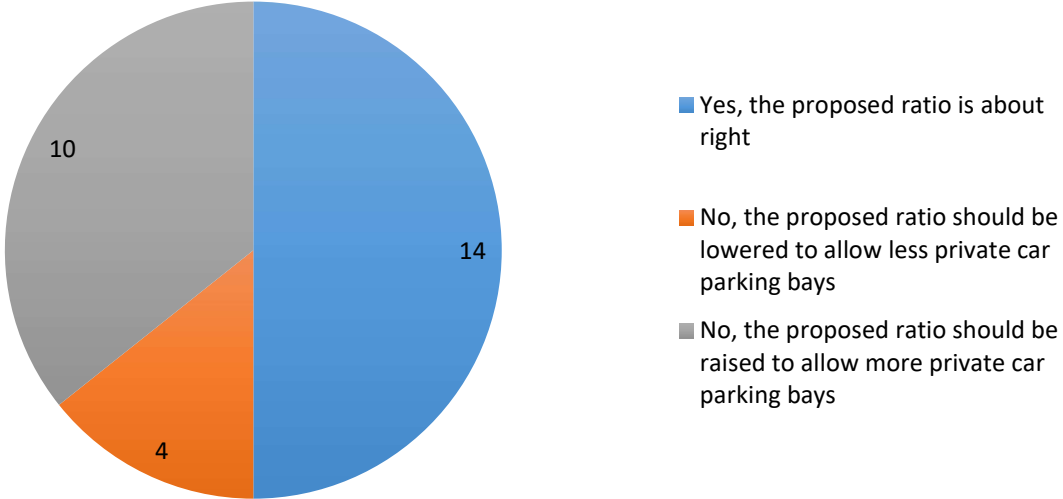


SUMMARY OF YOURTHOUGHTS SURVEY RESPONSES

BURSWOOD STATION EAST LOCAL PLANNING FRAMEWORK (AMENDMENT 82 AND DRAFT LOCAL PLANNING POLICY 40)

THEME	SUMMARY OF RESPONSES	OFFICER COMMENT
CAR PARKING	<p data-bbox="465 379 1422 512">Do you think the proposed car parking ratio of 0.06 bays per square metre is appropriate for Burswood Station East?</p>  <ul data-bbox="369 1204 1568 1492" style="list-style-type: none"> <li>• 54% AGREE that it is necessary to own a car when living in BSE</li> <li>• 57% AGREE that they prefer to drive when travelling to/from BSE but only 2% DISAGREE that they regularly use public transport when travelling to/from BSE</li> <li>• 57% AGREE that there is not enough on-street car parking in BSE</li> <li>• 54% STRONGLY AGREE and 25% AGREE that they would be more inclined to use public transport if the street environment is upgraded</li> <li>• 68% STRONGLY AGREE and 18% AGREE that they would be more inclined to use public transport if the Burswood Station is upgraded</li> </ul>	<p data-bbox="1597 359 2139 965">Many comments from respondents acknowledged principles relevant to transit-oriented design and the need to balance parking provision with public transport. Respondents who considered that the ratio should be raised to allow more private car parking bays frequently commented that private parking was needed due to poor alternatives (ie condition of walking environment and public transport). This suggests that a multi-faceted approach of addressing street parking management, street/public realm improvement, development parking standards and advocacy for public transport improvements is the best way forward. This is the approach the Town is currently taking.</p>

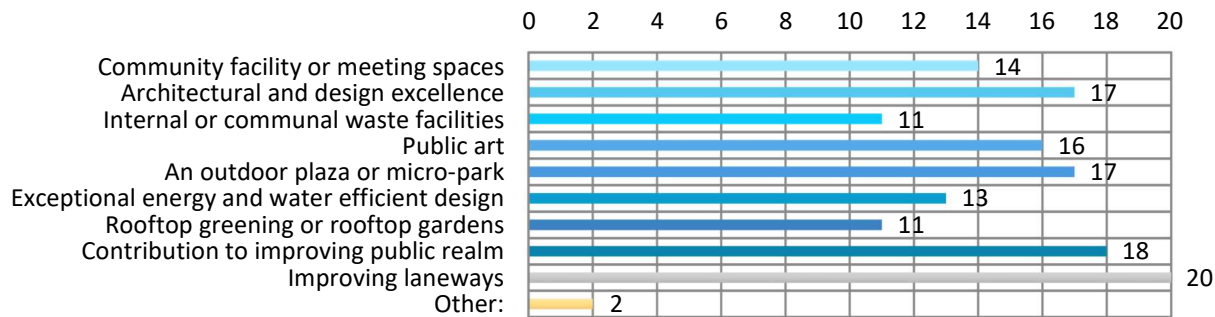
**BUILDING HEIGHT AND DEVELOPMENT INCENTIVES FOR COMMUNITY BENEFIT**

**What do you think should be the maximum height for buildings in Burswood Station East?**



- 43% AGREE that buildings that are exceptionally well designed could be taller, and an 36% AGREE that buildings that are both exceptionally well designed and provide a community benefit could be taller
- There was a broad distribution of responses to the question “How many additional storeys above a general height limit do you think should be considered for developments that deliver a community benefit?”. The three most popular answers were “2 storeys”, “11 or more storeys”, and “3 to 5 storeys”.

**Which of the following benefits do you think are appropriate to as development incentives in BSE?**



- “Other” included secure bike storage, end of trip facilities and train station improvements.

Although a range of responses regarding building height were received, these generally clustered around 6 storeys or the maximum achievable. Additionally, the majority of respondents agreed with the principles underpinning development incentives for community benefit. This suggests that the baseline proposed height limit of six storeys and potential incentive height limit of 22 storeys are broadly reflective of expectations.

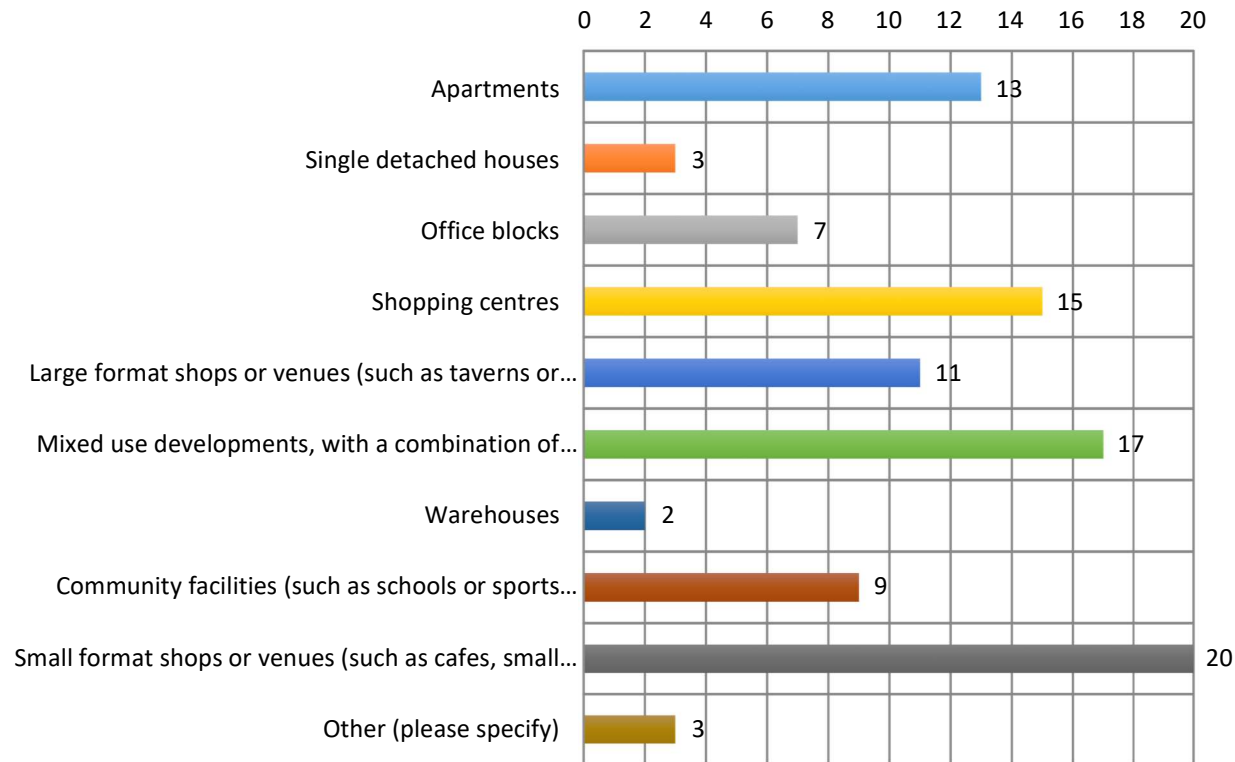
Laneway improvements was the most commonly selected potential community benefit for development incentives. This provides confidence in the advertised incentive criteria for laneway activation and it is recommended that the potential scale of benefit be increased to further encourage this outcome.

Other suggestions included bike storage and end of trip facilities to accommodate the more intense development. This raises a broader issue surrounding the Town’s standard requirements for parking and should be considered through the current Strategy, Scheme and LPP review projects. It is not recommended to add this criteria to development incentive provisions until it has been more broadly examined through this work.

Potential community benefits must be reasonably within the control of the applicant or Town, and it is not possible to include works to the PTA’s asset in this scope.

DEVELOPMENT  
FORMAT AND  
LAND USE

### What types of buildings are most appropriate for Burswood Station East in the future?



- “Other” answers included warehouses for light industrial or creative spaces; and a Claisebrook Cove development format.
- 61% AGREE that continuous frontages and fine-grain façade design are appropriate for Burswood Station East, and 22% neither agreed or disagreed
- 86% AGREE that car parking areas should be designed to be hidden from the front of buildings
- All respondents AGREE that ground floors should be designed to incorporate active features

A broad range of development types / land uses were considered appropriate for future development in BSE. The most popular responses were “small format shops or venues” and “mixed used developments”, which are broadly compatible as the small commercial businesses can locate within the larger mixed-use development. Small format shops and venues are also consistent with the fine-grain façade design principles in the Draft LPP 40.

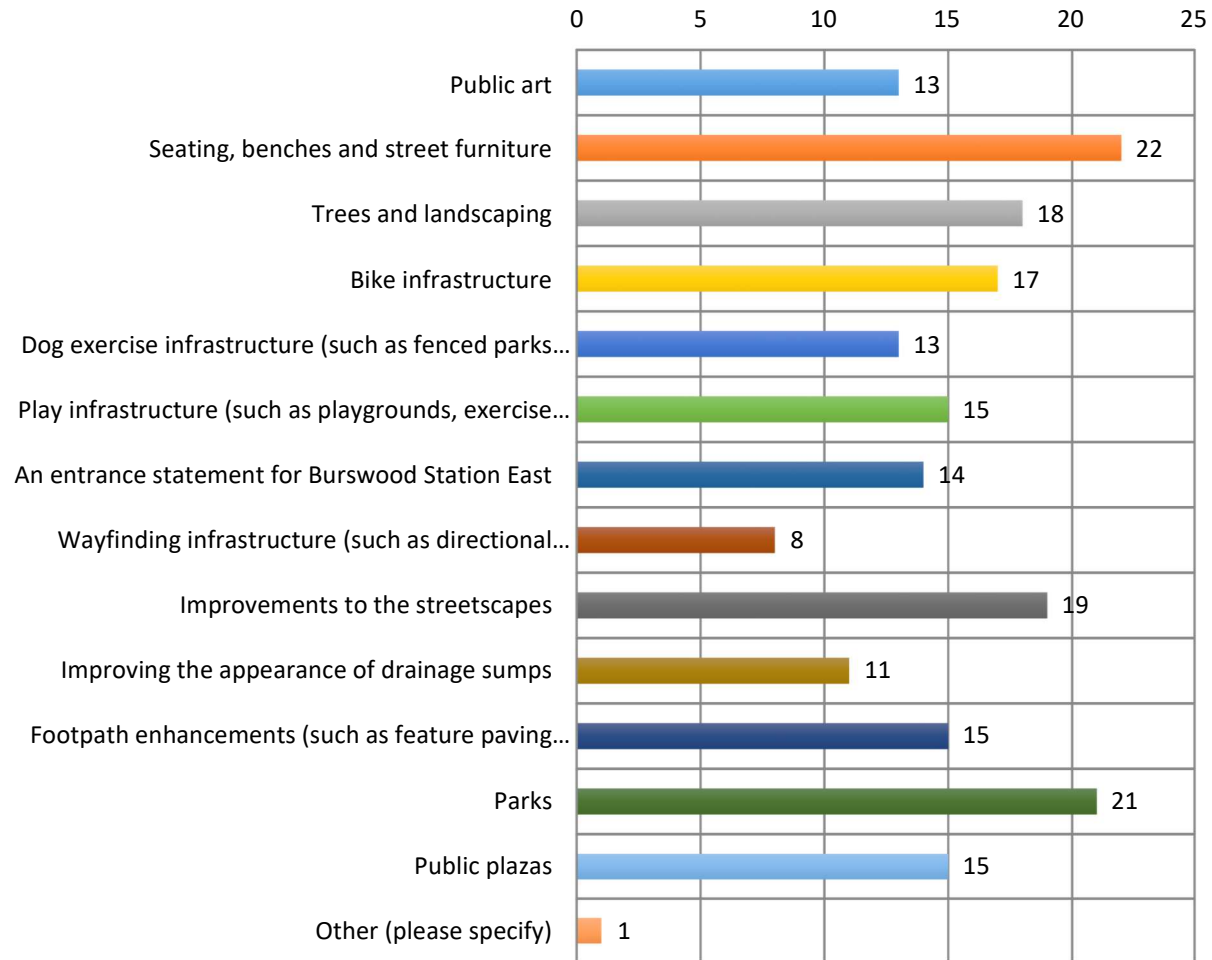
Shopping centres was the third most popular response, selected by 54% of respondents. Large shopping centres are not consistent with the Draft LPP 40 design principles or centre status of the precinct. However, the offerings of a neighbourhood shopping centre (as a cluster of convenience retail) could be achieved within the design requirements.

The Transitional Development provisions of Draft LPP 40 allow for the continued use of warehouse buildings for low-impact uses, such as the creative spaces suggested. The Scheme Zoning Table (not impacted by Amendment 82) lists “service industry” as a discretionary use in the Office/Residential zone which allows for some future consideration of “maker spaces” and similar.

Claisebrook Cove is characterised by continuous, fine-grain frontages with a strong ‘terrace housing’ development presentation. This is highly consistent with the intent of Draft LPP 40, albeit with BSE at

		<p>a potentially higher intensity. Direct responses to questions about continuous frontages and fine-grain façade design were somewhat ambivalent; respondents did not strongly agree or disagree with these principles. However, the majority did agree that façade design should limit the visual impact of car parking and incorporate active features. This confirms the intent of these principles in Draft LPP 40.</p>										
<p>PUBLIC REALM FUND</p>	<p style="text-align: center;"><b>Do you support the introduction of a Public Realm Fund in Burswood Station East?</b></p> <table border="1"> <caption>Survey Results for Public Realm Fund</caption> <thead> <tr> <th>Response</th> <th>Count</th> </tr> </thead> <tbody> <tr> <td>Yes, I am supportive of developers and the Town sharing costs to deliver higher standard public spaces.</td> <td>15</td> </tr> <tr> <td>Yes, I am supportive of developers contributing to the delivery of higher standard public spaces as a 'development incentive for community benefit' (bonus height and plot ratio) only.</td> <td>8</td> </tr> <tr> <td>No, I am happy for the Town to provide basic standard public spaces.</td> <td>2</td> </tr> <tr> <td>I have no opinion on this matter.</td> <td>3</td> </tr> </tbody> </table>	Response	Count	Yes, I am supportive of developers and the Town sharing costs to deliver higher standard public spaces.	15	Yes, I am supportive of developers contributing to the delivery of higher standard public spaces as a 'development incentive for community benefit' (bonus height and plot ratio) only.	8	No, I am happy for the Town to provide basic standard public spaces.	2	I have no opinion on this matter.	3	<p>The Public Realm Fund concept was generally supported through all stakeholder engagement processes (including formal, informal, internal and external) utilised. Survey responses are true to this observation with 96% supporting the Public Realm Fund.</p> <p>Survey respondents largely comprised residents and workers within BSE and its surrounds, and perhaps are more reflective of a user-experience perspective than developer perspective. Few comments were made regarding implementation, costs and timing, focusing more on the underpinning principles and general need for public realm upgrades. Comments frequently expressed support for developers contributing to the improvement of the area rather than just making a 'quick profit', and many noted that improvements could also benefit developers and investors. One respondent who did not support the Public Realm fund expressed concerns about the Town's ability to manage the program.</p>
Response	Count											
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I have no opinion on this matter.	3											

### Which of the following works and improvements do you think developers and landowners could contribute to in Burswood Station East?



The suggestion for an artistic lighting installation can be considered through the established public art contribution program.

- “Other” responses included an artistic lighting installation.
- When asked what percentage of the overall costs developers should contribute, answers ranged from 2% to 100%. The median response was 50% and average response was 55%.