

METRONET EAST BAYSWATER PROJECT AREA DESIGN GUIDELINES

Draft - July 2021

A close-up photograph of a person's lower body and legs, adorned with intricate white body paint designs. The person is captured in a dynamic pose, stepping onto a sandy surface, which causes a cloud of sand to rise around their feet. In the background, other individuals are partially visible, also wearing traditional attire, suggesting a cultural performance or ceremony. The lighting is bright, highlighting the textures of the paint and the sand.

ACKNOWLEDGEMENT OF COUNTRY

DevelopmentWA acknowledges the Traditional Custodians throughout Western Australia and Bayswater and their continuing connection to land, water and culture. We pay our respects to all members of Aboriginal communities and cultures throughout the State, to the communities we work with, and to their Elders past and present.



CONTENTS

CHAPTER 1 INTRODUCTION.....4

1.1	THE PURPOSE OF THE DOCUMENT.....	5
1.2	THE REDEVELOPMENT OBJECTIVES.....	5
1.3	USING THE DESIGN GUIDELINES.....	5
1.4	APPLICATION OF REDEVELOPMENT SCHEME, STRATEGY, DEVELOPMENT POLICIES AND BAYSWATER TOWN CENTRE STRUCTURE PLAN.....	7
1.5	DISCRETIONARY CLAUSE.....	8
1.6	APPLICATION PROCESS.....	9

CHAPTER 2 CONTEXT AND CHARACTER11

2.1	SITE CONTEXT.....	12
2.2	HISTORY.....	14
2.3	HERITAGE SIGNIFICANCE.....	15
2.4	THE VISION.....	16
2.5	BAYSWATER PROJECT AREA STRATEGIC DIRECTIONS.....	17
2.6	BAYSWATER HISTORIC COMMERCIAL TOWN CENTRE AREA.....	19
2.7	AMALGAMATION AND SUBDIVISION.....	21
2.8	STREETSCAPE.....	23
2.9	DEEP SOIL AREAS AND TREE CANOPY.....	24
2.10	DESIGN QUALITY.....	25
2.11	MATERIALS & FINISHES.....	25
2.12	URBAN FURNITURE & ALFRESCO	26
2.13	CAR PARKING.....	26
2.14	BICYCLE PARKING AND END OF TRIP FACILITIES.....	27

CHAPTER 3 DESIGN QUALITY & BUILT FORM PROVISIONS.....29

3.1	BUILDING HEIGHT AND FORM.....	30
3.2	UPPER LEVEL DESIGN.....	32
3.3	SITE SPECIFIC BUILT FORM REQUIREMENTS.....	32
3.3.1	KURRAJONG.....	34
3.3.2	LEMON SCENTED GUM.....	35
3.3.3	RED RIVER GUM.....	37
3.3.4	MAGNOLIA.....	39
3.3.5	OLIVE.....	41
3.3.6	RED FLOWERING GUM.....	43

APPENDIX 1 TOPOGRAPHICAL GUIDANCE.....45

APPENDIX 2 IMAGE CREDITS AND DOCUMENT CONTROL.....46



Chapter 1

INTRODUCTION



1.1 THE PURPOSE OF THE DOCUMENT

The METRONET East Bayswater Project Area (Project Area) Design Guidelines (the Design Guidelines) are intended to guide redevelopment of the lots within the Core Precinct (the Precinct), as identified within the Project Area Map of the METRONET East Redevelopment Scheme (the Scheme) and ensure delivery of the vision and objectives of the *Metropolitan Redevelopment Authority Regulations 2011* (the Regulations) and the above mentioned Scheme.

The Design Guidelines require development proposals within the Precinct to deliver high quality design outcomes and establish design objectives and acceptable outcomes for all development within the Precinct.

1.2 THE REDEVELOPMENT AREA OBJECTIVES

DevelopmentWA is the State Government's central land development agency that brings together the work of the Western Australian Land Authority (formerly trading as LandCorp) and the Metropolitan Redevelopment Authority, while retaining the legislative powers of both agencies.

The Design Guidelines are prepared under the powers of the *Metropolitan Redevelopment Authority Act 2011* (the Act) and the Scheme. References to the Authority in this document refer to the Metropolitan Redevelopment Authority under the Act and any subsequent planning authority responsible for the subject land, including the City of Bayswater, the Western Australian Planning Commission and/or Development Assessment Panels.

The role of the Authority is to revitalise and transform underutilised urban areas into diverse and activated places for people to live, work and recreate, guided by the Redevelopment Area Objectives, as set out in the Regulations.

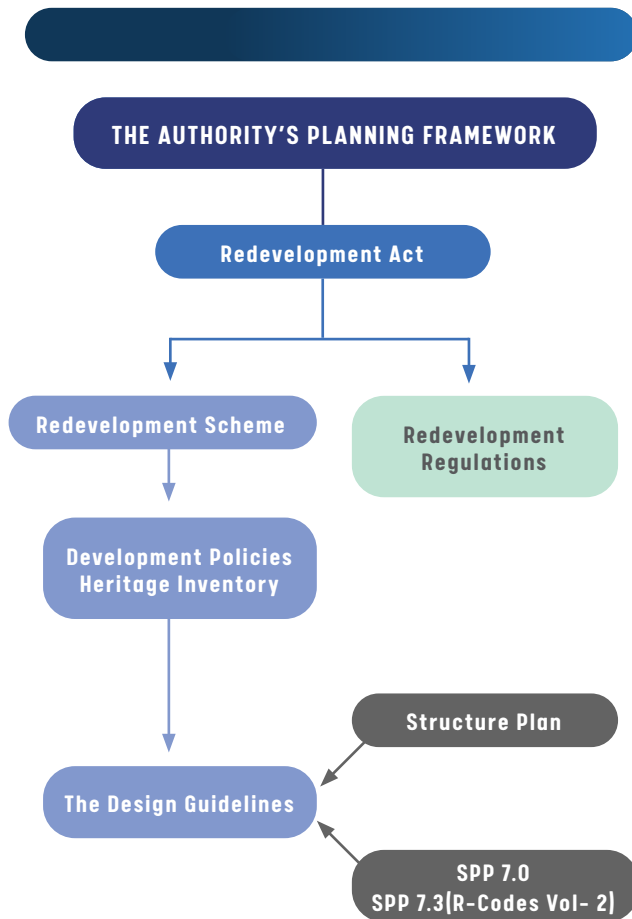
1.3 USING THE DESIGN GUIDELINES

The Design Guidelines provide an objective based approach to deliver high quality developments that meet the Authority's Redevelopment Objectives and requirements for development applications.

The Design Guidelines are to be read in conjunction with State Planning Policy 7.3 Residential Design Codes Volume 2 – Apartments (R-Codes Vol. 2) which provide a general basis for the control of high density residential development throughout Western Australia.

The Design Guidelines have been prepared and adopted in accordance with the requirements of the Scheme. In the event of any inconsistency with regard to land use or car parking between the Design Guidelines and the Scheme, the Design Guidelines will prevail.





Specifically, the Design Guidelines are set out in the following manner:

- **Common Design Guidelines** are provided in Chapter 2 which outline generic guidelines that apply to the entire subject area, in addition to the provisions of R-Codes Vol. 2.
- **Specific Requirements** are provided in Chapter 3, and provide detailed development standards at a sub-precinct level.

The Design Guidelines are set out under a series of design related headings that include the following:

- **VISION/OBJECTIVES**

The Vision/Objectives outline the intended outcome for each provision. It is mandatory to achieve the Vision/Objectives. The Authority will give due regard to the achievement of the Vision/Objectives in determining development applications or making any other discretionary decisions under the Design Guidelines and the Scheme.

- **ACCEPTABLE OUTCOMES**

The Acceptable Outcomes establish specific measures and outcomes, which will assist with ensuring the specific Vision/Objectives are met. However, there may be alternative solutions to demonstrate consistency with the Vision/Objectives. These will be considered on a case-by-case basis.

- **FIGURES, TABLES AND IMAGES**

Figures, tables and diagrams – provide specific criteria that visually represents Objectives and Acceptable Outcomes.

- **PHOTOGRAPHS AND ILLUSTRATIONS**

These are for illustrative purposes only and does not imply the Authority will accept the same outcome in all cases, as context may vary.



1.4 APPLICATION OF REDEVELOPMENT SCHEME, STRATEGY, DEVELOPMENT POLICIES AND BAYSWATER TOWN CENTRE STRUCTURE PLAN

The Design Guidelines are to be read in conjunction with the Scheme, Midland Redevelopment Area Development Policies (Development Policies), METRONET East Bayswater Heritage Inventory, Bayswater Town Centre Structure Plan, R-Codes Vol. 2, State Planning Policy 7.0 Design of the Built Environment (SPP 7.0), as well as the National Construction Code of Australia (NCC), Disability Discrimination Act 1992 and all relevant legislation and Australian Standards.

The Midland Redevelopment Area Development Policies (as amended), include supplementary provisions and are to be read in conjunction with the Design Guidelines. The Midland Redevelopment Area Development Policies include but are not limited to:

- Development Policy 1 - Green Building;
- Development Policy 2 - Heritage Places;
- Development Policy 3 - Sound and Vibration Attenuation;
- Development Policy 4 - Providing Public Art;
- Development Policy 5 - Additional Structures;
- Development Policy 6 - Signage;
- Development Policy 7 - Home Based Business;
- Development Policy 8 - Hosting Public Events; and
- Development Policy 10 - Adaptable Housing.

In addition, consideration should be given to the provisions of the strategic documents prepared for the subject area, including the METRONET East Bayswater Project Area Redevelopment Strategy.

The Design Guidelines are intended to be read in accordance with R-Codes Vol. 2, specifically Chapters 3 and 4. Where there is an inconsistency between the Design Guidelines and State Planning Policy, the Design Guidelines prevail.

The Scheme, Development Policies and METRONET East Bayswater Project Area documentation are available on the Authority's website.





1.5 DISCRETIONARY CLAUSE

The Design Guidelines provide the opportunity for a development application to meet the Vision/Objectives through a range of design solutions. The Authority may consider a development application where the applicant has departed from the Acceptable Outcomes where, in the Authority's opinion, it is demonstrated that the alternative solution(s):

- a. is considered to clearly meet the relevant Vision/Objectives of the Design Guidelines;
- b. delivers additional community and environmental benefits beyond that required by the Development Policies; and
- c. is consistent with clause 5.19 Determination When Non-Compliant, of the Scheme.

Where an application is seeking to depart from the Specific Building or Precinct requirement in Chapters 3, the application is to demonstrate that it achieves high quality design as determined by the Authority's appointed Design Review Panel and delivers additional community benefits. In addition to incorporating community benefit as defined through public and key stakeholder consultation, the application is to consider provision of the below aspects, beyond that required by the Scheme, Design Guidelines and Development Policies, as determined by the Authority. Application of the below aspects are to respond to the specific character and context of each sub-precinct.

- i. Retention of historic character;
- ii. Provisions of deep root landscaping areas and retention of tree canopy;
- iii. Implementation of environmental sustainability measures; or
- iv. Provision of affordable and/or social housing.

Each application will be assessed on its own merits having regard to the matters above and clause 5.18 of the Scheme.

In demonstrating the above, the Authority may require the applicant to submit a report that demonstrates:

- How the development achieves a high quality built form, consistent with the Objectives and Design Principles of State Planning Policy 7.0;
- The intensity of development, as defined under clause 3.1, is consistent with the specific building requirements defined under Chapter 3;



- Provision of additional benefits which offset likely impacts resulting from any proposed variations. Community benefit is to be demonstrated through a community needs assessment or place activation plan and supported by pre-consultation with the community and local government; and
- The community benefit has been properly substantiated, is commensurate to the discretion sought and is supported by DevelopmentWA.

1.6 APPLICATION PROCESS

The Authority's review, assessment and determination process follows the staged progression of design development, approval and construction. The staged process supports developments to achieve the required high quality urban design and architectural outcomes as well as sustainability, functionality and well considered place making. As part of the assessment process, the Authority may require the submission of technical reports including but not limited to:

- Retail Impact Assessment for any development application proposing a retail component of 1500m² or greater or that was considered to adversely impact Bayswater or surrounding centres.
- Green Building – approach to sustainable design and management;
- Landscape Strategy – approach to open space use, urban ecology and amenity;
- Water Management Strategy – approach to sustainable water management;
- Transport Impact Assessment/Traffic Impact Statement;
- Cultural Context Statement – approach to Whadjuk cultural considerations;
- Heritage Impact Statement;
- Wind, overshadowing, light access and ventilation;
- Acoustic Attenuation;
- Waste Management;
- Public Art Report;
- Crime Prevention Through Environmental Design (CPTED) Statement;
- Universal Access Statement; and
- Dwelling Schedule – identify dwelling mix and affordable and adaptable dwellings (including floor areas).

Table 1 outlines the design formulation, submission and approval process required for development within the site.





Pre Development Application Submission	Development Application	Documentation	Construction
<p>Step 1. The applicant/developer and their project team meet with the Authority to discuss design, sustainability concepts and proposed variations to the applicable elements of the Design Guidelines.</p> <p>Note: Should a community needs assessment or place activation plan be prepared to support the application, pre consultation with the local community and local government will need to be demonstrated.</p>	<p>Step 4. The applicant lodges a development application with the Authority, addressing the objectives and applicable Objectives of the Design Guidelines and responding to preliminary feedback.</p>	<p>Step 8. The applicant/developer lodges working drawings to the Authority demonstrating compliance with the development approval (plans and conditions).</p>	<p>Step 11. A Building Permit is sought from the City of Bayswater, and following the issuing of a Building Permit the applicant/developer undertakes construction.</p>
<p>Step 2. The applicant provides the Authority with indicative plans. The indicative plans are reviewed by the Authority and referred to the appointed Design Review Panel (including State Design Review Panel) and other referral agencies as required.</p>	<p>Step 5. The Authority refers the application to the City of Bayswater and other agencies as necessary. The application is advertised for public comment, if required. The Authority obtains the advice of its appointed Design Review Panel as required</p>	<p>Step 9 The Authority refers the working drawings to agencies or consultants as required to verify compliance with conditions of the development approval as required.</p>	<p>Step 12. Should it be required, a development audit is undertaken at practical completion to ensure construction in accordance with the development approval and working drawings.</p>
<p>Step 3. The Authority provides the applicant with focused feedback.</p>	<p>Step 6. The Authority assesses the application and provides written feedback to the applicant on aspects for revision, as required.</p> <p>Step 7. The Authority determines the application.</p>	<p>Step 10. The Authority assesses and endorses that the working drawings are compliant and refers its advice to the City of Bayswater.</p>	

Table 1: Development Application Process



Chapter 2

CONTEXT AND CHARACTER



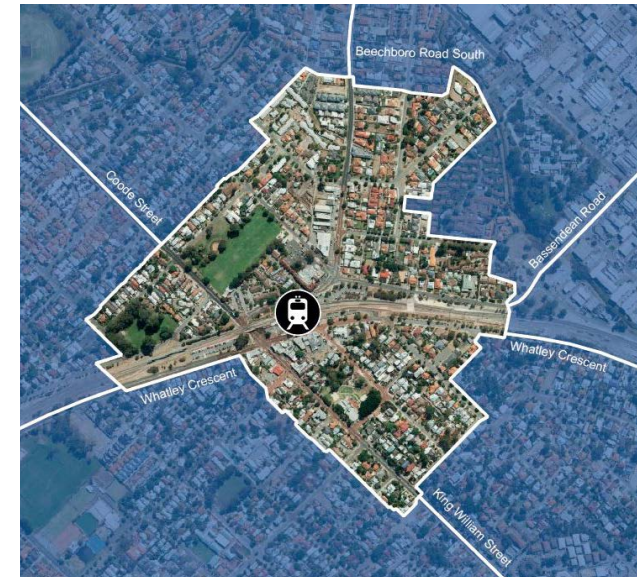
2.1 SITE CONTEXT

The Project Area is located in and around the Bayswater town centre which is focussed on the Bayswater station (the station). The Core Precinct to which these Design Guidelines apply is broadly located within 400m of the station, as indicated within Figure 1.

While currently the station includes access to two train lines, being the Midland and Fremantle lines, it is set to be redeveloped to become the biggest transit station outside of the Perth Central Business District, with the Midland, Fremantle, Airport and Morley–Ellenbrook lines giving people multiple avenues to traverse the metropolitan region and beyond. The station will include four raised platforms above King William Street / Coode Street along with integrated bus services and a public plaza.

The key artery of the town centre is King William Street / Coode Street and Whatley Crescent, extending via Railway Parade into Beechboro Road. Development along these roads is anchored by original one and two storey building stock located on King William Street and Whatley Crescent (being the main retail "high street"), the Bayswater Hotel at the intersection of Railway Parade, Drake Street and Beechboro Road and single storey non-residential development on the west side of Beechboro Road.

The Precinct is characterised by its location in a valley between hills to the north-eastern, north-western and south-western borders, with the railway and roads primarily located in the valley and forming a corridor to the Swan River via King William Street.



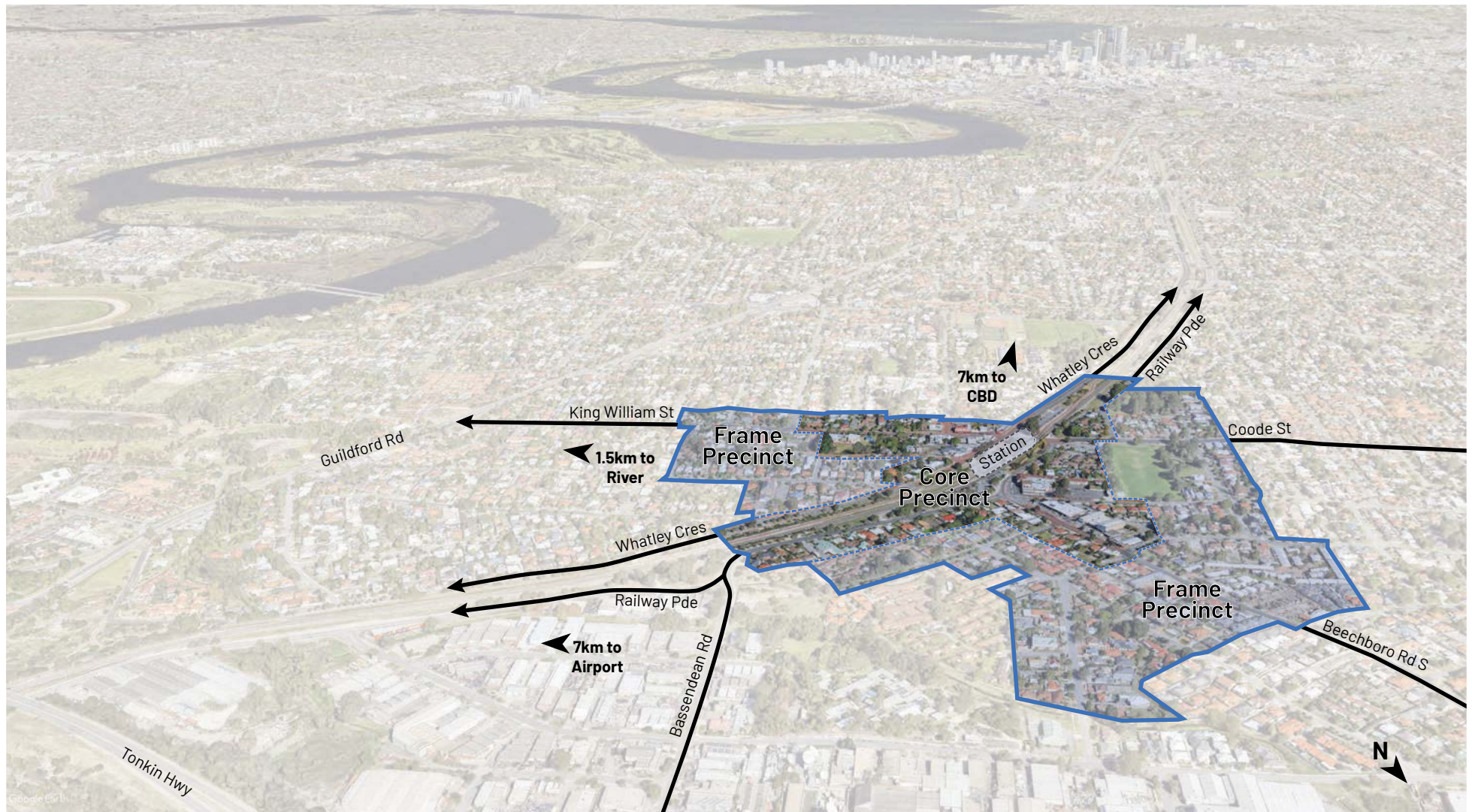


FIGURE 1: CONTEXT PLAN



2.2 HISTORY

The original riverside swamps around Bayswater provided Noongar people with a rich and varied supply of food. Aboriginal people typically spent the summer months camping on higher ground above the river and enjoying the abundant resources. In cooler weather they moved inland and toward the coast as the river typically filled and spread extensively following winter rains.

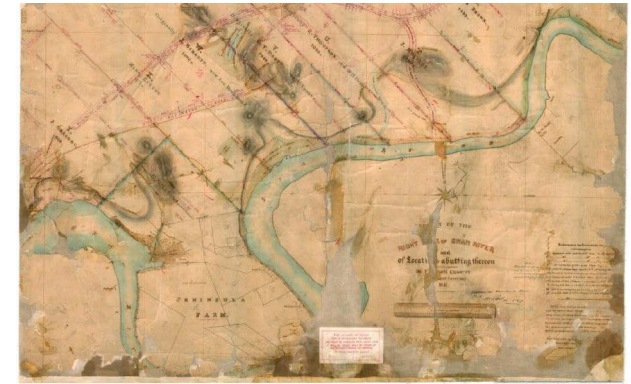
Within only a few years of the Swan River Colony being established, the life of the Noongar people was irrevocably and harmfully impacted. Numerous deaths occurred as a result of conflict, lack of access to traditional food sources and the devastating effect of diseases to which they had no natural immunity. Relationships with the land were all but destroyed through expansion of European settlement¹.

The initial settlement of Western Australia began in 1829, following the second landing of James Stirling in June of that year. Over 1000 colonists arrived in quick succession, demanding land, however a fundamental error in timing meant that the necessary preparations had not been made. The colonists remained camped at Fremantle while the initial surveys of the land were undertaken by the Surveyor General, John Septimus Roe.

The surveys determined the boundaries of the land each colonist would be permitted to take up, with land possession rights based on the fundamental concepts of British land law. Aboriginal land was now British land. The transformation was rapid and complete, as the newcomers did not perceive existing property rights of the Aboriginal people².

The Bayswater town centre largely reflects two key periods of development. In the late 1890s, development of the town centre followed the subdivision of land along the railway line and the establishment of the school (1894), railway station (1896) and post office (1898). These services demonstrated the government's commitment to the community. In this regard, in 1904 the Western Australian Government Railways (WAGR) relocated the WAGR Railway Workshops to Midland leading to a marked increase of activity in the Bayswater township.

Initially the shop premises were rudimentary corrugated iron or timber buildings; however, larger, more elaborate buildings were constructed in the early 1900s as the community became more established. The construction of the subway in 1910 added another feature to the layout of the area, and over the next two decades, shops spread along the railway line, to the east of King William Street.



1 QUAYLE A. DISPOSSESSION, SOCIAL SUFFERING, AND SURVIVAL: NARRATING OPPRESSION, PSYCHOSOCIAL SUFFERING AND SURVIVAL THROUGH THE BUSH BABIES PROJECT, 2017. VICTORIA UNIVERSITY.

2 THEMATIC HISTORY AND FRAMEWORK, CITY OF BAYSWATER, 2019



During the inter-war years the town underwent modest development and often the earlier buildings were adapted or extended to accommodate new uses. In the period following World War Two, significant population growth led to a demand for new services and facilities³.

Growth in Bayswater following World War Two and into the 1950s and 60s was reflective of the remainder of metropolitan Perth with new subdivision occurring in the northern parts of the area at a rapid rate. Growth in the town centre was more subtle with community facilities altered and upgraded to account for increased population growth. This resulted in the war memorial being moved to its current location in Halliday Park.

While several banks within the town centre closed in response to the technology increases in the 90s and early 2000s and the growth of the Morley activity centre, the Bayswater Community Bank in the former post office building was opened in September 2000 following significant community campaigning. This led to a more general business renewal in the town centre⁴.

2.3 HERITAGE SIGNIFICANCE

The Precinct includes a number of places that are included on the City of Bayswater Heritage List, which under the Scheme is adopted as a Heritage Inventory until such time as a wider review occurs. These places are primarily located in and along King William Street and Whatley Crescent, namely the former McLeish's Store (No. 10), Marshall Buildings (No. 13), Bayswater Post Office (No. 14), Emerson's Butcher Shop (No. 15) on King William Street and a number of commercial premises on Whatley Crescent. In addition, a portion are located north of the railway line, the most prominent being the Bayswater Hotel at No. 78 Railway Parade.

Clause 2.6 of the Design Guidelines includes development controls for the Historic Town Centre Area, which reflects and builds on the City's work on the proposed Heritage Area in and around the town centre.

³ CITY OF BAYSWATER HERITAGE SURVEY, CITY OF BAYSWATER, 2019

⁴ CHANGES THEY'VE SEEN - THE CITY OF BAYSWATER 1827-2013, CATHERINE MAY, 2013



2.4 THE VISION

Project Area Vision:

By drawing on and enhancing Bayswater's unique sense of place as a historic rail town, and recognising its growing importance as the most significant rail junction outside the Perth CBD, development within the Core Precinct will elevate the centre into a thriving, vibrant and active town with well-designed buildings and public spaces that maximise its prominence and accessibility.

Core Precinct Vision:

King William Street and Coode Street represent the **historic heart of Bayswater's town centre**. Enhancement of the town centre further along these streets some 100m north and south of rail line will facilitate business and employment opportunities through consolidation of highly activated retail and dining and entertainment uses. These land uses will further support urban efficiency, providing a diverse and vibrant offering throughout the course of a day while also creating a night time economy for Bayswater. To support this, King William Street and Coode Street are envisaged as leafy, low speed, promenades that provide a sense of connection with Riverside Gardens and the Swan River – Derbal Yerrigan.

Bayswaters commercial heart will be strengthened across the rail line along Beechboro Road, Coode Street and King William Street. The design of the station and changing road layout will increase the sense of connection between the north and south sides of the train line catalysing local economic growth to service a growing population. Plaza development at the station will provide a flexible, multi-functional 'urban heart' to foster social interaction and community activity within the town centre.

A transition in development intensity is balanced through the Precinct, with a hierarchy of density responding to existing subdivision patterns, topography and interface with the new station infrastructure. Higher intensity development is envisaged immediately around the station, particularly immediately north of the railway line, which is supported by the size, orientation, topography and accessibility of key land parcels. Increased development intensity should occur around community facilities, particularly Bert Wright Park, Halliday Park and Mills Avenue Park, maximising the amenity value for the community.

Development to the south of the station will respond to site context, elevating and enhancing its existing sense of place, local character and heritage significance, with lot amalgamation providing an opportunity to increase intensity of development.

Design and development of buildings will demonstrate high quality and innovative development solutions that respond to the principles of design excellence and continue the established and celebrated characteristics associated with the fine grain shops fronts at street level.

Development adjoining the Character Protection Area, located outside of the Project Area, is to ensure the amenity of lots outside of the Precinct is not unduly impacted upon.





2.5 BAYSWATER PROJECT AREA STRATEGIC DIRECTIONS

Optimise development potential

Higher density development will be focused around the station, with the greatest density located directly north of the station 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.

Diversify land use

Development will facilitate new and more intensive mixed-use development that benefits from the Bayswater Station and bring vibrancy and diversity to the Town Centre.

Deliver diverse, affordable, adaptable and accessible housing

To enrich the vibrancy and inclusiveness of the community through the delivery of diverse, inclusive, affordable and adaptable/accessible housing options to deliver multi age living opportunities in Bayswater.

Enhance Bayswater's sense of place

By 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, development will enhance walkability and amenity reinforcing Bayswater as a desirable place to live and work. Intrinsic to 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.

Balance transport needs

With an upgraded station, access to three train lines, new bus services and high quality cycle connections, there is the opportunity to reduce local dependence on private vehicle use. Development will deliver a balance between anticipated car parking requirements and alternative, more sustainable transit modes reduce traffic generation.

Pursue sustainability and climate change resilience

In supporting Bayswater's transition towards a more liveable and healthier town, development will prioritise water and energy efficiency, protection of existing vegetation, increase tree canopy coverage and delivery of sustainable green spaces.

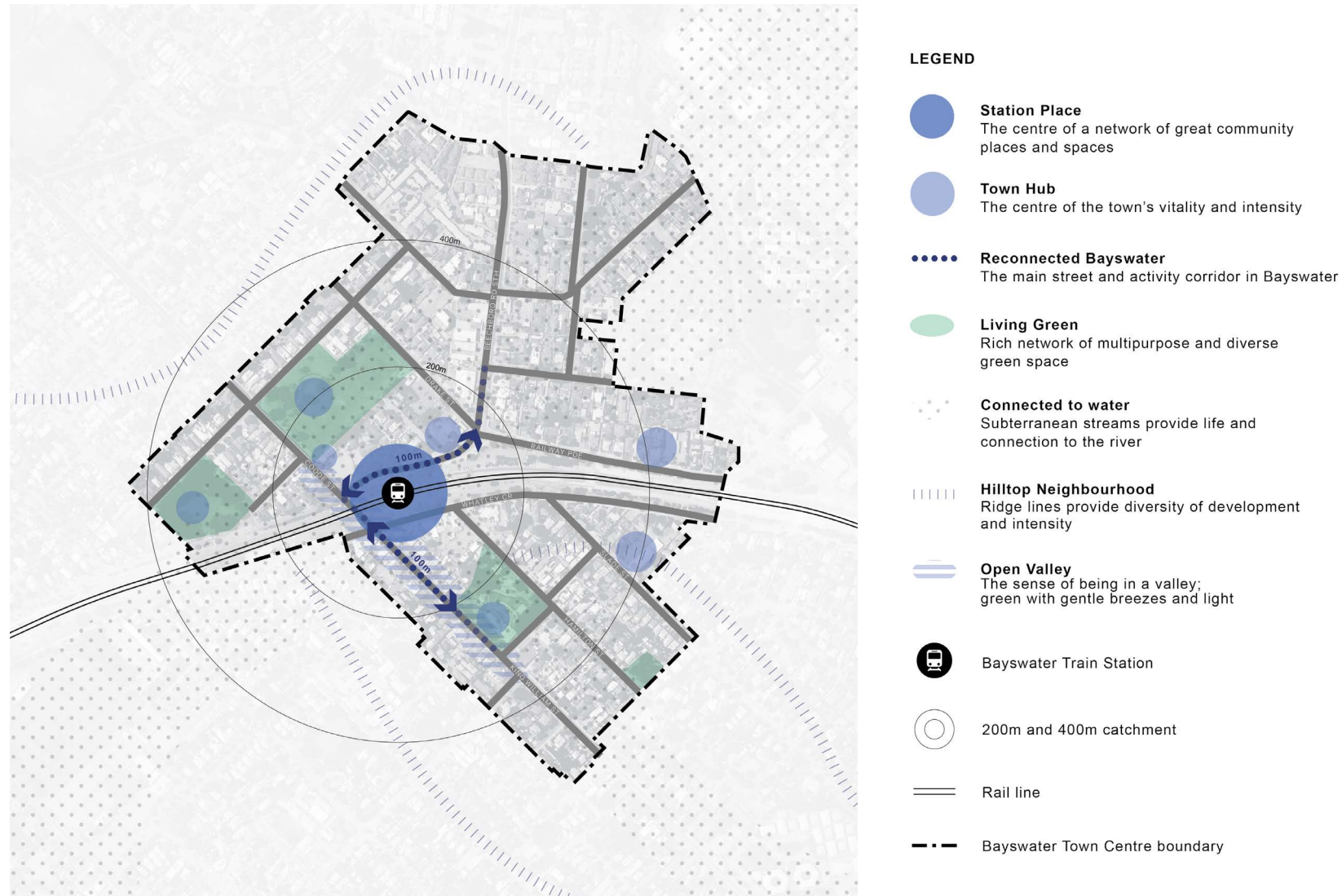


FIGURE 2: DRIVERS PLAN



2.6 BAYSWATER HISTORIC COMMERCIAL TOWN CENTRE AREA

The heritage listed places together with other properties on King William Street and Whatley Crescent, as identified in Figure 4, have heritage significance as an aesthetically cohesive streetscape with a strong and identifiable commercial character. The existing built form collectively illustrate Federation, Inter War and Post World War Two style and detailing that is also largely consistent in form and scale. The buildings hold historic value for the evidence it provides about the evolution of the town centre and the changing methods of retailing from small corner shops to the provision of more specialist stores.

These Design Guidelines include vision, objectives and acceptable outcomes aimed at celebrating and enhancing this significance through redevelopment that ensures Bayswater's distinct sense of place is protected. The Design Guidelines identify individual places of historic significance that are identified in the Heritage Inventory as well as a Historic Commercial Town Centre Area defined in Figure 4, which includes a grouping of historic buildings that contribute to a unique character.

Accordingly, all development applications for individually listed places and those properties located within the area identified in Figure 4 are to comply with the requirements of Development Policy 2 - Heritage Places. Development applications are required to be accompanied with a Heritage Impact Statement to demonstrate how the identified heritage significance and character is maintained and celebrated in accordance with applicable objectives.

Objectives

- a) All development within the Historic Town Centre Area is to:
 - retain significant heritage fabric of places which contribute to the identified heritage significance of the place and area.
 - complement and enhance the main architectural style, character and significance of the contributory places through its setting, location, bulk, form, height, materials and appearance. The original design intent of the contributory places should remain clearly discernible, with original detailing, materials and symmetry of the place to remain. In this regard, Figure 3 and Table 2 below sets out key characteristics that are to be included in new development.
 - integrate new development in a manner that respects and promotes the original building stock whilst allowing for high quality contemporary design. Imitative solutions are to be avoided to not diminish the strength and visual integrity of the original building stock.
- b) Where lot amalgamation occurs the original subdivision pattern is to be reflected in the new development design to ensure that the readability and rhythm of the original streetscape is evident in the urban grain.

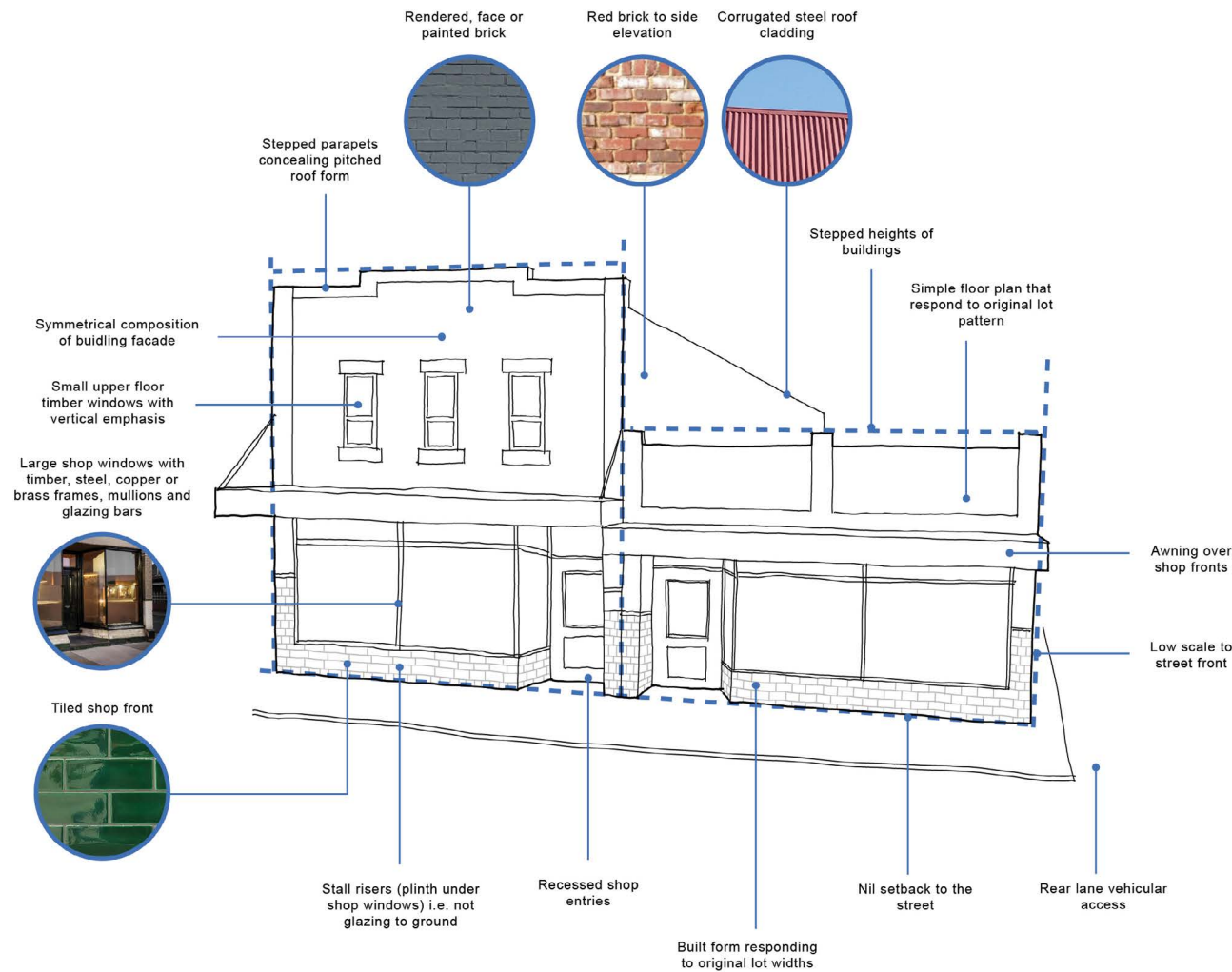


FIGURE 3: HISTORIC BUILDING ELEMENTS

Materials	Features	Scale and Form
Render, face or painted brick	Stepped parapets concealing pitched roof forms	Nil setbacks to the street
Corrugated steel roof cladding	Large shop front windows with small upper floor windows	Low scale to street front
Red brick to side elevations	Stall risers (plinth under shop window) i.e. not glazing	Symmetrical composition of building facades
Steel, copper or brass shop window frames	Tiled shopfronts	Stepped height of buildings
	Awnings over shop fronts	Built form responding to original lot widths
	Recessed shop entries	Simple floor plans that respond to original lot pattern
		Rear lane vehicular access

Table 2: Bayswater Historic Town Centre
Key Characteristics



Acceptable Outcomes

- The height of the street front or base interface of new development with the primary street up to 2 storeys (or 7m measured from natural ground level to top of parapet).
- The setback of new development as upper floor additions to contributory places (be it single or two storey places) is to be a minimum of 3m behind the main building line in order to maintain the prominence of the original building stock. The addition and setback of new upper floors to heritage listed places (in their own right) will require consideration of the significance of that place and its intactness/authenticity. This will be assessed on a case by case basis through a Heritage Impact Assessment.
- Additions to the side of contributory places on the same lot, are to be located behind the main building line to ensure the contributory place retains visual primacy in the streetscape.
- No new openings are to be inserted into principal elevations of heritage places or contributory buildings where they can be viewed from the public realm.

2.7 AMALGAMATION AND SUBDIVISION

Objective

- Development will reflect and build upon the traditional urban form and streetscape of each sub-precinct, enabling integration wherever possible with existing patterns of development and assists in promoting permeability, legibility and amenity.
- Subdivision pattern will be responsive to the desired characteristics of the site and the local planning context.
- Subdivision will maintain the ability for verges to retain mature trees and limit disruption of the pedestrian environment caused by frequent vehicle crossovers.
- Amalgamation of lots is encouraged to facilitate a practical and efficient layout and enable higher intensity development with appropriate amenity to occur.

Acceptable Outcomes

- The subdivision of any lot is to demonstrate that it can achieve the intended land use, built form typology and function envisaged by the Scheme and Design Guidelines.
- Development of a building which is 10 storeys or greater, shall only be permitted where the land area comprises a minimum of 1800m² and a minimum frontage of 20m to any street.
- Where possible vehicle access should be shared between the adjacent lots to improve efficiency of site utilisation and reduce the impact of crossovers on the streetscape.



- Core Precinct
- - - Historic Town Centre Area
- Contributing Places
Specific to the historic commercial character of the area

Heritage Places

Place numbers from Local Heritage Survey March 2020

- 48. 1-3 King William Street
Commercial Premises - Classification 3
- 49. 9 King William Street
Commercial Premises - Classification 3
- 50. 10 King William Street
McLeish's Store (fmr) - Classification 2
- 51. 11 King William Street
McLeish's Grain Store (fmr) - Classification 3
- 52. 13 King William Street
Marshall Buildings (fmr) - Classification 2
- 53. 14 King William Street
Bayswater Post Office (fmr) - Classification 2
- 54. 15 King William Street
Emersons Butcher Shop (fmr) - Classification 2
- 92. 79 Whatley Crescent
Commercial Premises - Classification 2
- 93. 81 Whatley Crescent
Commercial Premises - Classification 3
- 94. 89-91 Whatley Crescent
Commercial Premises - Classification 2



FIGURE 4: HISTORIC TOWN CENTRE AREA PLAN



2.8 STREETScape

Objective

- Building design is to be of high quality making a lasting contribution to the quality of the public realm and movement network through the implementation of an interesting and stimulating building facade which integrates with the street level, is safe, universally accessible, sustainable and contributes to wayfinding through the Project Area.
- New development will be respectful to the architectural social or historic character and appearance of the streetscape and make a lasting contribution to enhance the coherence, character and attractiveness of the natural and built elements of the street it belongs to.

Acceptable Outcomes

- Areas which abut streets and other public spaces will incorporate ground floor uses which promote surveillance of the street and visible indoor activity.
- The design of public spaces and adjacent building facades are to be considered together. Building facades at ground level shall be designed to engage with the public realm (and vice versa) by way of adding interest and permitting sight lines between indoor and outdoor environments to provide visible activity.
- Primary internal living spaces, verandas and balconies should be oriented to the public realm.
- Windows and glazed areas at ground level will be clear with protection of windows from the sun or for privacy achieved through architectural devices and passive solar design.
- Establish legible, well-lit and clearly visible pedestrian entries to all buildings which front the public realm.
- Lighting shall be provided to all external areas visible from the public realm and be angled downwards to minimise light spill.
- Upper floors shall incorporate roof top amenities, balconies and habitable room windows which overlook the public realm.
- Crossover location will be determined through site analysis and be situated to reduce amenity impact adjacent uses and conflict with the surrounding movement network.
- Utilities and service infrastructure are minimised along the street, well integrated into the design of the building and screened from public view.



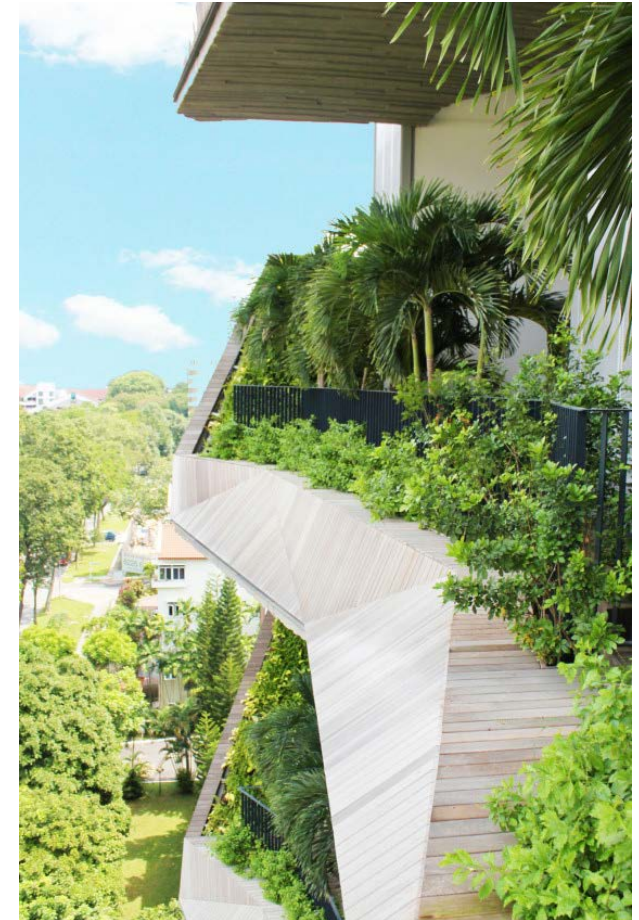
2.9 DEEP ROOT LANDSCAPE AREAS AND TREE CANOPY

Objective

- Trees and gardens make a significant contribution to the ecology, character and amenity of neighbourhoods, and are reflective of the character of Bayswater.
- Development is to support the City of Bayswater's objective to increase tree canopy coverage to 20% by 2025.
- The retention of significant trees is a desirable component of any proposal and the planning of a development is to make all reasonable endeavours to retain existing trees.
- The urban tree canopy is to be enhanced to improve the community comfort through mitigating the heat island effect, improving air and groundwater quality and contributing to biodiversity and ecological corridors.
- All open spaces within privately owned land will incorporate high quality landscaping which responds to the architecture of the building and the landscaping of the adjacent public realm.

Acceptable Outcomes

- Landscape design contributes to amenity and recreation through:
 - Provision of deep soil areas which support the provision of mature trees and soft landscaping, equating to at least 10% of the site area (refer to section 3.3 of the R-Codes Vol. 2 for further guidance on the design of deep soil areas); and
 - Provision of social spaces within landscape design which contributes to amenity and maximises human connection with the natural environment.
- Landscaping within setback areas is to be provided to improve the site amenity, provide natural shading, wind barriers, privacy enhancement, visual relief from the built form, screening of service areas, onsite infiltration and separation to adjoining sites.
- Development is to retain or plant at least one tree in a deep root zone per 500m² of site area;
- Landscaping will respond to the architecture of the building and reflect the form of the vegetation found in the surrounding public realm, prioritising native, evergreen species.
- The use of recycled rainwater for irrigation is encouraged to minimise the reliance on scheme water.
- All development applications are to include a landscape plan that has been prepared in accordance with the Water Corporation's waterwise criteria for landscaping.





2.10 DESIGN QUALITY

Vision

The Authority's Design Excellence Framework confirms that 'good design' is the baseline standard for all development. State Planning Policy 7.0 Design of the Built Environment sets out the following Design Principles to guide design, review and decision making to deliver good design outcomes.

Objective

- New developments will actively pursue achievement of the good design principles to create highly valued and responsive environments that meet the needs of users, support the community and strengthen sense of place.

Acceptable Outcomes

- Built form, open space and public realm designs satisfy the above principles of good design and meet all objectives of the Design Guidelines relevant to design quality, amenity and contribution to the public realm.
- High quality and cohesive palettes of materials and finishes are incorporated into the built form and landscape design.
- All buildings are designed by Registered Architects, with ongoing involvement of the architect, from design to completion of construction, to ensure design quality is maintained from development application stage to construction stage.
- High quality design is demonstrated for major developments which exceed the Specific Requirements under Chapter 3. The level of design quality shall be determined by the Authority's appointed Design Review Panel or SDRP, as relevant.

2.11 MATERIALS AND FINISHES

Objectives

- High quality materials and finishes will be incorporated into building and landscape designs, which contribute to a high standard of design and enhance the quality of the public and private realm.
- Materials and finishes will contribute successfully to the overall design aesthetic and respond to identified heritage significance and local context, contributing to a sense of place.

Acceptable Outcomes

- A contemporary design aesthetic is clearly expressed through a cohesive palette of high quality, innovative and imaginative materials and finishes, appropriate for the Bayswater context.



- Employ robust, low maintenance materials in the higher parts of a building (prefinished materials rather than paint), and natural, tactile and visually interesting materials at the lower levels near the public interface to reinforce a human scale.
- Incorporate high performance glazing products to achieve sustainability outcomes, while maintaining a transparent interface with the street through the use of clear glazing, with low reflectivity, at ground level.
- Avoid extensive use of glazing in building forms to avoid adverse light and heat reflection on adjoining spaces.
- A detailed materials schedule is required to be submitted as part of any development application to confirm achievement of the overall Vision and Objectives.

2.12 URBAN FURNITURE AND ALFRESCO AREAS

Objectives

- Outdoor dining areas contribute to a sense of life and activity in public spaces, providing an active connection between the public and private realm where patrons can enjoy the outdoors when the weather is favourable, without 'privatising' public spaces.

Acceptable Outcomes

- Alfresco shall be located against the associated building to ensure that it does not interrupt universal access, effective pedestrian movement through the public realm or disrupt views. Alfresco boundaries shall provide an effective shore line to enable universal access.
- Where alfresco areas are proposed to be located within the public realm they shall be unenclosed, except for overhead awnings attached to the adjacent building and no permanent structures will be permitted.
- Urban furniture shall positively respond to the form and function of the adjacent public realm, enhance safety and amenity, and not impede the growth of vegetation.

2.13 CAR PARKING

Objective

- The provision of on-site parking bays will be minimised and parking areas designed to encourage the use of alternative more sustainable modes of transport.
- Parking areas are located and designed with careful consideration for site levels, public realm impacts and the potential for adaptive reuse as required.





Acceptable Outcomes

- Car parking for permanent residential land uses are to be provided in accordance with R-Codes Vol 2.
- Car parking is provided in accordance with Table 2 - Transient and Non-Residential Car parking Requirements.
- Parking is located within a basement and/or concealed behind the building façade and sleeved with active uses.
- Parking areas, especially those above ground, are designed to be adaptable for future uses, for example:
 - floor to floor heights of at least 3.1m;
 - car parking not located on ramps; and
 - the structure of the building makes provision for future adaptive reuse with the ability to insert openings for natural light and ventilation.
- Basement parking is designed with consideration to levels across the site and will not protrude more than 1m above natural ground level at any point, unless stated otherwise in these Design Guidelines, to minimise blank walls and prevent negative visual impact on the streetscape and active edges.
- Charging stations for electric vehicles and scooters are incorporated into parking areas, with the electrical supply to provide vehicle charging capacity for at least 50% of the total number of bays.
- Provisions of bays for innovative car-sharing programs, reciprocal parking, shared parking arrangements and car stackers are encouraged, to maximise efficiency of use.

Development	Car Parking Ratio	
	Minimum	Maximum
Transient Residential	1 bay per 4 accommodation units	1 bay per 2 accommodation units
Non-Residential	1 bay per 100m ² of NLA	1 bay per 50m ² of NLA

Table 3: Transient and Non-Residential Car Parking Requirement

2.14 BICYCLE PARKING AND END OF TRIP FACILITIES

Objective

- The configuration and design of buildings will encourage and support the use of alternative active travel modes, including cycling.
- Bicycle parking is secure, easily accessible and conveniently located for residents and visitors.

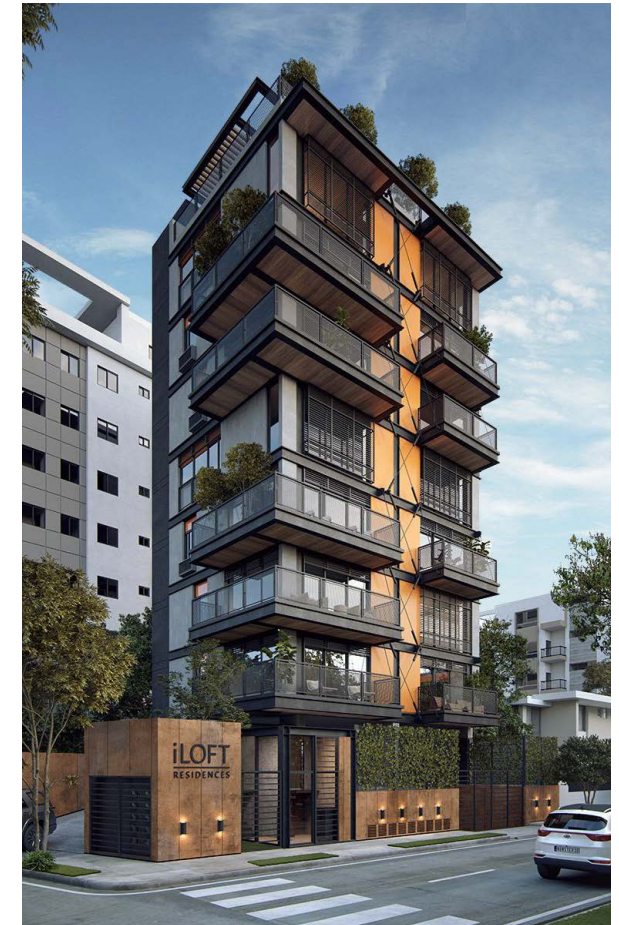


Acceptable Outcomes

- Bicycle Parking and end of trip facilities are provided in accordance with Table 4 – Bicycle Parking and End of Trip Facilities Requirements.
- All bicycle parking facilities are to be designed and constructed in accordance with Australian Standard 2890.3 (as amended) and Austroads Guide to Traffic Engineering Practice Part 14 – Bicycles.
- Visitor bicycle parking shall be located adjacent to the building entry at ground level. Bicycle parking shall also be located:
 - to allow for passive surveillance from public spaces, roads and private space;
 - to not disrupt pedestrian movement;
 - at ground level and accessible from the road and cycle paths;
 - for larger sites are sensitively located to be accessible from the public realm; and
 - in well-lit areas.
- All end of trip facilities shall be designed with convenience and safety of the user in mind, and be located as close as possible to bicycle parking facilities.
- Changing rooms must be secure, capable of being locked and located adjacent to the showers in a well-lit area within range of easy surveillance.
- Lockers must be well ventilated and be of a size sufficient to allow the storage of cycle attire and equipment.

Requirement	
Bicycle Parking	<p>Bicycle parking is provided at a minimum rate of:</p> <p>Residential: 1 bicycle space per dwelling.</p> <p>Visitor: 1 bay per 10 dwellings or 200m² NLA for visitors.</p> <p>Non-Residential: 1 bay per 100m² of NLA (rounded up) for staff of non-residential uses.</p>
End-of-Trip Facilities	<p>A minimum of 1.5 lockers is to be provided for every non-residential bicycle bay.</p> <p>Where less than 10 bicycle parking bays are required, 1 unisex shower and change room shall be provided. There must be a minimum of two female and two male showers, located in separate change rooms, for the first 10 bicycle parking bays.</p> <p>Additional shower facilities are to be provided at a rate of one male and one female shower for every 10 bicycle bays.</p>

Table 4: Bicycle Parking and End of Trip Facilities Requirements





Chapter 3

DESIGN QUALITY AND BUILT FORM



3.1 BUILDING HEIGHT AND FORM

Objective

- Development will be positioned, scaled and articulated to respond to the surrounding context, streetscape and site topography; ensuring that building height is offset by human scale design at street level and setbacks from neighbouring development in order to protect amenity.

Acceptable Outcomes

- Low rise buildings/lower tower levels are broken into human scale components through modulation, articulation, fine grained expression and variation in architectural detailing, materials, colours and textures, to create a visually interesting base for the tower above and contribute to a high amenity pedestrian experience.
- Lower base roofs are to be designed to provide accessible, functional and useable areas for commercial, communal residential or public use, respond to climatic conditions including green roof access to northern sun and promote surveillance of the street below.
- Building height and setbacks are in accordance with Figures 5-13 and Tables 5-9, having regard to Appendix 1 - Topographical Guidance. Intensity of development can only be achieved where the setbacks and separation spaces identified are met to ensure the amenity of adjoining properties is maintained and that the character and sense of place of the public realm is enhanced.
- Height requirements may be varied subject to the applicant demonstrating compliance with clause 1.5 of the Design Guidelines.

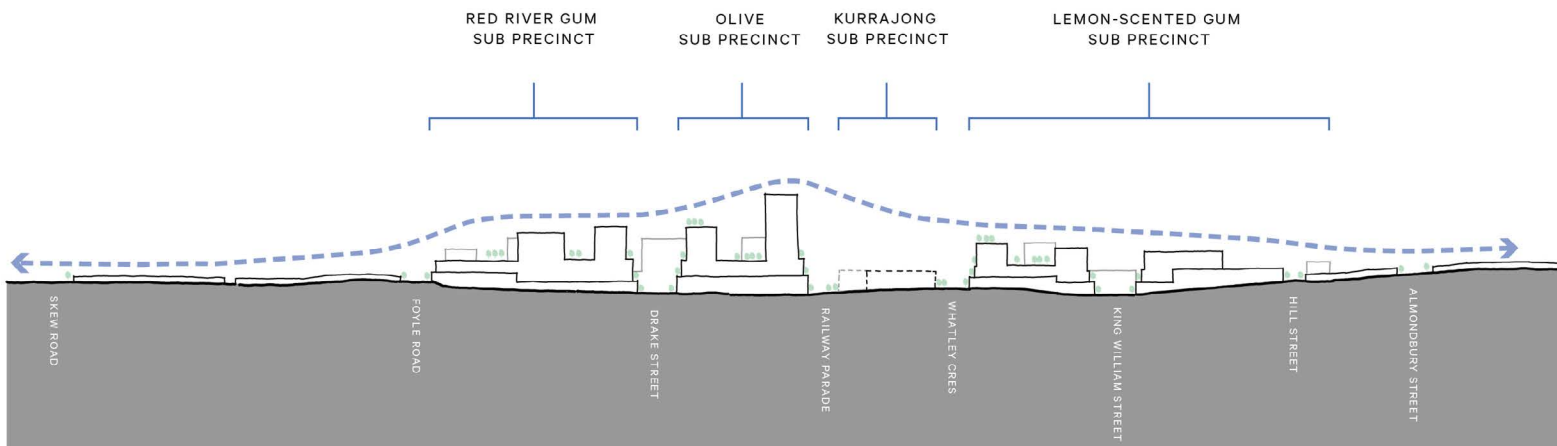


FIGURE 5: SUB-PRECINCT HEIGHT HIERARCHY SECTION



BUILDING HEIGHTS

- 6 Storeys max (up to 19m)
- 8 Storeys max (up to 25m)
- 12 Storeys max (up to 37m)
- 8 Storeys min
15 Storeys max (up to 46m)
- R-code applies (as per Structure Plan)
- Station
- Public open space

Note: maximum building heights do not include rooftop articulation



FIGURE 6: AREA HEIGHT PLAN



3.2 UPPER LEVEL DESIGN

Objectives

- Upper level design, floorplates and arrangement (including upper base and towers) will relate well to the streetscape, minimise building bulk impacts to the public realm and adjoining properties, maximise potential for views, and ensure occupants and adjoining properties have access to direct natural light and ventilation, while providing appropriate privacy separation.
- Upper levels will demonstrate exemplary contemporary design and provide visual interest through innovative use of materials and construction methods.
- Building façades are designed to express the proportion of individual elements with a strong relationship and rhythm, provide interest through the inclusion of complementary architectural treatments and respond to the articulation and modular rhythm of any adjoining identified heritage places.

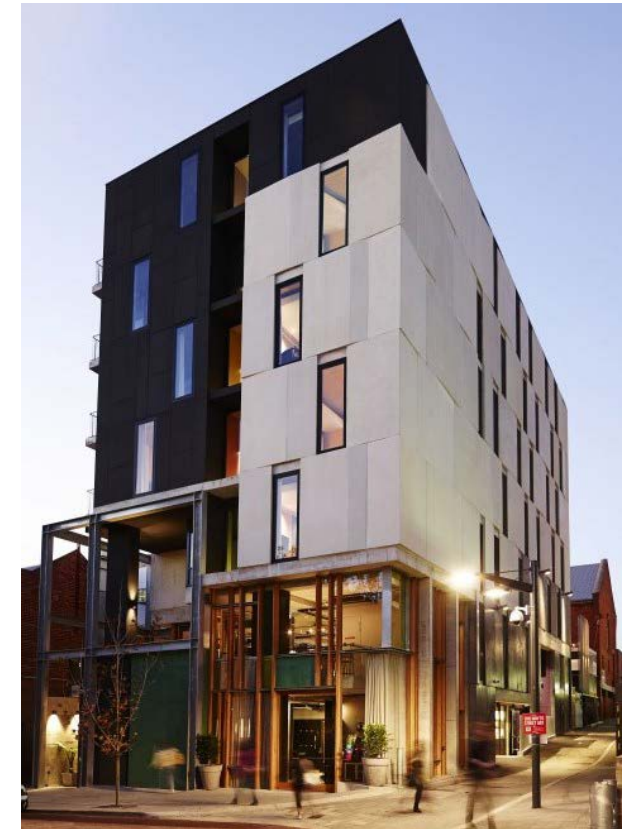
Acceptable Outcomes

- To ensure occupants have access to direct natural light, ventilation and provide appropriate separation for privacy purposes, towers within the same lot are to be separated by a minimum distance of 18m. The separation distance and sections between projections is to break up the appearance of mass.
- Tower floorplates are restricted to a maximum 35% footprint of the site area to facilitate the development of slender towers that minimise bulk and provide opportunities for views and solar and ventilation access between and into buildings.
- Tower massing and façade treatments shall be designed to express vertical proportions which respond to the fine grain character of typical local retail shop widths (approximately 12m). Towers are required to be carefully integrated into the upper base and are to use complimentary architectural treatments to mediate it's horizontality. Horizontal banding of the upper base is to be avoided.

3.3 SITE SPECIFIC BUILT FORM REQUIREMENTS

Visions are provided for each sub-precinct which highlights the key outcomes which are required to be considered in any development application. Development applications shall respond to the Vision.

Specific Requirements define, amongst other matters, the primary controls for each sub-precinct, including land use, built form, setbacks, building height and maximum site cover.





CORE SUB-PRECINCTS

- 1. Lemon-scented gum
- 2. Red river gum
- 3. Magnolia
- 4. Olive
- 5. Red flowering gum
- 6. Kurrajong

FRAME

- Frame Precinct

- Public open space



FIGURE 7: SUB-PRECINCT PLAN



3.3.1 KURRAJONG

Objective

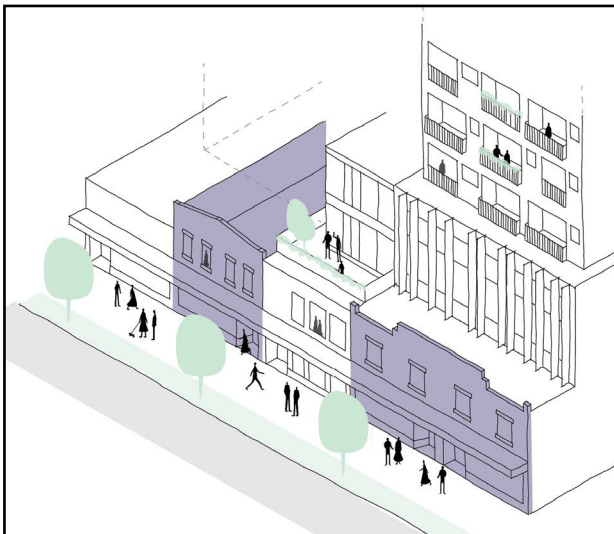
The Bayswater Station is a key METRONET Station Precinct that supports connections to the Midland Line, Forrestfield- Airport Link and Morley- Ellenbrook Line, providing access to the Perth Airport, Swan Valley tourist region, the Perth CBD and beyond.

The Kurrajong Sub-Precinct will assist in the creation of a cohesive destination point for the town centre, with the station upgrade acting as a catalyst for the revitalisation of the Bayswater town centre, by supporting long term opportunities for growth and increasing economic and social activity. Upgrades to the station, including replacement of the existing rail bridge with a new combined rail bridge and elevated station platform, better traffic light phasing at the King William Street-Whatley Crescent intersection and a grade separated pedestrian connection, are expected to improve access across the town centre and improve the pedestrian experience. The addition of new bus services provides further support for reduced local dependence on private vehicle use.

The station will deliver an urbane and legible thoroughfare connecting the Main Street zone north and south of the rail line. A new public plaza will provide a vital urban setting for the promotion of social interaction and activation. Public space design will reflect the town centre character, engendering a human scale urban environment to encourage walking and cycling in accordance with Crime Prevention Through Environmental Design (CPTED) design principles. Additional spaces around the station will integrate with the town centre and Main Street zone, delivering a unique blend of useable spaces for locals, passengers and businesses. The Plaza will be designed to accommodate a wide range of public uses across a variety of climatic conditions including diurnal cycles and weather settings, with spatial elements and connection to services to facilitate.

Development adjacent to the station is to consider interface with public spaces associated with the station, as well the significance of the railway infrastructure in terms of height and scale. Development Policy 3: Sound and Vibration Attenuation will facilitate a sustainable co-existence between noise and vibration sensitive/emitting developments such as the railway infrastructure and surrounding development.





3.3.2 LEMON SCENTED GUM

Objective

The Lemon Scented Gum Sub-Precinct is predominately characterised by small lots with fine grain shop frontages, undulating typography and a unique historic commercial centre. Development will enhance the pedestrian experience, building on the delivery of a vibrant mixed use Main Street that provides opportunities for social interaction and activity. The station upgrade will further support activation through the provision of a north-south connection and a public plaza, providing a safe, legible and activated passage connecting Bayswater.

Development will follow 'Main Street' principles, contributing to the creation of an interesting and activate scenscape and comfortable pedestrian environment. Development is to respect and respond to the existing streetscape, providing an appropriate transition between new and existing development. Development will seek to maintain the existing historic character, supporting retention of the existing rhythm of development. Fine grain detailing and articulation of buildings will be provided through design, detailing, materials and finishes to provide a rich and interesting pedestrian experience.

Redevelopment of contributory places will involve setting back development a minimum of 3m behind the main building line in order to maintain the prominence of the original building. Built form will be designed to read as one development rather than separate components and incorporate vertical elements, responding to the existing buildings. Development is encouraged to consider housing mix, providing opportunity for the delivery of small dwellings, intergenerational accommodation and affordable housing options.

The subdivision pattern shall be responsive to the existing characteristics of the area and consider the local planning context. Amalgamation of lots is encouraged to facilitate a practical and efficient layout that supports development consistent with the vision for the Project Area. Development adjacent to the Character Protection Area is to ensure amenity of lots outside of the Precinct are not unduly impacted upon. This will be achieved through good design that locates bulk appropriately, minimise blank façade, screens service infrastructure and is considerate of overshadowing and privacy concerns.

The Lemon Scented Gum Sub-Precinct will be a low speed environment with priority given to pedestrians and cyclists. Development, specifically located along the Main Street, will incorporate land uses at the ground floor which support day and night time activation, providing attractive window displays and active frontages promoting surveillance of the street. Buildings and landscaping will follow topography of the land, including stepping, terracing and ramping to accommodate the natural ground levels with minimal cut and fill. Interruption to the pedestrian environment will be minimised through rear laneway access where possible, and limiting the width and frequency of vehicle crossovers. The retention of existing mature trees will be prioritised and future landscaping is to be visible form the public realm to soften the built form and improve the micro-climate. Roof gardens or green roofs are also encouraged and can contribute greatly to the amenity of the area and the buildings immediate users.



Specific Requirements

Building Height, excluding roof element	Lower Base	2 storeys (up to 7 metres)
	Upper Base (total height including lower base)	6 storeys (up to 19 metres)
Street and Open Space Setback (min)	Lower Base	Nil
	Upper Base	3 metres (unless augmented by clause 2.6)
Other Lot Boundary Setbacks (min)	Lower Base	Rear boundary: 3 metres Side boundary: Nil
	Upper Base	Major opening to bedroom, study and open access walkways: 3 metres Major openings to habitable rooms other than bedrooms and studies: 4.5 metres Balconies: 6 metres
Tower Separation		18m
Tower Footprint		35%
Preferred Land Uses	Ground Floor	Main Street Zone: Restaurant/Café, Retail, Residential, Hotel Transition Zone: Office, Community, Hotel, Serviced Apartments, Specific Purposed Accommodation Note: Refer to Figure 3
	Above Ground Floor	Office, Residential, Hotel, Serviced Apartments, Specific Purposed Accommodation
Solar Access		"Developments are to ensure solar access is to be maintained to more than 50% of the area Bert Wright Park between 9am and 3pm on 21 June."
Sustainability Ranking (Refer to Development Policy 1 – Green Building)		Minimum Tier 3

Table 5: Lemon-Scented Gum Sub-Precinct Specific Building Requirements

Note: Plot Ratio does not apply.

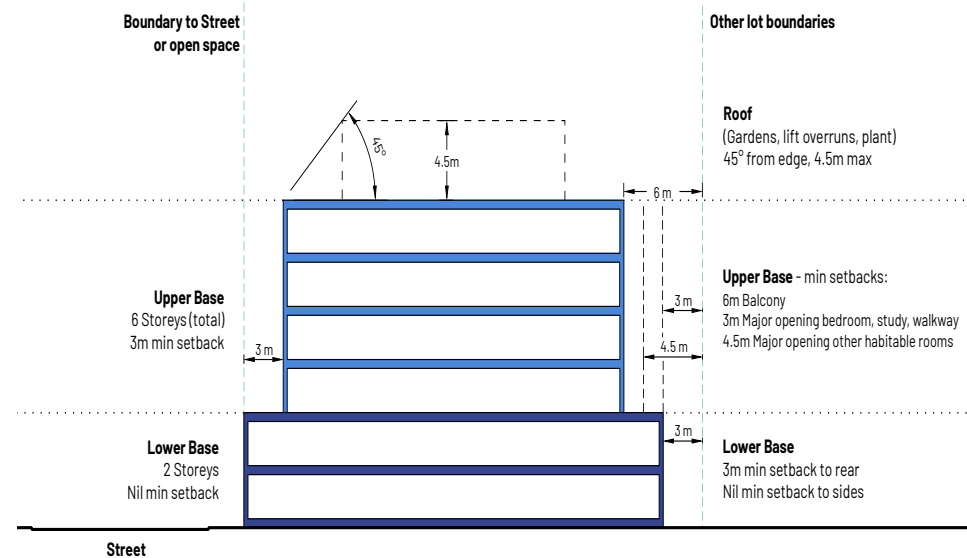


FIGURE 8: SECTION



3.3.3 RED RIVER GUM

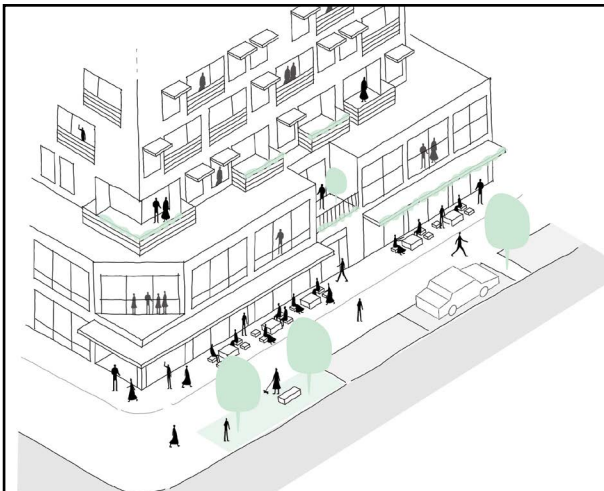
Objective

The Red River Gum Sub-Precinct is defined as the northern extension of the Main Street which will connect through to King William Street beneath the elevated station. The Red River Gum Sub-Precinct will represent a boulevard style streetscape characterised by larger street setbacks, supporting opportunities for alfresco space bookended by heritage buildings being the Bayswater Hotel and series of shops at Foyle Street.

The retail focus of the Main Street will extend 100 meters from the Station to Beechboro Road South. Development outside the northern section of the Main Street will provide for transitional land uses between the retail core and the residential Frame Area. Specifically, this area will support commercial, community based and transient residential land uses, delivering built form outcomes that act as a Gateway to the Bayswater Project Area.

Development will contribute to the delivery of an interesting and activate streetscape and comfortable pedestrian environment through the distribution of vibrant and activated land uses and the enhancement of the urban tree canopy. Development will include a diverse mix of active non-residential uses at ground level and a mixture of uses on the upper floors to maximise the benefit of the upgraded Bayswater station. To support the delivery of future mixed use development outcomes, a 2m setback applies to the lower base to support an activated street and provide further opportunities for passive surveillance. Pedestrian amenity will be a key focus, with development providing weather protection over footpaths and alfresco areas to improve the micro-climate and support activation. Fine grain detailing and articulation of buildings will be provided through design, materials and finishes to provide a rich pedestrian experience. Development is encouraged to consider housing mix, providing opportunity for the delivery of small dwellings, intergenerational accommodation and affordable housing options.

Development will incorporate the principles of sustainable design, through site responsive design and environmentally sensitive development. Built form will incorporate landscaping elements to provide shade and shelter and a permeable and attractive delineation between the public and private realm. Roof gardens or green roofs are also encouraged and can contribute greatly to the amenity of the area and the buildings immediate users.





Specific Requirements

Building Height, excluding roof element	Lower Base	2 storeys (up to 7 metres)
	Upper Base (including Lower Base)	6 storeys (up to 19 metres)
	Tower (total height including Base)	8 Storeys (up to 25 metres)
Street and Open Space Setback (min)	Lower Base	2 metres
	Upper Base	5 metres
	Tower	9 metres
Other Lot Boundary Setbacks (min)	Lower Base	Rear boundary: 3 metres Side boundary: Nil
	Upper Base	Major opening to bedroom, study and open access walkways: 3 metres
		Major openings to habitable rooms other than bedrooms and studies: 4.5 metres
	Tower	Balconies: 6 metres 9 metres
Tower Separation		18m
Tower Footprint		35%
Preferred Land Uses	Ground Floor	Main Street Zone: Restaurant/Café, Retail, Residential, Hotel Transition Zone: Office, Community, Hotel, Serviced Apartments, Specific Purposed Accommodation Note: Refer to Figure 3
	Upper Floor	Office, Residential, Hotel, Serviced Apartments, Specific Purposed Accommodation
Sustainability Ranking (Refer to Development Policy 1 – Green Building)		Minimum Tier 3

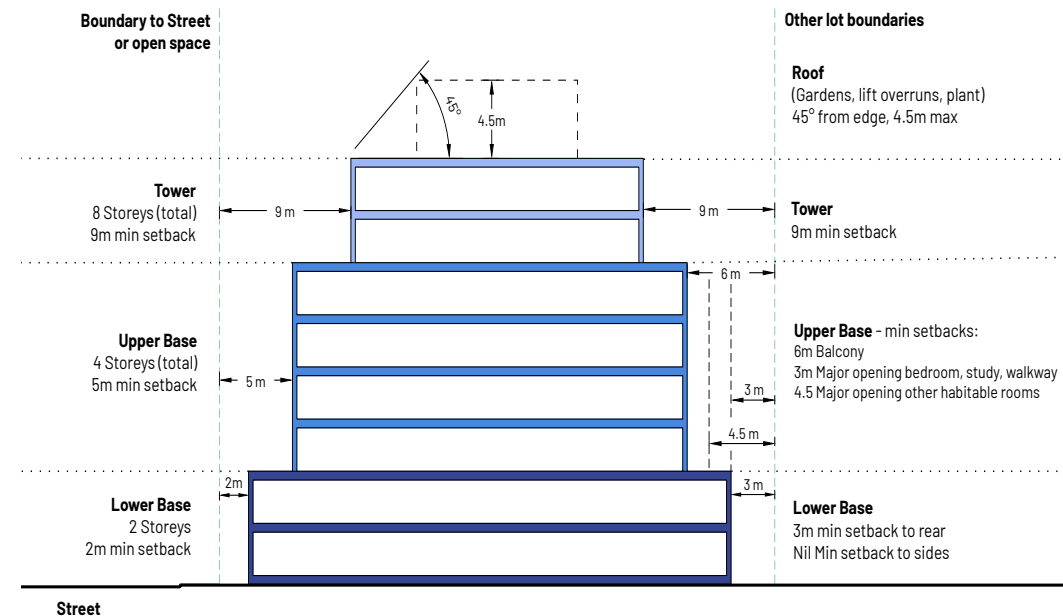


FIGURE 9: SECTION

Table 6: Red River Gum Sub-Precinct Specific Building Requirements

Note: Plot Ratio does not apply.



3.3.4 MAGNOLIA

Objective

The Magnolia Sub-Precinct provides a transition between the Olive Sub-Precinct and the Bayswater Frame Area, with development within this precinct anticipated to be predominantly residential in nature. Built form provisions have been determined in response to the interface with the adjacent railway infrastructure and higher intensity areas, providing an appropriate network along the periphery of the Core Area. Development will support the delivery of a safe and convenient pedestrian connection to the Bayswater Station and Main Street.

Development will be setback 3m to manage the street interface and provide further opportunity to deliver additional amenity for future residential buildings. Development shall incorporate landscaping treatments which respond to the architecture of the building and local landscape. Retention of existing mature trees and inclusion of new trees is encouraged where possible to further enhance the urban tree canopy and contribute to the character and amenity of the area.





Specific Requirements

Building Height, excluding roof element	Lower Base	2 storeys (up to 7 metres)
	Upper Base (including Lower Base)	6 storeys (up to 19 metres)
	Tower (total height including Base)	12 Storeys (up to 37 metres)
Street and Open Space Setback (min)	Lower Base	3 metres
	Upper Base	6 metres
	Tower	9 metres
Other Lot Boundary Setbacks (min)	Lower Base	Rear boundary: 3 metres Side boundary: Nil
	Upper Base	Major opening to bedroom, study and open access walkways: 3 metres
		Major openings to habitable rooms other than bedrooms and studies: 4.5 metres
		Balconies: 6 metres
	Tower	9 metres
Tower Separation		18m
Tower Footprint		35%
Preferred Land Uses		Residential
Minimum Solar Access in Public Realm		Developments are to ensure solar access is to be maintained to more than 50% of the northern station plaza for at least 3 hours between 9am and 3pm on 21 June.
Sustainability Ranking (Refer to Development Policy 1 – Green Building)		Minimum Tier 3

Table 7: Magnolia Sub-Precinct Specific Building Requirements

Note: Plot Ratio does not apply.

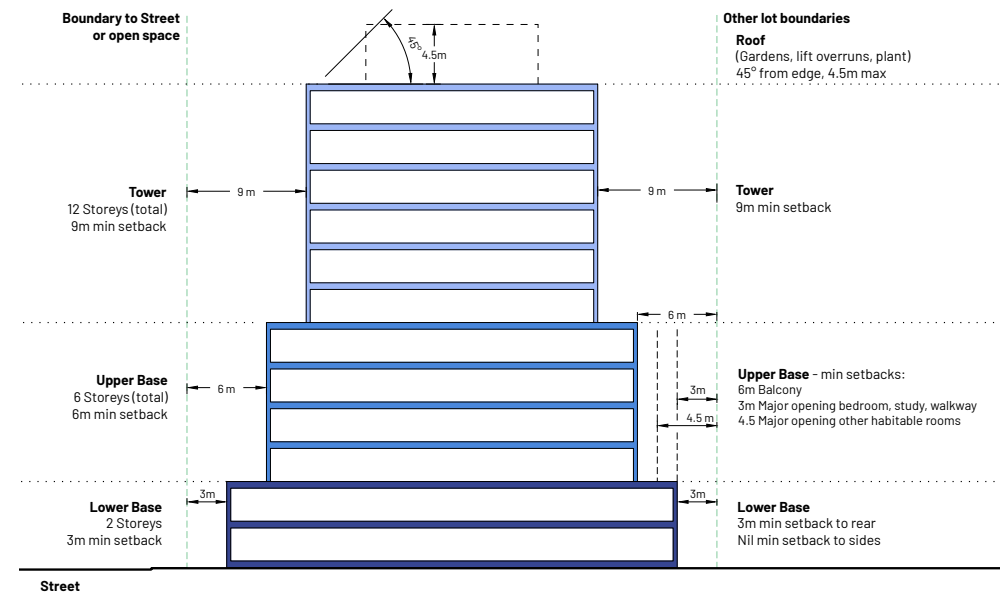
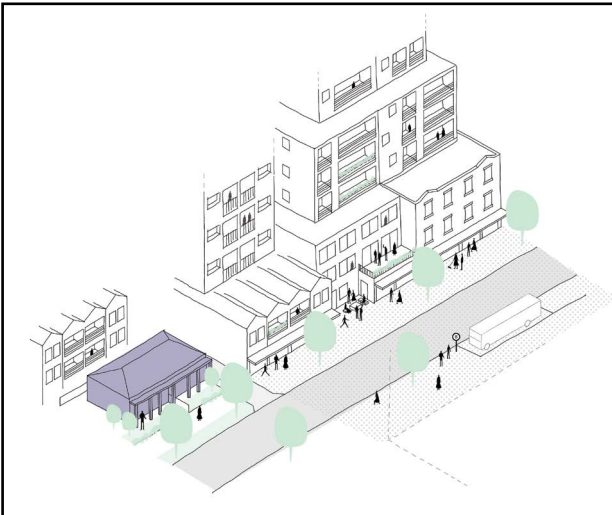


FIGURE 10: SECTION



3.3.5 OLIVE

Objective



The Olive Sub-Precinct forms the connection point of King William Street, Coode Street and Beechboro Road, with built form of a scale that is reflective of its significance directly opposite the station, public plaza and park lands to the north. The lower base height will provide an appropriate interface and human scale with the railway reservation and the new station works, creating a comfortable human scale pedestrian experience. Built form provisions have been determined in response to the width of the future road reserve and proximity to the Bayswater Station. Shopfronts at ground level shall provide for attractive window displays and active frontages promoting surveillance and activation of streets. Development is encouraged to consider housing mix, providing opportunity for the delivery of small dwellings, intergenerational accommodation and affordable housing options.

Being located adjacent to the Bayswater station, the Olive Sub-Precinct has exposure befitting a landmark building development and offers the opportunity to provide for good passive surveillance and pedestrian connection and address the public realm via well-presented elevational treatments. Built form will be fine grained and of human scale at the street edge with built form to these larger sites to incorporate a high degree of articulation, breaking up large masses and responding to Bayswater's sense of place. Mixed use development shall afford good surveillance over public spaces to improve safety and security for users and provide an attractive frontage when viewed from the public realm.

Building design is to appropriately manage the Interface between higher density built form and existing single storey development. The retention and adaptive reuse of character cottages is encouraged, further drawing on the local identity and sense of place of Bayswater.

Development will provide an urban, human scale experience and provide opportunities for passive surveillance of the public realm through the provision of windows, balconies, terraces and gardens overlooking streets and public spaces. Public access to podiums and towers is encouraged with the potential to incorporate uses such as community facilities and restaurants and bars.

Development will incorporate innovative approaches to sustainable design and construction, with an objective to have efficient resource and energy use and reduce emissions and waste. Specifically, the Olive Sub-Precinct is nominated as Tier 2 site under Development Policy 1 – Green Buildings, requiring all future development to demonstrate compliance with the 5-Star Green Star rating.

Due to its landmark status, discretion in relation to height may be considered up to 18 storeys (up to 55m) where the application is able to demonstrate that the intensity of development is consistent with the specific building requirements defined under Table 8 and clause 1.5 of the Design Guidelines.



Specific Requirements

Building Height, excluding roof element	Lower Base	3 storeys (up to 10 metres)
	Upper Base (including Lower Base)	7 storeys (up to 22 metres)
	Tower (total height including Base)	Minimum: 8 Storeys (up to 25 metres) 15 Storeys (up to 46 metres)
Street and Open Space Setback (min)	Lower Base	Nil
	Upper Base	3 metres
	Tower	9 metres
Other Lot Boundary Setbacks (min)	Lower Base	Rear boundary: 3 metres Side boundary: Nil Rose Avenue boundary: 3 metres
	Upper Base	Major opening to bedroom, study and open access walkways: 3 metres Major openings to habitable rooms other than bedrooms and studies: 4.5 metres Balconies: 6 metres
	Tower	9 metres
Tower Separation		18m
Tower Footprint		35%
Preferred Land Uses	Ground Floor	Restaurant/Café, Shop, Residential, Hotel, Community, Hotel, Serviced Apartments, Specific Purposed Accommodation
	Upper Floor	Office, Residential
Minimum Solar Access in Public Realm		Developments are to ensure solar access is to be maintained to more than 50% of the northern station plaza for at least 3 hours between 9am and 3pm on 21 June.
Sustainability Ranking (Refer to Development Policy 1 – Green Building)		Minimum Tier 2

Table 8: Olive Sub-Precinct Specific Building Requirements

Note: Plot Ratio does not apply.

Minimum height requirements apply to one building element per lot

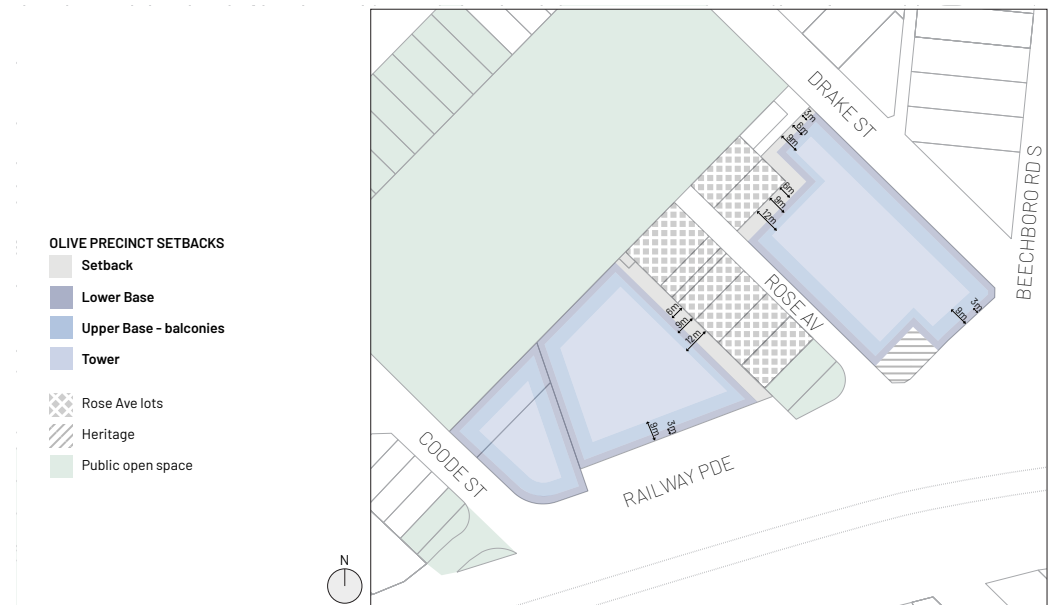


FIGURE 11: SITE PLAN

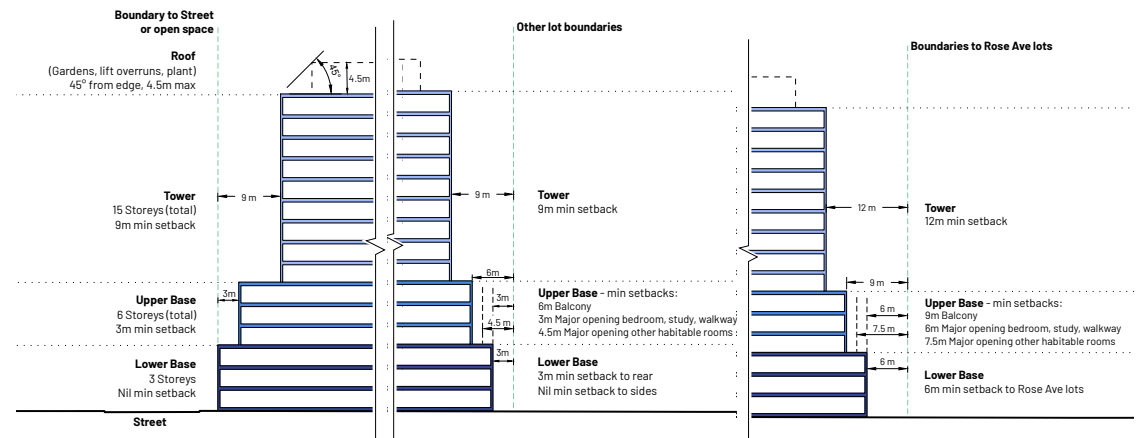


FIGURE 12: SECTION

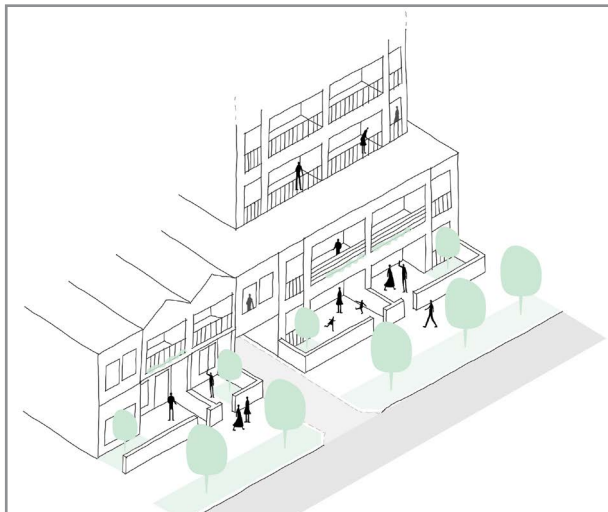


3.3.6 RED FLOWERING GUM

Objective

New development within the Red Flowering Gum Sub-Precinct must be cognisant of the relationship with adjoining residential areas located within the Frame Area. This interface will be managed through quality design that locates building bulk appropriately, minimises blank façades, screens service infrastructure and is considerate of overshadowing and privacy concerns. The built form will assist in providing a transition from higher intensity mixed use development and rail infrastructure towards the surrounding predominantly single two storey residential. Development along this boundary shall provide for good passive surveillance of the streets and shall address the public realm via well-presented elevational treatments.

Retention of existing mature trees is encouraged where possible to further enhance the urban tree canopy and contribute to the character and amenity of the area. Development will enhance the existing connections, delivering safe and convenient pedestrian connections to the Bayswater station and Main Street.





Specific Requirements

Building Height, excluding roof element	Lower Base	2 storeys (up to 7 metres)
	Upper Base (total height including lower base)	6 storeys (up to 19 metres)
Street and Open Space Setback (min)	Lower Base	3 metres
	Upper Base	5 metres
Other Lot Boundary Setbacks (min)	Lower Base	Rear boundary: 3 metres Side boundary: Nil
	Upper Base	Major opening to bedroom, study and open access walkways: 3 metres Major openings to habitable rooms other than bedrooms and studies: 4.5 metres Balconies: 6 metres
Tower Separation		18m
Tower Footprint		35%
Preferred Land Uses		Residential
Sustainability Ranking (Refer to Development Policy 1 – Green Building)		Minimum Tier 3

Table 9: Red Flowering Gum Sub-Precinct Specific Building Requirements

Note: Plot Ratio does not apply.

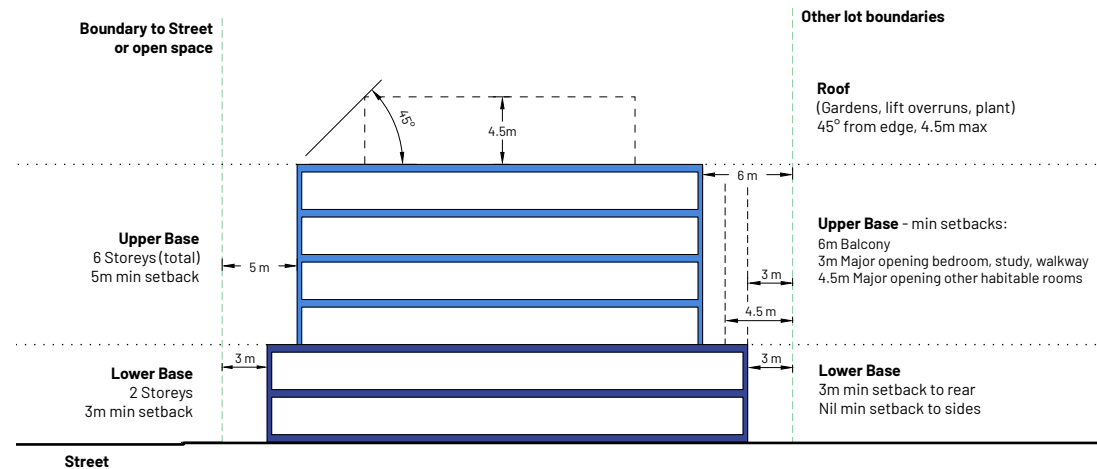
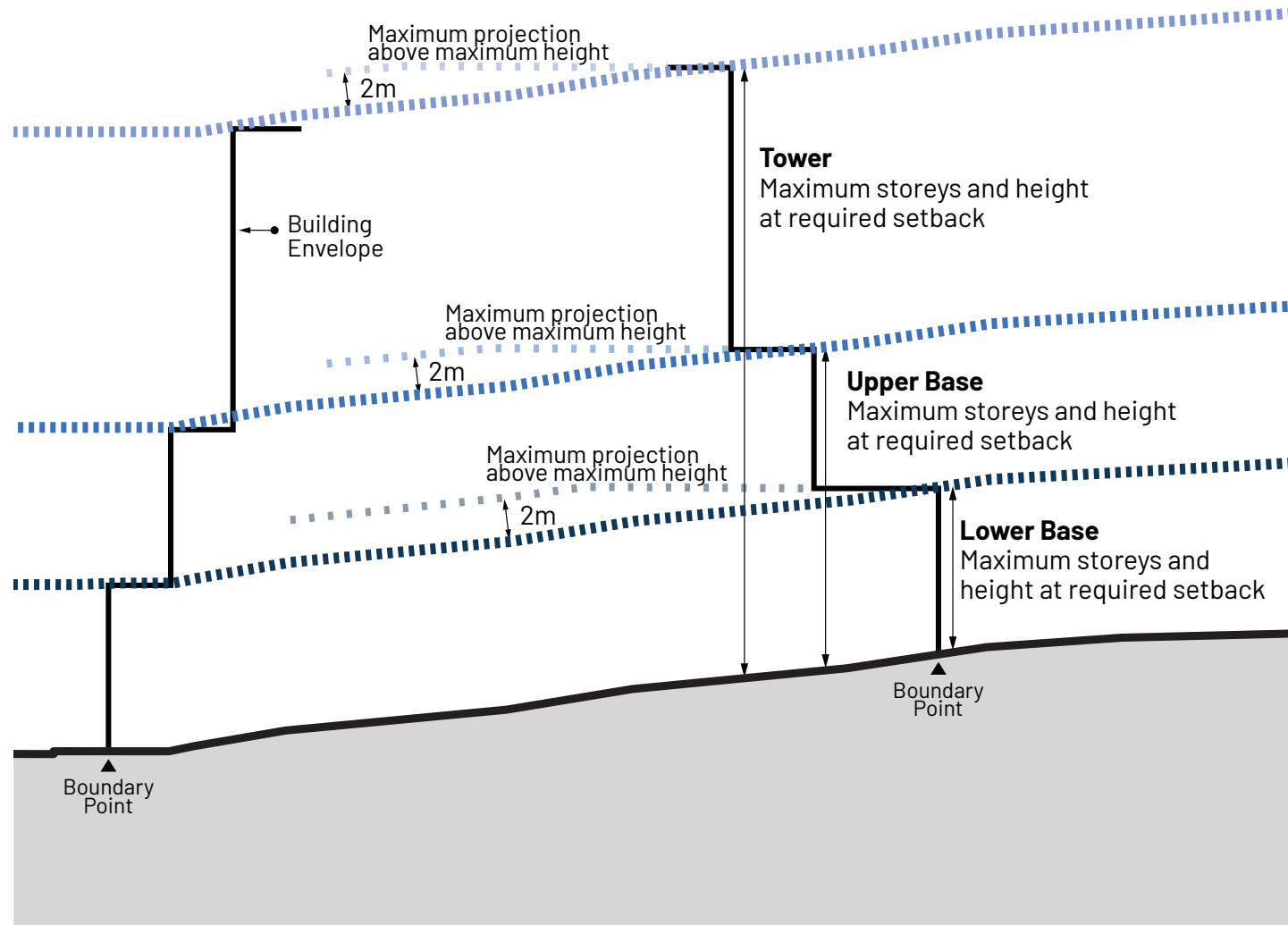


FIGURE 13: SECTION



APPENDIX 1 TOPOGRAPHICAL GUIDANCE



The intent of enabling projections beyond the specified height requirements under clause 3.1 (in storeys and metres) is to enable development to respond to the topography of the locality and moderate the impact to neighbouring properties as a result. It is not intended to enable additional height (i.e. the projection) at the front or rear lot boundaries as this would result in potential adverse impacts to the public realm and/or properties to rear boundaries, particularly those located outside of the Core Precinct, unless it can be demonstrated that these impacts would not be experienced and the objectives of Chapter 3 would be satisfied.



APPENDIX 2 IMAGE CREDITS AND DOCUMENT CONTROL

IMAGE CREDITS

Chapter 1

Trilby Apartments. Designer: Peddle Thorpe Architects, Melbourne	p4
Street activation, Photography: Johnathan Trask – Trasko Photographics Design: Motus Architecture	p5
Stefano Boeri Architetti, Photographer: Daniele Zacchi	p7
Burwood Brickworks Shopping Centre, Hacer Group	p7
Aria Luxury Apartments, Hillam Architects	p8
TPG Town Planning & Urban Design	p9

Chapter 2

Photographer: Dion Robeson	
Architect: Robeson Architects	p10
Plan of Bayswater & Maylands C1905 (Courtesy: Thematic History and Framework, City of Bayswater, 2020; Source: SROWA, CONS 3868/357)	p13
McLeish's Store, King William Street, Bayswater; The City of Bayswater Municipal Heritage Inventory, April 1996. Bayswater Historical Society Archive.	
BHS Oral History Collection.	p14

Piccolo House, Wood Marsh Architecture, Photographer: Trevor Mein	p15
Idlearchitects	p15
King Somm on King William Street, Bayswater Photographer: Dion Robeson Architect: Robeson Architects	p16
Guildford, Architect: Hillam, Developer: Willing Property	p21
Wilson Glen Eira, 206/78 Inkerman Street	p22
BatesSmart	p23
King Somm on King William Street, Bayswater Photographer: Dion Robeson Architect: Robeson Architects	p23
Vic Quarter, Hillam Architects	p24
Parking Ailer Bille, Mini STUDIO Publishing Group	p25
Piccolo House, Wood Marsh Architecture, Photographer: Trevor Mein	p25
EV Charge Zone, Green Building Council of Australia	p26
Residential Building in Dominican Republic Project: iLOFT Residences Architects: A20 Arquitectos	
Render: Cubico 3D	p27

Chapter 3

Artist Impression: Hoyne Design: MJA Studio	p28
Photographer: Dion Robeson Design: MJA Studio	p29
Alex Hotel	p31
The new Bayswater Station, METRONET	p32

DOCUMENT CONTROL

Adoption Date:

Amendment Date:

Nature of Amendment:

MORE INFORMATION

If you require any further information or explanation, the following options are available:

Website:

review planning documents on DevelopmentWA's website:
www.developmentwa.com.au/planning

Email:

email your query to DevelopmentWA at:
planning@developmentwa.com.au

Phone:

phone DevelopmentWA to speak to a planner on (08) 9482 7499

Meeting:

book a meeting to discuss your proposal with a planner by
phoning (08) 9482 7499

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