
- More tree plantings
- More nose-in on-street parking.
- More pedestrian area.

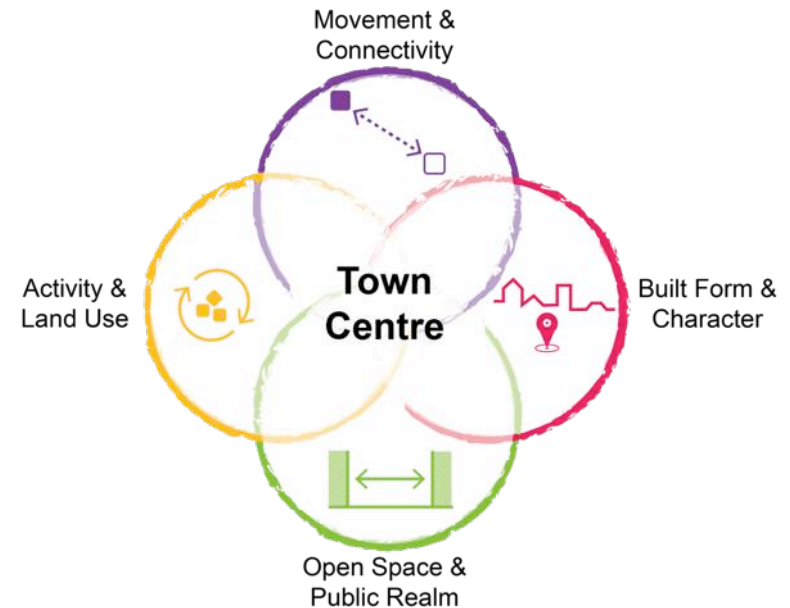




Structure Plan Options

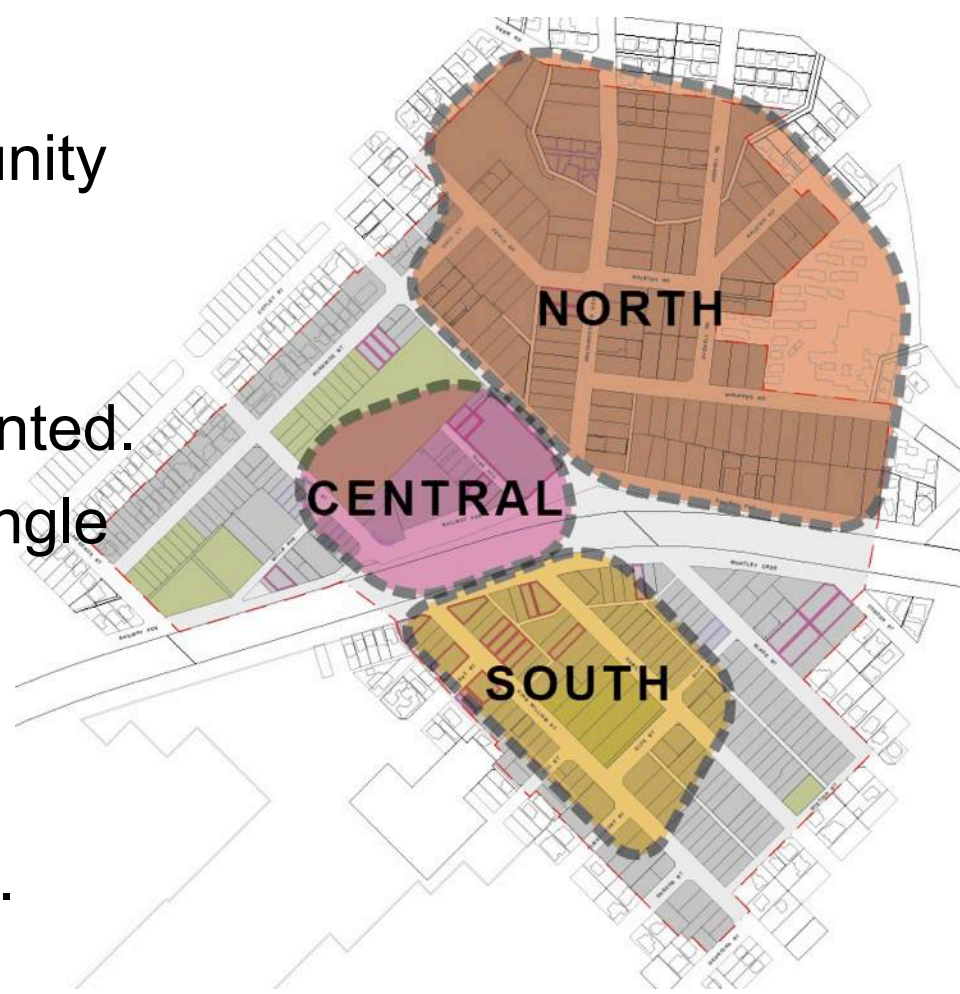
Structure Plan needs to:

- Use development potential to help achieve broader common goals for the area.
- Explore options for each precinct & rationale for change.
- Consider how each precinct interacts with others.
- Needs to consider likelihood of change.



Both options seek to locate additional development opportunity so as to:

- Support local retail activity.
- Focus change where it is wanted.
- Transition appropriately to single houses.
- Enhance safety of parks.
- Retain consistent and established residential areas.



LEGEND

 Structure Plan Boundary

 2 storey

 3 storey

 4 storey

 5 storey

 6 storey

 8 storey

 Landmark corner site

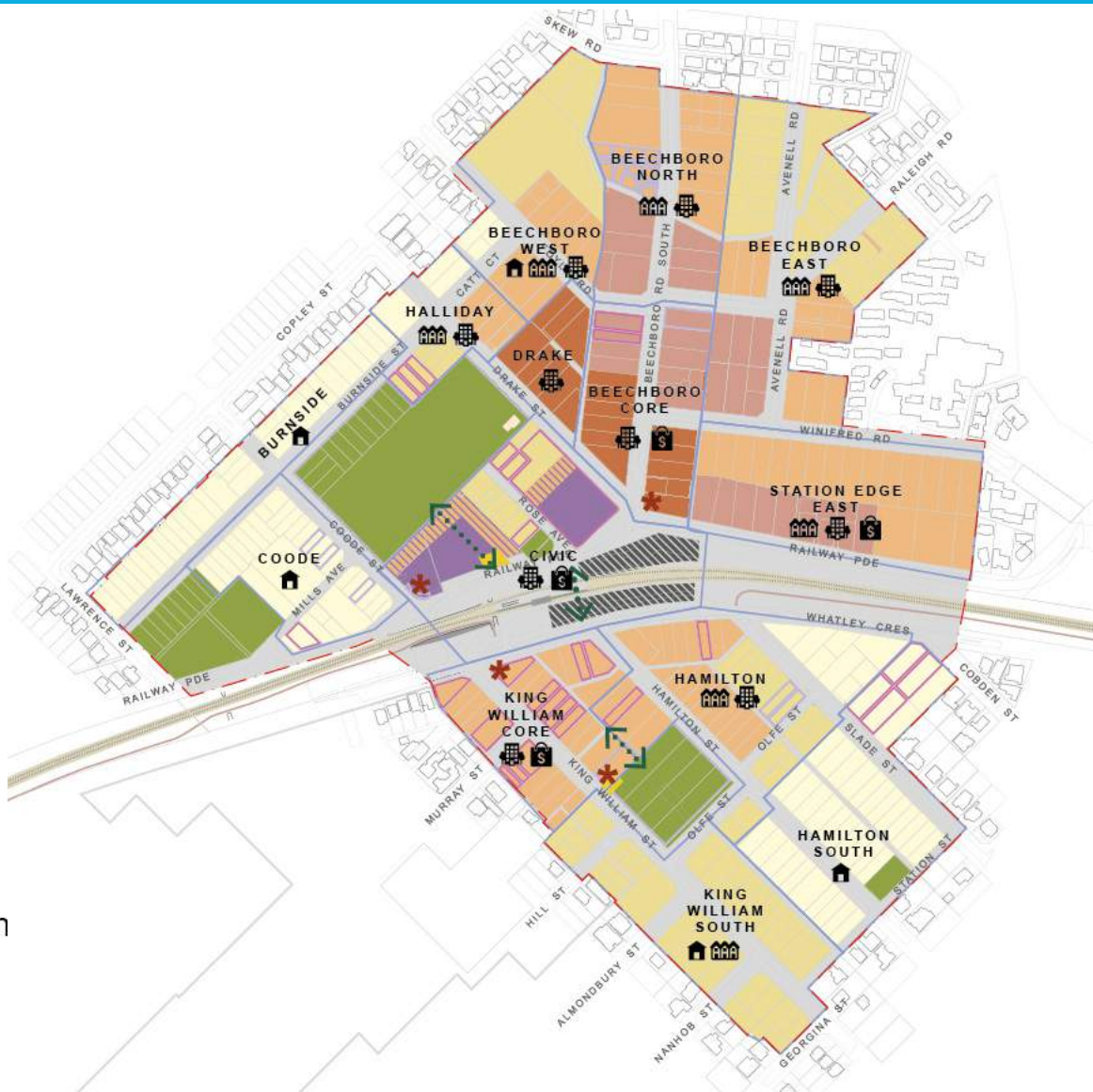
 Pedestrian linkage opportunity

 Public Open Space



LEGEND

-  Structure Plan Boundary
-  2 storey
-  3 storey
-  4 storey
-  5 storey
-  6 storey
-  8 storey
-  Landmark corner site
-  Pedestrian linkage opportunity
-  Public Open Space





Where do you see the centre of town as being?

- A square?
- A building?
- A landmark?
- The train station?
- A street?

Do we need to define it,
or can it evolve naturally?





Task 2:

Table Activity: Where Can / Should we Locate Development Potential?



Task 2:

For this task you will work as a table group.

Each table will receive a copy of Scenario One and Scenario Two.

Decide what aspects of each scenario you LIKE and what you would IMPROVE. Give a star rating.

Table Facilitators will record your answers.

A large, light blue speech bubble with a dark blue outline and a tail pointing towards the bottom left. Inside the bubble, the words "GROUP" and "FEEDBACK" are written in a bold, blue, sans-serif font, stacked vertically.

GROUP FEEDBACK



Next Steps





Thank you!

Visit
<http://engage.bayswater.wa.gov.au/engage-bayswater>

