

BAYSWATER ECO INDUSTRY

PRECINCT 2 - SITE ANALYSIS



URBAN REGENERATION
STUDENT PROJECT

*'Bayswater Industrial
Area Regeneration'*



Curtin University

SCHOOL OF DESIGN AND
THE BUILT ENVIRONMENT | SEMESTER
ONE 2019

UNIT | Urban Regeneration
(Urban and Regional Planning Course)
UNIT COORDINATOR | Dr Courtney Babb

INTRODUCTION & PURPOSE

The Bayswater Industrial Area faces issues of poor image maintenance and non-governance, resulting in a disjointed and unsightly urban form. An urban regeneration will see the emergence of a new identity, where the stakeholders are proud of where they operate.

PROJECT VISION

In collaboration with precincts 1 and 3, a consistent vision statement was formed to guide the overall concept for the regeneration of the Bayswater Industrial Area (BIA), with each group having a focus towards sustainability.

"A regenerated BIA hopes to create a highly integrated environment with a diversity of industries, inspiring the adaptive reuse of existing buildings, innovation and creativity whilst supporting local employment opportunities"
- Vision Statement

REGIONAL CONTEXT

Bayswater Industrial Area (BIA) is located within the municipality of the City of Bayswater (the City or CoB) and covers an area of 1.07 square kilometres. The site is uniquely placed, sitting no more than 7km from Perth Central Business District (CBD), Perth Airport and the Midland Town Centre. The site is located in close proximity (<1km) to the Midland railway line and Tonkin Highway. 800m south of the site is the Swan River.

LOCAL CONTEXT

BIA is bounded by Collier Road (north), Tonkin Highway (east), Beechboro Road (west) and the Midland Railway (south). The site's close proximity to Tonkin Highway provides great benefit to the site as being a major regional transport linkage to other regions of Perth Metropolitan Area (PMA). Other roads such as Collier Road serve as major roads within the CoB and the nearby Town of Bassendean. BIA is also located within walking distance to the Bayswater Town Centre, including the Bayswater Train Station. The site's proximity to railway public transport, which is soon to include the Metronet upgrades, as well as proposed increases to residential density, creates a highly accessible place of employment.

SITE HISTORY

The subject site was first developed in the 1950s, being a mostly residential area with traditional market garden housing. Other uses such as light industry were present, often linking to the site's previous rural usage (CoB 1953). The mid-to-late 1980s saw a major land use change in the site, moving from residential dominance to Bayswater's new industrial centre (CoB 1989). The present site, all-though with modern issues, is a strategically located and established industrial park that is key to Bayswater's economic future.

PLANNING FRAMEWORK

Perth and Peel @3.5 Million - 4.4 Industrial Centres (PP@3.5)
PP@3.5 is the guiding document for the WAPC's high level strategic planning for the Perth and Peel regions. Under PP@3.5, BIA is located within the Central Sub-Region. Section 4.4 highlights the need for the protection of efficient and well located industrial areas within the region.

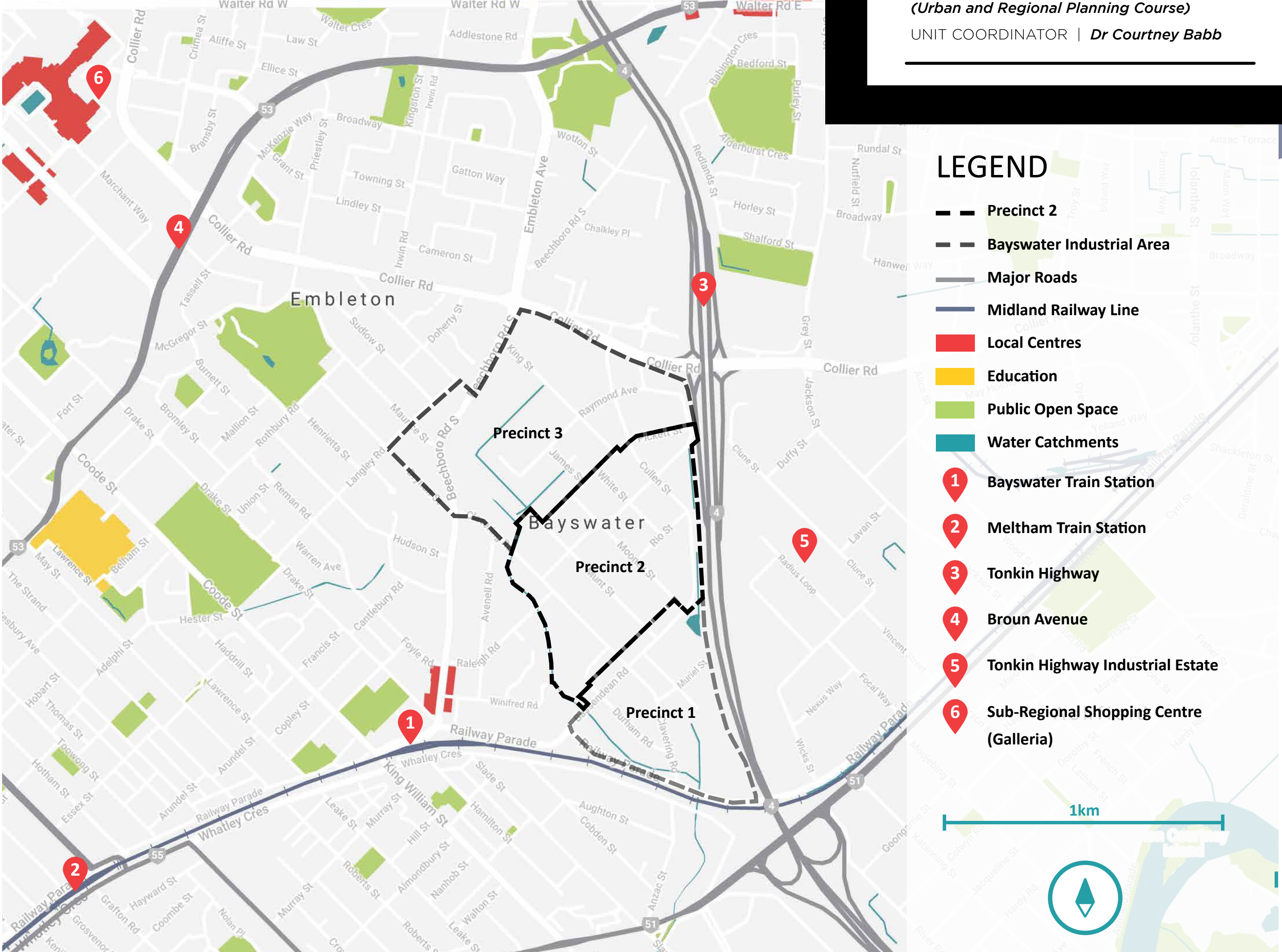
Metropolitan Region Scheme (MRS)
Under the MRS, BIA is zoned entirely industrial. Future regeneration of the site must follow and be classified 'Industrial'.

City of Bayswater Town Planning Scheme No. 24 (TPS24)
TPS24 determines the exact type of land use for each lot. Under TPS24, BIA is zoned mostly industrial, with various lots zoned 'mix-use' and 'Crown allotment.'

City of Bayswater Municipal Heritage Inventory (MHI)
Sites within the BIA are noted as cultural heritage lands according to the MHI. Future regeneration must acknowledge the significance of this land to the area.

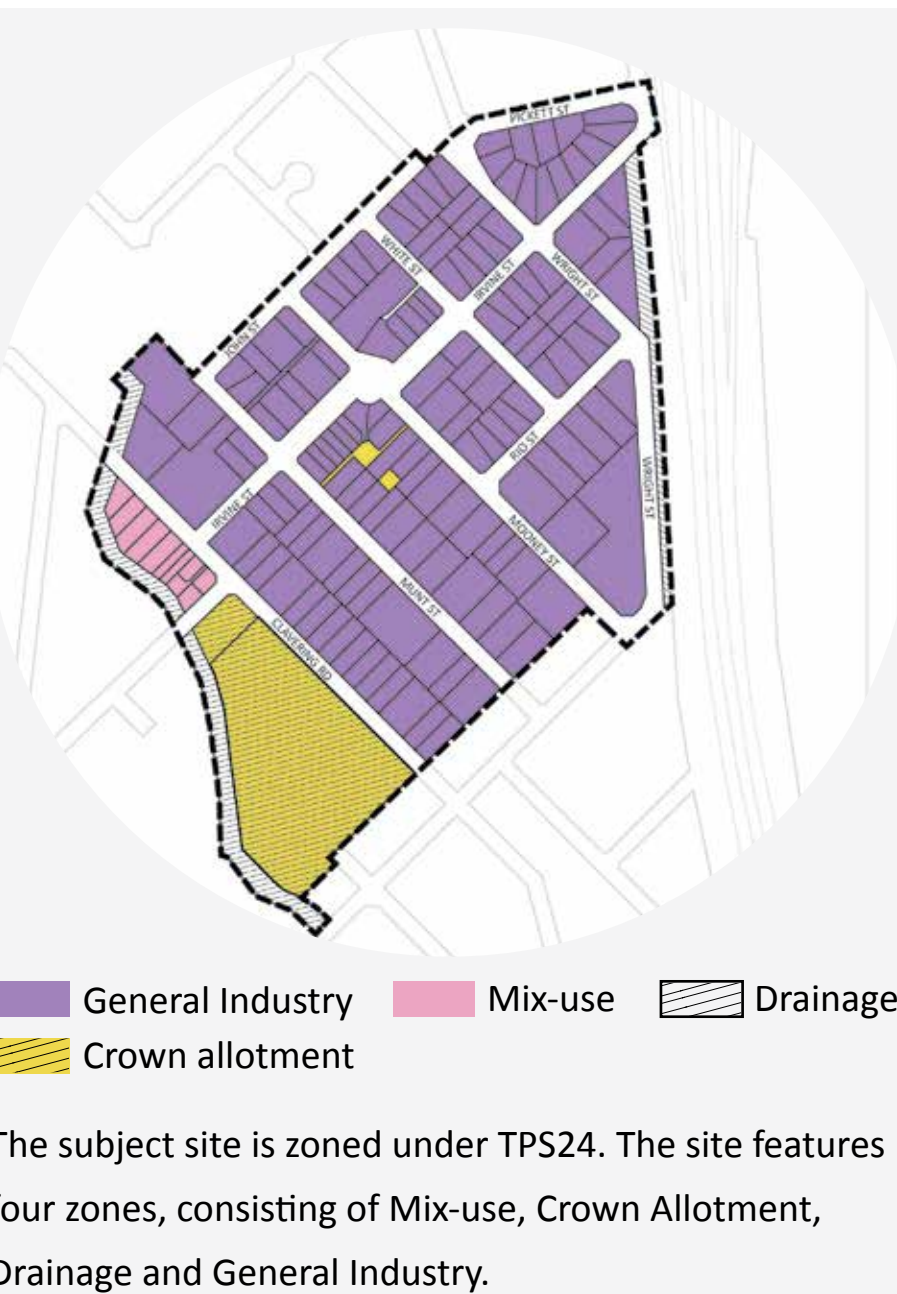
DEMOGRAPHICS

Population Bayswater: 14,432 BIA: 25	Median Age 35 years	Work Locally 30%
Industrial Land CoB: 24% BIA: 40%	Land Value \$670/m ²	Sale For sale: 15 For Lease: 30

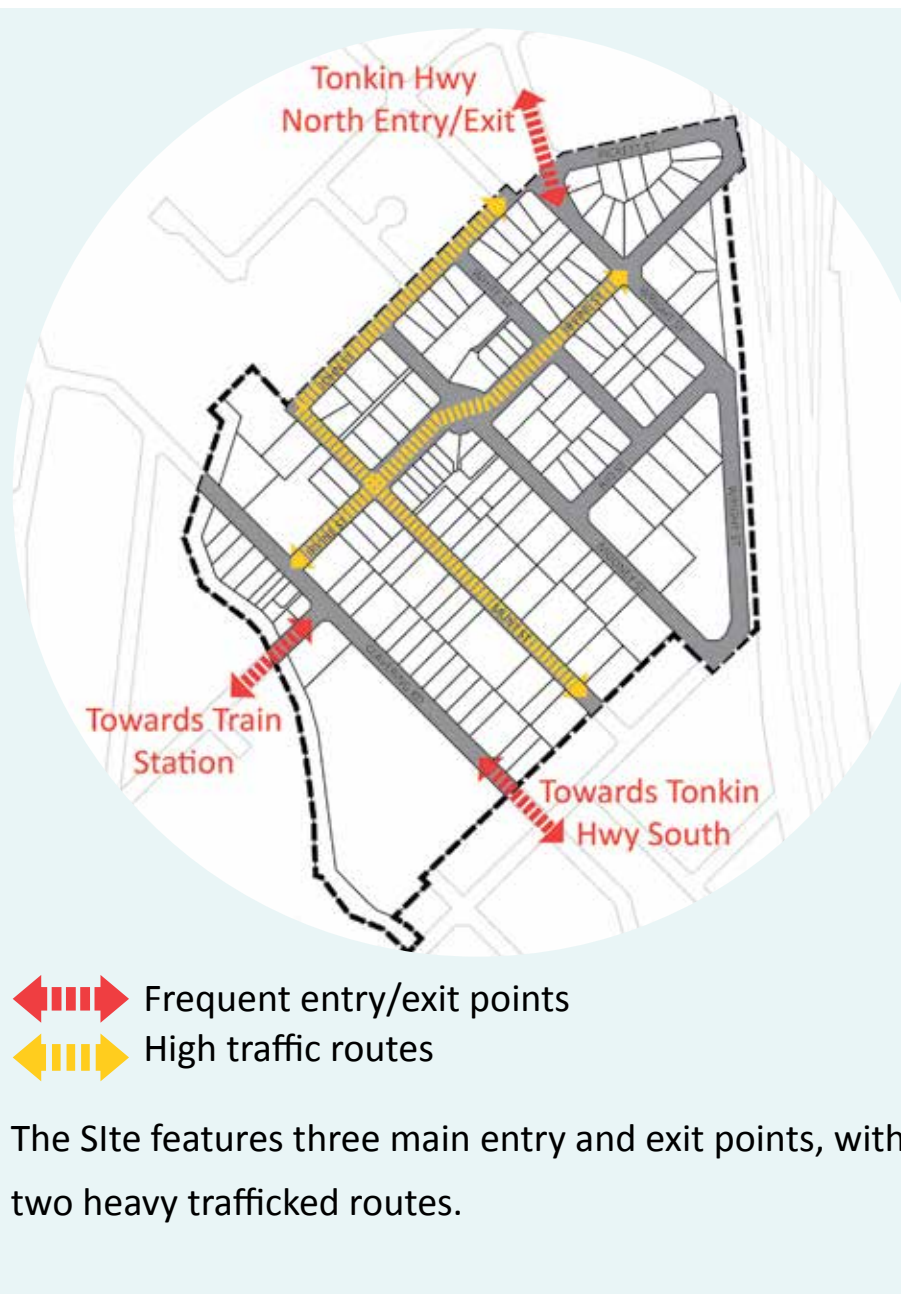


PRECINCT 2

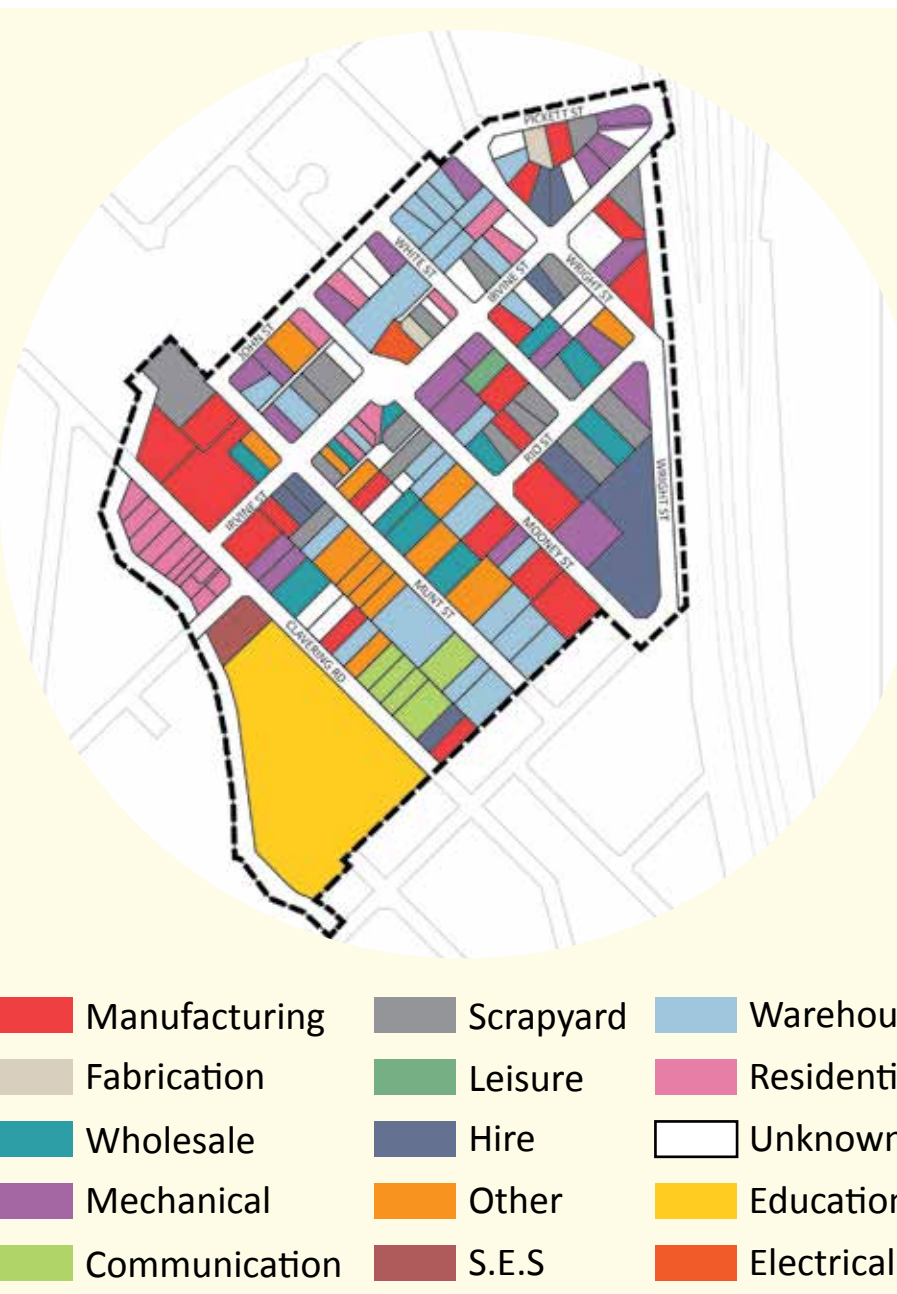
LAND USE ZONING



ACCESS



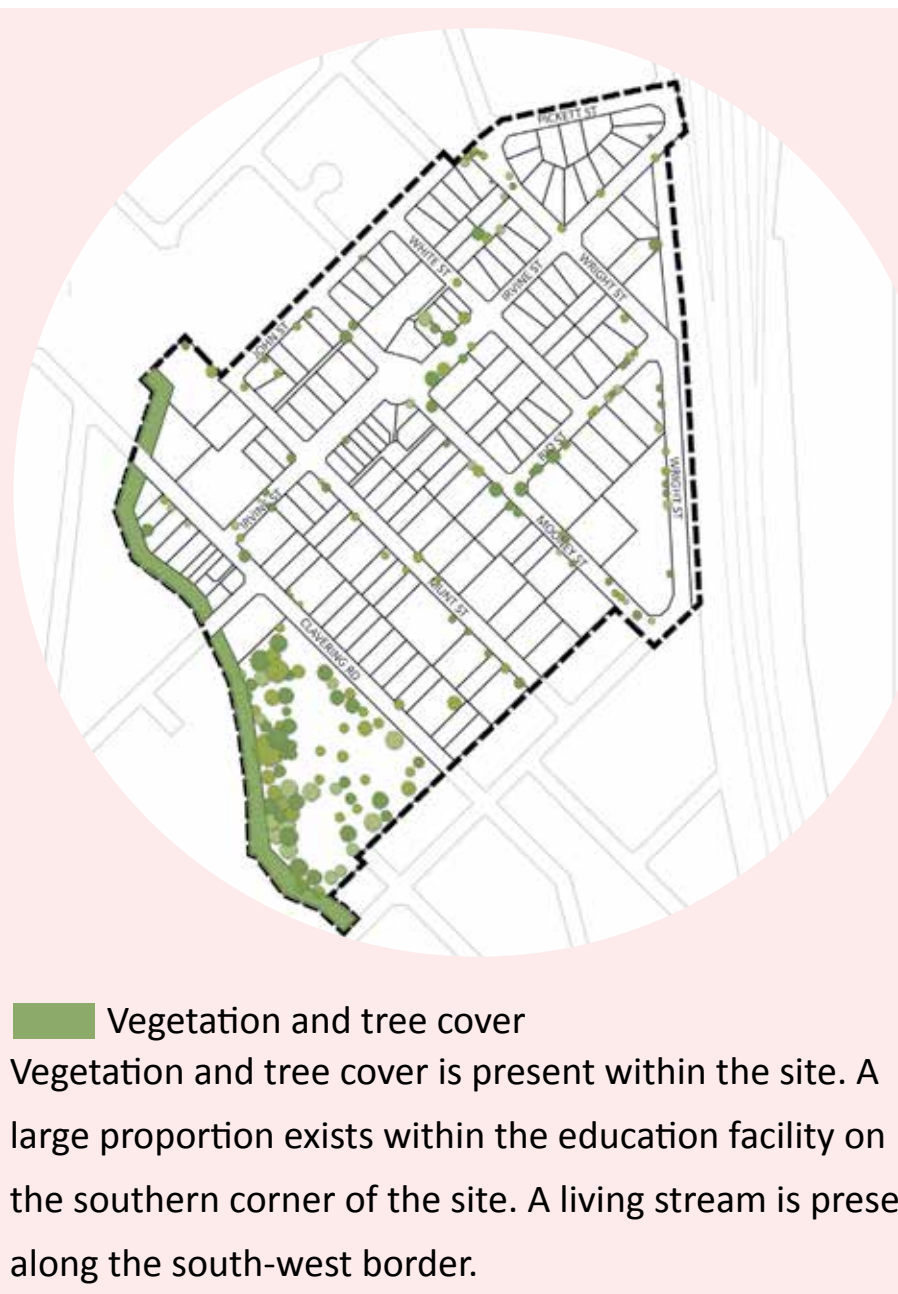
INDUSTRY TYPE



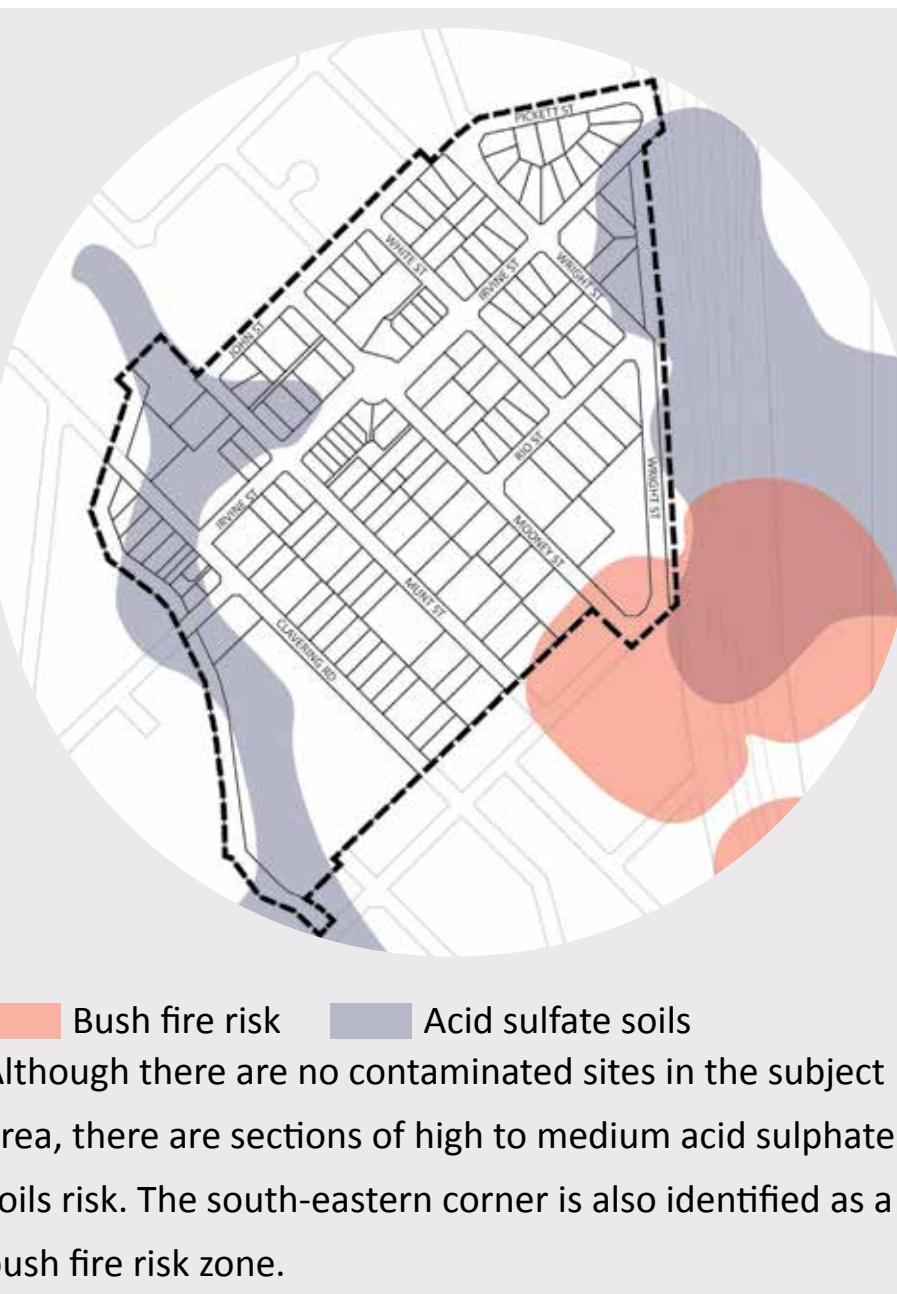
QUALITY BUILDINGS



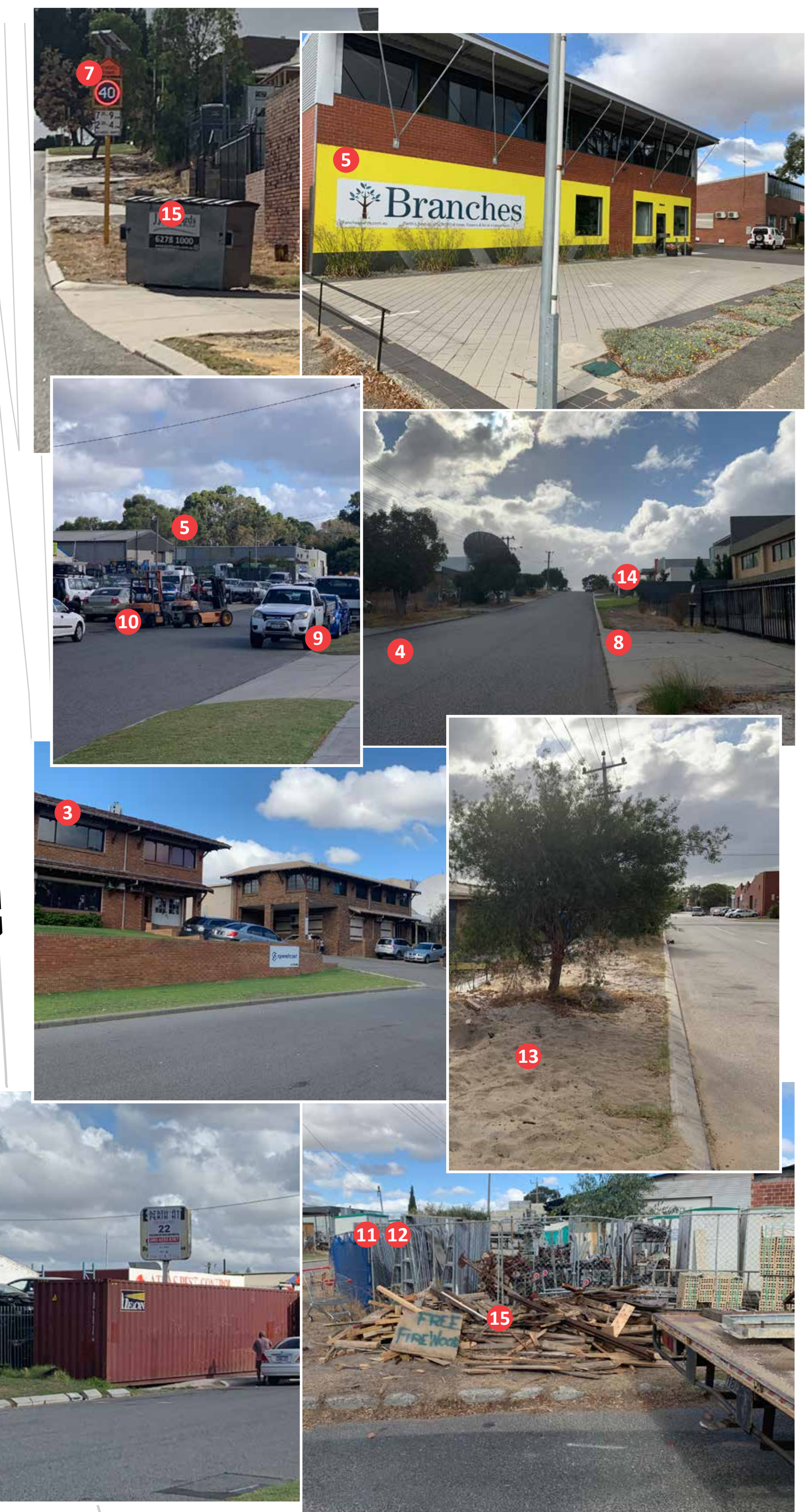
TREE COVER



CONTAMINATION & BUSH FIRE RISK



LEGEND



SITE CHARACTERISTICS

Precinct 2 is 0.432km² in size, and the entire Bayswater Industrial Area (wider study area) is 1.07km². Bayswater contains 2.32km² of industrial land, which is 24% of the total area of the suburb. The current uses within the precinct are mainly manufacturing, automotive and scrapyards, with a variety of building types and ages. The precinct is situated on a slight gradient, and the highest point offers views of the Perth city skyline. Traffic and pedestrian safety, as well as image management, are key issues within Precinct 2.

STRENGTHS

- 1 Strategic links to major highways
- 2 Proximity to Bayswater Train station; soon to receive \$146 million upgrade as part of METRONET-Airport link
- 3 Some older buildings remain in good condition
- 4 Bitumen roads currently in good condition e.g. no potholes or degradation
- 5 High Quality building design is present to a degree
- 6 Some remnant tree coverage and vegetation
- 7 Road signage is present
 - 8km from Perth CBD
 - Well established industrial area with an array of locally owned businesses

WEAKNESSES

- 8 Site lacks walkability with little to no pedestrian footpaths and no vehicle traffic calming
- 9 Lack of adequate parking - vehicles and plant equipment parked on the road results in lesser field of vision on streets, appears untidy and unkept
- 10 Industrial lots have been zoned too small for industrial purposes, resulting in unlawful activity on the streets. e.g. forklifts working in the middle of the road
- 11 Poor/lack of governance control and regulation, resulting in significant urban decay
- 12 Abuse of land uses has created a less attractive area
- 13 Verges are unkempt resulting in unattractive sandy patches
- 14 Lack of vegetation and tree coverage
- 15 Inadequate rubbish disposal system
 - Current roads are not wide enough for industrial purposes
 - Limited diversity of land uses within the site
 - Eastern industrial suburbs, in close proximity, create competition for the site
 - Site is not sewered, resulting in sewage and material dumping and causing polluted ground water

THREATS

- Newer industrial areas opposite Tonkin Hwy rival the attractiveness of the existing industrial area
- Potential victim for residential encroachment or urban infill with less amenity, due to centralised location
- Continued poor management of the industrial site resulting in ongoing unlawful activities
- Increased heat island effect caused by the annual increase of temperature supplemented by the lack of green coverage on site
- Continued and increased crime e.g. hooning, theft, street drinking
- Decreasing land value due to the various threats

OPPORTUNITIES

- Better governance to uphold order maintenance
- Improve waste management and environmental practices
- Improve power and water consumption by introducing green technologies and industries
- Increased accessibility with pathways and a central bus route, creating a better connection to the train station. This will encourage users to exercise more sustainable modes of transport to and from the site
- Applying Crime Prevention Through Environmental Design (CPTED) methods e.g. Provide permeable fencing, increase passive surveillance and level of security after dark
- Design a catalyst to create an identity for the area and inspire further regeneration on the site
- Upgrade building and street lighting to improve passive surveillance and overall safety
- Retain existing high quality buildings including old and new, to preserve the original industrial character
- Improve streetscapes with additional planting and tree coverage
- Employ other complimenting land uses to improve diversity on the site. E.g. Education, retail and hospitality land uses