



METRONET EAST BAYSWATER PROJECT AREA DESIGN GUIDELINES

A close-up photograph of a person's lower legs and feet. They are wearing traditional Indigenous Australian clothing, including a black skirt and a beaded necklace. Their legs are adorned with intricate white body paint designs. They are stepping on a sandy surface, with sand being kicked up around their feet. The background is blurred, showing other people in similar attire.

ACKNOWLEDGEMENT OF COUNTRY

Development WA 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.



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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.

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 State Development Assessment Unit.

1.2 THE REDEVELOPMENT AREA OBJECTIVES

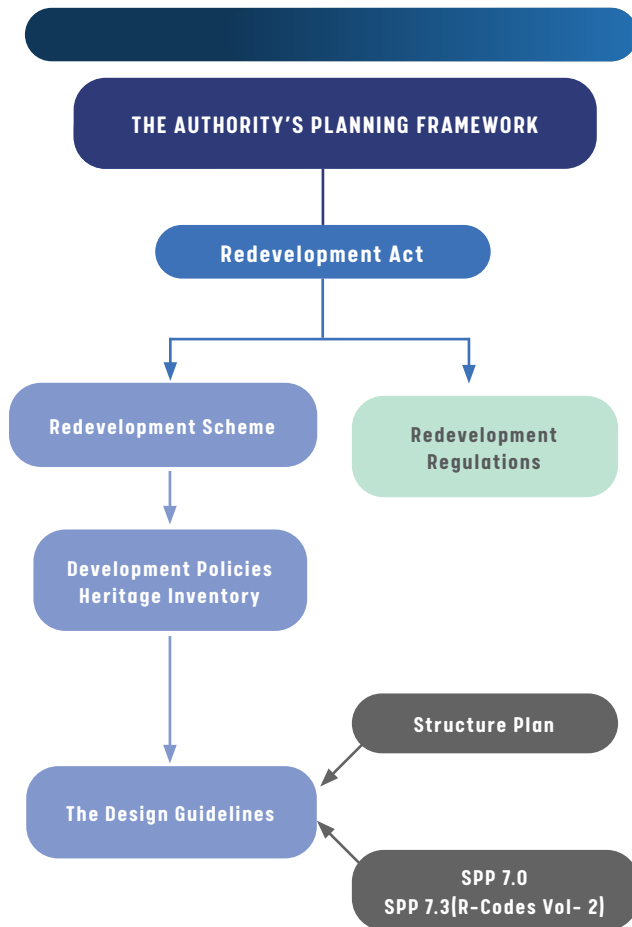
The role of the Authority is to revitalise and transform underutilised urban areas into diverse and activated places for people to live, work and recreate, guided by the Redevelopment Area Objectives, as defined below:

- Sense of Place;
- Economic Wellbeing;
- Urban Efficiency;
- Connectivity;
- Social Inclusion; and
- Environmental Integrity.

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) and State Planning Policy 7.0 Design of the Built Environment (SPP 7.0) which provide a general basis for the control of high density residential development and enable the delivery of good design outcomes 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:

- General Development Provisions are provided in Chapter 3 which outline generic guidelines that apply to the entire Core Precinct in addition to the relevant provisions of R-Codes Vol. 2.
- Specific Development Requirements are provided in Chapter 4 that apply detailed development standards to individual sub-precincts.

The provisions of these design guidelines replace the relevant elements of the R-Codes Vol.2. Where an element is not addressed by these design guidelines, regard is to be given to the R-Codes. A table confirming the elements of the R-Codes which are replaced by the Design Guidelines is provided in Appendix 1.

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

- **CHARACTER STATEMENTS**

Each sub-precinct provides a character statement which defines the relationship to the wider project area and outlines the specific built form outcomes. The character statement draws on the existing defining character of each sub-precinct and provides a pathway for redevelopment. It is mandatory to achieve the character statement. The Authority will give due regard to the achievement of the character statement in determining development applications or making any other discretionary decisions under the Design Guidelines or the Scheme.

- **OBJECTIVES**

Objectives outline the intended outcome for each provision. It is mandatory to achieve the Objectives. The Authority will give due regard to the achievement of the 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 Objectives are met. However, there may be alternative solutions to demonstrate consistency with the 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.

- **APPENDICES**

Appendices provide supplementary explanatory information and may be amended to reflect changes to State Planning Policy.

- **PHOTOGRAPHS AND ILLUSTRATIONS**

These are for illustrative purposes only and do not form part of the statutory provisions or imply that 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, METRONET East Development Policies (Development Policies), METRONET East Bayswater Heritage Inventory, METRONET East Bayswater Redevelopment Strategy, Bayswater Town Centre Structure Plan, R-Codes Vol. 1 and Vol. 2 (as applicable), as well as all relevant legislation and Australian Standards.

The Development Policies (as amended), include supplementary provisions and are to be read in conjunction with the Design Guidelines. The Design Guidelines are intended to be read in accordance with Chapters 3 and 4 of R-Codes Vol. 2 where applicable, as outlined in Appendix 1. Where there is an inconsistency between the Design Guidelines and State Planning Policy, the Design Guidelines prevail.

Development standards for minor additions to existing residential development, and new single dwellings within the Core Precinct are as per State Planning Policy 7.3 – Volume 1 as for the R80 R-Code.

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 Character Statements/Objectives through a range of design solutions. The Authority may approve 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):

- clearly meets the relevant Character Statements/Objectives of the Design Guidelines;
- forms part of an application which achieves design excellence determined by the appointed design review panel (The Design Excellence guiding framework is outlined in Appendix 2);
- delivers additional community, economic and environmental benefits beyond that required by the Development Policies; and
- is consistent with clause 5.19 Determination When Non-Compliant, of the Scheme.

Each development application will be assessed on its own merits having regard to the matters above.

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

- How the development achieves a built form that demonstrates a design excellence outcome, consistent with the Objectives and Design Principles of SPP 7.0;
- The intensity of development reflects the character statement for the sub-precinct and is consistent with the height hierarchy defined under section 3.10 of the Design Guidelines;
- How the development will achieve a higher Sustainability Ranking (Refer to Development Policy 1 – Green Buildings) than the minimum prescribed under the relevant sub-precinct requirement;
- How the development results in a superior economic benefit to the overall Bayswater area that would be achieved by a compliant development;
- How the development contributes to the sense of place of Bayswater by satisfying and exceeding the requirements of section 3.1 – Character Retention of the Design Guidelines; and
- That community benefit provided is commensurate to the discretion sought will offset the 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 local community and local government



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 is considered to adversely impact Bayswater or surrounding centres.
- Registered Architects report.
- 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.





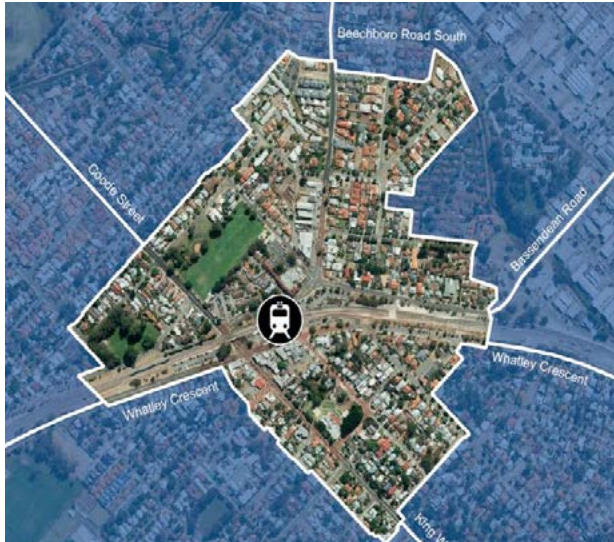
Pre Development Application Submission	Development Application	Documentation	Construction
<p>Step 1. The applicant/developer and their project team meet with the Authority to discuss design, sustainability concepts and proposed variations to the applicable elements of the Design Guidelines.</p> <p>Note: 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 Train 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 South. 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 South and single storey non-residential development on the west side of Beechboro Road South.

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.

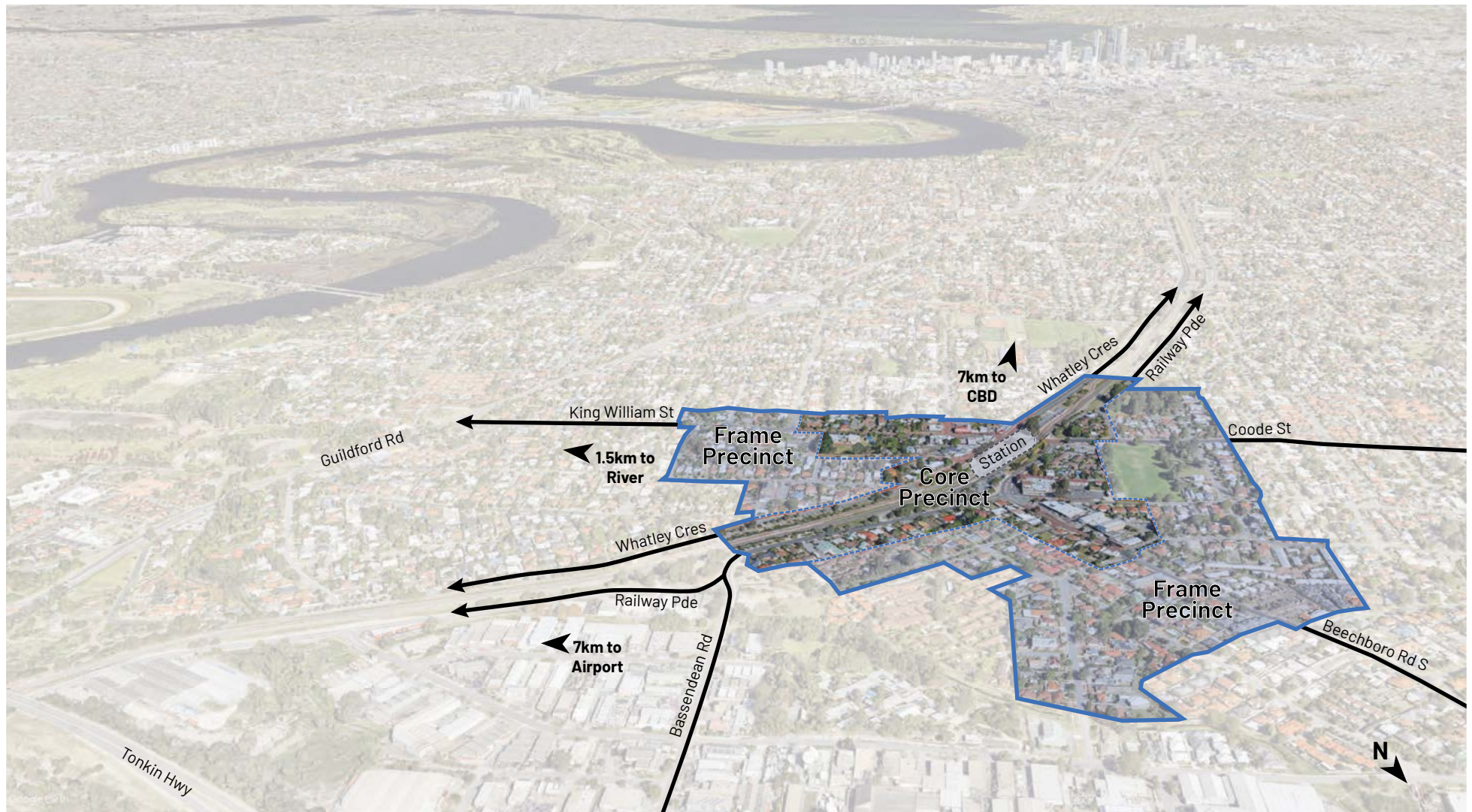


FIGURE 1: CONTEXT PLAN



2.2 HISTORY

The Project Area is within the traditional lands of the Noongar people. Bayswater is found within the region of the Whadjuk dialect groups. The original riverside swamps around Bayswater provided Noongar people with a rich and varied supply of food.

The Bayswater Town Centre developed from the beginnings of a few key shops and houses spreading east of King William Street, including the Bayswater post office constructed in King William Street in 1895. Several Federation style Bungalows and timber worker cottages still remain in the area typical of this era. A few early commercial buildings also remain, but have been altered in appearance, typically including the removal of their early verandahs. Shop owners usually lived on the premises with stables located at the back of the shops for their horses. The Bayswater Hotel built in 1899, remains the only commercial premises on the north side of the railway line from this early period of development.

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

2.3 HERITAGE SIGNIFICANCE

The Precinct includes a number of places that are included on the Heritage Inventory. 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 number of properties are located north of the railway line, the most prominent being the Bayswater Hotel at No. 78 Railway Parade.

Clause 3.1 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.

While there are no registered Aboriginal Heritage Sites within the Bayswater Project Area, the Bayswater area remains a significant place for Noongar people. There remains an opportunity to incorporate greater acknowledgement and reference to Aboriginal heritage of the area. METRONET's Aboriginal Engagement Strategy 'Gnarla Biddi - Our Pathways' guides the planning and delivery of Aboriginal engagement throughout the planning, design and delivery of the METRONET program of projects. Development is to recognise that the contextual history of Bayswater is not solely comprised of European heritage and its associated historical buildings, it includes Aboriginal cultural legacy and draws on the connection to Noongar people.



2.4 VISION

The METRONET Bayswater Station Redevelopment is a significant State Government infrastructure investment elevating Bayswater's strategic importance and transforming it into the most significant junction outside Perth CBD. King William Street and Coode Street represent the heart of Bayswater's town centre, with the town centre to be extended further along its length, particularly King William, to facilitate business and employment growth through the clustering of highly activated retail and dining and entertainment uses. Beechboro Road South through its linkage with Coode Street via Railway Parade represents an opportunity to increase the ability for the economy of Bayswater to grow and service its growing population.

Higher intensity development is envisaged immediately around the station, particularly directly north of the railway line, which is supported by the size, orientation, topography and accessibility of lots. Development to the south will respond to site context, with particular consideration for the enhancement of existing sense of place, local character and heritage significance, with lot amalgamation an opportunity to increase the intensity of development. Development adjoining the Character Protection Area, located outside of the Project Area, is to ensure the amenity of lots outside of the Precinct are not unduly impacted upon.

Design and development of buildings will demonstrate high quality and innovative development solutions that respond to the principles of good design and continue the established characteristic of fine grain shop fronts at street level. The delivery of leading sustainability practices will be integral to the achievement of high quality development, including minimising non-renewable resource use, ongoing costs to occupants and the carbon footprint of development, while also ensuring vibration and noise from the adjoining rail reserve is appropriately mitigated.





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 aim is to deliver good design, while protecting the area from over-development.

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 to 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.



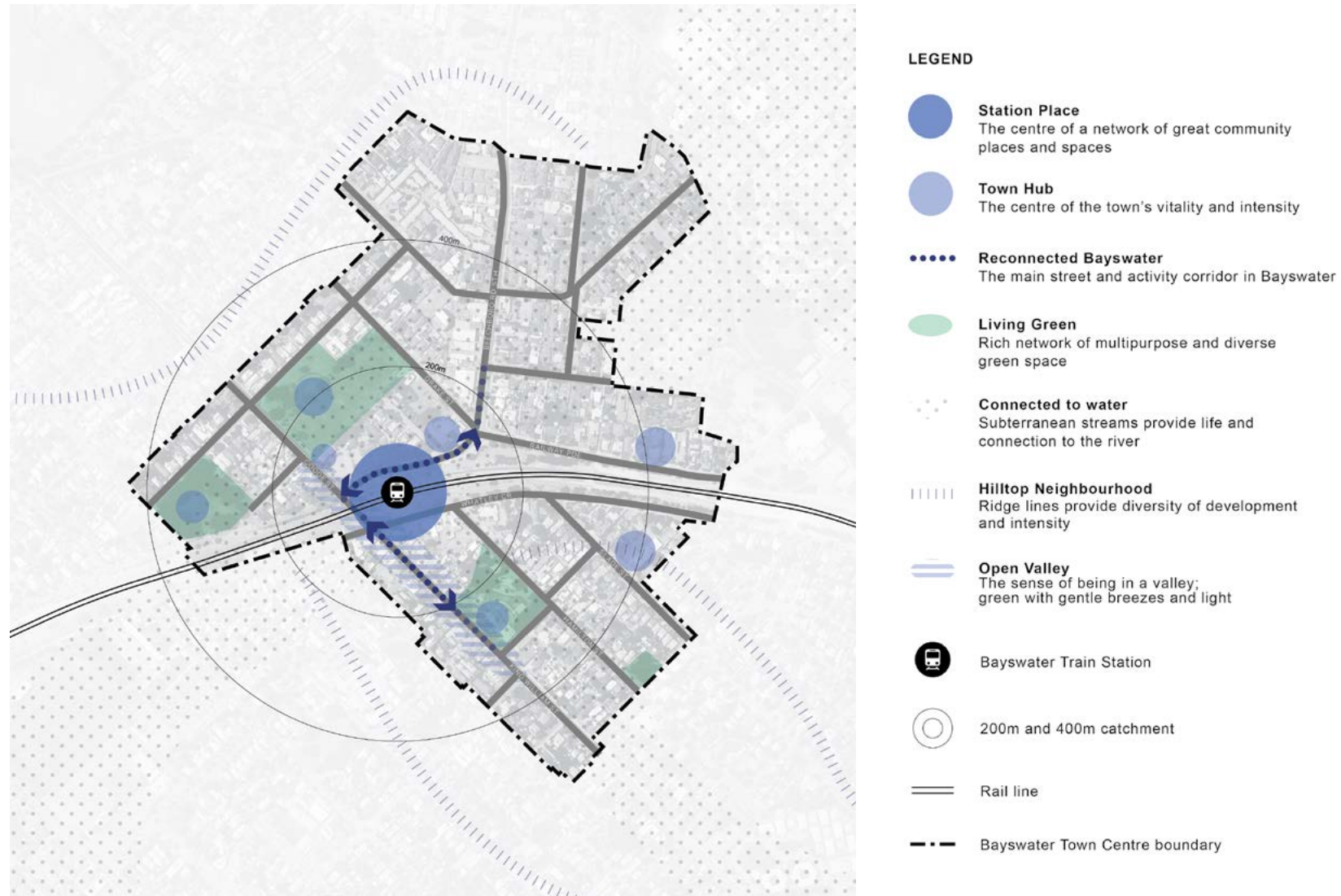


FIGURE 2: DRIVERS PLAN



Chapter 3

GENERAL DEVELOPMENT PROVISIONS



3.1 CHARACTER RETENTION

3.1.1 Heritage Places

Heritage Places are those places listed in the Heritage Inventory as outlined under clause 2.3 and are identified as places which contribute towards the local cultural heritage significance and sense of place of Bayswater. Redevelopment of Heritage Places is to have regard to the management category and level of significance of the place as assigned by the inventory. New development will be sympathetic to heritage places to ensure the character and significance is maintained and enhanced, preserving the unique sense of place of Bayswater.

Objectives

- All development of or adjacent to heritage places, as defined in the METRONET East Bayswater Heritage Inventory, are to comply with the requirements of Development Policy 2 - Heritage Places. Unless agreed to by the Authority prior to submission, based on the low impact nature of the proposal, 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.

3.1.2 Bayswater Historic Commercial Town Centre - Contributory Places

Contributory Places, as identified in Figure 3, are places identified in addition to Heritage Places as contributing to the heritage significance, aesthetic cohesiveness and strong, identifiable commercial character of the Town Centre streetscape. The existing built form collectively illustrates 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.





Objectives

- 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 4 and Table 2 set 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.
- 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.

Acceptable Outcomes

- Redevelopment of contributory places is to promote and facilitate appropriate and sensitive adaptive re-use of contributory heritage buildings and to ensure high quality architectural responses for additions and infill development, to allow ongoing use and enjoyment.
- Redevelopment of contributory places will involve setting back development a minimum 3m behind the main building line in order to maintain the prominence of the original building.
- Built form shall be designed to complement existing development and incorporate vertical or horizontal elements which respond to the original architecture of the building.



--- 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 3: HISTORIC TOWN CENTRE AREA PLAN

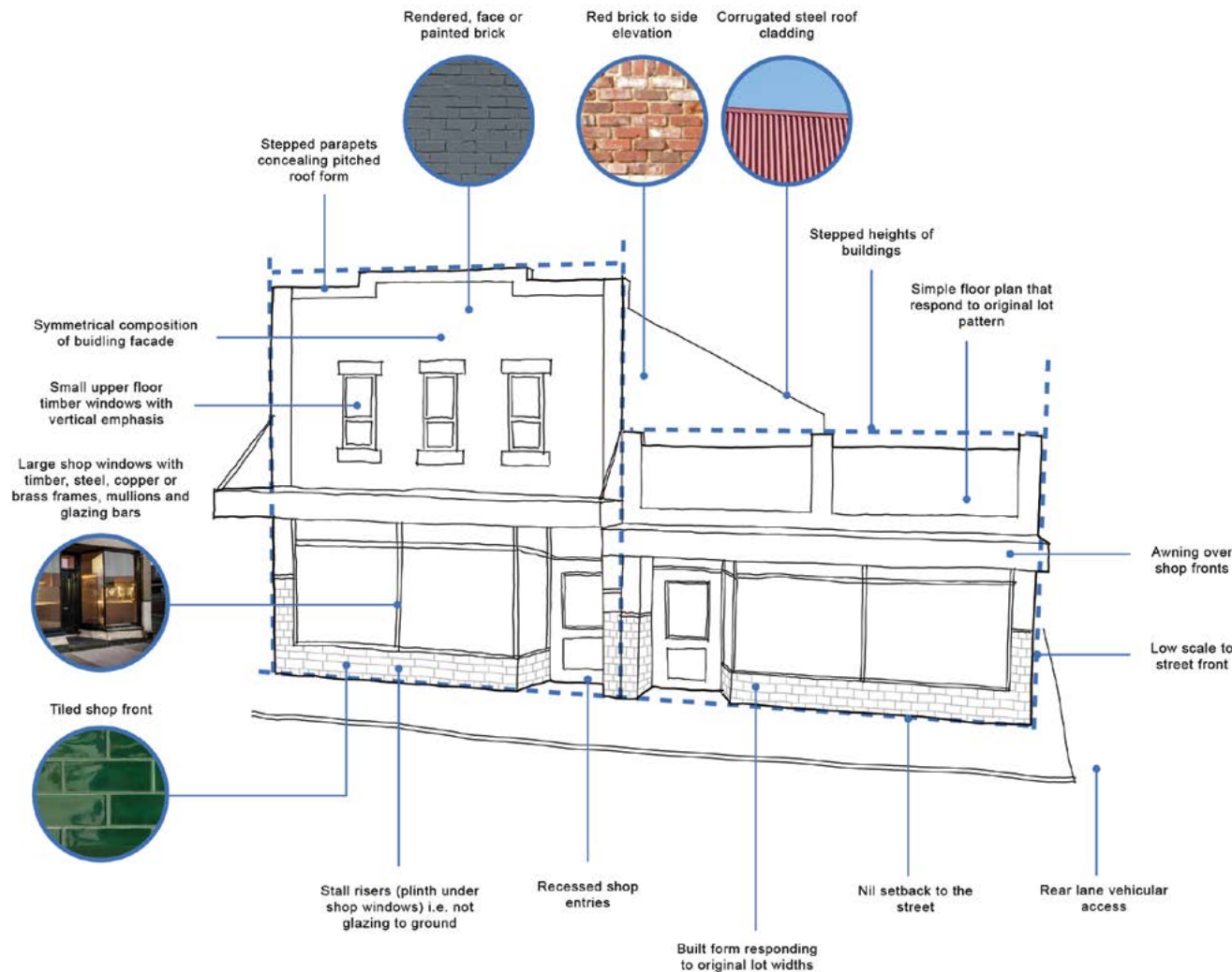


FIGURE 4: HISTORIC BUILDING ELEMENTS

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 façades
Steel, copper or brass shop window frames	Tiled shop fronts	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



3.2 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 whilst assisting to promote 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 shall demonstrate that it can achieve the intended land use, built form typology and function envisaged by the Scheme and Design Guidelines.
- 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.

3.3 STREETSCAPE

Objectives

- Building design is to be of high quality, making a lasting contribution to the quality of the public realm and movement network. This is to be achieved through the implementation of an interesting and stimulating building facade which integrates with the street level, is safe, universally accessible, sustainable and contributes to way finding 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 shall incorporate ground floor uses which promote surveillance of the street and visible indoor activity.
- The design of public spaces and adjacent building façades shall be considered together. Building façades 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.
- Lower base roofs shall be designed to provide accessible, functional and usable 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.
- Primary internal living spaces, verandas and balconies should be oriented to the public realm.
- Windows and glazed areas at ground level should be clear with protection of windows from the sun or for privacy achieved through architectural devices and passive solar design.
- Well-lit and clearly visible pedestrian entries shall be established 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 should be determined through site analysis and be situated to reduce amenity impact and conflict with the surrounding movement network.
- Utilities and service infrastructure shall be minimised along the street, well integrated into the design of the building and screened from public view.



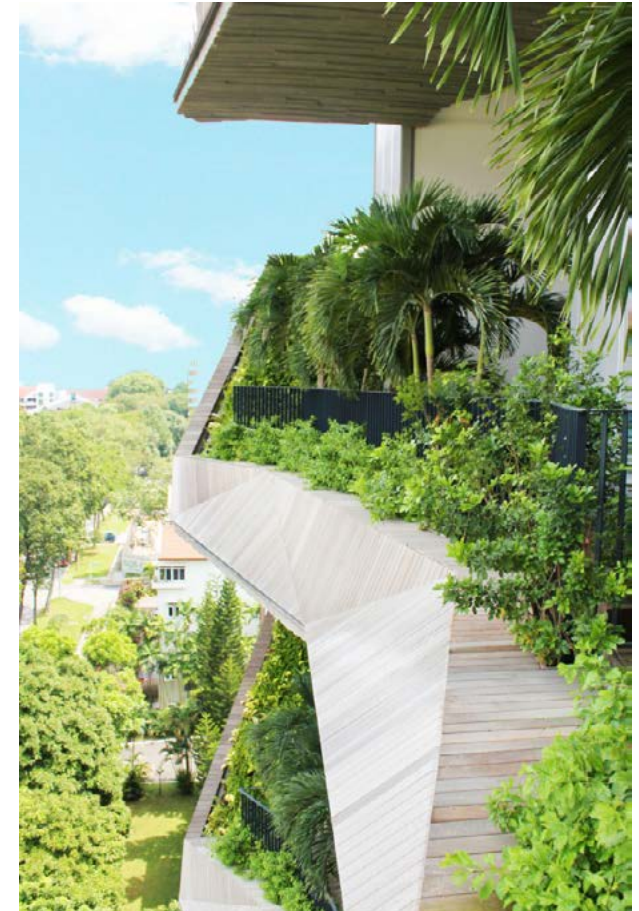
3.4 DEEP ROOT LANDSCAPE AREAS AND TREE CANOPY

Objectives

- Trees and landscape areas make a significant contribution to the ecology, character and amenity of neighbourhoods and are reflective of the character of Bayswater. Development is to make all reasonable endeavours to retain existing significant trees on site.
- The urban tree canopy is to be enhanced to improve the community comfort through mitigating the urban heat island effect, improving air and groundwater quality and contributing to biodiversity and ecological corridors. Development is to support the City of Bayswater's objective to increase tree canopy coverage to 20% by 2025.
- 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.
- Site planning is to prioritise the retention of existing mature trees and new landscaping to enhance the interface between the public realm and buildings with the use of roof top gardens, green wall and green roofs encouraged.

Acceptable Outcomes

- Landscape design shall contribute 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 shall be provided to improve the site amenity, provide natural shading, wind barriers, privacy enhancement, visual relief from the built form, screening of service areas, on-site infiltration and separation to adjoining sites.
- Development shall retain or plant trees in deep root zones in accordance with the planting ratios in the City of Bayswater's Trees on Private Land and Street Verges Policy.
- Landscaping shall 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.





Good Design

The principles of Good Design are set out in SPP 7.0, and are:

1. Context and Character
2. Landscape Quality
3. Built form and scale
4. Functionality and build quality
5. Sustainability
6. Amenity
7. Legibility
8. Safety
9. Community
10. Aesthetics

3.5 DESIGN QUALITY

Well-designed buildings add more than aesthetic value to the public realm and have the potential to contribute positively to social interaction, economic activity, cultural vitality and delivery of sound environmental performance. In the determination of any application made under the Scheme, the Authority will have due regard for all relevant planning considerations, including but not limited to design quality.

Good Design results from a clearly discernible approach which reconciles a number of often competing priorities – function, budget, site, performance and aesthetics.

Design Excellence means achieving an exceptional outcome by addressing all principles of good design and then going above and beyond. Recognition of Design Excellence is not done by checklist but through a process of evaluation and an advisory design review process with input from experienced independent professionals as a component of a formal Design Review process.

The Design Excellence guiding framework that describes the thresholds for Good Design and Design Excellence is outlined in Appendix 2.

Early engagement with the Authority and its appointed Design Review Panel, or the State Design Review Panel (SDRP) as relevant, is strongly recommended to ensure steps are confirmed to achieve the appropriate level of design quality.

Objectives

- Development applications are to demonstrate how the proposal is distinctive, contextually appropriate and evocative of the current and intended amenity of the area.
- All developments are to achieve Good Design, in accordance with the Design Principles of SPP 7.0, to create highly valued and responsive environments.
- Development on landmark sites or development which proposes a significant variation to the Acceptable Outcomes under Chapter 4 are required to demonstrate Design Excellence.

Acceptable Outcomes

- All major development applications (as determined by the Scheme), and any application which seeks to significantly vary the Specific Requirements under Chapter 4, shall undertake pre-lodgement design review to ensure an appropriate outcome consistent with the current and intended character of the area.



3.6 MATERIALS AND FINISHES

Objectives

- High quality materials and finishes are to be incorporated into building and landscape designs, which contribute to a high standard of design and enhance the quality and amenity of the public and private realm.
- Materials and finishes positively contribute to the overall design aesthetic and sense of place by responding to identified heritage significance and local context whilst reinforcing human scale.

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.





3.7 URBAN FURNITURE AND ALFRESCO AREAS

Objectives

- Outdoor dining areas are to contribute to a sense of life and activity in public spaces, providing an active connection between the public and private realm that can be utilised throughout the year, without 'privatising' public spaces.
- Alfresco areas are to maintain universal access to buildings and sites, effective pedestrian movement through the public realm and maintain views along the streetscape.

Acceptable Outcomes

- Alfresco areas shall be unenclosed, except for overhead awnings attached to the adjacent building.
- The location of alfresco areas in relation to the footpath (adjacent to the building or the street edge) shall follow the established pattern where alfresco exists in the street. Where no alfresco currently exists, alfresco shall be located on the street side of the footpath, providing a hard edge against the building to facilitate an unobstructed path of travel.
- No permanent structures shall be permitted in the public realm. All infrastructure must be removed from the public realm outside of the operating hours of the business.
- 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.

3.8 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, in particular the increased rail and bus services at Bayswater Station.
- Parking areas and associated structures are located and designed to ensure cohesive, active street frontages, minimising the visibility and impact of parking on the streetscape 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 shall be provided in accordance with R-Codes Vol 2.
- Car parking for all other land uses shall be provided in accordance with Table 3.
- Parking shall be located within a basement and/or concealed behind the façade and sleeved with active uses.
- Parking areas, especially those above ground, shall be 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, ventilation and openings.
- Basement parking shall be 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 enable active edges.
- Charging stations for electric vehicles and scooters shall be 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, unbundled allocation 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 Requirements

3.9 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 to be secure, easily accessible and conveniently located for residents and visitors.





Acceptable Outcomes

- Bicycle Parking and end of trip facilities shall be provided in accordance with Table 4 – Bicycle Parking and End of Trip Facilities Requirements.
- All bicycle parking facilities is to be designed and constructed in accordance with Australian Standard 2890.3 (as amended) and Austroads Guide to Traffic Engineering Practice Part 14 – Bicycles.
- Bicycle parking and end of trip facility areas shall be designed to allow for the future provision of electric charging for e-mobility devices including electric bicycles and e-scooters.
- 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;
 - 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 shall be secure, capable of being locked and located adjacent to the showers in a well-lit area within range of easy surveillance.
- Lockers shall 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 (rounded up).</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, there must be 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



3.10 BUILDING HEIGHT AND HIERARCHY

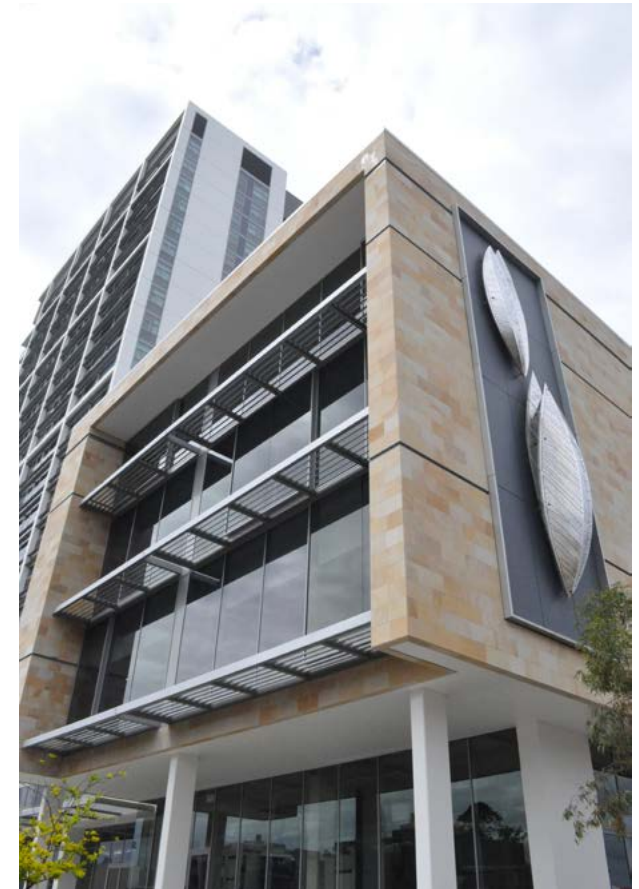
The height of buildings will be managed to address both the immediate impacts of bulk and scale at the local context from street level and on the character of Bayswater skyline from a sub-regional context.

It is envisaged that new development within the Core Precinct will strike a balance between providing high density residential housing options and respecting the low scale suburban character of the surrounding Bayswater area. This is achieved though permitting higher development within specific sub-precincts where the impacts can be appropriately managed.

Controlling building heights to ensure that development is not visually obtrusive beyond the project area is a key consideration for redevelopment. This balance will be achieved through implementing the building height hierarchy which defines the distribution of building heights across each of the sub-precincts. Figure 5 depicts the building height hierarchy which locates the tallest buildings on the northern side of Bayswater Station with progressively lower heights towards the peripheries of the Precinct.

Objectives

- The height and design of development will respond to the building height hierarchy and create a clear transition between higher and lower order sub-precincts, the Frame and land outside of the Project Area.
- The maximum height of development is consistent with the desired scale within the locality and positively contributes to the intended future development context within the Project Area.
- Development in significant locations, such as landmark sites, will appropriately capitalise on redevelopment potential ensuring the objectives under section 3.12 of the Design Guidelines are achieved.
- Development will be positioned, scaled and articulated to respond to the surrounding context, streetscape and site topography to ensure building height does not detrimentally impact access to natural sunlight or amenity of adjoining properties and the public realm.
- The scale of buildings is offset by human scale design at street level and setbacks from neighbouring development in order to protect amenity.





Acceptable Outcomes

- Building height and setbacks are in accordance with the Acceptable Outcomes defined in Chapter 4.
- Height (in storeys and metres) shall be measured from natural ground level at the point directly beneath the building to which it relates.
- Where both height and storey limits are defined, developments shall comply with both limits, whichever is the lesser.
- Basement levels that are at least 50% below natural ground level by volume will not be included in the assessment of the number of storeys. Basement levels that protrude above ground level at the street interface shall be appropriately screened. Blank walls will not be accepted.

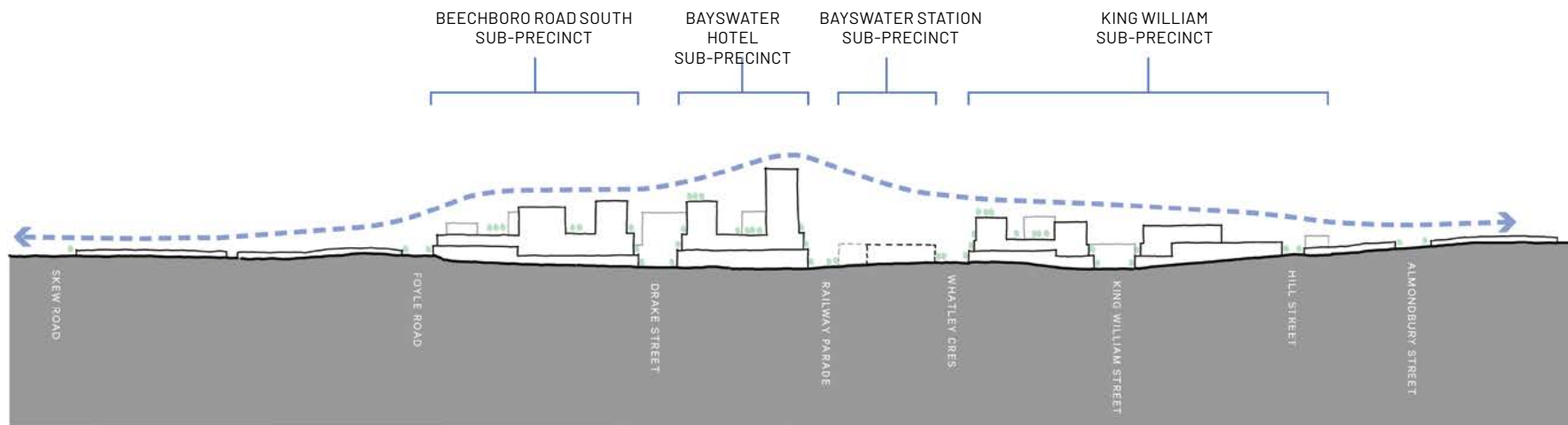


FIGURE 5: SUB-PRECINCT HEIGHT HIERARCHY SECTION



BUILDING HEIGHTS

- 6 Storeys max (up to 20m)
- 8 Storeys max (up to 25m)
- 10 Storeys max (up to 31m)
- 15 Storeys max (up to 46m)
- R-code applies (as per Structure Plan)

- Station
- Public open space

Notes:

- Maximum building heights do not include rooftop articulation.
- Refer to Clause 1.5 - Discretionary Clause for variations.

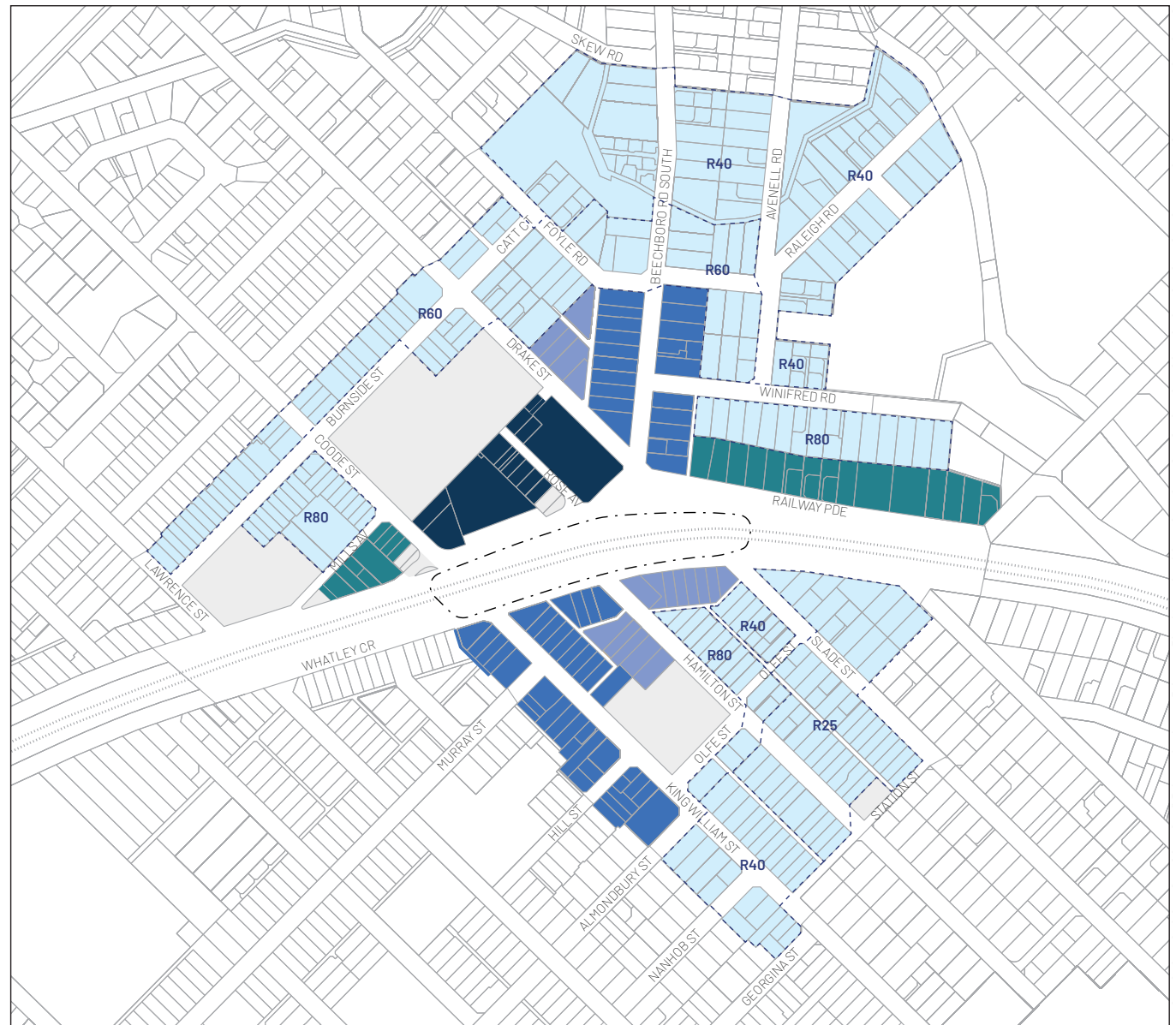
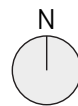


FIGURE 6: AREA HEIGHT PLAN



3.11 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 shall 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 shall be 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 and horizontal proportions which respond to the fine grain character of typical local retail shop widths (approximately 12m). Towers shall be carefully integrated into the upper base and are to use complimentary architectural treatments. Horizontal banding of the upper base is to be avoided.



3.12 LANDMARK SITES

Specific lots within the Core Precinct are identified as landmark sites due to their strategic location adjacent to the Bayswater station. These sites will act as a gateway, enhancing connections between King William Street and Railway Parade. The quality and scale of development on these sites is expected to reflect their prominence and build on the existing historic landmarks.

Consideration will be given to variations to the Design Guidelines where it is demonstrated to the Authority's satisfaction that the proposal supports the achievement of a landmark outcome and complies with section 1.5 of the Design Guidelines.

Objectives

- Redevelopment of landmark sites, as defined in figure 5, are to implement a distinctive built form which utilises materials in an innovative manner and implement a landscape design which significantly enhances the amenity of the public realm.

Acceptable Outcomes

- Design Excellence shall be demonstrated for landmark sites. The level of Design Excellence shall be determined by the Authority's appointed Design Review Panel or SDRP, as relevant.
- Built form, open space and public realm design shall respond to the character statements and objectives of the Design Guidelines relevant to design quality, amenity and contribution to the public realm.
- The applicable maximum building heights prescribed in Chapter 4 may be increased on landmark sites to:
 - 18 storeys in Bayswater Hotel Sub-Precinct; and
 - 10 Storeys in King William Sub-Precinct.
- Design shall prioritise retention of significant heritage fabric which is incorporated into the overall design.
- Built form shall provide a valuable wayfinding function while not competing with the height hierarchy as defined under section 3.10 of the Design Guidelines.
- Development shall incorporate high quality and innovative built form which demonstrates best practice architectural and ecologically sustainable outcomes achieving a Tier 2 (5 Star Green Star) in accordance with Development Policy 1 – Green Building.





Chapter 4

SPECIFIC DEVELOPMENT REQUIREMENTS



4.0 SITE SPECIFIC BUILT FORM REQUIREMENTS

There are six defined sub-precincts within the Core Precinct. Each sub-precinct is provided with a character statement which outlines the overarching vision and identifies key characteristics which are to be maintained and enhanced through future development. Responding to the character statements is mandatory for all development.

Specific requirements are provided which set the acceptable primary built form controls and relevant land uses for each sub-precinct.

CORE SUB-PRECINCTS

1. King William Street
2. Beechboro Road South
3. Railway Parade
4. Bayswater Hotel
5. Hamilton / Drake
6. Bayswater Station

FRAME

- Frame Precinct
- Public open space
- Main street zone
- Transitional zone
- Landmark site



FIGURE 7: SUB-PRECINCT PLAN



4.1 BAYSWATER STATION SUB-PRECINCT

Character Statement

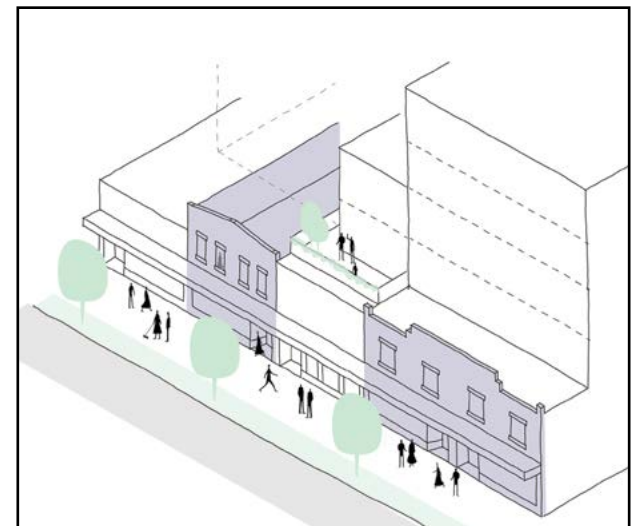
- The Bayswater Station upgrade provides the catalyst for the revitalisation of the Bayswater town centre. The addition of new bus services provides further support for reduced local dependence on private vehicle use.
- The Bayswater Station Sub-Precinct wholly comprises State Government owned land to facilitate the development of the new Bayswater Train Station. The sub-precinct is a central destination and meeting point for the town centre with ground level frontages to activate the surrounding roads and new public plazas, and reflect the traditional pattern and rhythm of the Main Street.
- The Bayswater Station Sub-Precinct will provide a critical role in ensuring the Main Street Zone is connected between the main trading areas along King William Street, Whatley Crescent and Railway Parade.



4.2 KING WILLIAM STREET SUB-PRECINCT

Character Statement

- The King William Street Sub-Precinct the heart of the historic Bayswater town centre and is predominately characterised by small lots with fine grain shop frontages addressing King William Street and Whatley Crescent. This creates a village feel where human scale and street level integration that must be maintained in all developments.
- Reflective of the small lots, topography and lower scale surrounding areas, developments will be lower in scale to larger sites immediately to the north of the train station but provide a distinct level of intensity and vibrancy to the surrounding residential Frame. The intersection of King William Street and Whatley Crescent forms the northern gateway to the Bayswater Historic Commercial Town Centre providing an opportunity for a design response that reflects the sites landmark status.
- The sub-precinct abuts the Bayswater Character Protection Area to the south west and the Frame Precinct to the south east. New developments are to provide a sensitive transition to these areas in terms of scale and amenity.
- Active frontages along King William Street and Whatley Crescent are required to facilitate clustering of retail, dining and entertainment uses promoting an activated night time economy and maintaining the importance of King William Street and Whatley Crescent as the social heart of Bayswater.
- Development is to maintain and celebrate the existing historic character to retain an authentic sense of Bayswater. Fine grain detailing and articulation of buildings must be provided through design, materials and finishes to provide a rich and interesting pedestrian experience.
- New development involving Heritage and Contributory Places is to be setback behind the main building line to retain and respect the prominence of the original building with the new additions to be designed and detailed to respond to but not reproduce the original architecture.
- The narrow frontages and steep slopes of individual lots will require lot amalgamation to enable full development potential to be achieved.





Acceptable Outcomes

Building Height, excluding roof element	Lower Base	2 storeys (up to 7 metres)
	Upper Base (including Lower Base)	6 storeys (up to 20 metres)
	Tower (total height including Base)	8 Storeys (up to 25 metres)
Street and Open Space Setback (min)	Lower Base	Nil (unless augmented by clause 3.1)
	Upper Base	3 metres
	Tower	6 metres (balconies 4.5 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 Balconies and major openings to habitable rooms other than bedrooms and studies: 4.5 metres
	Tower	9 metres
Tower Separation		18m
Tower Footprint		35%
Preferred Land Uses	Ground Floor	Main Street Zone: Commercial; Retail; Dining & Entertainment; Transient Residential Transition Zone: Culture & Creative Industry; Commercial; Transient Residential; Community Note: Refer to Figure 3
	Upper Floor	Main Street Zone: Commercial; Transient and Permanent Residential Transition Zone: Culture & Creative Industry; Commercial; Transient and Permanent Residential; Community
	A land use within a category not listed above but categorised as either Preferred or Contemplated within the Scheme, is taken to be categorised as a Contemplated use.	
Solar Access in Public Realm		Shadowing of Bert Wright Park is to be considered under Element 3.2 of SPP 7.3 Vol.2 as an impact on open space.

Table 5: King William Street Sub-Precinct Specific Building Requirements

Note: Variations subject to clause 1.5 Discretionary Clause.

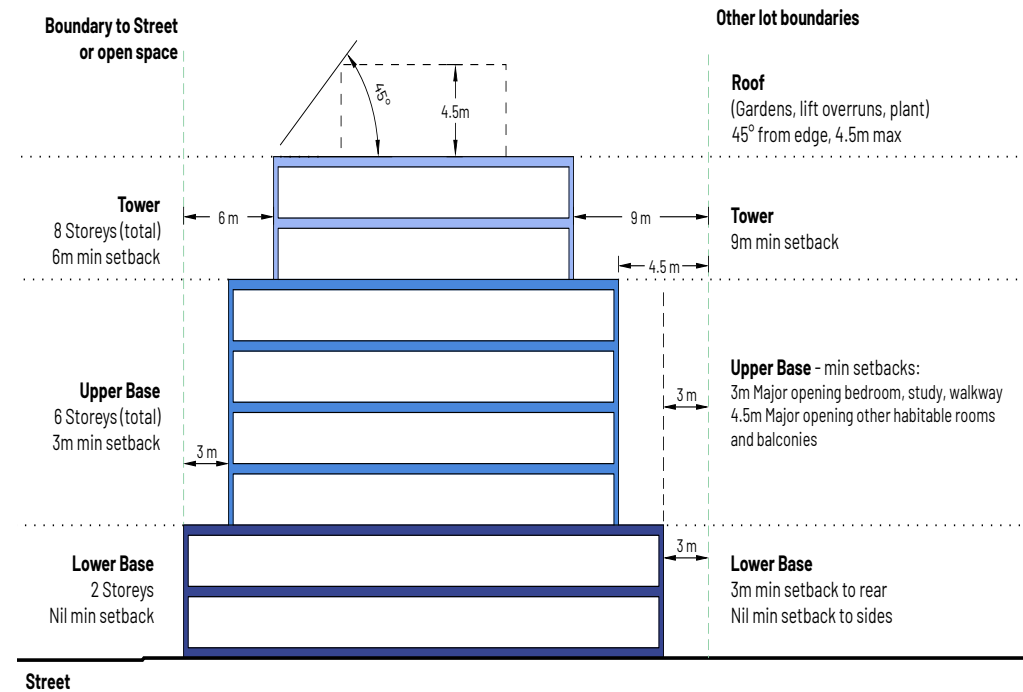


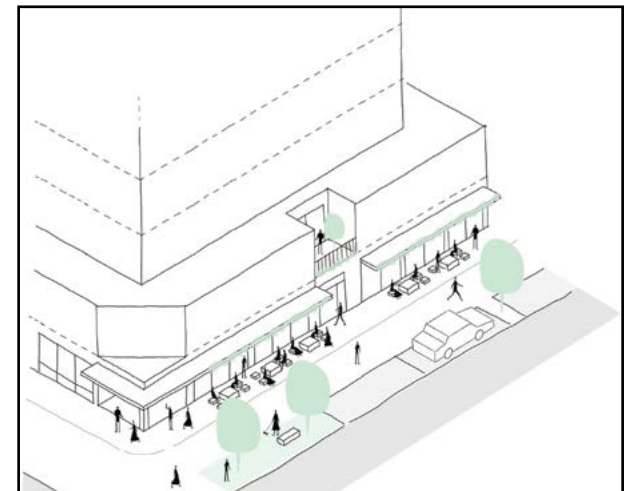
FIGURE 8: SECTION



4.3 BEECHBORO ROAD SOUTH SUB-PRECINCT

Character Statement

- The Beechboro Road South Sub-Precinct forms the northern approach to the Bayswater Town Centre providing a transition from the residential Frame Precinct into the town centre Core Precinct.
- This sub-precinct is defined by its boulevard style streetscape along Beechboro Road South with greater front setbacks than along the Main Street zone, supporting an urbane inner-city area with heritage bookends defined by the properties on Foyle Road and the Bayswater Hotel.
- Beechboro Road South will serve as a secondary retail artery increasing serviceability to Bayswater's growing population and supporting the King William Street and Whatley Crescent Town Centre. The area will support commercial, community based and transient residential land uses.
- Building heights in this sub-precinct must create a clear step in scale from the Railway Parade Sub-Precinct to the Hamilton/Drake Street Sub-Precinct. New developments are to have regard for the adjoining areas of lower intensity development located outside the Core Precinct.





Acceptable Outcomes

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 Balconies, major openings to habitable rooms other than bedrooms and studies: 4.5 metres
	Tower	9 metres
Tower Separation		18m
Tower Footprint		35%
Preferred Land Uses	Ground Floor	Culture & Creative Industry; Commercial; Transient Residential; Community; Showroom Note: Refer to Figure 3
	Upper Floor	Culture & Creative Industry; Commercial; Transient and Permanent Residential; Community
	A land use within a category not listed above but categorised as either Preferred or Contemplated within the Scheme, is taken to be categorised as a Contemplated use.	
Sustainability Ranking (Refer to Development Policy 1 – Green Building)		Minimum Tier 3

Table 6: Beechboro Road South Sub-Precinct Specific Building Requirements

Note: Variations subject to clause 1.5 Discretionary Clause.

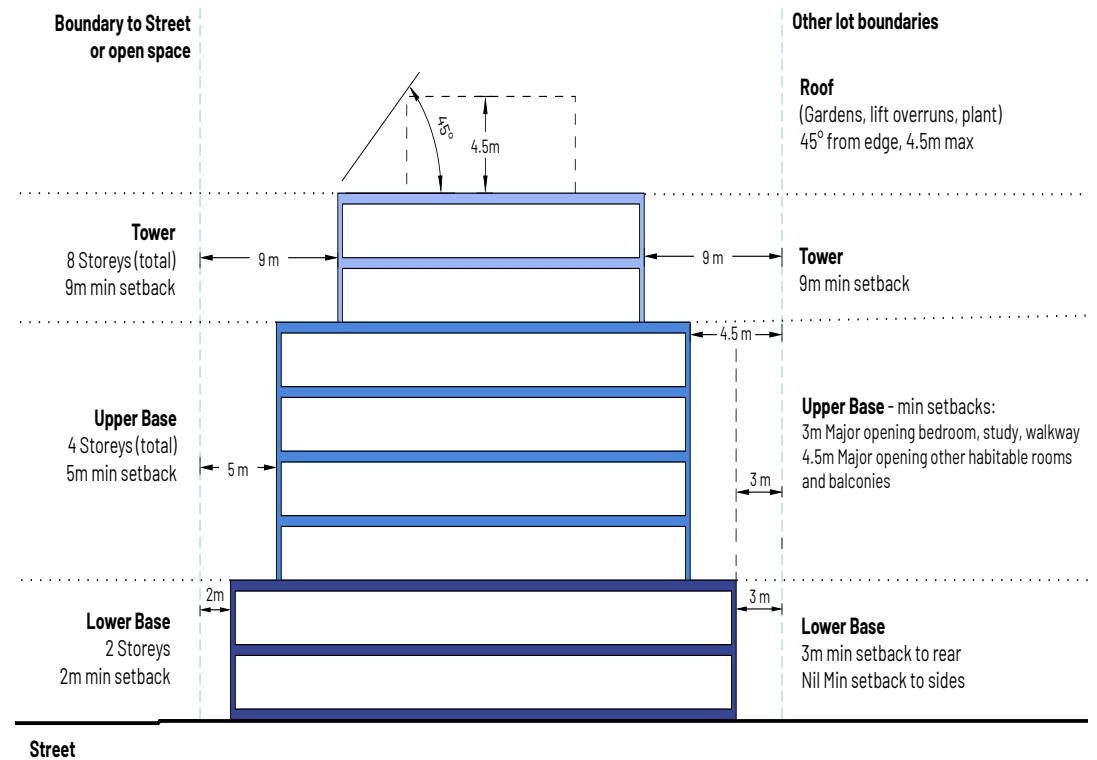


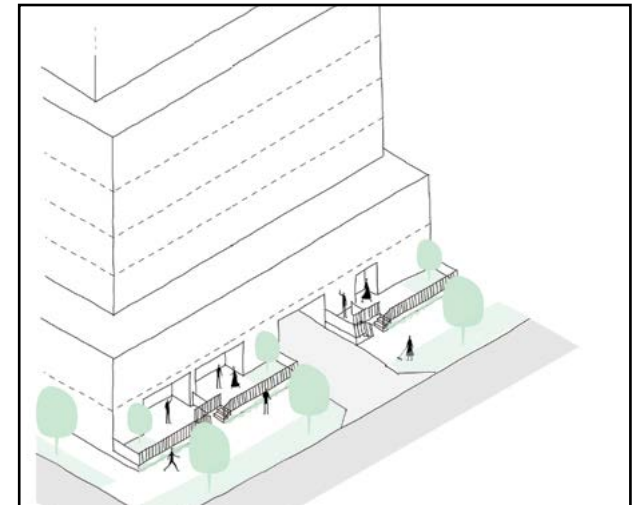
FIGURE 9: SECTION



4.4 RAILWAY PARADE SUB-PRECINCT

Character Statement

- The Railway Parade Sub-Precinct is located to the north of the rail line, with generous lot dimensions that provides the opportunity for substantial redevelopments close to the train station with minimised amenity impacts on its neighbours. The sub-precinct is defined by its residential land uses and interface with the rail line.
- New development must consider the interface with Bayswater Station and elevated rail line opposite these lots mitigating direct impacts of noise and vibration from the rail corridor. Greater height should be located towards the front of lots providing an appropriate interface with the public realm and enabling transition with lower intensity areas to the rear. Building heights within the sub-precinct will be lower than the Bayswater Hotel Sub-Precinct but higher than the Beechboro Road South Sub-Precinct.
- Development is to be set back from the street to reflect the preferred residential land uses, provide landscaping to soften built form, add visual interest and create a clear separation between public and private spaces. Retention of existing mature trees and planting of new trees abutting the street will support delivery of a comfortable, pedestrian friendly connection to Bayswater Station.





Acceptable Outcomes

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)	10 Storeys (up to 31 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: 6 metres Side boundary: Nil
	Upper Base	Major opening to bedroom, study and open access walkways: 6 metres Balconies, major openings to habitable rooms other than bedrooms and studies: 7.5 metres
	Tower	12 metres
Tower Separation		18m
Tower Footprint		35%
Preferred Land Uses		Permanent Residential A land use within a category not listed above but categorised as either Preferred or Contemplated within the Scheme, is taken to be categorised as a Contemplated use.
Solar Access in Public Realm		Shadowing of the public realm within the Station Precinct is to be considered under Element 3.2 of SPP 7.3 Vol.2 as an impact on open space.
Sustainability Ranking (Refer to Development Policy 1 – Green Building)		Minimum Tier 3

Table 7: Railway Parade Sub-Precinct Specific Building

Note: Variations subject to clause 1.5 Discretionary Clause.

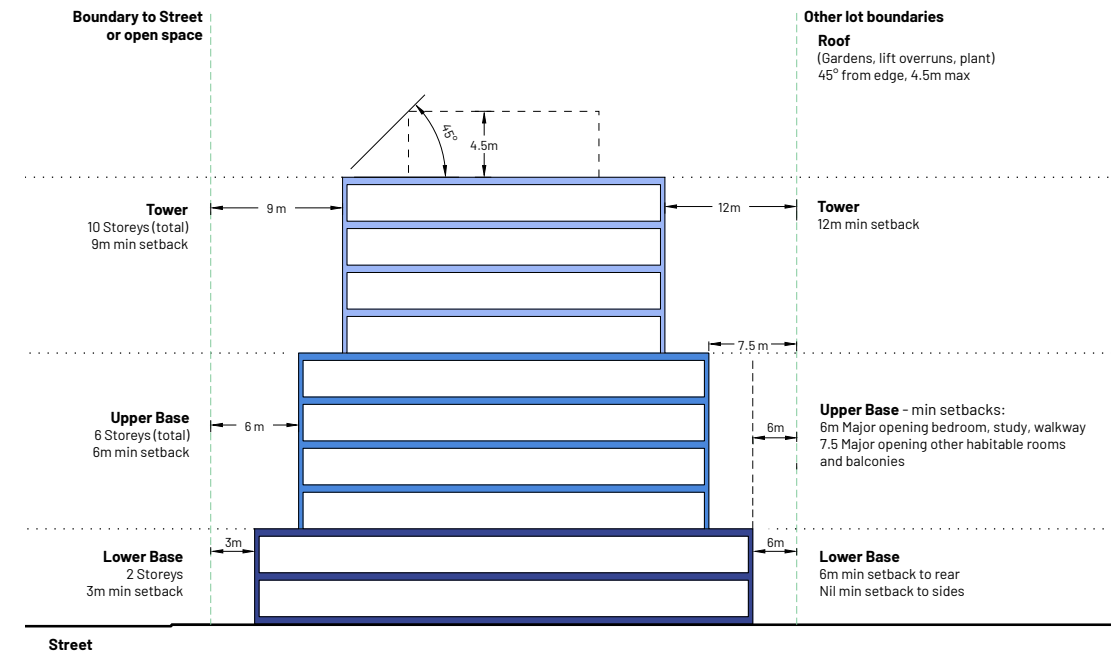


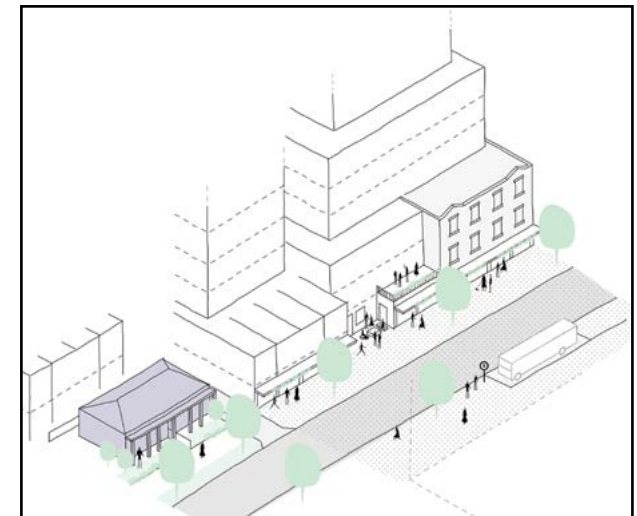
FIGURE 10: SECTION



4.5 BAYSWATER HOTEL SUB-PRECINCT

Character Statement

- The Bayswater Hotel sub-precinct features the landmark location of the Bayswater Hotel and exhibits relatively flat topography, large lots, and directly interfaces with the Bayswater station and Halliday Park. Uniquely the precinct also contains some of the smallest land parcels within the Project Area along Rose Ave.
- Enabling high intensity mixed-use buildings in this location will provide a critical mass of population to support public transport use and ensure town centre vibrancy. The built form and scale of development will be reflective of the sub-precinct's significance and will accommodate development of the largest scale within the Project Area.
- The sub-precinct has strong capacity for significant redevelopment, given its large landholdings, topography and location immediately adjacent the new station. Development will fully capitalise on this opportunity, ensuring the Bayswater Project Area Strategic Direction to optimise development potential is achieved. Proposed development significantly below prescribed heights for the precinct will be required to demonstrate that an underdeveloped outcome is not proposed, with future opportunities for larger scale development retained where possible.
- The sub-precinct will facilitate a mix of land uses to complement the existing Bayswater Town Centre and reflect its location within the Main Street zone. Activated street frontages along Railway Parade and Coode Street are to provide for an urban pedestrian experience with public access to podiums and towers encouraged. Opportunity exists within this sub-precinct to accommodate a small shopping complex to service the growing needs of the increased local population.
- Rose Avenue will be an attractive connection to Halliday park. Increased street setbacks are required to provide an appropriate scale to the narrow street as well as enabling additional landscaping, weather protection and alfresco dining. Proposals for, or adjacent to, Heritage places are required to be accompanied by a Heritage Impact Statement to demonstrate how the identified heritage significance and character is maintained and celebrated in accordance with clause 3.1.





Acceptable Outcomes

Building Height, excluding roof element	Lower Base	3 storeys (up to 10 metres)
	Upper Base (including Lower Base)	6 storeys (up to 19 metres)
	Tower (total height including Base)	15 Storeys (up to 46 metres)
Street/Open Space Setback & Side Setback (min)	Lower Base	Nil
	Upper Base	3 metres
	Tower	9 metres
Other Lot Boundary Setbacks (min)	Lower Base	Rose Avenue lot setback: 6m Rose Avenue street setback: 3m
	Upper Base	Rose Avenue lot setback Balconies, major opening to bedroom, study and open access walkways: 6 metres Major openings to habitable rooms other than bedrooms and studies: 7.5 metres Rose Avenue street setback Major opening to bedroom, study and open access walkways: 3 metres Balconies and major openings to habitable rooms other than bedrooms and studies: 4.5 metres
	Tower	Rose Avenue lot setback: 12m Rose Avenue street setback: 9m
Tower Separation		18m
Tower Footprint		35%
Preferred Land Uses	Ground Floor	Commercial; Retail; Dining & Entertainment; Transient Residential
	Upper Floor	Commercial; Transient and Permanent Residential
		A land use within a category not listed above but categorised as either Preferred or Contemplated within the Scheme, is taken to be categorised as a Contemplated use.
Solar Access in Public Realm		Shadowing of the public realm within the Bayswater Station Precinct is to be considered under Element 3.2 of SPP 7.3 Vol.2 as an impact on open space.
Sustainability Ranking (Refer to Development Policy 1 – Green Building)		Minimum Tier 3



FIGURE 11: SITE PLAN

Table 8: Bayswater Hotel Sub-Precinct Specific Building

Note: Variations subject to clause 1.5 Discretionary Clause.

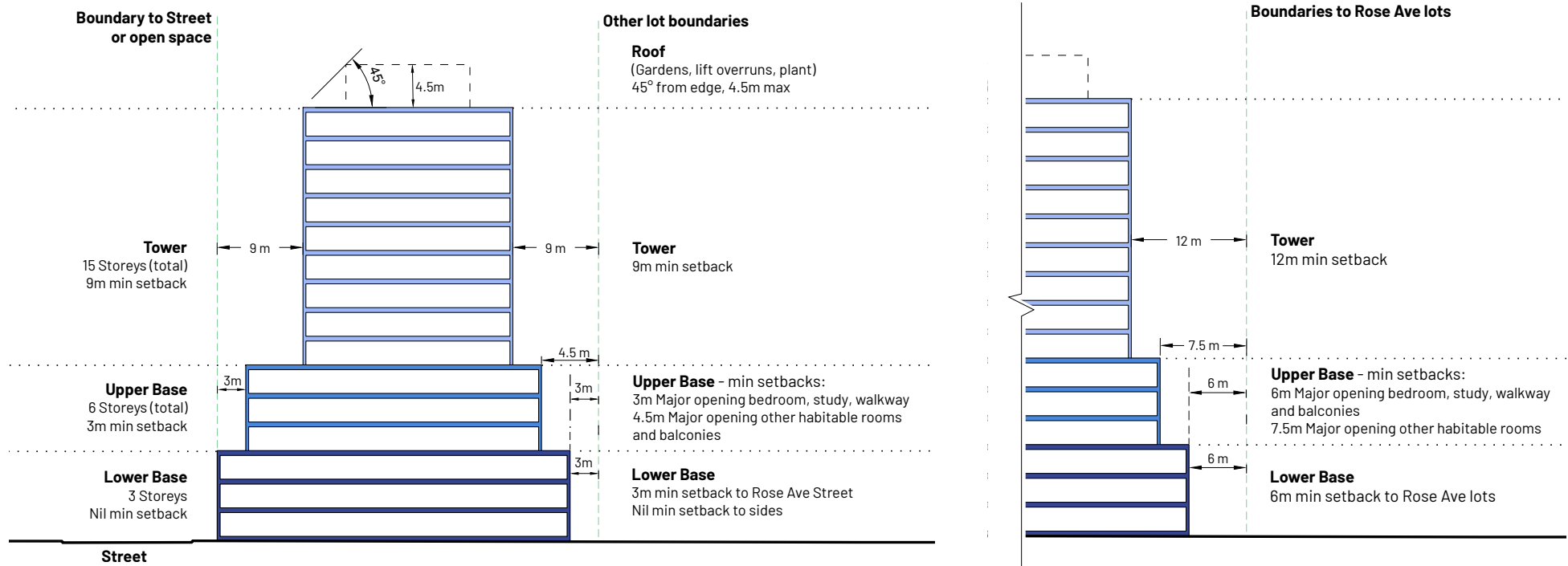


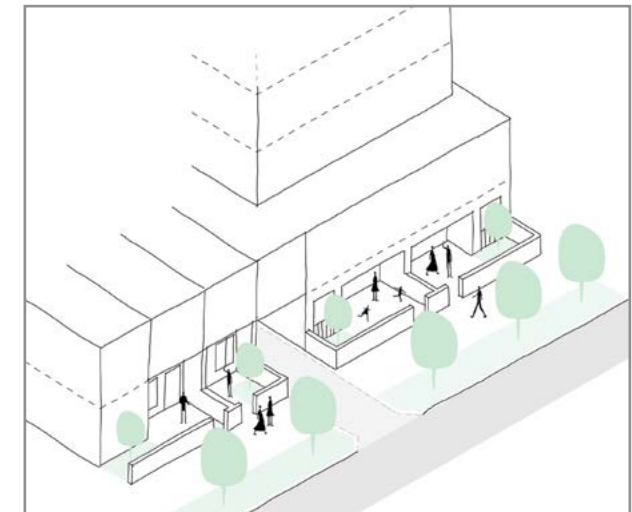
FIGURE 12: SECTION



4.6 HAMILTON / DRAKE STREET SUB-PRECINCT

Character Statement

- The Hamilton/Drake Street Sub-Precinct is comprised of non-contiguous parcels that are generally elevated above the remainder of Bayswater Town Centre and adjacent to the Frame Precinct, supporting the lowest building heights in the Core.
- New developments are required to manage impacts to adjacent properties within the Frame Precinct. The 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.
- Developments are to be set back from the street to contribute to an urban pedestrian environment and provide a clear transition between commercial and residential streetscape typologies. 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.





Acceptable Outcomes

Building Height, excluding roof element	Lower Base	2 storeys (up to 7 metres)
	Upper Base (total height including lower base)	6 storeys (up to 20 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 Balconies, major openings to habitable rooms other than bedrooms and studies: 4.5 metres
Tower Separation		18m
Tower Footprint		35%
Preferred Land Uses		Permanent Residential A land use within a category not listed above but categorised as either a Preferred or Contemplated within the Scheme, is taken to be categorised as a Contemplated use.
Solar Access in Public Realm		Shadowing of Bert Wright Park is to be considered under Element 3.2 of SPP 7.3 Vol.2 as an impact on open space.
Sustainability Ranking (Refer to Development Policy 1 – Green Building)		Minimum Tier 3

Table 9: Hamilton / Drake Street Sub-Precinct Specific Building Requirements

Note: Variations subject to clause 1.5 Discretionary Clause.

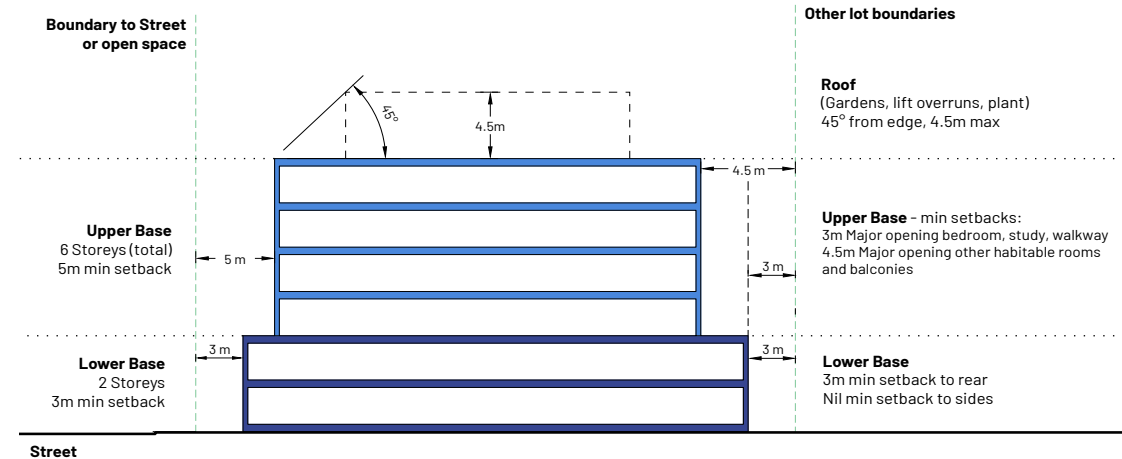


FIGURE 13: SECTION



APPENDIX 1 RELATIONSHIP WITH R-CODES VOL. 2

STATE PLANNING POLICY 7.3 VOL.2	METRONET EAST BAYSWATER PROJECT AREA DESIGN GUIDELINES
PART 2 – PRIMARY CONTROLS	
Element 2.2 - Building Height	Refer to Design Guidelines - Chapter 4
Element 2.3 - Street Setbacks	
Element 2.4 - Side and Rear Setbacks	
Element 2.5 - Plot Ratio	
Element 2.6 - Building Depth	
Element 2.7 - Building Separation	
Element 2.8 - Development Incentives for Community Benefit	Refer to Design Guidelines - Section 1.6
PART 3 – SITING THE DEVELOPMENT	
Element 3.1 - Site analysis and design response	Applies
Element 3.2 - Orientation	Applies
Element 3.3 - Tree canopy and deep soil areas	Refer to Design Guidelines - Section 3.4
Element 3.4 - Communal open space	Applies
Element 3.5 - Visual privacy	Applies
Element 3.6 - Public domain interface	Refer to Design Guidelines - Section 3.3
Element 3.7 - Pedestrian access and entries	Applies
Element 3.8 - Vehicle access	Applies
Element 3.9 - Car and bicycle parking	Refer to Design Guidelines - Section 3.8 and 3.9
PART 4 – DESIGNING THE BUILDING	
Element 4.1 - Solar and daylight access	Applies
Element 4.2 - Natural ventilation	Applies



Element 4.3 – Size and layout of dwellings	Applies
Element 4.4 – Private open space and balconies	Applies
Element 4.5 – Circulation and common spaces	Applies
Element 4.6 – Storage	Applies
Element 4.7 – Managing the impact of noise	Refer to Development Policy 3
Element 4.8 – Dwelling mix	Applies
Element 4.9 – Universal design	Applies
Element 4.10 – Façade design	Refer to Design Guidelines – Section 3.3 and 3.6
Element 4.11 – Roof design	Applies
Element 4.12 – Landscape design	Applies
Element 4.13 – Adaptive reuse	Refer to Development Policy 2
Element 4.14 – Mixed use	Applies
Element 4.15 – Energy efficiency	Refer to Development Policy 1
Element 4.16 – Water management and conservation	Applies
Element 4.17 – Waste management	Applies
Element 4.18 – Utilities	Applies



APPENDIX 2 DESIGN EXCELLENCE AND THE SPP 7.0 DESIGN PRINCIPLES

The following interpretation of the SPP 7.0 Design Principles, outlines the more exacting standard of design outcome required for proposals seeking to achieve Design Excellence. These enhanced principles can be used to inform the design, review and decision-making processes for projects seeking excellence.

GOOD DESIGN (SPP 7.0)	DESIGN EXCELLENCE - DRAFT
<p>1. Context and character</p> <p><i>Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.</i></p> <p>The distinctive characteristics of a local area include its prominent natural and built features, the overall qualities of its built environment, local aboriginal culture and history, significant post-settlement heritage, as well as social, economic and environmental conditions.</p> <p>Good design responds intelligently and sensitively to these factors in order to positively contribute to the identity of an area, including adjacent sites, streetscapes and the surrounding neighbourhood. Interpretative responses to context are encouraged; imitation of existing features should be avoided.</p> <p>Good design also responds positively to the intended future character of an area. It delivers appropriate densities that are consistent with projected population growth, and able to be sustained by existing or proposed transport, green and social infrastructure.</p> <p>Consideration of local context is particularly important for sites in established areas that are undergoing change or identified for change. It is also important for greenfield development, to ensure a site-specific response to existing landscape.</p>	<p><i>A project that has achieved Design Excellence;</i></p> <ul style="list-style-type: none"> • <i>delivers an intelligent and highly legible site-specific response to the characteristics of a local area;</i> • <i>is highly responsive to the features and qualities of the natural and built environment;</i> • <i>is highly responsive to Aboriginal culture and history and significant post settlement heritage;</i> • <i>plays a key role in enhancing a distinctive and memorable identity for the area; and</i> • <i>makes a significant positive contribution to the current and intended future character of the locality.</i>
<p>2. Landscape quality</p> <p><i>Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.</i></p> <p>Good landscape design protects existing environmental features and ecosystems, enhances the local environmental context and restores lost or damaged ecosystems, where possible. It considers environmental factors such as water and soil management, ground and site conditions, solar access, microclimate, tree canopy, urban heat island impacts, habitat creation and preservation of green infrastructure – balancing these against social, cultural and economic conditions.</p> <p>Good landscape design employs hard and soft landscape and urban design elements to create external environments that interact in a considered manner with built form, resulting in well-integrated, engaging places that contribute to local identity and streetscape character</p> <p>Good landscape design provides optimal levels of external amenity, functionality and weather protection while encouraging social inclusion, equitable access and respect for the public and neighbours. Well-designed landscape environments ensure effective establishment and facilitate ease of long term management and maintenance.</p>	<p><i>A project that has achieved Design Excellence;</i></p> <ul style="list-style-type: none"> • <i>demonstrates that the enhancement and improvement of local environmental systems, flora and fauna is a priority;</i> • <i>provides significant external amenity by exceeding requirements for establishing habitat and supporting mature trees;</i> • <i>delivers highly-integrated, memorable public and private places that make a significant contribution to local identity and streetscape character;</i> • <i>complements and enhances the character or intended future character of the local area; and</i> • <i>Is supported by clear and sustainable management arrangements that will maintain or enhance the quality of constructed and natural landscapes over time.</i>



GOOD DESIGN (SPP 7.0)

DESIGN EXCELLENCE - DRAFT

3. Built form and scale

Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.

Good design achieves an appropriate built form by responding to site characteristics and surrounding built fabric in a considered manner, mitigating negative impacts on the amenity of neighbouring properties and the public realm.

Good design considers the orientation, proportion, composition, and articulation of built form elements, to deliver an outcome that is suited to the purpose, defines the public domain, respects important views, contributes to the character of adjacent streetscapes and parks, and provides good amenity for people at ground level.

A project that has achieved Design Excellence;

- *delivers a highly considered built form outcome (mass and height) that carefully and successfully negotiates between existing character and an intended future character;*
- *intelligently mitigates negative impacts on the amenity of neighbouring properties; and*
- *delivers exceptional amenity to the public realm.*

4. Functionality and build quality

Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.

Well-designed functional environments provide spaces that are suited to their intended purpose and arranged to facilitate good relationships to other spaces, and ease of use. Good design provides flexible and adaptable spaces to maximise their utilisation and accommodate appropriate future requirements without the need for major modifications.

Good build quality is achieved by using durable materials, finishes, elements and systems. The outcome should be a development that is well-detailed, resilient to the wear and tear expected from its intended use, is easy to upgrade and without excessive maintenance requirements. Consideration should be given to the full life-cycle of the proposal and mitigation of potential climate change impacts.

Good design accommodates services in an integrated manner, without detriment to the overall design outcome.

A project that has achieved Design Excellence;

- *employs innovation and creativity to meet the current and future needs of users;*
- *demonstrates functional benefits over the full life-cycle of the development by enhancing operational efficiency, minimising maintenance and incorporating future-proof aspects; and*
- *achieves excellent build quality and demonstrates durability of materials, systems and finishes that are well-integrated with the overall design intent.*



GOOD DESIGN (SPP 7.0)

DESIGN EXCELLENCE - DRAFT

5. Sustainability

Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.

Sustainable built environments use passive environmental design measures at various scales, responding to local climate and site conditions by providing optimal orientation, shading, thermal performance and natural ventilation. Reducing reliance on technology for heating and cooling minimises energy use, resource consumption and operating costs over the life-cycle of the project.

Sustainable design also includes the use of sustainable construction materials, recycling, good waste management practices, re-use of materials and existing structures, harnessing of renewable energy sources, and total water cycle management. Good design considers the ease with which sustainability initiatives can be maintained and managed.

Sustainable landscape and urban design adheres to established water-sensitive urban design principles, minimises negative impacts on existing natural features and ecological processes, and facilitates green infrastructure at all project scales.

A project that has achieved Design Excellence;

- *demonstrates that the sustainability of the built environment is a priority;*
- *delivers ambitious environmental, social and economic outcomes that will assist promote the identity of the local area as a sustainability hub;*
- *legibly employs passive solar design principles and active sustainability mechanisms across the development and site; and*
- *positively contributes to the broader context of natural features and ecological processes.*

6. Amenity

Good design optimises internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.

Well-designed external spaces provide welcoming, comfortable environments that are universally accessible, with effective shade as well as protection from unwanted wind, rain, traffic and noise. Good design mitigates negative impacts on surrounding buildings and places, including overshadowing, overlooking, glare, reflection and noise.

Good design provides internal rooms and spaces that are adequately sized, comfortable and easy to use and furnish, with good levels of daylight, natural ventilation and outlook. Delivering good levels of internal amenity also includes the provision of appropriate levels of acoustic protection and visual privacy, adequate storage space, and ease of access for all.

- *A project that has achieved Design Excellence;*
- *exceeds standard requirements for internal and external amenity for occupants and visitors;*
- *delivers spaces that are generous, welcoming and universally accessible;*
- *makes a significant contribution to the amenity of the public realm; and*
- *intelligently mitigates negative impacts on the amenity of neighbouring buildings and places.*



GOOD DESIGN (SPP 7.0)

DESIGN EXCELLENCE - DRAFT

7. Legibility

Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.

Good urban design makes places easy to navigate, with recognisable routes, intersections and landmarks while being well-connected to existing movement networks. Sightlines are well-considered, with built form responding to important vantage points.

Within buildings, legibility is served by a clear hierarchy of spaces with identifiable entries and clear wayfinding. Externally, buildings and spaces should allow their purpose to be easily understood, and provide clear distinction between public and private spaces.

Good design provides environments that are logical and intuitive, at the scales of building, site and precinct.

A project that has achieved Design Excellence;

- *establishes a very high degree of implicit legibility – at building, site and precinct scales – through built form and landscape design, without reliance upon active mechanisms such as signage systems; and*
- *delivers seamless physical and visual integration with broader existing movement networks.*

8. Safety

Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.

Safety and security is promoted by maximising opportunities for passive surveillance of public and communal areas and providing clearly defined, well-lit, secure access points that are easily maintained and appropriate to the purpose of the development.

Good design provides a positive, clearly defined relationship between public and private spaces and addresses the need to provide optimal safety and security both within a development and to adjacent public realm.

Designing for safety also involves mitigating any potential occupational safety and health hazards that might result from a development during its construction, maintenance and operation.

A project that has achieved Design Excellence;

- *establishes a very high degree of implicit safety through built form and landscape design.*



GOOD DESIGN (SPP 7.0)

DESIGN EXCELLENCE – DRAFT

9. Community

Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.

Good design encourages social engagement and physical activity in an inclusive, equitable manner, enabling stronger communities and improved public health outcomes.

In residential proposals, good design achieves a mix of dwelling types, providing housing choice for different demographics, living needs and household budgets, and accommodating all ages and abilities.

A project that has achieved Design Excellence;

- *offers an inclusive and equitable response to local community needs and a broader social context, now and into the future; and*
- *strengthens communities by promoting active, diverse and vibrant places and spaces.*

10. Aesthetics

Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.

Good design resolves the many competing challenges of a project into an elegant and coherent outcome. A well-conceived design concept informs all scales, from the articulation of building form through to materiality and detail, enabling sophisticated, integrated responses to the character of the place.

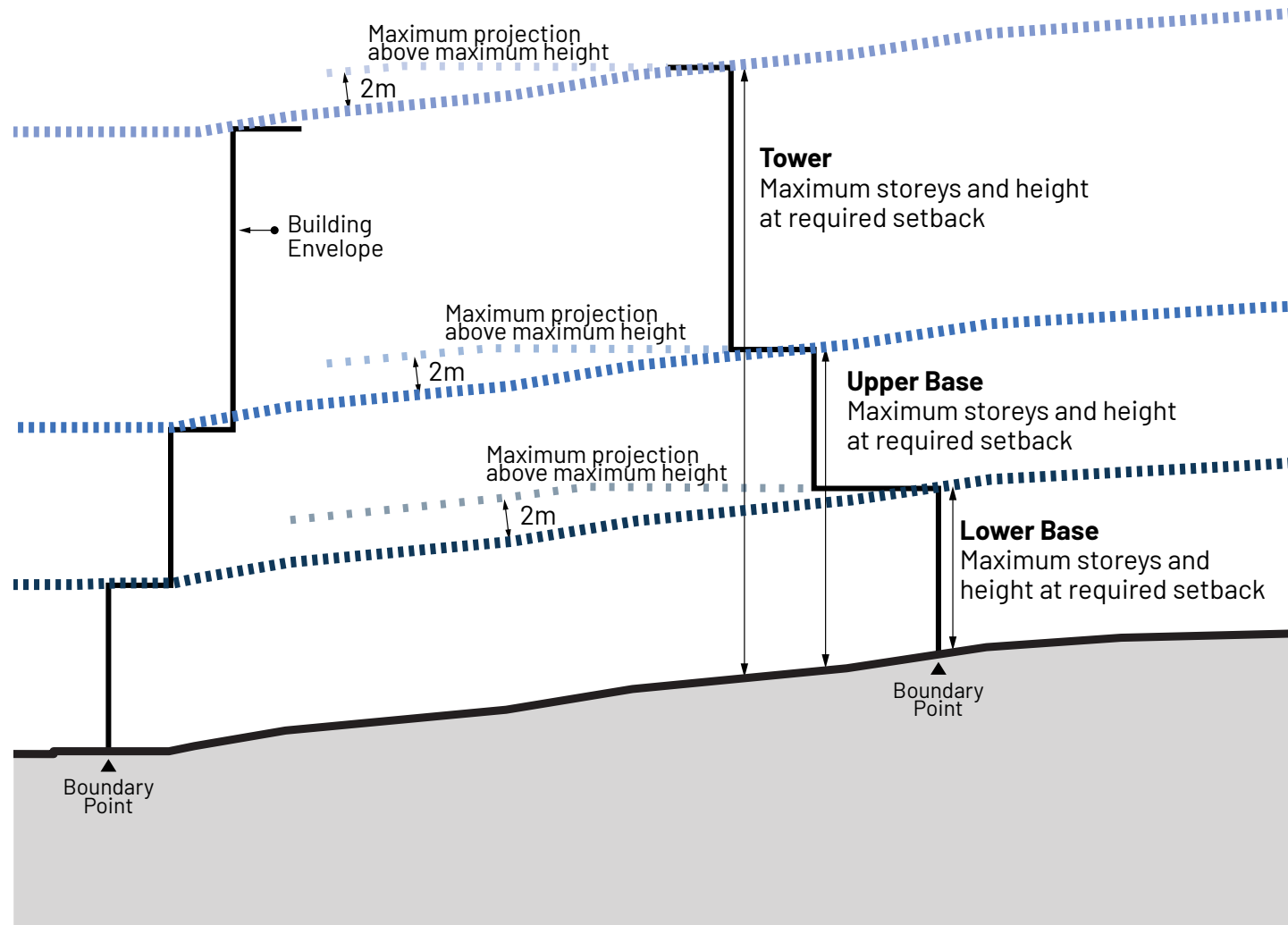
In assessing design quality, consideration of aesthetics should not be limited to style and appearance; the coherence of the design concept and the cultural relevance of the proposal. should also be taken into account.

A project that has achieved Design Excellence;

- *results in a sophisticated, elegant and coherent design solution at all scales;*
- *establishes a distinctive and memorable identity; and*
- *makes a significant contribution to the character of the locality.*



APPENDIX 3 TOPOGRAPHICAL GUIDANCE



The intent of enabling projections beyond the specified height requirements under chapter 4 (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 and relevant character statements would be satisfied.



APPENDIX 4 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
Street activation, DevelopmentWA	p5
Stefano Boeri Architetti, Photographer: Daniele Zacchi	p7
Burwood Brickworks Shopping Centre, Hacer Group	p7
Aria Luxury Apartments, Hillam Architects	p8
DevelopmentWA	p8
TPG Town Planning & Urban Design	p9
Alfresco Dining, DevelopmentWA	p9

Chapter 2

Photographer: Dion Robeson Architect: Robeson Architects	p11
Plan of Bayswater & Maylands C1905 (Courtesy: Thematic History and Framework, City of Bayswater, 2020; Source: SROWA, CONS 3868/357)	p14
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
Idlearchitects	p15
King Somm on King William Street, Bayswater Photographer: Dion Robeson Architect: Robeson Architects	p15
Whatley Crescent Bayswater, DevelopmentWA	p16
Piccolo House, Wood Marsh Architecture, Photographer: Trevor Mein	p16

Chapter 3

Leederville; M/24 Developer: Match	p18
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The Alex Hotel, James Street, Perth	p19
Guildford, Architect: Hillam, Developer: Willing Property	p20
BatesSmart	p23
Wilson Glen Eira, 206/78 Inkerman Street	p23
Urban tree plantings, Development WA	p24
'The Oliv' Balmoral Road, Singapore Photo: ICN Design Architects: W Architects Pte Ltd	p25
Piccolo House, Wood Marsh Architecture, Photographer: Trevor Mein	p27
Parking Ailer Bille, Mini STUDIO Publishing Group	p27
Subi Centro, DevelopmentWA	p28
EV charge zone, Green Building Council of Australia	p29
Car parking, DevelopmentWA	p29
Lonsdale Street Redevelopment, Dandenong Architect: BKK Architects, Photo: John Gollings	p30
Bicycle parking, DevelopmentWA	p30

Fraser Suites Perth, DevelopmentWA	p31
realestate.com.au Commercial Property Outlook (2020) Picture supplied by: Nerida Conisbee	p32
Cockburn Central, DevelopmentWA	p34
Cockburn Central, DevelopmentWA	p34
Hawthorn Hill Project, Burswood Road Architect: Rothelowman, 2018	p35

Chapter 4

Artist impression: Hoyne, Design: MJA Studio Photographer: Dion	p36
Train station, DevelopmentWA	p38
The new Bayswater Station, METRONET	p38

DOCUMENT CONTROL

Adoption Date: 21 March 2022

Amendment Date: Nature of Amendment:

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