URBIS

7-11 King William Street Development Application

9-Storey Mixed use Development

Prepared for: Community Housing Investments (WA) Limited

Acknowledgment of Country

Urbis acknowledges the Traditional Custodians of the lands we operate on.

We recognise that First Nations sovereignty was never ceded and respect First Nations peoples continuing connection to these lands, waterways and ecosystems for over 60,000 years.

We pay our respects to First Nations Elders, past and present.

The river is the symbol of the Dreaming and the journey of life. The circles and lines represent people meeting and connections across time and space. When we are working in different places, we can still be connected and work towards the same goal.

Urbis is committed to incorporating our respect for First Nations cultures, peoples and storytelling in our work across the Country. We are proud to have partnered with Darug Nation artist, **Hayley Pigram**, and to profile her artwork - **Sacred River Dreaming**.

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Contents

1 Introduction

This planning report has been prepared by Urbis, on behalf of Community Housing Limited (**the proponent**) and a leading technical consultant team. The site is located Lots 40-42 (No. 7, 9, 11) King William Street, Bayswater (**the subject site**). The proposed development is for a 9-storey residential apartment with ground floor tenancies is proposed upon the subject site. The development will be funded through the Housing Australia Future Fund which seeks to support the delivery of social and affordable housing for those most in need.

Through active edges, engaging frontages and a strong connection to King William Street, the proposal is envisioned to respond strongly to the site's urban context and proximity to public transport, local shops and community facilities, capitalising on Bayswater's role as a well connected and accessible activity centre.

The project is proposed to be funded through a combination of State and Federal funding, with the objective of contributing to both the State Government and Housing Australia housing delivery targets. The funding framework is aligned to support commencement of construction in 2026, enabling the delivery of priority housing outcomes at the earliest practicable timeframe. To meet housing demand, **both Federal and State funding is tied to an agreed dwelling mix and delivery targets**. The proposed breakdown (50% single bedroom and 50% two bedroom) and total number of units (72) have therefore been structured to align with funding program requirements and priority housing cohorts.

This application outlines the rationale and merit for the proposal and specifically presents:

- An overview of the key merits of the proposal.
- A contextual description of the site including its immediate, local and broader context.
- A description of the key benefits of the proposal, including design and architectural merits and assessment against the 10 principles of good design.
- A description of the technical elements of the proposal and compliance with relevant standards, including traffic, heritage, and waste management.
- An assessment against the relevant State, regional and local planning framework.

The planning assessment within this report demonstrates that the proposed development is consistent with principles of sustainable design, orderly and proper planning, representing an appropriate and desired outcome for the site.

We look forward to working with DevelopmentWA to successfully deliver this proposal.

1.1 Pre-Lodgement Engagement

1.1.1 City of Bayswater and DevelopmentWA

On 20 February 2026, a meeting was held with the City of Bayswater and DevelopmentWA to discuss key aspects of the proposed development, including built form, heritage considerations and right-of-way (ROW) requirements.

Built form and massing

The massing of the development was discussed, with particular emphasis on ensuring the proposed yield aligns with what is permitted under the planning framework. It was noted that variations between the permitted yield and the revised design can make design assessment more complex. Reference was made to comparable development outcomes, including Beechboro Road South, to support a similar yield approach.

Design guidelines and setbacks

Discussion focused on the objectives of the applicable design guidelines, particularly in relation to setbacks that support retention of the existing building and the interpretation of scale. In relation to King William Street, it was noted that main street setback principles apply, with a nil setback generally expected.

Heritage considerations

The condition of the existing heritage fabric was discussed, including the potential for reinterpretation of heritage elements. It was noted that any heritage response will be subject to detailed heritage advice. Urbis is currently preparing a Heritage Impact Statement and continues to investigate appropriate heritage responses to inform the proposal.

Right-of-way (ROW) and laneway matters

ROW widening was discussed, with an expectation of up to 1 metre widening on either side where possible. Opportunities to improve pedestrian outcomes within the laneway were raised; however, there are currently no plans for the laneway to function as a pedestrian-focused environment. It was noted that ROW servicing for the residential component is to be undertaken by the City, and this will need to be confirmed as part of the application.

1.1.2 DevelopmentWA

On 14 April 2026 a meeting was held with DevelopmentWA to discuss recent design changes and the approval pathway for the proposed development.

Design changes and built form

DevelopmentWA was advised that the project has been revised to deliver a total of 72 dwellings, with a balanced mix of one- and two-bedroom apartments. The revised design reduces overshadowing impacts and responds to earlier feedback on built form and amenity.

Ground floor activation

Changes to the ground floor were discussed, including the introduction of new commercial tenancies aimed at strengthening community connections and activating the street interface. These uses are integrated with residential amenities, with early arborist advice informing the design response.

Community-focused design

The proposal incorporates distributed communal spaces on each floor to promote social interaction and improve the resident experience. It was noted that these outcomes have been achieved within tight funding parameters, requiring careful prioritisation of design elements.

Timing and approvals

The project program was discussed, with Development Application lodgement targeted for April. Funding satisfaction is required by August, with a rigorous review process anticipated. These time pressures reinforce the importance of maintaining momentum through the approvals pathway.

Project viability and funding

Indicative project costs were noted at approximately AUD 32–36 million. Rising construction costs and funding constraints were acknowledged, necessitating practical and efficient design solutions to maintain viability.

Collaborative approach

The importance of continued collaboration was emphasised, including prioritising Design Review Panel meetings and pre-lodgement consultations to streamline approvals and support a timely and well-considered outcome.

2

Site Context

2 Site Context

This section provides an overview of the contextual elements of the site including its location, site description, context, lot particulars and key characteristics.

2.1 Regional Context

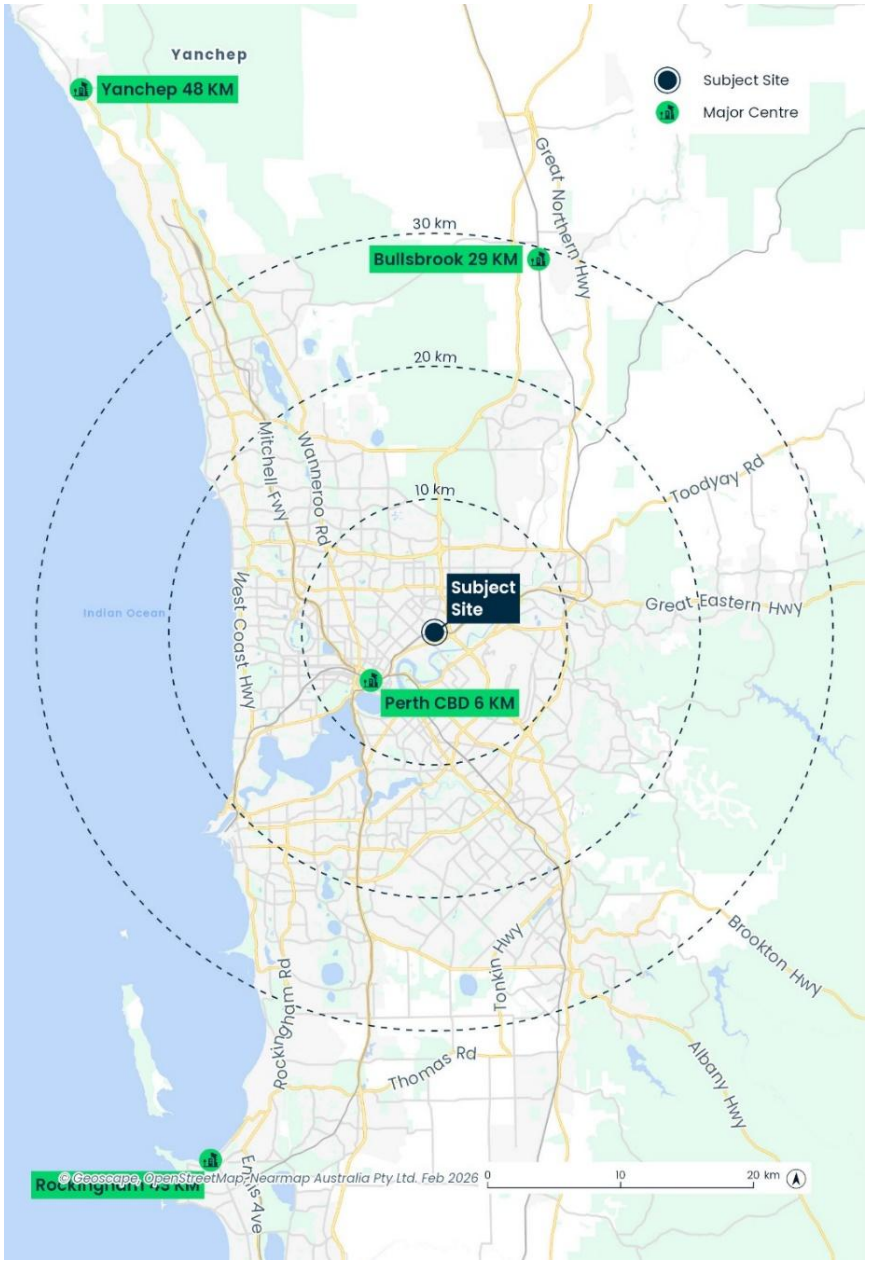
The subject site is located within the Bayswater Activity Centre, approximately 7km north-east of the Perth Central Business District (**CBD**), approximately 1.4km north from the banks of the Swan River/Derbal Yerrigan.

Bayswater benefits from strong connectivity. Bayswater Train Station, located a short walk from the site, is a major public transport hub servicing the Midland Line, Ellenbrook Line and Airport Lines. A Principle Shared Path also runs along the rail line through Bayswater, extending from Guildford in the east to North Fremantle in the west.

In terms of motor vehicle access, Guildford Road and King William Street are the nearest main arterial roads that act as prominent routes for vehicle traffic between the subject site, the CBD and towards the east of the Perth metropolitan area.

To the east of the site, Tonkin Highway allows for access to and from Perth Airport (domestic terminal is 5km east from the subject site), and regional access to the rest of the Perth metropolitan area and beyond.

Figure 1 – Context Plan



2.2 Local Context

The Bayswater Activity Centre is characterised by lower scale residential, commercial and hospitality developments along King William Street, Beechboro Road and Whatley Crescent. The immediate surrounding residential area comprises of detached dwellings, with some newer infill housing occurring north of the subject site.

The immediate area is well supported by a range amenities, including;

- Commercial Amenities: Local shops, cafes, bank and the Bayswater Hotel and Motel
- Community amenities: Bayswater Library and police station
- Public open space, including Halliday Park, Mills Avenue, Bert Wright Park and Frank Drago Reserve.
- Education: Bayswater Primary School and St Columba's School.

The recent redevelopment of the Bayswater Train Station has resulted in the development of a complimentary bus port which services the following bus routes;

- 40 – Galleria to Elizabeth Quay
- 41 – Bayswater Train Station to Elizabeth Quay Bus Port
- 45 – Bassendean Train Station to Bayswater Train Station
- 46 – Morley Train Station to Bayswater Train Station
- 975 – Morley Senior High School to Bayswater Train Station
- 998 – Galleria to Bayswater Train Station

2.3 Site Description

The subject site comprises of three separate lots comprising:

- Lot 40: vacant building fronting the pedestrian path, formally a café, fenced yard with single tree at the rear.
- Lot 41: single storey detached dwelling with car port in frontage, fenced yard with single tree at the rear.
- Lot 42: a multi-tenant commercial single storey development, with street frontage parking and fenced parking at the rear.
- An existing crossover from King William Street exists fronting Lot 42.

Figure 2 – Aerial Plan

2.4 Lot Details

The legal lot details of the sites are identified in the **Table 1**.

Table 1 – Lot Particulars

Lot	Plan	Vol/Folio	Street Address	Area	Proprietor
42	P002621	1534/705	7 King William Street, Bayswater	490sqm	Community Housing Investment (WA) Limited
41	P002621	110/10A	9 King William Street, Bayswater	490sqm	
40	P002621	301/118	11 King William Street, Bayswater	490sqm	

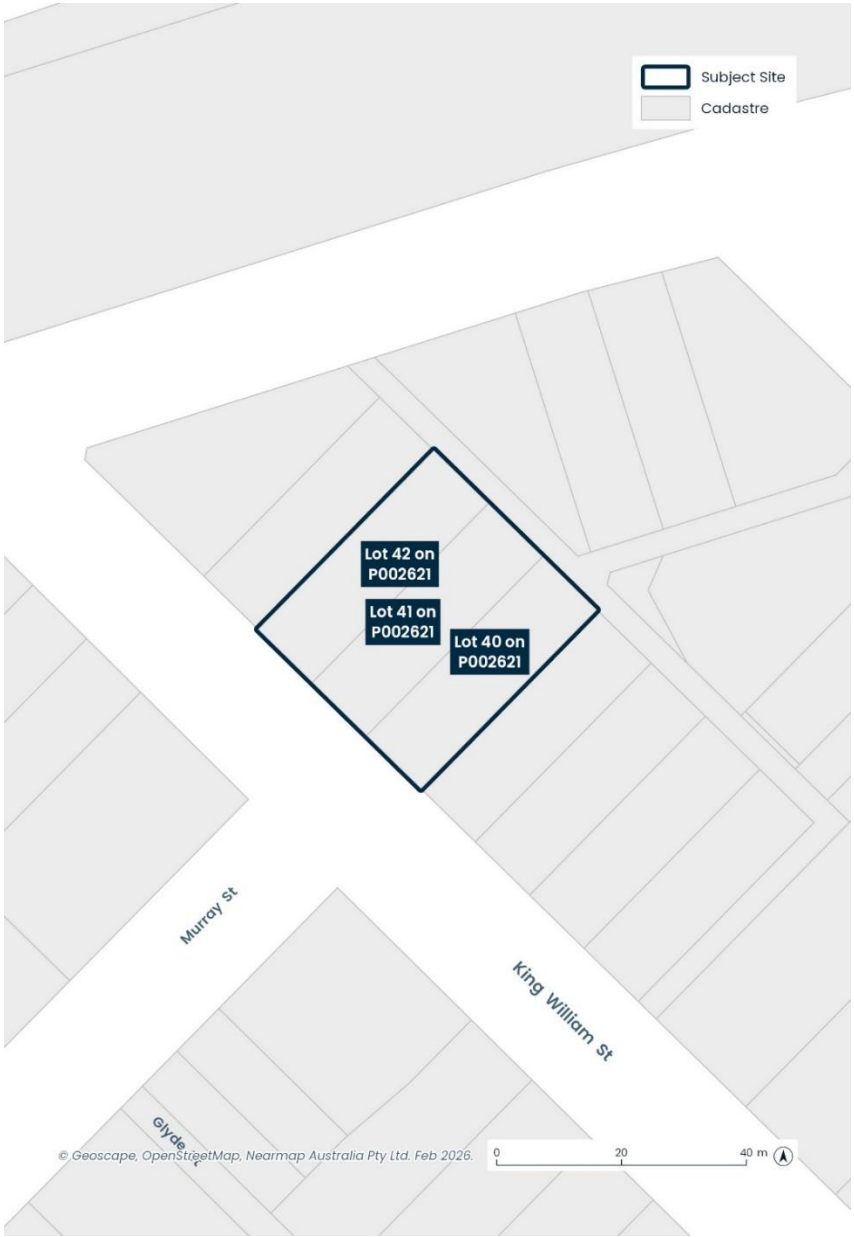


Figure 3 – Cadastre Plan

2.5 Heritage Overview

The following chronology has been informed by the Local Heritage Survey & Thematic History & Framework (City of Bayswater, 2020), with additional references provided to support and expand the historical context of both the Bayswater Town Centre and the subject sites 9-11 King William Street.

2.5.1 Heritage listings

Heritage Places are those places listed in the METRONET East Bayswater Heritage Inventory, as outlined under clause 2.3 of the Metronet East Bayswater Project Area Design Guidelines and are identified as places which contribute towards the local cultural heritage significance and sense of place of Bayswater. Contributory Places 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 subject site contains the following heritage listed places.

Listing No.	**Place or Item**	**Management Category**	**City Heritage List**	**Contributory place**
METRONET East Bayswater Heritage Inventory				
No.47	*Bayswater Town Centre, Bayswater (Heritage Area)*	*Heritage Area*	Yes	Yes
No.49	*Commercial Premises,* *9 King William St, Bayswater*	*Category 3* *Some/Moderate Significance Contributes to the heritage of the locality. Has some altered or modified elements, not necessarily detracting from the overall significance of the item*	Yes	No
No: 51	*McLeish's Grain Store (fmr),* *11 King William St, Bayswater*	*Category 3* *Some/Moderate Significance Contributes to the heritage of the locality. Has some altered or modified elements, not necessarily detracting from the overall significance of the item*	Yes	Yes

2.5.2 Summary of Assessment

This Heritage Impact Statement (HIS) assesses the proposed demolition of existing structures at 7–11 King William Street, Bayswater, and the construction of a nine-storey mixed-use development. The HIS concludes that the buildings at 9 and 11 King William Street are in poor condition and retain low levels of integrity and authenticity due to extensive alteration and deterioration. As a result, they do not make a meaningful contribution to the heritage significance of the area. The proposed redevelopment is assessed as having minimal adverse heritage impact and is considered supportable from a heritage perspective, subject to the implementation of appropriate mitigation measures.

- 9 King William Street is assessed as having little heritage significance (Category 3). The building has been substantially altered, is in poor condition, and has diminished integrity and authenticity. It is neither rare nor representative within the local heritage context.
- 11 King William Street is also assessed as having little heritage significance (Category 3). The place is in poor condition, with significant loss of integrity and limited surviving heritage fabric, and the original function is no longer clearly legible.
- 7 King William Street is assessed as having No heritage significance and makes no contribution to heritage values.

The demolition of 9 and 11 King William Street is therefore supported, subject to archival recording and interpretation being undertaken prior to demolition. Where feasible, original materials should be salvaged and reused to support sustainable outcomes and retain a connection to the site's history. Any new development should demonstrate high architectural quality, reinforce the established streetscape, and interpret the historic character through considered design, materials and articulation, while maintaining active ground-floor uses and a defined street edge to support the ongoing commercial and social role of King William Street.

3

Proposed Development

3 Proposal

3.1 Development Vision

A 9 storey residential apartment with ground floor tenancies is proposed upon the subject site. Through active edges, engaging frontages and a strong connection to King William Street, the proposal is envisioned to respond strongly to the site's urban context and proximity to public transport, local shops and community facilities, capitalising on Bayswater's role as a well connected and accessible activity centre. With these factors considered, the subject site is ideal for a community housing development of this nature.

3.2 Landscape Strategy

The landscape design for 7–11 King William Street, Bayswater, establishes a high-quality, transit-oriented residential environment that prioritises urban greening, sustainability, and community amenity. The strategy exceeds statutory requirements for deep soil and tree planting, supporting a resilient and attractive public realm. Key features include the retention and relocation of a mature jacaranda tree, with 20 additional trees planted to maximise canopy coverage and shade.

Over 27% of the site is dedicated to deep soil and planted areas—more than four times the minimum requirement—ensuring healthy tree growth and long-term landscape performance. The planting palette focuses on native and locally endemic species from the Banksia Woodlands, with advanced stock for trees and dense understorey planting to promote biodiversity and rapid establishment.

Permeable paving and water-sensitive design elements are integrated to enhance stormwater management and site sustainability. A range of accessible communal spaces—including a social square, BBQ terrace, and art wall—encourage social interaction, while private open spaces are framed by planting for privacy and amenity. Upper-level terraces feature on-structure planting systems, extending greenery throughout the development. A robust maintenance plan will ensure the landscape's longevity, with species and systems selected for durability and low operational costs. This strategy delivers a sustainable, attractive, and inclusive environment for residents and the broader Bayswater community.

3.3 Development Overview

The proposed development is a contemporary mixed-use project that integrates affordable residential apartments with vibrant ground-floor commercial and retail uses, set within a highly accessible urban context adjacent to Bayswater Station. The design responds thoughtfully to the site's heritage significance, with mitigation measures including archival recording, material salvage, and interpretive elements, while supporting the ongoing revitalisation of the METRONET East Bayswater precinct.

A strong emphasis on sustainability is evident through the targeting of high Green Star and NatHERS ratings, net zero operational emissions, and extensive landscaping, including a publicly accessible pocket park and deep soil planting. The scheme prioritises active street frontages, permeability, and communal spaces, and incorporates robust acoustic and waste management strategies to ensure high amenity for residents and the surrounding community. All other key planning considerations—such as noise, heritage, and universal access—are comprehensively addressed through the design approach and supporting technical reports.

Table 2 – Summary of Proposed Development

Item	Note
Height	9/8 Storey building with lift shaft and services on the roof totalling 31m
Setbacks	Ground Floor: ▪ King William Street: Nil ▪ Side Setbacks: Nil (NW & SE boundaries) Level 1: ▪ King William Street: 3.125m ▪ Right of Way: 2.2m ▪ Side Setbacks: 4.1m – 7.5m (NW), Nil (SE) Floor 2-9: ▪ King William Street: 3.125m ▪ Right of Way: 3.15m ▪ Side Setbacks: 3m – 5.5m (NW), 3m (SE)
Dwellings	72 Dwellings ▪ 1 Bedroom: 36 dwellings ▪ 2 Bedroom: 36 dwellings
Commercial Floor Space	105m^2 Commercial tenancies located along the King William Street frontage
Car Parking	23 bays and 1 ACROD bay on level 1 3 motorcycle bays on level 1
Bike Parking	41m^2 bike store on level 1 containing 32 bike parks 10 public bays on King William Street and Right of Way
Open Space and Landscaping	Deep soil Area / planted area provided: 438.3 sqm
Land Uses	Cafe - Preferred Office – Preferred Multiple Dwelling – Preferred (upper floors)
Car and Pedestrian Access	Car access is located off the Right of Way accessing to level 1 car park Pedestrian access mainly off King William Street and the Right of Way where appropriate
Waste Management	Dual chute system (general waste and recycling); FOGO bins; hard waste storage; café and commercial bins; private waste contractor; bin store amenities; defined transfer routes; user education; MRV swept-path compliance
Noise Management	Acoustic separation to walls and floors (Rw+Ctr ≥ 50); bedroom glazing (Rw+Ctr ≥ 32); plant isolation; compliance with Noise Regulations; ongoing review.

4

Design Assessment

4 Design Assessment

This section presents the design merit of the proposal against the 10-design principle of Good Design outlined in State Planning Policy No.7.0 (**SPP7.0**), and where a variation to the acceptable outcomes of the Design Guidelines, a statement against the design excellence criteria that is outlined in Appendix 2 of the Guidelines is required.

4.1 Design Excellence

An Architectural Design Statement has been prepared by Project Architects, Rothelowman, and is provided in **Appendix C.** This statement provides an overview of the proposed development against the 10 principles of good design and the Design Excellence principles outlined the Design Guidelines.

The DevelopmentWA Design Review Panel (**DRP**) determines the conformance of the 10 good design principles and the level of design excellence achieved through the evaluation and design review process. This section provides summary of the key comments and recommendations received and how the lodged proposal responds to each comment.

4.2 Design Review Feedback

The project team presented to the on the 20th of March 2026, 7th of May 2026 and an design review workshop on 19th of May 2026, to inform the design evolution of the application.

The DRP welcomed the early engagement undertaken and supported the project's ambition to foster social interaction, recognising its potential to align with higher density, mixed use and transit-oriented outcomes for the Bayswater Town Centre. The Panel remains generally supportive of the project direction noting Bayswater is a town centre in transition given the new station redevelopment.

However, resolved that the proposal is yet to appropriately demonstrate that it effectively manages a number of conflicting elements to building bulk, limited access to natural light and reduced internal amenity. The Panel acknowledges positive aspects of the proposal, such as the mixed use nature of the development and ties to the Bayswater character which are continuing to evolve, however, overall, the Panel is not supportive of the proposal in its current form.

While the comments of the Design Review Panel are welcome and have led to improvements to overall design, contextual narrative and landscaping response, the development is seeking a pragmatic application of design excellence in the context of the level of variations that are being proposed. The critical aspect of the development that is seeking a variation relates to the building height which only apply to one storey for half of the building envelope as shown in figure 4, and boundary setbacks.

Figure 4: Building Height Variation Extent

4.3 Design Response

Since DRP1, the proposal has undergone a series of design refinements to improve built form, contextual fit, environmental performance, street activation and resident amenity. Key amendments include a reduction in overall building height, removal of the upper-level vergola, refinement of tower and podium façade detailing, improved ground floor activation, enhanced commercial and civic interfaces, and a clearer response to the site's heritage context.

The internal planning has also been refined, including improved DDA-compliant access, clearer resident arrival and communal areas, increased daylight penetration to typical floor plates, enlarged internal voids and a narrowed breezeway bridge to improve daylight, ventilation and building separation. Landscape areas have been consolidated into more legible amenity spaces, while the increased ROW setback supports enhanced planting and a softer rear interface.

Table 2 provides a summary of the incremental changes to design since Design Review 1 and includes a summarise the design or planning outcome.

Table 3 outlines the Design Review Panel (DRP) feedback and provides a corresponding design response, demonstrating how the lodged proposal has been refined to address each comment.

Overall, the development reflects a rigorous and balanced response to its high street context and the long-term needs of future residents. Through iterative refinement following DRP feedback, the proposal achieves a well-resolved built form, strong integration with landscape, improved environmental performance and a high level of resident amenity. The design delivers active and legible interfaces, respects the site's heritage context, and contributes positively to the public realm. Collectively, these outcomes demonstrate design excellence in accordance with the Bayswater Design Guidelines and SPP 7.0, delivering a development that is contextually responsive, socially sustainable and of enduring quality.

Table 3: Design Changes since DR1

Design Area	Amendment Since DRP1	Design Outcome / Planning Response
Overall built form and height	The proposal has been amended to incorporate a reduced overall building height.	Improves the scale of the development and its relationship with the surrounding context, resulting in a more balanced and contextually responsive built form.
Top floor built form	The previously proposed vergola at the upper level has been removed.	Creates a more restrained and cohesive built form, while improving daylight access to lower levels and reducing visual complexity at the top of the building.
Tower façade refinement	Window detailing, cladding articulation and the overall façade composition of the tower have been refined.	Provides greater depth, clarity and architectural resolution to the upper levels, improving the quality and legibility of the tower expression.
Balcony articulation	Balcony depth, material clarity and edge detailing have been refined.	Improves façade depth, residential amenity and the overall quality of the building presentation.
Level 1 podium transition	Level 1 cladding, opening proportions and façade detailing have been refined.	Strengthens the transition between the ground floor podium and upper tower, providing greater depth, clarity and articulation to the intermediate level.
Ground floor activation	Ground level materiality, shopfront rhythm, permeability and activation have been refined.	Improves the pedestrian experience along King William Street and supports a more active, fine-grain and engaging streetscape interface.
Commercial interface	The commercial offering has been refined to better integrate with the civic space and ground plane.	Enhances the relationship between commercial tenancies, public realm and street activity, supporting a more activated and socially responsive frontage.
Colonnade and streetscape	The colonnade, ground plane and streetscape interface have been improved.	Strengthens pedestrian amenity, supports street activation and improves the public-facing quality of the development along King William Street.

Heritage response	The design has been further refined to acknowledge the site's heritage context through proportion, rhythm, material character and contemporary interpretation.	Provides a more considered response to the established character of the area while maintaining a contemporary architectural expression.
Resident entry and access legibility	DDA-compliant lift and access areas have been redesigned to improve articulation and legibility.	Enhances accessibility, wayfinding and user experience, while providing a clearer and more dignified resident arrival sequence.
Resident communal areas	The legibility, identity and extent of residents' community spaces have been strengthened.	Improves internal amenity, supports resident experience and provides higher-quality social spaces with meaningful community benefit.
Internal communal offering	Additional refinement has been made to the internal communal areas to create a stronger identity and clearer spatial hierarchy.	Enhances the social infrastructure of the building and reinforces the project's community-focused housing model.
Typical floor plates	Typical floor plates have been refined to increase daylight penetration into building apertures and internal spaces.	Improves internal amenity, natural light access and the environmental performance of residential apartments.
Breezeway and internal voids	The bridge element within the breezeway has been narrowed and internal voids enlarged.	Improves daylight access, increases perceived and actual building separation, and enhances the environmental quality of the internal communal circulation spaces.
Daylight and natural ventilation	Openings, slab/eave extents and building apparatus have been modified to support improved environmental performance.	Enhances passive natural ventilation, solar performance and daylight access to internal spaces.
Building separation	Internal voids and breezeway conditions have been refined to increase building separation.	Improves outlook, daylight penetration, natural ventilation and the overall quality of internalised apartment interfaces.
Landscape consolidation	Landscaped areas have been consolidated into clearer, more defined spaces.	Creates more legible amenity zones, identifiable points of interest and improved landscape value within the development.
ROW interface	The setback to the right-of-way has been increased.	Allows for enhanced landscape planting and provides a softer, more considered built-form interface to the rear of the site.
Material clarity	Ground floor, Level 1 and tower materials have been further clarified and resolved.	Provides a more coherent material hierarchy across the building, improving architectural legibility and reinforcing the distinction between podium, transitional level and tower.

Table 4 – DRP Summary and Design Response

Principle	Summary of DRP Feedback/Recommendation and Design Excellence Criteria	Design Response
Context & Character	• Rigorous context investigations and analysis are evident and have positively informed the development's character and emerging sense of community. • The massing and siting of the podium within the streetscape shows a greater reflection of context and is moving toward a more integrated streetscape response with improved material articulation. However, further detailed design is required to contextualise the design response for the tower element and the building as a whole. • The Metters Oven meaningfully supports the narrative of community and heritage. Further consideration regarding its integration within the development is encouraged. *A project that has achieved Design Excellence;* • delivers an intelligent & highly legible site specific response to the characteristics of a local area; • is highly responsive to the features & qualities of the natural & built environment; • is highly responsive to Aboriginal culture & history & significant post settlement heritage; • plays a key role in enhancing a distinctive & memorable identity for the area; & makes a significant positive contribution to the current & intended future character of the locality.	The development has been shaped through a detailed understanding of the physical, social and cultural context of King William Street and the wider Bayswater precinct. The design responds to the area's eclectic character by balancing contemporary architectural expression with fine-grain articulation, active edges and a human-scaled podium that reinforces local identity and street life. Social interaction and shared use are embedded within the building and at ground level, supporting an active and inclusive public realm. Landscape and planted interfaces extend the established green character of the area into the site, softening the built form and strengthening connections between King William Street, the cross-site public link and internal communal spaces. The Metters Oven is integrated as a focal point within this public link, co-located with a communal BBQ area. This pairing reinforces the historic cooking function of the oven while re-interpreting it in a contemporary communal setting, consistent with the DRP's advice. The built form responds directly to its setting through refined massing, recesses and articulation that improve visual permeability, daylight access and overlooking of the cross-site link. These measures enhance legibility and passive surveillance, supporting a safe, welcoming and well-used public space. The alignment of the street interface and colonnade has been carefully calibrated to reflect the established shopfront rhythm along King William Street, informed by detailed streetscape analysis to ensure continuity and coherence. Materiality has been deliberately differentiated between the podium and tower elements to reinforce the fine-grain "New High Street" condition at street level while allowing the tower to read as a distinct and recessive element within the broader urban context. This approach strengthens active frontages, supports commercial vitality and ensures the overall composition responds appropriately to both immediate and wider precinct scales.

		Overall, the proposal demonstrates Design Excellence through a highly site-specific and contextually responsive outcome. It responds directly to DRP advice, supports the evolving identity of King William Street, and makes a positive and enduring contribution to the current and intended future character of Bayswater.
Landscape Quality	• The series of communal spaces proposed appear fragmented and incidental. A more deliberate hierarchy of the space is required, defining each space's purpose and how the use of each space is generated by (and connected to) movement, entries, and shared amenities. • The public link continues to read as a compressed space, abutting the side boundary and constrained by adjacent ramping. The relationship between the communal-space strategy and the public realm is unclear with concerns regarding passive surveillance. The Panel strongly recommends a reconsideration of the cross-site pedestrian link. • The deeper issue is that landscape has been applied to the building rather than threaded through it. The communal spaces, pocket park and pedestrian link read as additions to a pre-determined built form, not as spatial moves that have shaped it. Treated as a primary organising idea, one that actively opens up the building section, landscape could also begin to address the void and separation deficiencies elaborated on under other principles. • The proposed relocation of the existing Jacaranda tree, and its repositioning to a more public, street-facing setting is strongly supported. However, the pocket park interface with the commercial tenancy is constrained, and the bin store and water metre services introduce spatial clutter, diminishing the tree's role as a key 'hero' landscape feature. *A project that has achieved Design Excellence;*	In response to the Panel's advice, the landscape strategy has been refined to operate as a primary organising element of the development, shaping built form, circulation and communal life rather than being applied as a secondary layer. Landscape is now deliberately threaded through the building section and ground plane, forming the social and spatial structure of a coherent vertical neighbourhood. A clear hierarchy of communal spaces has been established, with each space defined by its purpose and generated directly from movement paths, entries and shared amenities. These spaces are legible, connected and scaled to support everyday use — from quiet neighbourly encounters to larger shared and civic activities. Together, they form a graduated sequence of spaces that transition from intimate, resident-focused environments to more publicly engaged settings at the street and laneway edges. The cross-site pedestrian link has been substantially reconsidered to address concerns regarding compression, legibility and passive surveillance. Increased width, improved daylight access and stronger visual connections to adjacent communal spaces now position the link as an active and overlooked public route, strengthening its relationship with the public realm and reinforcing safety and activation. Key communal spaces — including The Stoop, Jacaranda Square, The Verandah, Metters Lane, The Backyard and The Shed — are integrated into this spatial hierarchy and operate as recognisable neighbourhood elements within the building. At Level 2, the communal 'backyard' functions as a shared outdoor heart for residents, while planted and furnished breezeways on residential levels transform circulation into 'local streets' that support casual interaction, passive surveillance and a stronger sense of community.

	• demonstrates that the enhancement & improvement of local environmental systems, flora & fauna is a priority; • provides significant external amenity by exceeding requirements for establishing habitat & supporting mature trees; • delivers highly-integrated, memorable public & private places that make a significant contribution to local identity & streetscape character; • complements & enhances the character or intended future character of the local area; & • Is supported by clear & sustainable management arrangements that will maintain or enhance the quality of constructed & natural landscapes over time.	Existing vegetation is treated as integral to place identity and environmental performance. The retained and repositioned Jacaranda tree is reinforced as a prominent civic landscape element at the street, with surrounding interfaces simplified to prioritise canopy, outlook and spatial clarity. Deep soil zones and open-sky planting are prioritised to support long-term tree health, habitat and urban cooling. Overall, the refined landscape strategy delivers an integrated, legible and socially meaningful vertical neighbourhood. It addresses the Panel's concerns by embedding landscape as the organising framework of the development, enhancing environmental systems, strengthening public and private amenity, and contributing positively to Bayswater's evolving streetscape and community character, supported by clear and sustainable long-term management.
Built Form & Scale	• Further separation, or 'pulling apart' of the central built form is encouraged in order to provide meaningful building separation space within the internal corridor which is needed to improve the access to daylight and natural ventilation for apartments, whilst maintaining privacy. The landscape strategy could offer a ready vehicle for this. A more deliberate use of planted voids, green corridors and landscape thresholds — genuinely embedded in the building's structural logic rather than bolted onto its edges — could provide the building separation needed while simultaneously improving the quality and legibility of communal spaces. • The development bulk at street level on King William Street requires further testing and consideration. A more vertical expression and/or increased articulation to reduce the perceived tower mass may be worth investigating and would be more in accordance with the current built form/lot widths and rhythm. • The exposed stair supports activation and passive surveillance. However its current configuration compromises the effectiveness of the breezeway.	The proposed built form responds to the Core Precinct context and the evolving role of King William Street as a higher-density urban corridor, balancing HAFF delivery requirements with site-specific built form controls and amenity outcomes. Building height and massing have been carefully modulated to reduce perceived bulk and negotiate between the existing streetscape character and the intended future character of the precinct. Increased articulation and a more vertical expression at street level reflect established lot widths and rhythms, delivering a well-scaled and legible street interface. In response to the Panel's advice, the central built form has been further separated, with a 100 per cent increase in the area of the central voids. This improves access to daylight, natural ventilation and outlook for apartments, particularly at lower levels, while maintaining privacy. Landscape is embedded within this separation through planted voids and green thresholds that are integral to the building's structure, enhancing both environmental performance and communal space quality. The breezeway and exposed stair have been refined to support activation and passive surveillance while improving functionality and comfort. The tower–podium interface has been resolved through an integrated approach

	• The tower–podium interface requires further resolution. The current material break reads as a separation rather than a considered transition and does not yet establish a cohesive façade rhythm. The Panel strongly recommends ensuring the ground and first floor level of the podium are fully integrated in design and materiality to deliver a well scaled response to the main street. • Overlooking and privacy impacts are yet to be demonstrated or resolved and should be clearly addressed through detailed plans and sections. *A project that has achieved Design Excellence;* • delivers a highly considered built form outcome (mass & height) that carefully & successfully negotiates between existing character & an intended future character; • intelligently mitigates negative impacts on the amenity of neighbouring properties; & • delivers exceptional amenity to the public realm.	to form and materiality, ensuring the ground and first floor deliver a cohesive, human-scaled response to King William Street. Overlooking and privacy impacts are mitigated through building separation, articulation, balcony design and landscape screening, as demonstrated in the detailed plans and sections. Overall, the proposal delivers a highly considered built form that mitigates amenity impacts and provides strong public realm outcomes, consistent with the principles of Design Excellence.
Functional & Built Quality	• The breezeway appears significantly under-scaled for its intended role to provide daylight to lower-level bedrooms within a seven-storey tower. Consolidation for a much larger, more effective void providing greater daylight permeability with much improved light penetration and ventilation, particularly for the lower-level apartments is very strongly encouraged. Some bedroom windows are compromised by the inclusion of slab soffits above the window head providing for circulation on the floor above. This results in internal bedroom windows distant and set back (by several meters) from access to overhead daylight. • The material strategy currently reads as disjointed. A clearer and more coherent palette is required to improve legibility and demonstrate how the building will present as a resolved architectural composition. The building needs to explicitly demonstrate the design rationale for material selection, including how choices reference heritage and community narratives and how this has informed detailed	The proposal has been developed with a strong emphasis on functional performance, build quality and long-term durability, ensuring the building meets both current and future needs of residents while supporting efficient operation over its lifecycle. In response to the Panel's advice, the breezeway has been further tested to improve its effectiveness as a daylight and ventilation void for lower-level apartments. The design consolidates circulation and increases the scale of the central void to improve daylight penetration, ventilation and outlook, particularly for lower-level bedrooms. Slab and soffit arrangements adjacent to bedroom windows are being refined to reduce setbacks to daylight and improve internal amenity, which will be demonstrated through detailed plans and sections. The material strategy is being refined to establish a clearer and more coherent palette across the podium and tower. Material selection is informed by durability, low maintenance requirements and a design narrative that references local heritage and community identity. This

	design decisions. The selection of low maintenance materials and details are critical for both podium and the tower. • Soffit treatments will be a prominent element of the proposal and are not yet clearly articulated, and details to demonstrate how soffits will contribute to façade quality and durability are required. • The proposed 3.4m floor-to-floor heights are strongly supported and will enhance dwelling comfort and amenity. This should be retained and not eroded through further design development. • A balance is required between larger window openings and implications on privacy, noise transmission, and internal comfort. Detailed design is to provide details of screening, glazing performance and façade treatments to demonstrate appropriate mitigation has been provided. *A project that has achieved Design Excellence;* • employs innovation & creativity to meet the current & 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; & • achieves excellent build quality & demonstrates durability of materials, systems & finishes that are well-integrated with the overall design intent.	approach supports a legible and resolved architectural composition and ensures long-term performance. Soffit treatments, which will be a prominent architectural element, are being further detailed to contribute positively to façade quality, durability and weather protection. The supported 3.4-metre floor-to-floor heights are retained throughout the design and underpin improved daylight access, ventilation and dwelling comfort. Window sizing and façade articulation have been carefully balanced to maximise daylight and outlook while managing privacy, noise transmission and internal comfort. Screening elements, glazing performance and façade treatments will be detailed to demonstrate appropriate mitigation. A simplified construction and servicing strategy supports buildability, operational efficiency and future adaptability. Robust, low-maintenance materials and rationalised building systems enhance construction quality and lifecycle performance. Collectively, the proposal demonstrates innovation, durability and functional benefits over the life of the development, consistent with the principles of Design Excellence.
Sustainability	• Sustainability is currently addressed at a high level only. For a proposal of this scale, a robust and clearly evidenced sustainability response is critical to demonstrating Design Excellence. Further development of the strategy, particularly passive design initiatives and building-fabric upgrades, electric vehicle infrastructure, should be clearly articulated and demonstrated. • The acoustic strategy should demonstrate how external noise (from the rail line) and internal noise (from the	A comprehensive sustainability and acoustic strategy has been prepared and lodged with the development application and were made available to the Panel. These reports provide a detailed and evidence-based framework demonstrating that sustainability and resident amenity are fundamental drivers of the proposal. The development targets a 5-Star Green Star equivalency, high NatHERS ratings and full compliance with NCC 2022 Section J energy efficiency requirements. The proposal is gas-free and designed to support net-zero operational emissions through a high-performance building fabric, passive

	breezeway) will be mitigated, including the role of double glazing, seals, ventilation pathways, and façade treatments. Additional detail should be provided through detailed plans and sections. *A project that has achieved Design Excellence;* • demonstrates that the sustainability of the built environment is a priority; • delivers ambitious environmental, social & economic outcomes that will assist promote the identity of the local area as a sustainability hub; • legibly employs passive solar design principles & active sustainability mechanisms across the development & site; & • positively contributes to the broader context of natural features & ecological processes.	solar design and integration of active sustainability measures. Building siting, massing and setbacks have been tested to optimise daylight access, solar gain control, natural ventilation and reduced overshadowing of adjoining properties and the public realm. These outcomes will be further demonstrated through detailed modelling, plans and sections as the design progresses. Passive sustainability measures are legibly embedded across the development, including façade articulation, balcony overhangs for shading, opportunities for cross-ventilation and a rationalised building form that reduces overall energy demand. Urban greening is integrated throughout the site via planted ground-level spaces, vertical landscape elements and shaded communal areas, contributing to urban cooling, improved microclimate performance and support of local ecological processes. Electric vehicle charging infrastructure, bicycle facilities and strong active transport connections further reinforce sustainable travel choices. The acoustic strategy addresses external noise from the adjacent rail corridor and local roads, as well as internal noise generated by building circulation spaces, including the breezeway. Mitigation measures include high-performance glazing, appropriate seals, acoustic wall and floor construction, façade treatments and ventilation pathways that maintain internal comfort while achieving required acoustic performance. These measures will be demonstrated through detailed plans and sections to ensure residential amenity is protected. Collectively, the proposal demonstrates a robust and integrated sustainability response across environmental, social and economic dimensions. Through passive design, high-performance building fabric, urban greening and considered acoustic mitigation, the development delivers measurable long-term benefits and supports the identity of the precinct as a sustainable, transit-oriented urban environment, consistent with the principles of Design Excellence.
Amenity	• Significant concerns remain regarding the extent and scale of the proposed voids serving dwellings, particularly in relation to the building height. It does not appear lower-	n response to the Panel's advice, the breezeway and associated light-well strategy has been further tested and refined to improve daylight access, ventilation and internal amenity for lower-level apartments and bedrooms.

	level apartments and bedrooms will achieve adequate daylight quality and internal amenity. Structures and screening to the rooftop requires investigation to understand any impacts on further reductions to light well. This matter is a key priority and must be resolved to demonstrate design excellence. • The overall height and massing should be further reviewed, and with increased height supported in principle where it meaningfully resolves the issues raised with the communal space, access to sunlight, and is demonstrably coupled with improved design quality, articulation, and amenity outcomes. • The public art intent is supported, but the proposal lacks resolution and a clear strategy in its approach and integration with landscape and built form, which will be important in detailed design. • Operable windows located adjacent to walkway seating create potential conflicts between privacy and passive surveillance. This interface should be redesigned to better balance resident amenity and shared-space activation. • The apartment sizes and layouts are generally well considered and provide a good level of functionality. *A project that has achieved Design Excellence;* • exceeds standard requirements for internal & external amenity for occupants & visitors; • delivers spaces that are generous, welcoming & universally accessible; • makes a significant contribution to the amenity of the public realm; & • intelligently mitigates negative impacts on the amenity of neighbouring buildings & places.	Circulation has been consolidated and the scale of the central void increased to enhance daylight penetration, outlook and air movement, particularly at the most constrained lower levels. Voids are not treated as residual compliance devices but as deliberately designed spatial elements that support daylight, ventilation, privacy and landscape amenity. Their design has been developed in parallel with NCC compliance requirements and Green Star-aligned principles. At Level 2, which represents the most constrained condition, the breezeway and light-well strategy achieves a minimum 2 per cent Daylight Factor in accordance with the NCC performance pathway. In addition, lux-based daylight autonomy analysis targets a minimum of 160 lux, consistent with the intent of 5-Star Green Star daylight quality benchmarks. These outcomes will be demonstrated through detailed plans, sections and technical analysis, including consideration of rooftop structures and screening. This technical performance underpins a broader architectural ambition to transform the centre of the building into a bright, breathable and socially generous environment. Apartments are designed as dual-aperture dwellings, with outlook to either the street or rear as well as to landscaped internal voids. This approach integrates separation, privacy, daylight and landscape into a single, controlled amenity outcome. The Panel's comments regarding building height have been noted. The proposal seeks to closely align with the applicable built form controls while meeting HAFF funding requirements and maintaining project viability. The introduction of the breezeway provides an efficient and replicable floorplate arrangement from Levels 3 to 8, enabling improved internal amenity without reliance on additional height. Floor-to-floor heights for both the colonnade and apartments have been reviewed and retained to support daylight access, ventilation and spatial generosity within the overall height envelope. Public art is supported in principle and will be further resolved through detailed design to ensure meaningful integration with the landscape strategy and built form, contributing positively to the public realm.

		Interfaces between operable windows and walkway seating are being refined to better balance resident privacy with passive surveillance and shared-space activation, through setbacks, screening and façade detailing. Overall, the proposal exceeds standard amenity expectations by delivering generous, welcoming and universally accessible spaces, making a positive contribution to the public realm, and intelligently mitigating potential amenity impacts on neighbouring buildings and places, consistent with the principles of Design Excellence.
Legibility	• A broader site access strategy diagram is requested, clarifying key access routes offering strong legibility for pedestrians, cyclists and vehicles (both residents and visitors) and identifying future desire lines relevant to the current (or a re-designed) through site link. • The panel recognises several benefits that could result from the inclusion of a cross-site link however level changes, functionality, surveillance and CEPTED principles must be investigated further. Due to the level changes, the current stair design providing access to the link reads as a solid wall to King William Street, reducing legibility and the sense of invitation to the space. • The benefit of a steep through site public link is queried in the context of what other spatial benefits may be possible, or resolution of current issues enabled with further investigation. The panel encourage the proponents to investigate and explore a more considered re-design of the link or even the removal of the link if other options look more favourable. Either exploration may assist in helping to provide additional space to enable the two tower building elements to be pulled further apart, providing more space and daylight within the breezeway. A project that has achieved Design Excellence; • establishes a very high degree of implicit legibility – at building, site & precinct scales - through built form &	The proposal establishes a high degree of implicit legibility at building, site and precinct scales, ensuring intuitive movement for pedestrians, cyclists and vehicles without reliance on signage. A site access strategy diagram will be provided to illustrate key access routes, desire lines and connections between King William Street, the rear laneway and surrounding activity areas. The cross-site link has been retained to improve permeability through the town centre, providing a direct and legible connection between King William Street, public parking, the rear right-of-way and the surrounding commercial precinct. Removal of the link would reduce this broader public benefit and limit future connectivity. Level changes are resolved through an integrated circulation strategy incorporating lifts, ramps and stairs within a cohesive landscape framework. These elements are designed as part of the public realm and support CPTED principles through clear sightlines, passive surveillance, lighting and planting. The stair and landscaped steps addressing King William Street are setback and integrated with the pocket park anchored by the Jacaranda tree, creating a layered and inviting street interface. The relationship between the cross-site link and internal communal spaces has been refined to ensure the link functions as an active, well-overlooked space rather than a residual corridor. A clearly defined residential entry provides a strong address to King William Street, with internal circulation organised around a clear public-to-private hierarchy and reinforced by visual connections through building voids.

	landscape design, without reliance upon active mechanisms such as signage systems; & • delivers seamless physical & visual integration with broader existing movement networks.	Collectively, these measures deliver seamless integration with existing and future movement networks, creating a legible, accessible and safe environment consistent with the principles of Design Excellence.
Safety	• The design should be supported through a Crime Prevention Through Environmental Design (CPTED) report prepared by a suitably qualified expert. • 2Address after-hours safety of public and semi-public spaces. A project that has achieved Design Excellence; • establishes a very high degree of implicit safety through built form & landscape design.	The proposal embeds Crime Prevention Through Environmental Design (CPTED) principles within the built form, landscape and circulation design to achieve a high level of implicit safety. A CPTED assessment prepared by a suitably qualified practitioner will support the proposal. After-hours safety of public and semi-public spaces has been addressed through an activated ground plane, transparent frontages and frequent entries that provide strong visual connection between internal uses and King William Street. Passive surveillance is reinforced through overlooking from apartments and shared circulation spaces to the colonnade, public link and front setback areas. Clear sightlines are maintained across all circulation routes, with levels, planting and built elements coordinated to minimise blind corners and concealed spaces. Integrated architectural and landscape lighting provides legible, even illumination of paths, entries and shared spaces during evening periods. A clear hierarchy between public, semi-private and private areas is established through changes in level, materiality and landscape treatment, creating defensible space while maintaining permeability. Collectively, these measures deliver a safe, legible and well-overlooked environment that supports resident comfort and contributes positively to the surrounding public realm, consistent with the principles of Design Excellence.
Community	• The concept of varied and interstitial spaces is supported in principle but needs to be clearly embedded within an overall amenity strategy, demonstrating function, hierarchy, and connectivity. The design team should consider whether a more deliberate spatial hierarchy, anchored by landscape as a structural idea rather than a surface treatment, would strengthen the social argument and help resolve the light and amenity issues in the floor plates below	The proposal has been developed to deliver an inclusive and equitable community environment that responds to local needs and the broader social context of Bayswater. The building is structured around a clear hierarchy of shared spaces, with landscape operating as a primary organising element rather than a surface treatment. This approach strengthens social interaction while also addressing daylight, outlook and amenity outcomes within the building.

	• The functionality and usability of the main communal area is restricted by level changes and social infrastructure, such as the BBQ space, and is constrained and not fully functional due to its location adjacent to the ramp. A consolidation of the external amenity a key well-programmed space is recommended. • Refer additional commentary provided under Principle 2. A project that has achieved Design Excellence; • offers an inclusive & equitable response to local community needs & a broader social context, now & into the future; & • strengthens communities by promoting active, diverse & vibrant places & spaces.	Communal spaces are consolidated and clearly defined according to their role and scale. At ground level, publicly oriented alfresco and pergola spaces are directly connected to the residential lobby and King William Street, reinforcing activation and community presence. At Level 2, the primary communal amenity space has been consolidated into a single, well-programmed 'backyard' area incorporating BBQ facilities, seating and landscaping, providing a functional and flexible setting for informal gatherings away from ramped circulation. Across the upper levels, interstitial spaces within the breezeway function as neighbourhood-scaled places for casual interaction, supporting everyday social connection between residents. The cross-site communal link provides additional shared amenities, including seating and creative spaces, and terminates at the pocket park, which anchors the development to the adjoining commercial tenancy and strengthens the public realm interface. Level changes and accessibility within shared spaces have been carefully resolved to minimise reliance on stairs. Integrated lift access, ramps and generous paths ensure inclusive and equitable access for all users, reinforcing the communal spaces as usable, welcoming and legible environments. Collectively, the proposal delivers a cohesive amenity strategy that promotes active, diverse and vibrant places, strengthens community connection and supports long-term liveability, consistent with the principles of Design Excellence.
Aesthetics	• The proposal lacks clarity on the colour and material selections for the development, and how these have been informed by the context. A complete colour and materials palette, including detailed elevations/schedules, is required to demonstrate the intended architectural character and finish and elevating the built form outcome to the requisite design excellence level. • The rhythm and fine-grain expression of the ground-floor tenancies respond well to the streetscape, with glazing supporting activation.	The proposal has been refined to clearly articulate the intended architectural character, colour and material selections, and their relationship to the King William Street and Bayswater context. Updated plans now include a comprehensive colour and materials palette supported by detailed elevations and schedules, providing clarity and certainty around finish, durability and long-term performance. The material palette is deliberately restrained and coordinated to deliver a sophisticated, cohesive and low-maintenance outcome. It is anchored by a complementary mix of masonry, concrete and metal elements, with a

	• Greater clarity is required regarding the podium design and materiality, including how the proposed concrete expression, (Its textural and reading of scale) supports amenity outcomes. An extension of the ground-floor material palette to Level 1 would reinforce a more cohesive podium and improve streetscape legibility. • The Panel queried the use of extensive corrugated cladding and its appropriateness across the full tower height, including durability, long-term maintenance considerations and detailing, with its application not yet sufficiently justified. *A project that has achieved Design Excellence;* • results in a sophisticated, elegant & coherent design solution at all scales; • establishes a distinctive & memorable identity; & • makes a significant contribution to the character of the locality.	balanced use of light tones and warm bronze finishes to articulate hierarchy, form and detail while responding to the local streetscape character. At ground level, the fine-grain rhythm of the podium responds directly to King William Street. Vertical modulation, generous glazing and changes in material reinforce the established shopfront pattern, supporting activation and a human-scaled public interface. Recycled brick in running and vertical stack bond, with a natural clay tumbled finish, introduces texture and warmth and references the area's heritage character. This ground-floor material palette is extended to Level 1 to reinforce podium cohesion, improve streetscape legibility and strengthen the base-middle-top composition of the building. Concrete is used to articulate the podium and larger building elements, with profiled precast and formed concrete panels incorporating textured liners to provide depth, scale and visual interest. The textural concrete expression has been carefully considered to avoid monotony and to support amenity outcomes through shading, durability and a robust public-facing edge. Metal cladding is used selectively and strategically rather than uniformly across the tower height. Fluted metal panels, pressed metal elements, spandrels, sunshades and window hoods are finished in Whisper White and Natural Bronze / Terrain to provide contrast, refinement and long-term durability. The use of corrugated or profiled metal cladding is limited to areas where its scale, detailing and maintenance performance are appropriate, ensuring it contributes positively to the overall architectural composition. Screening and balustrade elements, including Webforge or Webmesh cladding, aluminium balustrades and stainless-steel tensile mesh, are integrated to maintain permeability, support passive surveillance and complement the primary façade materials without visual clutter. Landscape is embedded as a key part of the architectural expression, particularly at the podium and street interface, softening edges, framing entries and enhancing pedestrian comfort. Upper levels adopt a complementary contemporary palette that is robust, cohesive and visually

		recessive, allowing the podium and streetscape interface to remain the primary focus. Overall, the refined material and colour strategy results in a coherent, elegant and distinctive architectural outcome. The proposal establishes a memorable identity, reinforces the fine-grain character of King William Street and makes a positive and enduring contribution to the locality, consistent with the principles of Design Excellence.

5

Planning Framework Assessment

5 Planning Framework Assessment

This section of the report provides a summary of the proposal's compliance with the relevant planning framework, applicable to the site, demonstrating a high level of compliance with all key standards

5.1 METRONET East Redevelopment Scheme

The Metronet East Redevelopment Scheme (**the Scheme**) provides the overarching legislation for the Bayswater Redevelopment Area. The Scheme divides the Bayswater Redevelopment Area into two project areas of with the subject site is located within 'the Core'. The defined vision for 'the Core' is primarily focused on enabling the successful redevelopment of land surrounding Bayswater Station, to maximise its accessibility ensuring that public spaces provide the opportunity for community engagement and interaction, supporting activation and vibrancy.

This proposed development is consistent with the vision of 'the Core' precinct as it is an opportunity to create a transport-oriented development that focuses on providing effective high density around public transport nodes. This design philosophy effectively responds to the character of the site and surrounding area and capitalising on the proximity to the Bayswater Train Station

The design merit of the application is highlighted within **Section 4** of this report and the design report at **Appendix C.**

5.1.1 Land Use

The land use composition proposed for the development is predominantly residential throughout the building with an restaurant/café, office and residential amenity area located on the ground floor. **Table 4** demonstrates that these uses are 'preferred' within 'the Core' precinct with the exception of amenity areas which is contemplated , and therefore consistent with the vision for the site and precinct.

Table 5 – Land Use Permissibility

Floor	Proposed Use	Land Use/Category	Permissibility
Ground	Restaurant/Café	Dining and Entertainment	Preferred
Ground	Office	Commercial	Preferred
Ground	Residential 5A(Amenity)	Residential	Contemplated
Upper	Multiple Dwelling	Residential 5A	Preferred

5.1.2 Heritage Protection

The Heritage Impact Statement prepared by Urbis confirms that the existing buildings at 9 and 11 King William Street, while included on the City's Local Heritage Survey, are assessed as having little heritage significance due to extensive alteration, poor condition, and a substantial loss of integrity and authenticity. The remaining fabric is limited and does not make a meaningful

contribution to the heritage significance of the Bayswater Town Centre Heritage Area. On this basis, demolition is supported and is consistent with the intent of the City's heritage guidelines, which allow for removal where heritage value is low and cannot reasonably be conserved.

Appropriate mitigation measures are proposed to ensure heritage values are acknowledged and recorded. These include archival recording in accordance with Heritage Council of Western Australia guidelines, ensuring that the historical form, fabric and context of the buildings are documented prior to demolition. This satisfies the requirement to retain heritage knowledge where physical retention is not warranted.

The proposal also commits to the salvage and reuse of original materials, particularly masonry, where feasible. This approach supports sustainable outcomes while enabling tangible elements of the site's history to be embedded within the new development. Heritage interpretation is integrated into the project through opportunities for interpretive material within the ground plane and communal areas. This ensures the historic associations of the site, including its role within the evolution of King William Street and the Bayswater town centre, remain legible and accessible to the community.

The new development has been designed to reinforce the established streetscape and commercial character of King William Street through a defined street edge, active ground-floor uses and fine-grain articulation. Rather than replicating heritage forms, the design interprets historic rhythms, proportions and material cues in a contemporary manner, consistent with best-practice heritage outcomes and City of Bayswater guidance.

No internal heritage controls are required, as the HIS confirms that no significant internal fabric remains. Overall, the proposal meets the heritage protection criteria by avoiding unnecessary retention of low-significance fabric, applying appropriate mitigation measures, and delivering a high-quality redevelopment that respects and interprets the historical context while supporting the ongoing evolution of the Bayswater town centre.

5.1.3 Determination when non-compliant

Clause 5.19 of the Scheme allows the Development Authority to approve a development that does not strictly comply with the Scheme where it is satisfied that the proposal:

a) is consistent with the Scheme Vision and Objectives;
b) is consistent with the principles of sustainable development and orderly and proper planning;
c) would not have a significant adverse impact on the current or intended amenity of the locality; and
d) would not compromise the development intent of the relevant project area and/or precinct.

The proposed development has been carefully designed to respond to the Bayswater planning framework, as outlined in Section 5.2 *Bayswater Structure Plan* and Section 5.3 *Bayswater Design Guidelines* of this report. The delivery of a mixed-use development within the Bayswater Town Centre represents a key step in the ongoing revitalisation of the area and directly advances the objectives of the Scheme, particularly in relation to:

- **Sense of Place** – reinforcing King William Street as a key high-street destination within the Perth metropolitan area.
- **Economic Wellbeing** – delivering social and affordable housing for those most in need, alongside a commercially viable tenancy that supports local economic activity.
- **Urban Efficiency** – making efficient use of a constrained site and development parameters while achieving a high-quality built form outcome.
- **Connectivity** – providing a new cross-site link within the Town Centre that improves accessibility for all abilities and supports a more walkable and connected neighbourhood.
- **Social Inclusion** – delivering social housing outcomes that promote genuine connection and integration between residents and the broader community.

- **Environmental Integrity** – incorporating Green Star principles to achieve a highly efficient building and landscape outcome.

Potential impacts on the amenity of the surrounding precinct and adjoining properties have been carefully considered. This has informed a design approach that maintains building height as close as practicable to the Scheme requirements, with only a partial one-storey variation proposed. Other potential impacts are appropriately managed through articulated setbacks, a considered landscape strategy, and a strong focus on both community and occupant amenity throughout the design process.

Having regard to the above, the proposed variations do not result in any significant adverse amenity impacts, are consistent with the intent of the Scheme and the relevant precinct, and are therefore considered to warrant support by the Development Authority under Clause 5.19.

5.2 Bayswater Structure Plan

The proposal is within the 'Core Zone' of the Bayswater Structure Plan, which permits an R-Code density of 'R-AC0'. The proposed development is consistent with the land use objectives for the Core Precinct and has been designed in accordance with the applicable Design Guidelines for land identified within the R-AC0 density code. Compliance with the objectives is explored below:

- The development responds appropriately to its location and site context, with scale and intensity aligned with the intent of the Core Precinct. Active commercial uses are provided at street level to support pedestrian activity and contribute to a vibrant public realm, with residential uses located on both the ground and upper levels to reinforce a mixed-use and active neighbourhood.
- Provision is made for a range of civic, social, entertainment and community-oriented uses that support the role of the precinct and complement, rather than compete with, surrounding higher order activity centres.
- Public spaces are designed in accordance with the Design Guidelines to encourage community engagement, interaction and increased activity, contributing to the overall vibrancy of the precinct. A landscaped pedestrian DDA compliant pedestrian connection located on the western side of the development improves permeability through the 'Core Zone' improving connectivity to the Bayswater Train Station and surrounding area.
- As Design Guidelines are in place for the site, the proposal does not require the preparation of a Local Development Plan. The development is guided by the relevant statutory controls and design principles to ensure an integrated and high-quality outcome for the Core Precinct.

5.3 Bayswater Design Guidelines

The Design Guidelines guide redevelopment within the Core Precinct identified in the METRONET East Redevelopment Scheme and support delivery of the vision and objectives of the *Metropolitan Redevelopment Authority Regulations 2011* and the Scheme. The Guidelines require development proposals to achieve high-quality design outcomes and are structured into Chapter 3, which sets out general provisions, and Chapter 4, which establishes site-specific requirements for development within the Precinct.

5.3.1 Application of Discretion under Clause 1.5

Clause 1.5 (Discretionary Clause) of the Design Guidelines provides flexibility for development proposals to achieve the relevant Character Statements and Objectives through alternative design solutions, rather than strict compliance with the Acceptable Outcomes. In this context, DevelopmentWA may support departures where it is demonstrated that the alternative solutions deliver an equal or superior planning and design outcome.

The proposed development has been assessed against the Character Statement for the King William Street Sub-Precinct under Clause 4.2 of the Design Guidelines. A detailed evaluation of the proposal's response to the precinct character is provided in Section 5.3.3.1 of this report. In addition, Section 5.1.3 outlines why the Approval Authority may support the proposal under Clause 5.19 of the Scheme, and Table 3 in Section 4 documents the Design Review Panel's advice and the corresponding design response, demonstrating an iterative design process consistent with Design Excellence.

Having regard to the above, the proposal satisfies the requirements for the exercise of discretion under Clause 1.5 of the Design Guidelines. In particular, the alternative design solutions proposed:

a) Clearly meet the relevant Character Statements and Objectives of the Design Guidelines by reinforcing the role of King William Street as a key high-street environment, delivering a fine-grain, active street interface, and responding to the intended scale, form and function of the Town Centre;

b) Form part of a proposal that achieves Design Excellence, as evidenced through ongoing engagement with the appointed Design Review Panel and the project's alignment with the Design Excellence guiding framework outlined in Appendix 2 of the Design Guidelines;

c) Deliver additional community, economic and environmental benefits beyond minimum policy requirements, including the provision of social and affordable housing, improved pedestrian permeability through the Town Centre, activation of the public realm, and a strong commitment to environmentally sustainable design outcomes; and

d) Are consistent with Clause 5.19 (Determination When Non-Compliant) of the Scheme, as the proposal supports orderly and proper planning, does not result in unacceptable amenity impacts, and does not compromise the development intent of the King William Street Sub-Precinct.

On this basis, the proposed departures from the Acceptable Outcomes are considered appropriate and justified, and the development warrants support through the exercise of discretion under Clause 1.5 of the Design Guidelines.

5.3.2 General Development Provisions (Chapter 3)

An assessment of the proposal against the Acceptable Outcomes of the Bayswater Design Guidelines general development provisions is found at **Appendix M.**

5.3.3 Site Specifics Built Form Requirements (Chapter 4)

Chapter 4 of the Design Guidelines identifies that the subject stie is located within the 'King William Street Sub-Precinct'. An assessment of both the character of the precinct and the specific design requirements are found below.

5.3.3.1 Character Statement

Table 5 responds to relevant requirements and inventions of the King William Street Sub-Precinct as outlined in the Guidelines.

Table 6 - King William Street Sub-Precinct Character Statement

Statement	Comment
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.	The proposed development responds directly to this context by reinforcing the established shopfront rhythm through articulated façades, regular column spacing and active ground-floor uses. Contemporary built form is sensitively integrated with retained and reinterpreted heritage elements, with new development set back to maintain the prominence of the historic street edge and acknowledge Indigenous and post-settlement heritage. Active frontages, improved pedestrian connections and enhanced passive surveillance support the site's role as a key gateway to the town centre. As the first development of its kind along King William Street, the proposal delivers a high-quality, site-specific response that strengthens the village character and contributes positively to the evolving identity of Bayswater.
Reflective of the small lots, topography and lower scale surrounding areas, developments will be lower in scale to larger sites	The development site is directly adjacent to the King William landmark site, which permits buildings of up to 10 storeys. The proposed height and scale respond appropriately to the intended character of the area and

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.	facilitate a logical transition from the town centre core to its surrounding frame.
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	The sub-precinct adjoins the Bayswater Character Protection Area to the south-west and the Frame Precinct to the south-east, requiring new development to provide a sensitive transition in scale and amenity. The subject site is centrally located within the core precinct, with adjoining transition sites playing a key role in mediating scale and density between the core and surrounding areas.
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.	Active ground-floor frontages are provided along both streets to support retail and dining uses and contribute to an activated streetscape throughout the day and evening.
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.	Development is to maintain and celebrate the existing historic character of Bayswater through fine-grain detailing and articulated built form that supports a rich pedestrian experience. The design responds by incorporating varied materials, detailed façades and fine-grain articulation reflective of the historic streetscape. Although the commercial tenancy and office are setback from the primary street line, colonnades, low walls, nib wall returns and context-responsive materials reinforce the established rhythm and fine-grain character of King William Street.
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 Heritage Impact Statement acknowledges that the Commercial Premises at 9 King William Street and the former McLeish's Grain Store have low to moderate integrity, are in poor condition and are well represented elsewhere in Bayswater. On this basis, the proposal adopts a strategy of reinterpretation through contemporary built form and landscape responses, ensuring the character and memory of the places are acknowledged while enabling a coherent and uncompromised development outcome.
The narrow frontages and steep slopes of individual lots will require lot amalgamation to enable full development potential to be achieved.	The three existing lots are proposed to be amalgamated to facilitate an appropriate and well-resolved development outcome.

Site Specific Acceptable Outcomes

Chapter 4 of the Bayswater Design Guidelines define built form specific site requirements for sub-precincts. The site is located within the 'King William Street Sub Precinct' **Table 6** outlines King William Street Sub-Precinct Specific Building Requirements which are informed by the Building Envelope Plan included at **Figure 5.**

Figure 5: Building Envelope Section King William Sub-Precinct

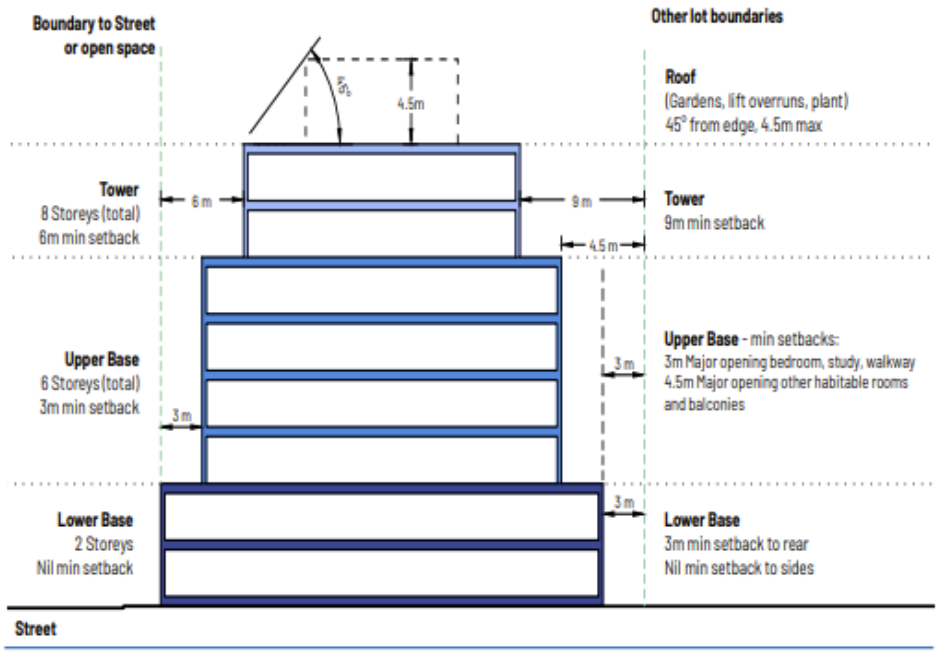


Table 7 - King William Street Sub-Precinct Specific Building Requirements

Requirement	Description	Description	Comment
Building Height, excluding roof element	Lower Base	2 storeys (up to 7 metres)	Complaint, 1 storey provided (4.6m)
	Upper Base (including Lower Base	6 storeys (up to 20 metres)	**Does not comply** Total height is: • 9 storeys at King William Street • 8 storeys at Right of Way.
	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)	Complies King William Street: Nil RoW: 2.2m
	Upper Base	3 metres	Complies King William Street: 3.125m provided RoW: 3.1m
	Tower	6 metres (balconies 4.5 metres)	**Does not comply** King William Street and RoW: 3m
Other Lot Boundary Setbacks (min)	Lower Base	Rear boundary: 3 metres Side boundary: Nil	Complies 3m to NW boundary, 3m to SE boundary.
	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	**Does not comply** 3m to NW boundary, 3m to SE boundary levels 3 and above. Refer to planning assessment section below. Setback of balconies 3.0m in lieu of 4.5m to balconies facing side boundaries. Provision of screening up to 1.6m can address this impact of overlooking, however, impact on adjoining lots is considered negligible due to the existing development on site.

	Tower	9 metres	**Does not comply** 3m to NW boundary, 3m to SE boundary levels 7 and above. Refer to planning assessment section below.
Tower Separation		18m	N/A
Tower Footprint		35%	950sqm (65%)
Preferred Land Uses	Ground Floor	Main Street Zone: Commercial; Retail; Dining & Entertainment; Transient Residential Transition Zone: Culture & Creative Industry; Commercial; Transient Residential; Community	Complies. Main street applies. Dining and entertainment met.
	Upper Floor	Main Street Zone: Commercial; Transient and Permanent Residential Transition Zone: Culture & Creative Industry; Commercial; Transient and Permanent Residential; Community	Complies. Main Street Uses on the upper floor is residential.
	A land use within a category not listed above but categorised as either Preferred or Contempla1ted within the Scheme, is taken to be categorised as a Contemplated use.		N/A
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.	Complaint. Refer to development plans.

5.4 Planning Assessment

The development has been assessed against the METRONET East Redevelopment Scheme, the approved Structure Plan and the associated Design Guidelines. The residential component has also been assessed against Volume 2 of the Residential Design Codes (Apartments), noting that Appendix 1 of the Design Guidelines identifies where the R-Codes have been modified to support the vision for the Bayswater Town Centre.

The proposal differs from more typical mixed-use developments anticipated by the R-Codes and the Redevelopment Scheme, as it is designed to deliver a targeted housing outcome under the Housing Australia Future Fund (HAFF). The development responds directly to identified housing need, and it is within this context that elements of the planning framework require a pragmatic and discretionary application.

The proposal does not represent a poor or substandard development outcome – as it is demonstrated that the proposed development achieves design excellence as outlined in Section 4 of this report. However, it is acknowledged that several key design decisions have been influenced by the requirements of the HAFF funding arrangement, including the delivery of 72 dwellings with a 50 per cent one-bedroom and 50 per cent two-bedroom mix. These requirements, together with building height, parking and setback controls, have shaped the built form and informed finer-grain amenity outcomes.

The site has been secured specifically to deliver these HAFF outcomes, and the limited flexibility in dwelling numbers presents challenges in fully complying with all development provisions under the planning framework. Financial viability is a critical consideration, as failure to achieve a viable outcome would prevent delivery of the 72 dwellings intended to support those most in need. This context is not presented as a justification for poor outcomes, but rather to explain the constraints faced by the project team in balancing policy objectives, funding requirements and design quality within a highly constrained timeframe.

In light of the above, the planning assessment summarises the key design matters that warrant further consideration and justification.

5.4.1 Building Height

The development has a building height of 9 storey (30.5m) as viewed from King William Street and 8 storeys (26.8m) as viewed from the Right of Way. The proposed development seeks a minor variation to the eight-storey building height limit identified in the Bayswater Design Guidelines. Building height discretion is guided by Section 3.10 of the Design Guidelines, which sets out an overarching objective to ensure that development responds to the established height hierarchy, transitions appropriately between precincts, and positively contributes to the future built form and amenity of the Project Area.

Section 3.10 seeks to ensure that:

- development responds to the building height hierarchy and provides a clear transition between higher and lower order sub precincts, the Frame and land beyond the Project Area;
- the maximum height is consistent with the desired scale of the locality and contributes positively to the intended future development context;
- development on significant or landmark sites appropriately capitalises on redevelopment potential in accordance with Section 3.12 of the Design Guidelines;
- buildings are positioned, scaled and articulated to respond to the surrounding context, streetscape and site topography, without adversely impacting access to natural sunlight or the amenity of adjoining properties and the public realm; and

- taller elements are offset through human scale design at street level and appropriate setbacks to protect amenity.

The proposed development is considered to meet these objectives. The site is centrally located within the Core Precinct and is directly adjacent to an identified landmark site that permits building heights of up to ten storeys. In this context, the proposed height represents a logical and appropriate transition from the landmark site to lower scale development within the broader precinct.

The scale of development reflects the emerging character of the centre, which seeks to accommodate increased intensity within the Core Precinct while ensuring that development at street level remains grounded in the historic character of Bayswater. This is achieved through a well defined podium that responds to the fine grain pattern, lot sizes and traditional shopfront rhythm that characterise King William Street and Whatley Crescent.

The impacts of the additional height on adjoining properties have been carefully considered. Solar access modelling submitted with the development application demonstrates that the proposal will not result in unreasonable overshadowing and that access to natural sunlight and amenity is maintained. When considered in the context of surrounding development and the approved height hierarchy, the impacts associated with the minor height variation are minimal.

Overall, the proposal achieves the intent of the Bayswater Design Guidelines by balancing increased height in an appropriate location with strong podium articulation, sensitive transitions and high-quality street level design. The development celebrates the historic character of the Bayswater Town Centre through its podium form and materiality, while delivering a tower element that supports the provision of much needed social and affordable housing in a highly accessible and well serviced location.

The Design Guidelines provide a tiered setback arrangement to the street and rear boundaries. The overall building footprint has been influenced by the HAFF funding requirements, which limit flexibility in unit yield and layout. In response, the design prioritises a reduction in building height rather than increasing side and rear setbacks, resulting in a built form that is lower in scale but more compact.

5.4.2 Building Setbacks

While the proposed setbacks are reduced from those anticipated under the Design Guidelines, they are considered to meet the objectives of the R-Codes, particularly Element 2.3 (Street Setbacks) and Element 2.4 (Boundary Setbacks).

Street setbacks (Element 2.3)

The street setback reinforces the evolving town centre character of Bayswater and provides a clear transition between the public and private realms through landscaping and building articulation. The setback supports visual privacy for ground-level apartments while maintaining passive surveillance and outlook to the street, consistent with the objectives of Element 2.3.

Side and rear setbacks (Element 2.4)

The reduced side and rear setbacks are considered appropriate given the site context and adjoining land uses. The north-west boundary adjoins a two-storey commercial building with a parapet wall built to the boundary, resulting in negligible impacts in terms of bulk, overshadowing or overlooking. The south-east boundary adjoins a small bar and restaurant at 13 King William Street, where the Design Guidelines already anticipate two-storey parapet walls

along side boundaries. Accordingly, the interface is consistent with the intended town centre form and function.

The development complies with the prescribed setbacks up to six storeys, with increased setbacks applied above this height in accordance with the Design Guidelines. This ensures adequate separation, mitigates visual bulk, and provides an appropriate transition between sites of differing intensity.

Overall, the proposed setbacks respond to the eclectic built form of the Bayswater town centre and achieve the underlying objectives of the R-Codes by balancing site constraints, surrounding context and residential amenity.

5.4.3 Car Parking

The proposed development at 7–11 King William Street, Bayswater provides a reduced level of on-site car parking that is appropriate to its location, use and policy context.

The site is located within 100 metres of Bayswater Train Station, a major METRONET interchange providing direct and frequent rail access to the Perth CBD, Perth Airport, Midland Regional Centre and other key employment and activity centres. This level of accessibility is reinforced by multiple high-frequency bus routes and an established pedestrian and cycling network. In addition, the site directly adjoins a public car park that can accommodate short-stay visitor and commercial demand, further reducing reliance on on-site parking.

Consistent with Objectives O3.9.1 and O3.9.2, the development prioritises access to public and active transport and supports reduced car parking in a highly walkable, transit-rich location. The housing mix, including a significant proportion of one-bedroom apartments and the delivery of social and affordable housing under the Housing Australia Future Fund, is expected to generate lower car ownership and car use than conventional market housing. As such, it is not anticipated that all residents will require a dedicated car bay.

The proposal provides 24 resident car bays (including one ACROD bay), two commercial bays, three motorcycle bays and 32 secure bicycle spaces, supported by end-of-trip facilities. While this is below the numerical standards of the Design Guidelines and R-Codes, the reduced provision is deliberate and aligned with contemporary planning policy that seeks to reduce car dependency in well-serviced activity centres. The Design Review Panel has reviewed and supported this approach.

Traffic modelling confirms that the development will generate approximately 191 additional vehicle movements per day, representing only a 1 per cent increase in traffic volumes on King William Street. This increase is well below thresholds typically considered to result in material traffic or safety impacts. No operational issues are anticipated on the surrounding road network, including the rear right-of-way used for site access and servicing.

In line with Objectives O3.9.3 and O3.9.4, all on-site parking is located within the building, accessed from the rear, and designed to be safe, accessible and visually unobtrusive. This approach protects streetscape quality along King William Street and avoids adverse amenity impacts.

Overall, the reduced on-site parking provision is justified by the site's exceptional public transport accessibility, the availability of nearby public parking, the nature of the proposed housing, and the minimal traffic impacts identified. The proposal meets the intent of State and local planning policy by supporting sustainable transport outcomes while ensuring the development will operate effectively and safely.

5.4.4 Communal Open Space

The Bayswater Structure Plan supports a range of civic, social, entertainment and community-oriented uses that reinforce the role of the precinct and complement, rather than compete with, surrounding higher-order activity centres. The proposed community cross-link directly reflects this intent by delivering a functional, landscaped open space that serves both residents of the development and the broader community.

The cross-link is designed to promote inclusive and meaningful interaction, providing a high-quality pedestrian connection through the site and contributing positively to the public realm. In doing so, the development seeks to challenge and avoid the potential stigmatisation sometimes associated with social housing by fostering genuine engagement between future occupants and the surrounding community.

Under the R-Codes, 'communal open space' is defined as *outdoor areas within the lot, either at ground level or on a structure, that are accessible to and shared by occupants of the dwellings for communal recreational use*. *Driveways and car parking areas are excluded*. Importantly, the definition does not require communal open space to be exclusively accessible to residents.

This is reinforced by the intent of Communal Open Space under Clause 3.4 of the R-Codes, which encourages design solutions that "provide quality spaces that benefit residents, visitors and, where appropriate, the public," and which have regard to how communal needs are met within the walkable catchment and how communal open space complements the public realm.

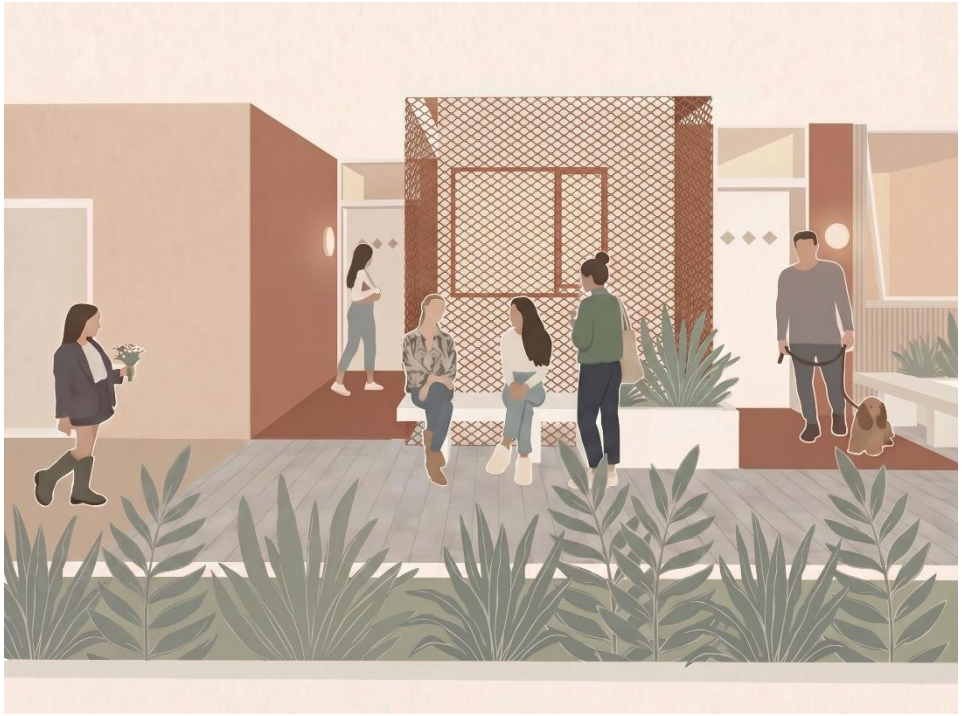
The proposed pedestrian link clearly meets this intent by establishing a critical connection between King William Street and the rear right-of-way. It significantly improves legibility and permeability through the Bayswater Town Centre and enhances access to the public car park adjoining the right-of-way, Bayswater Train Station and Bayswater IGA.

The design of the communal open space is consistent with the objectives of Clause 3.4 of the R-Codes, specifically:

- **O3.4.1** by providing high-quality communal open space that enhances resident amenity and supports landscaping and tree planting opportunities;
- **O3.4.2** through a space that is safe, universally accessible and provides a high level of amenity; and
- **O3.4.3** by ensuring the communal open space is appropriately designed and oriented to minimise impacts on habitable rooms and private open space within the site and on adjoining properties.

5.4.5 Solar and Daylight Access

The proposal has been designed to achieve the objectives of Element 4.1 'Day Light and Solar Access' of the R-Codes by optimising daylight access and internal amenity within the constraints of a dense urban site with limited external frontage. Bedrooms fronting the central corridor receive daylight and ventilation via building voids. While this does not strictly comply with A4.1.3, the voids are deliberately designed as generous, vertically expressed light courts rather than residual spaces.

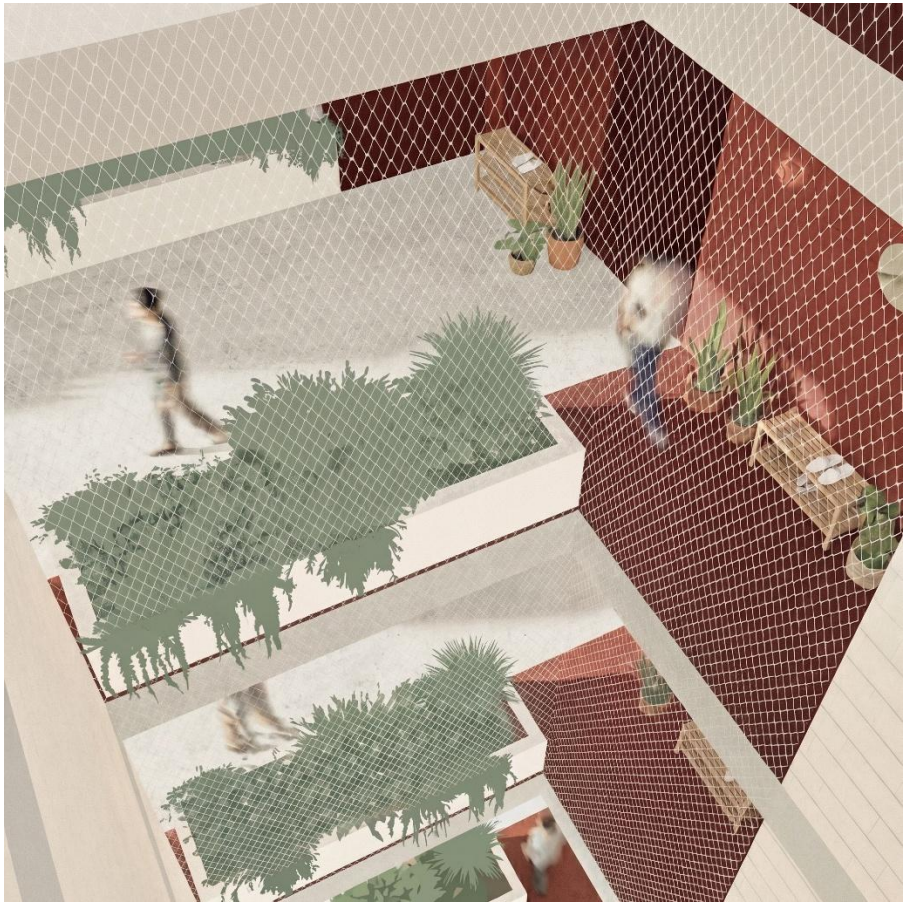


The void are proportioned with calibrated width-to-height ratios, openness to sky and a reflective material palette to support effective daylight penetration to habitable rooms. Integrated planting provides outlook, spatial relief and a high-quality visual environment for internal-facing dwellings. Luminance analysis has been undertaken for worst-case apartments and confirms compliance with NCC daylight performance requirements, demonstrating that adequate levels of natural light are achieved notwithstanding reliance on voids.

The development is sited and configured to maximise the number of dwellings receiving daylight via windows to habitable rooms. The design strategy enables improved daylight access compared to a conventional double-loaded corridor arrangement on a constrained site. Window placement and separation distances within the voids are designed in accordance with relevant planning controls, ensuring appropriate privacy, outlook and access to daylight between opposing façades.

Shading and glare are moderated through the vertical geometry of the voids, recessed openings and integrated planting, reducing heat gain from mid-spring to autumn while maintaining useful daylight access throughout the year.

Although the proposal varies from the prescriptive requirement of A4.1.3, it achieves the objectives of Element 4.1 by delivering adequate daylight, ventilation, privacy and visual amenity to habitable rooms. The approach represents a considered and appropriate response to site constraints and supports the delivery of high-quality higher-density housing consistent with the intent of the controls.



5.5 Development Policies

The DevelopmentWA Policy framework for the Metronet East Redevelopment Area contains 10 individual planning policies. Of these, the **7** development policies considered applicable to the proposed development are bolded below.

- **Development Policy No. 1 – Green Building**
- **Development Policy No. 2 – Heritage Places**
- **Development Policy No. 3 – Sound and Vibration Attenuation**
- **Development Policy No. 4 – Providing Public Art**
- **Development Policy No. 6 – Signage**
- **Development Policy No. 10 – Adaptable Housing**

A full assessment of this proposal against these policies is provided in **Appendix N**.

6

Technical Considerations

[Click to add Intro text]

6 Technical Considerations

Several technical reports have been prepared to inform this proposal. Each of these is summarised below and included within relevant appendices.

6.1 Heritage Impact Statement

Prepared by Urbis – refer Appendix D

The subject site is listed on the City of Bayswater Local Heritage Survey and is within the METRONET East Bayswater Historic Town Centre Heritage Area. The HIS concludes that the buildings at 9 and 11 King William Street are in poor condition, retain low levels of integrity and authenticity due to extensive alteration and deterioration, and do not make a meaningful contribution to the heritage significance of the area. Key mitigation measures include archival recording, interpretation, and the salvage/reuse of original materials where feasible. The proposed redevelopment is assessed as having minimal adverse heritage impact and is considered supportable from a heritage perspective.

6.2 Transport Impact Assessment (TIA)

Prepared by PJA – refer Appendix E

The development proposes 24 covered car parking spaces (including 1 ACROD bay), 3 motorcycle bays, and 32 secure bicycle storages, which is below the minimum requirements set by the Design Guidelines and the Residential Design Codes (R-Code Vol 2). The reduced parking provision is justified by the site's proximity (100m) to Bayswater Station and extensive public transport options, and is supported by the Design Review Panel. The anticipated traffic impact is minimal, with an estimated 191 additional vehicle movements daily, representing a 1% increase on King William Street. No upgrades to the pedestrian or cycle network are proposed due to the existing high-quality infrastructure.

6.3 Landscape Strategy

Prepared by REALM Studio – refer Appendix F

The landscape strategy for the King William Project establishes a high-quality, transit-oriented residential environment that prioritises urban greening, sustainability, and community amenity. The strategy exceeds statutory requirements for deep soil and tree planting, supporting a resilient and attractive public realm. Key features include the retention and relocation of a mature jacaranda tree, with 20 additional trees planted to maximise canopy coverage and shade.

Over 27% of the site is dedicated to deep soil and planted areas—more than four times the minimum requirement—ensuring healthy tree growth and long-term landscape performance. The planting palette focuses on native and locally endemic species from the Banksia Woodlands, with advanced stock for trees and dense understorey planting to promote biodiversity and rapid establishment.

Permeable paving and water-sensitive design elements are integrated to enhance stormwater management and site sustainability. A range of accessible communal spaces—including a social square, BBQ terrace, and art wall—encourage social interaction, while private open spaces are framed by planting for privacy and amenity. Upper-level terraces feature on-structure planting systems, extending greenery throughout the development. A robust maintenance plan will ensure the landscape's longevity, with species and systems selected for durability and low operational costs. This strategy delivers a sustainable, attractive, and inclusive environment for residents and the broader Bayswater community.

6.4 Acoustic and Vibration Assessment

Prepared by Lloyd George – refer Appendix H

The acoustic report addresses noise emissions (mechanical plant), noise separation (building elements), and noise intrusion (primarily from the adjacent passenger railway and local road traffic). Key recommendations include detailed review of mechanical plant noise prior to building permit,

robust sound insulation for walls and floors, and specific glazing requirements to mitigate rail and road noise.

6.5 Arboricultural Impact Assessment

Prepared by Paperbark Technologies – refer Appendix I

A Preliminary Tree Survey and Arboricultural Impact Assessment has been prepared for the site which inspected the singular tree upon the site and investigated the impact of the proposed development on the tree.

The Assessment has found that ongoing monitoring and proactive management will be critical to the tree's long term health, with monitoring and inspection details outlined in detail in the Tree Management Plan.

6.6 Sustainability Assessment

Prepared by Stantec – refer Appendix J

The proposed mixed-use development at 7-11 King William Street, Bayswater, aims to set a benchmark in sustainable urban design by targeting a 5-Star Green Star equivalency, high NatHERS ratings, and full compliance with NCC 2022 Section J energy efficiency requirements. The project is designed to be gas-free, features significant sustainability initiatives (including net zero operational emissions), incorporates advanced daylight modelling, and provides for electric vehicle (EV) charging infrastructure. Key strategies include high-performance building fabric, renewable energy integration, responsible resource management, and enhanced occupant health and wellbeing measures.

6.7 Waste Management Plan

Prepared by Encycle – refer Appendix K

This Waste Management Plan (**WMP**) outlines the waste management strategy for a mixed-use development at 7-11 King William Street, Bayswater, WA. The project comprises a 9-storey building with 72 residential apartments, ground floor retail/commercial space (including a café), and associated amenities. The plan addresses waste streams, collection, bin storage, transfer processes, waste generation rates, and bin specifications, aligning with local government guidelines and sustainability targets, including a 5 Star Green Star Rating (self-certified). Key features include dual chute systems, separate bin stores for residential and café waste, and comprehensive provisions for bin storage, transfer, and collection. The City of Bayswater will service residential general waste, recycling and FOGO bins, while a private contractor will service all commercial bins, with rear-lift vehicles and tanker vehicles requiring access for waste streams, grease traps and used cooking oil.

Waste Generation Rates

- **Residential (WALGA rates):**
  - 1-bedroom: 60 L general waste, 20 L recycling, 20 L FOGO per unit/week.
  - 2-bedroom: 120 L general waste, 40 L recycling, 40 L FOGO per unit/week [Page 4].
- **Café (WALGA + Encycle estimate):**
  - 3 L general waste, 2 L recycling per m^2/day.
  - Recycling stream: 40% commingled, 50% cardboard, 10% used cooking oil, 10% soft plastics.
  - 20% of waste is organics [Page 4].

Bin Storage and Specifications

- **Residential Bin Store:** Located on the first floor (ground level at ROW), fully enclosed, weatherproof, accessible only to authorised users. Dual chute system feeds general waste (compacted) and commingled recycling directly into bins [Pages 6-8, 11].
- **Café Bin Store:** Located on ground floor, accessible via fire isolated corridor, includes bunded storage for used cooking oil [Pages 6, 13].
- **Bin Amenity Requirements:** Adequate space, impermeable surfaces, ventilation (AS1668), lighting, noise minimisation, signage, security, and cleaning provisions [Pages 8-10].

Bin Provisions

Residential waste provision includes compacted general waste, commingled recycling and FOGO, with twice-weekly or weekly collections as appropriate. Provision is also made for hard waste on an as-required basis.

Café waste provision includes separate streams for general waste, commingled recycling, large cardboard, container deposit scheme (CDS) recycling, organic waste and used cooking oil, with collection frequencies ranging from weekly to twice-weekly, and as required for oil disposal.

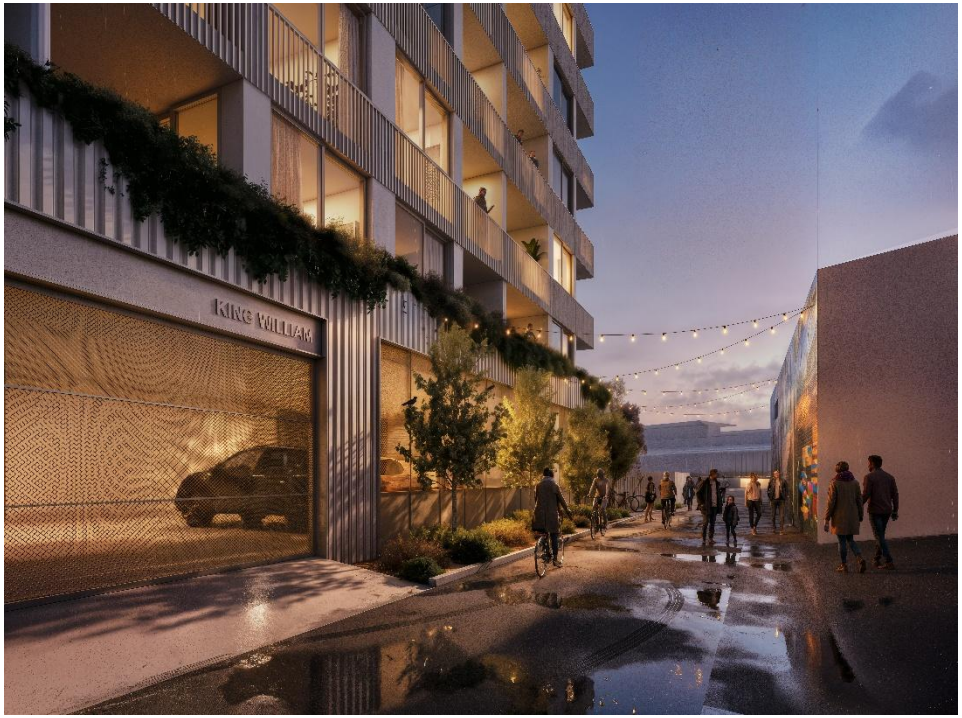
Overall, the WMP confirms that there are sufficient spatial requirements provided in the development to accommodate the predicted waste generation.

6.8 Geotechnical Report

Prepared by Galt Geotechnics – refer Appendix L

The geotechnical study dated 12 March 2026 confirms that the site at 9–11 King William Street, Bayswater is suitable for the proposed 9-storey apartment development, subject to standard geotechnical controls and targeted ground improvement.

The site is underlain by surficial fill, sand of varying density, and the Guildford Formation. Groundwater is encountered at shallow depths, particularly toward the southern part of the site, and will influence excavation and construction methods.



7

Conclusion

7 Conclusion

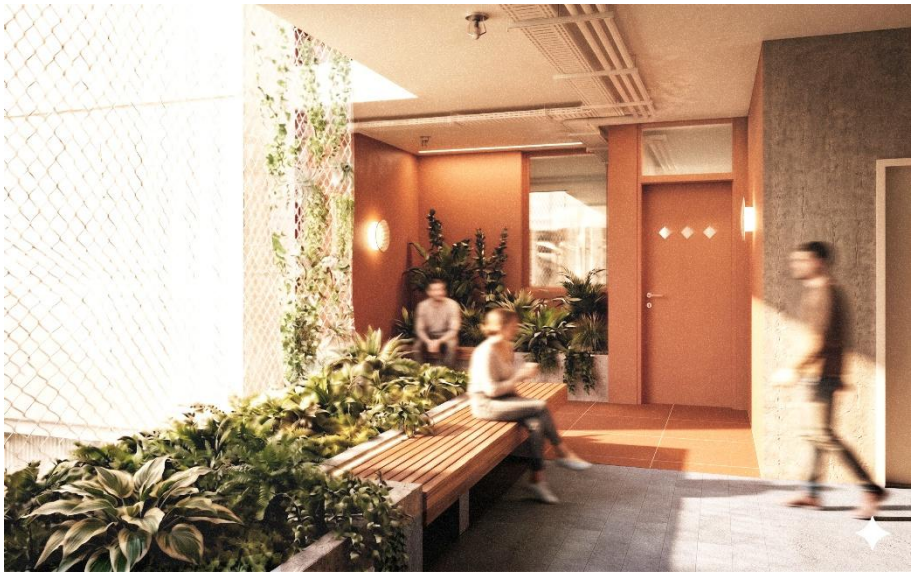
This report demonstrates the clear merit of the proposal within the context of the applicable planning framework and principles of good design. The development delivers a coherent and site-responsive design that will make a meaningful and positive contribution to the surrounding area.

The proposal will introduce much-needed community housing within the Perth metropolitan area and has the potential to act as a catalyst for further renewal of the Bayswater town centre. It strikes an appropriate balance between the intent of the Bayswater Town Centre Design Guidelines and the development requirements associated with the 72-dwelling threshold under the HAFF funding program.

The development achieves a high standard of design excellence by exceeding the 10 Principles of Good Design through the incorporation of social and community infrastructure alongside well-designed housing outcomes. The proposal demonstrates an innovative design response within a constrained development envelope, clearly illustrating how high levels of natural light and ventilation can be achieved while maintaining amenity for future residents.

The adaptive reuse and reintegration of the historic buildings within the site's landscape and built form will retain a strong connection to the area's heritage, providing an ongoing sense of place for future residents and the wider community. The relocation of the Jacaranda tree to a more prominent position along King William Street will further embed the development within its urban context, creating a focal point and informal meeting place along the high street.

Overall, the proposed development is highly consistent with relevant State and local planning objectives and is both capable and worthy of development approval. Approval is respectfully requested, subject to fair and reasonable conditions. Urbis and the Project Team look forward to working collaboratively with the DevelopmentWA to support a comprehensive and timely assessment of the application.



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This report is dated 27 May 2026 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Ltd **(Urbis)** opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of Community Housing Investments (WA) Limited **(Instructing Party)** for the purpose of Development Application **(Purpose)** and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment.

All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

In preparing this report, Urbis may rely on or refer to documents in a language other than English, which Urbis may arrange to be translated. Urbis is not responsible for the accuracy or completeness of such translations and disclaims any liability for any statement or opinion made in this report being inaccurate or incomplete arising from such translations. Whilst Urbis has made all reasonable inquiries it believes necessary in preparing this report, it is not responsible for determining the completeness or accuracy of information provided to it. Urbis (including its officers and personnel) is not liable for any errors or omissions, including in information provided by the Instructing Party or another person or upon which Urbis relies, provided that such errors or omissions are not made by Urbis recklessly or in bad faith.

This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations.

Appendix A

Certificate of Titles

Appendix B

Development Plans

Appendix C

Design Statement

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Appendix D

Heritage Impact Statement

Appendix E

Traffic Impact Assessment

Appendix F

Landscape Strategy

Appendix G

Acoustic and Vibration Assessment

Appendix H

Arboricultural Impact Assessment

Appendix I

Sustainability Assessment

Appendix J

Waste Management Plan

Appendix K

Geotechnical Report

Appendix L

DG Chapter 3 Assessment

DG Chapter 3 Assessment

Acceptable Outcomes	Provided	Compliant
3.1 Character Protection		
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	The proposal adaptively re-uses the contributory heritage buildings, with new development designed to provide a high-quality architectural response that supports its ongoing use and appreciation.	Yes
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	Not applicable – heritatge buildings to be removed and reintegrated into the design of the new building.	N/A
Built form shall be designed to complement existing development and incorporate vertical or horizontal elements which respond to the original architecture of the building.	The built form incorporates articulated façades, proportions and elements that respond to the scale and rhythm of the original building without replicating its architectural style.	Yes
3.2 Amalgamation and Subdivision		
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	The site will be amalgamated after the DA approval which enables the intended land use, built form typology and functionality envisaged by the Scheme and Design Guidelines to be achieved in a cohesive manner. Condition of approval is expected to required amalgamation of lots prior to occupancy.	Yes
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	Vehicle access is consolidated to minimise the number of crossovers and reduce impacts on the streetscape while improving site efficiency. One crossover is contained on the right of way, and the site priorities pedestrian access	Yes
3.3 Streetscape		
Areas which abut streets and other public spaces shall incorporate ground floor uses which promote surveillance of the street and visible indoor activity.	Active ground-floor uses are provided along street frontages to promote passive surveillance and visible indoor activity.	Yes
The design of public spaces and adjacent building façades shall be considered together. Building façades at ground level shall be	Primary living spaces and balconies are oriented toward the public realm to enhance surveillance and engagement with the street.	Yes

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	The pocket park and communal link provide a significant community contribution.	
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	Ground-floor glazing is predominantly clear, with shading, screening and architectural devices used to manage privacy and solar access.	Yes
Primary internal living spaces, verandas and balconies should be oriented to the public realm.	Primary living spaces and balconies are oriented toward the public realm to enhance surveillance and engagement with the street.	Yes
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.	Ground-floor glazing is predominantly clear, with shading, screening and architectural devices used to manage privacy and solar access.	Yes
Well-lit and clearly visible pedestrian entries shall be established to all buildings which front the public realm.	Pedestrian entries are clearly defined, well-lit and highly visible from the public realm.	Yes
Lighting shall be provided to all external areas visible from the public realm and be angled downwards to minimise light spill.	External lighting is provided to all publicly visible/accessible areas and it will be directed downward to minimise light spill.	Yes
Upper floors shall incorporate roof top amenities, balconies and habitable room windows which overlook the public realm	Upper levels include balconies, and habitable room windows that overlook the public realm to support passive surveillance.	Yes
Crossover location should be determined through site analysis and be situated to reduce amenity impact and conflict with the surrounding movement network.	The crossover location on the Right of Way has been informed by site analysis to minimise amenity impacts and conflicts with pedestrian and vehicle movements.	Yes
Utilities and service infrastructure shall be minimised along the street, well integrated into the design of the building and screened from public view.	Utilities and service infrastructure are integrated into the building design and screened from public view to reduce visual impact along the street.	Yes
3.4 Deep Root Landscape and Tree Canopy		
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.	Landscape design contributes meaningfully to amenity through the provision of substantial deep soil areas that support mature tree growth and long-term landscape performance. Deep soil zones are concentrated at ground level, aligning with best practice and the intent of the R-Codes to maximise ecological function and durability. Minimum soil depths are met, with 1000 mm provided for tree planting and 600 mm for general planting, supporting healthy vegetation establishment. In terms of quantum, the proposal significantly exceeds the minimum deep soil area requirement under SPP 7.3. While 10% of the site area, a	Yes

	total of 438.3 sqm is provided, equating to 29.4% of the site area. This comfortably surpasses the benchmark and demonstrates a strong commitment to landscape-led design. Overall, the landscape strategy is robust, exceeds minimum statutory requirements, and clearly supports improved amenity, recreation and long-term environmental outcomes.	
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.	The inclusion of social spaces integrated within the landscape further enhances amenity, supporting recreation and encouraging interaction with the natural environment. This approach aligns with the objectives of both the R-Codes and SPP 7.3 by prioritising human comfort, usability and connection to greenery.	Yes
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	The proposal provides immediate and long-term canopy benefits, with the retention and relocation of a significant mature jacaranda tree and the planting of 20 additional trees. Tree planting is concentrated along the public cross-site link and street interface to maximise shade, reduce urban heat, and enhance visual amenity. The development delivers over ten times the required tree numbers, supporting a robust urban forest and improved microclimate.	Yes
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 planting palette prioritises species endemic to the Banksia Woodlands of the Swan Coastal Plain and adjacent coastal communities, with a focus on drought-tolerant and low-maintenance natives. Three exotic species are included for feature planting and seasonal interest. All trees are established from advanced stock (minimum 100L pot size), with understorey and groundcovers planted at high density for rapid establishment and coverage.	Yes
The use of recycled rainwater for irrigation is encouraged to minimise the reliance on scheme water.	The landscape incorporates permeable paving and compacted gravel surfaces, comprising over 20% of the deep soil area, to facilitate stormwater infiltration and reduce runoff. Integrated WSUD features, such as castellated kerb edges, direct stormwater into planting zones, supporting healthy vegetation and sustainable site hydrology.	Yes
All development applications are to include a landscape plan that has been prepared in accordance with the Water Corporation's waterwise criteria for landscaping.		
3.5 Design Quality		
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.	A Prelodgement Design Review Panel was undertaken, and an assessment of the panel's comments are located at Section 4 of the planning report.	Yes

3.6 Materials and Finishes		
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.	The proposal adopts a contemporary design approach expressed through a cohesive palette of high-quality materials and finishes that respond to the Bayswater context.	Yes
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		Yes
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	High-performance glazing is incorporated to support sustainability outcomes, with clear, low-reflectivity glazing at ground level to maintain a transparent street interface.	Yes
Avoid extensive use of glazing in building forms to avoid adverse light and heat reflection on adjoining spaces	Glazing is appropriately moderated across the building envelope to minimise potential light spill and heat reflection impacts on adjoining properties.	Yes
A detailed materials schedule is required to be submitted as part of any development application to confirm achievement of the overall Vision and Objectives.	A detailed materials and finishes schedule has been submitted as part of the development application	Yes
3.7 Urban Furniture and Alfresco Areas		
Alfresco areas shall be unenclosed, except for overhead awnings attached to the adjacent building.	All alfresco areas in the front setback area along King William Street incorporates a vergola to enable shade, light and weather protection depending on the climatic conditions at the time.	Yes
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	Alfresco areas are located in accordance with the established street pattern, or where none exists, positioned on the street side of the footpath to maintain clear and unobstructed pedestrian movement.	Yes
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.	No permanent structures are proposed within the public realm, and all alfresco infrastructure will be removable outside operating hours.	Yes
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.	No Urban Furniture is proposed within the public realm.	Yes

3.8 Car Parking		
Car parking for permanent residential land uses shall be provided in accordance with R-Codes Vol 2.	<u>Residential Required:</u> ▪ 1 Bedroom 36 = 27 Bays required ▪ 2 Bedroom 36 = 36 required ▪ 63 Residential Bays Required = 24 Car Bays (including 1 ACROD bay) provided <u>Visitor Required:</u> 7 (6.25) visitor bays Required = 0 bays provided	No – refer to parking and access discussion in the planning assessment.
Car parking for all other land uses shall be provided in accordance with Table 3.	Required: Minimum: 1 bay per 100m^2 of NLA: Maximum: 1 bay per 50m^2 of NLA: Non-Residential NLA: 100m^2 = 1 – 2 bays Provided: 0 bays	No – refer to parking and access discussion in the planning assessment
Parking shall be located within a basement and/or concealed behind the façade and sleeved with active uses	Parking on level 1 is effectively screened by two dwellings and effective colours and materials ensuring it is not visible from the street	Yes
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.	Level 1 where parking is located provides over a 3.1m floor to ceiling height and all car parks are located on a flat surface.	yes
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.	N/A not basement parking	N/A
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	A project-specific Transport Plan is not being developed; however, the design includes bicycle parking, and the site is well connected to public transport. EV charging is to be provided for at least 5% of parking spaces (2 out of 24), with infrastructure in place for future provision to all remaining bays, in line with NCC 2022 requirements.	No – condition recommended to require EV ready 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.	This can possibly be further explored through the detailed design phase of the application post determination.	
3.9 Bicycle Parking and End of Trip Facilities		
Bicycle Parking and end of trip facilities shall be provided in accordance with Table 4 – Bicycle Parking and End of Trip Facilities Requirements.	32 within bike store – can increase by 32 bays along opposite wall. Use of store rooms also available for bike storage.	Yes – through condition of approval.
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.	Noted	Yes
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.	Noted	Yes
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.	Visitor bicycle parking is to be located at ground level adjacent to the building entry. Bicycle parking is also to be located so that it: • allows for passive surveillance from public spaces, roads and private areas; • does not disrupt pedestrian movement; • is at ground level and directly accessible from the road and surrounding cycle paths; • is sensitively located to ensure convenient access from the public realm; and • is provided in well-lit areas. **Provided:** • 6 visitor bicycle bays along King William Street; and • 4 visitor bicycle bays along the right-of-way (ROW).	Yes
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.	1 EoT facility provide adjacent to the Commercial BoH and Office Tenancy. Bike parking is available on Kind William Street next to the pocket park.	Yes
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.	Only 1 EOT provided – limited need for lockers given the small tenancy proposed.	N/A

Lockers shall be well ventilated and be of a size sufficient to allow the storage of cycle attire and equipment.	N/A	N/A
3.10 Building Height and Hierarchy		
Building height and setbacks are in accordance with the Acceptable Outcomes defined in Chapter 4.	Building height and setbacks outlined in R-Code assessment at Appendix C	
Height (in storeys and metres) shall be measured from natural ground level at the point directly beneath the building to which it relates	31.8m or 9 storeys	No – Refer to justification in Assessment Section of Report.
Where both height and storey limits are defined, developments shall comply with both limits, whichever is the lesser.	Noted	N/A
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.	N/A no basement	N/A
3.11 Upper-Level Design		
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.	N/A no tower element nor any separation needed	N/A
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 floorplate: 940 Tower footprint: 63%	No
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.	A combination of brickwork, concrete formliner finishes and metal elements is used to provide a layered and legible façade composition. Brickwork in natural clay tones, including stretcher bond and soldier course detailing, is introduced at key levels to provide texture and reference the material palette commonly found in the local context. Concrete formliner panels in complementary bronze/terrain and lighter tones further articulate the tower façade and distinguish	Yes

	changes between floor levels without relying on continuous horizontal banding. Horizontal metal balustrades and screening elements provide additional modulation and help express individual storeys, while maintaining a cohesive architectural language across the towers. Plant screens, louvres and metal cladding are finished in complementary bronze/terrain and lighter neutral tones, ensuring that functional elements are integrated into the overall design rather than appearing visually dominant. Overall, the careful variation of materials, colours and finishes across the tower façades reduces perceived bulk, avoids uniform repetition and ensures the development sits comfortably within its broader urban context, while maintaining a high level of architectural consistency and quality	

Appendix M

Metronet East Development Policy Assessment

Development Policy Assessment

Requirement	Comment	Compliance
Development Policy No.1 Green Building		
A1 – Green Star System The Teir 2 requirements are applicable to the subject site. The corresponds to a required 5 Star Green Star Rating.	The sustainability report provided at Appendix J demonstrates the development meets a 5-star green star rating. A summary of the sustainability incentives to be incorporated in the building is provided at section 5 of this report.	Complies
Development Policy No.2 Heritage Places		
A Heritage Impact Statement and/or Heritage Interpretation Plan may be required to the support the development application. An archival record of will be required for developments that result in the partial or full demolition of a heritage place.	Appendix D contains the heritage impact statement prepared by Urbis.	Complies.
Development Policy No.3 Sound & Vibration Attenuation		
An acoustic report may be required to support the development application.	Appendix G contains the Acoustic Report prepared by Lloyd George Acoustics.	Complies.
Development Policy No.4 Providing Public Art		
A Public Art Report for all proposed artworks is to be prepared and submitted with the development application to ensure public art is integrated into public place and building designs. At the discretion of the MRA, the report may be assessed as a condition of development approval and submitted as part of the working drawings process (prior to the local government building permit).	Public art will be an integral feature of the development and a public art wall has been will be an integral feature of communal open space link. that A public art report and implementation is expected to be conditioned as part of the DA determination.	Recommended as condition of approval.
Development Policy No.6 Signage		
A signage strategy may be required to support the development application.	Given the nature of the proposed development, it is unlikely that signage for the commercial tenancies will be a critical part of the development where a signage is proposed it will be integrated into the façade design so as not to detract from the aesthetics of the building fabric. A condition of approval for a signage strategy could	Complies.

	be required in the event that DevWA would like signage to be formally resolved for future tenants.	
Development Policy No.10 Adaptable Housing		
20% of the total number of dwellings should incorporate Core Liveable Housing Design Elements.	100% of the dwelling are adaptable dwellings that comply with the Core Liveable Housing Design Elements required by LHA.	A condition of approval is recommended to require 20% of the dwellings to meet this requirement.

Appendix N

R-Code Assessment

Disclaimer: This assessment template is not intended to replace R-Codes Volume 2. Applicants and assessors should refer to the R-Codes Volume 2 for information on the relevant provisions that are applicable to a development.

ABOUT THIS TEMPLATE

State Planning Policy 7.3 Residential Design Codes Volume 2 – Apartments (R-Codes Vol. 2) has brought about changes to the way that multiple dwellings will be designed, assessed, constructed and – ultimately – lived in.

This assessment template is based on work conducted by the Inner City Councils Planning Working Group[1], and adapted by the Department of Planning, Lands and Heritage for broader distribution.

Responsible Authorities are encouraged to adapt this template to best suit their needs. This template is designed to be used in conjunction with, not as a replacement for, the R Codes Vol. 2.

This template comprises of 2 parts:

PART 1 Recommended information to be submitted by applicant as part of a development application.

PART 2 Template for assessment under the R-Codes Vol. 2 (including any local planning framework that amends or replaces the R-Codes Vol. 2). It is recommended that this template is completed by:

(a) the applicant and submitted as part of the development application; and

(b) the Responsible Authority for the purposes of assessment.

R-Codes Vol. 2 is a performance-based policy. While addressing the Acceptable Outcomes is likely to achieve the relevant Element Objectives, they are not a deemed-to-comply pathway and the proposal will be assessed in context of the entire design solution to ensure the Element Objectives are achieved.

Assessing officers are encouraged to firstly consider the proposal under the Element Objectives, delve into details provided by the applicant (whether these be the Acceptable Outcome or alternate performance solution approach using the relevant Design Guidance) before returning to the principles outlined in the Element Objectives.

The onus is on the Applicant to demonstrate that the Element Objectives have been achieved. Responsible Authorities may consider refusal of an application on the basis that insufficient information/materials have been provided to satisfy an Element Objective to the satisfaction of the Responsible Authority. The burden of proof is not on the Responsible Authority but the applicant to demonstrate – by way of example – adequate solar access is achieved if the applicant has not provided the relevant diagrams and calculations to address this subject matter.

Please be advised that this assessment template is not intended to replace R-Codes Vol. 2 in terms of being a point of reference for both designers and assessors. Amongst other things, the source document contains Design Guidance, diagrams and example images that are not featured within this template.

[1] *Inner City Councils Planning Working Group – Town of Victoria Park, City of Perth, City of South Perth, City of Subiaco, City of Vincent*

PART 1 - INFORMATION FOR THE APPLICANT

It is recommended that the following information is provided by the applicant when lodging a development application.

A5 – Development application guidance (1/2)

This guidance assists proponents in formulating the appropriate materials when submitting a development application. Check with the relevant local authority if there are any additional materials required.

Documentation	Required Information	Provided?	
Development details	A summary document that provides the key details of the development proposal. It contains information such as the: – plot ratio of the development – number, mix, size and accessibility of apartments – number of car parking spaces for use (residential, retail, accessible, visitor etc.) – percentage of apartments meeting cross ventilation and daylight requirements.		
Site analysis	[Prepared at earlier stage of design development in *A3 Site analysis and design response guidance*]		
Design statements	An explanation of how the design relates to the Design Principles in State Planning Policy 7 .0 Design of the Built Environment. An explanation of how the proposed development achieves the relevant objectives of this policy in *A6 Objectives summary.* For adaptive reuse projects which affect heritage places, provide a Heritage Impact Statement prepared in accordance with the State Heritage Office's *Heritage Impact Statement Guide* available at www.stateheritage.wa.gov.au (for state registered places) or the relevant local government guidelines (for other places).		
Site plan	A scale drawing showing: – any proposed site amalgamation or subdivision – location of any proposed buildings or works in relation to setbacks, building envelope controls and building separation dimensions – proposed finished levels of land in relation to existing and proposed buildings and roads – pedestrian and vehicular site entries and access – interface of the ground floor plan with the public domain and open spaces within the site – areas of communal open space and private open space – indicative locations of planting and deep soil areas including retained or proposed significant trees. – overshadowing over neighbouring sites – location of adjacent solar collectors.		

Landscape plan	A scale drawing showing: — the building footprint of the proposal including pedestrian, vehicle and service access — trees to be removed shown dotted — trees to remain with their tree protection areas (relative to the proposed development) — deep soil areas and associated tree planting — areas of planting on structure and soil depth — proposed planting including species and size — details of public space, communal open space and private open space — external ramps, stairs and retaining wall levels — security features and access points — built landscape elements (fences, pergolas, walls, planters and water features) — ground surface treatment with indicative materials and finishes — site lighting — stormwater management and irrigation concept design.		
Other plans and reports	Acoustic Report (or equivalent) Waste Management Plan (or equivalent)		

A5 – Development application guidance (2/2)

Documentation	Required information	Provided?	
Floor plans	A scale drawing showing: — all levels of the building including roof plan — layout of entries, circulation areas, lifts and stairs, communal spaces, and service rooms with key dimensions and Real Level (RL) heights shown — apartment plans with apartment numbers and areas, all fenestration, typical furniture layouts for each apartment type, room dimensions and intended use and private open space dimensions — accessibility clearance templates for accessible units and common spaces — visual privacy separation shown and dimensions where necessary — vehicle and service access, circulation and parking — storage areas.		
Elevations	A scale drawing showing: **Appendix A** proposed building height and RL lines **Appendix B** building height control **Appendix C** setbacks or envelope outline **Appendix D** building length and articulation **Appendix E** the detail and features of the façade and roof design **Appendix F** any existing buildings on the site **Appendix G** building entries (pedestrian, vehicular and service) **Appendix H** profile of buildings on adjacent properties or for 50m in each direction, whichever is most appropriate. Samples or images of proposed external materials, finishes and colours of the proposal, keyed to elevations.		
Sections	A scale drawing showing: — proposed building height and RL lines — building height control — setbacks or envelope outline — adjacent buildings — building circulation — the relationship of the proposal to the ground plane, the street and open spaces particularly at thresholds — the location and treatment of car parking — the location of deep soil and soil depth allowance for planting on structure (where applicable) — building separation within the development and between neighbouring buildings — ceiling heights throughout the development — detailed sections of the proposed façades.		

Building performance diagrams	A solar diagram (where required) at the winter solstice (21 June) at a minimum of hourly intervals showing: — number of hours of solar access to the principal communal open space — number of hours of solar access to units within the proposal and tabulation of results — overshadowing of existing adjacent properties and overshadowing of future potential development where neighbouring sites are planned for higher density — elevation shadows if likely to fall on neighbouring windows, openings or solar panels. A ventilation diagram (where required) showing		
Illustrative views	Photomontages or similar rendering or perspective drawings illustrating the proposal in the context of surrounding development. Note: Illustrative views need to be prepared using a perspective that relates to the human eye. Where a photomontage is prepared, it should use a photo taken by a full frame camera with a 50mm lens and 46 degree angle of view.		
Models	A three dimensional computer generated model showing views of the development from adjacent streets and buildings. A physical model for a large or contentious development (if required by the consent authority).		

PART 2 - TEMPLATE FOR ASSESSMENT UNDER THE R-CODES VOL. 2

It is recommended that the template is used as follows -

Applicants

a) This document is intended to provide a structure to organise and arrange the supporting material and documentation for preparing and submitting a Development Application, with the onus being on the applicant to demonstrate that an Element Objective has been achieved.

b) Applicants are encouraged to complete the 'applicant sections' of this document, outlining how the Element Objectives are satisfied. In many (if not most) instances it is expected that written response will be supported by associated drawings or documentation provided by the applicant '*e.g. – refer to Overshadowing Diagrams page 25 of submission package'*.

c) The template can then be included in the application to the Responsible Authority.

Responsible Authority

- This document is intended to provide a structure to systematically and holistically undertake a planning assessment against the performance-based approach of R-Codes Vol. 2.
- The Responsible Authority will review the applicant's comments provided in this template and undertake an assessment of the materials provided against the relevant Element Objectives.

Section 1.2 of R-Codes Vol. 2 provides that certain sections of the policy may be amended or replaced by local planning frameworks. Where such local planning frameworks may have effect, this template provides an additional section where the applicable requirements may be stated.

ELEMENT 2.2	**BUILDING HEIGHT**	
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT** *Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.*	**ASSESSOR COMMENT**
O2.2.1 – The height of development responds to the desired future scale and character of the street and local area, including existing buildings that are unlikely to change.	The proposed building height is consistent with the desired future character of the street and surrounding area, responding to the prevailing scale of development and acknowledging the form of existing buildings that are expected to remain. The site is located next to an identified landmark site that allows development up to 10 storeys The proposed 9 storey building height will provide a suitable transition from this height which is likely to be a minimum of 10 storeys.	
O2.2.2 – The height of buildings within a development responds to changes in topography.	The building height has been modulated to respond to site topography, reducing perceived bulk and allowing the development to sit comfortably within the natural slope of the site.	
O2.2.3 – Development incorporates articulated roof design and/or roof top communal open space where appropriate.	Communal open space is found on the ground floor rather than on the roof level	
O2.2.4 – The height of development recognises the need for daylight and solar access to adjoining and nearby residential development, communal open space and in some cases, public spaces.	The proposed height and massing have been designed to maintain appropriate levels of daylight and solar access to neighbouring residential properties, communal open spaces and nearby public areas.	

ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*		
Requirements - As per Design Guidelines – Chapter 4	**Comment**	**Complies? Y/N**
8 Storeys (total height including Base)	King William: 9 storeys	Does not comply
	ROW: 8 Storeys	Complies

LOCAL PLANNING FRAMEWOR	REQUIREMENT
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	**METRONET East Bayswater Project Area Design Guidelines – Chapter 4**

ELEMENT 2.3	STREET SETBACKS	
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT** *Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.*	**ASSESSOR COMMENT**
O2.3.1 – The setback of the development from the street reinforces and/or complements the existing or proposed landscape character of the street.	The proposed street setbacks are consistent with the established and planned landscape character of the street, allowing for planting and streetscape elements that complement the public realm.	
O2.3.2 – The street setback provides a clear transition between the public and private realm.	The setbacks create a legible transition between public and private space through changes in level, landscaping and building articulation.	
O2.3.3 – The street setback assists in achieving visual privacy to apartments from the street.	The proposed setbacks, in combination with landscaping and façade design, assist in maintaining visual privacy for the commercial on ground-floor and lower-level apartments	
O2.3.4 – The setback of the development enables passive surveillance and outlook to the street.	The setbacks allow for active frontages, windows and balconies that provide passive surveillance and positive outlook to the street while maintaining appropriate separation from pedestrian areas.	
ACCEPTABLE OUTCOMES		

Acceptable Outcome pathway may not be applicable where a performance solution is provided		
Requirement – As per Design Guidelines – Chapter 4	**Comment**	**Complies? Y/N**
Primary Street Lower Base (floor 1 -2): Nil (unless augmented by clause 3.1)	Complaint	Compliant
Primary Street Upper Base (Floors 3 – 6): 3 metres	3m provided	Compliant
Primary Street Tower (floor 7-8): 6 meters (balconies 4.5 metres	3m provided	Does not Comply

LOCAL PLANNING FRAMEWORK	**REQUIREMENT**
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	**METRONET East Bayswater Project Area Design Guidelines – Chapter 4**

ELEMENT 2.4	SIDE AND REAR SETBACKS	
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT** *Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.*	**ASSESSOR COMMENT**
O2.4.1 – Building boundary setbacks provide for adequate separation between neighbouring properties.	The proposed side and rear boundary setbacks provide adequate separation from neighbouring properties, supporting amenity, privacy and access to light and ventilation.	
O2.4.2 – Building boundary setbacks are consistent with the existing streetscape pattern or the desired streetscape character**.**	The boundary setbacks are consistent with the prevailing and desired development pattern in the area and contribute to an orderly and cohesive streetscape character.	
O2.4.3 – The setback of development from side and rear boundaries enables retention of existing trees and provision of deep soil areas that reinforce the landscape character of the area, support tree canopy and assist with stormwater management.	The proposed setbacks allow for deep soil zones and landscaping that support tree retention and canopy growth, reinforce local landscape character and contribute to on-site stormwater management.	
O2.4.4 –The setback of development from side and rear boundaries provides a transition between sites with different land uses or intensity of development.	The setbacks facilitate a gradual transition in scale and intensity between adjoining sites, particularly where different land uses or development intensities occur.	

ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*		
Requirement - As per Design Guidelines – Chapter 4	**Comment**	**Complies? Y/N**
ROW Lower Base: 3m	3.0m	Complaint
ROW: Upper Base - Major opening to bedroom, study and open access walkways: 3 metres.	3.0m	Compliant
ROW: Upper Base - Balconies and major openings to habitable rooms other than bedrooms and studies: 4.5 metres	3.0m for balconies	Does not comply

ROW Tower – 9 metres	3m to rooms	Does not comply
Side: Lower Base Nil	SE Nil NW: 4m	Complies
Side: Upper Base - Major opening to bedroom, study and open access walkways: 3 metres.	SE: 3m NW: 3m	Complies
Side: Upper Base – Balconies and Major openings to habitable rooms: 4.5 metres.	SE: 3m NW: 3m	Does not comply
Side: Tower - Balconies and major openings to habitable rooms other than bedrooms and studies: 3.0 metres	Balcony: 3.2m	Does not comply

LOCAL PLANNING FRAMEWORK	REQUIREMENT
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	**METRONET East Bayswater Project Area Design Guidelines – Chapter 4**

ELEMENT 2.5	PLOT RATIO	
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT**	**ASSESSOR COMMENT**
	Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.	
O2.5.1 – The overall bulk and scale of development is appropriate for the existing or planned character of the area.	**T**he proposed development achieves an appropriate bulk and scale that aligns with the existing and planned character of the area, with building massing and articulation designed to reduce visual impact and integrate comfortably with the surrounding urban context.	

ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*		
Requirement - As per Design Guidelines – Chapter 4	**Comment**	**Complies? Y/N**
Refer to Design Guidelines – Chapter 4 *outline Requirement as per DG's*	N/A – Plot ratio doesn't apply to the site	N/A

LOCAL PLANNING FRAMEWORK	**REQUIREMENT**
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	**METRONET East Bayswater Project Area Design Guidelines – Chapter 4**

ELEMENT 2.6	BUILDING DEPTH	
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT** *Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.*	**ASSESSOR COMMENT**
O2.6.1 – Building depth supports apartment layouts that optimise daylight and solar access and natural ventilation.	The proposed building depth supports efficient apartment layouts that optimise access to daylight, solar access and opportunities for natural ventilation through the use of large light wells and separation of buildings on each floor ranging from 5m (narrowest) to 11.8m (widest). This approach optimises access to light and ventilation within the upper-level courtyard spaces and acts as community amenity and gather points for each floor.	
O2.6.2 – Articulation of building form to allow adequate access to daylight and natural ventilation where greater building depths are proposed.	Where greater building depths occur, the building form is articulated through setbacks, breaks and façade modulation to maintain adequate daylight penetration and natural ventilation.	
O2.6.3 – Room depths and / or ceiling heights optimise daylight and solar access and natural ventilation.	Room depths and ceiling heights are designed to optimise daylight access, improve solar penetration and support effective natural ventilation within apartments.	

ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*		
	Comment	**Complies? Y/N**
Maximum building depth of 20m	**39m building depth from King William Street Frontage to the ROW.**	**Does not comply**

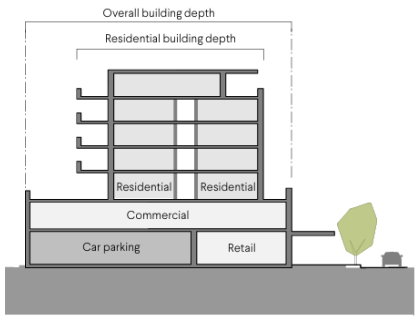


Figure 2.6a A mixed use building showing the transition of building depth: deeper floors on lower levels dedicated to retail/commercial uses and narrower residential apartments on upper levels.

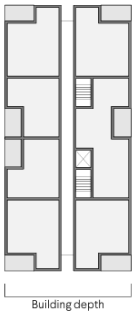


Figure 2.6b Measuring building depth.

LOCAL PLANNING FRAMEWORK	REQUIREMENT
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	

ELEMENT 2.7	BUILDING SEPARATION	
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT** *Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.*	**ASSESSOR COMMENT**
O2.7.1 – New development supports the desired future streetscape character with spaces between buildings.	The development comprises a single, cohesive building that incorporates setbacks, articulation and landscape buffers to provide visual relief and support the desired future streetscape character.	
O2.7.2 – Building separation is in proportion to building height.	As a single building, the proposal achieves appropriate separation from site boundaries that is proportionate to the building height and consistent with surrounding development.	
O2.7.3 – Buildings are separated sufficiently to provide for residential amenity including visual and acoustic privacy, natural ventilation, sunlight and daylight access and outlook.	Separation from neighbouring properties is sufficient to maintain residential amenity, including visual and acoustic privacy, access to daylight and sunlight, opportunities for natural ventilation and reasonable outlook.	
O2.7.4 – Suitable areas are provided for communal and private open space, deep soil areas and landscaping between buildings	Communal and private open spaces, deep soil areas and landscaping are provided within setbacks and open areas across the site, supporting amenity and landscape outcomes within a single-building form.	

ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*		
Requirement - As per Design Guidelines – Chapter 4	**Comment**	**Complies? Y/N**
Tower Separation – 18m	Single Tower Proposed therefore no separation required.	**N/A**

LOCAL PLANNING FRAMEWORK	**REQUIREMENT**
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	**METRONET East Bayswater Project Area Design Guidelines – Chapter 4**

ELEMENT 3.2	ORIENTATION	
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT** *Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.*	**ASSESSOR COMMENT**
O3.2.1 – Building layouts respond to the streetscape, topography and site attributes while optimising solar and daylight access within the development.	The building layout responds to the streetscape and site topography, with apartment orientations and internal planning designed to optimise access to daylight and solar access across the development.	
O3.2.2 – Building form and orientation minimises overshadowing of the habitable rooms, open space and solar collectors of neighbouring properties during mid-winter.	The building form and orientation have been designed to minimise mid-winter overshadowing of neighbouring habitable rooms, private open spaces and potential solar collectors, consistent with acceptable amenity outcomes.	

ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*		
Requirement	**Comment**	**Complies? Y/N**
A3.2.1 – Buildings on street or public realm frontages are oriented to face the public realm and incorporate direct access from the street.	Building has been designed to face both street frontages	Complies
A3.2.2 – Buildings that do not have frontages to streets or public realm are oriented to maximise northern solar access to living areas.	N/A	N/A
A3.2.3 – Development in climate zones 4, 5 and 6 shall be designed such that the shadow cast at midday on 21st June onto any adjoining property does not exceed: – adjoining properties coded R25 and lower – 25% of the site area[1] – adjoining properties coded R30 – R40 - 35% of the site area[1] – adjoining properties coded R50 – R60 – 50% of the site area[1] – adjoining properties coded R80 or higher – Nil requirements. (1) Where a development site shares its southern boundary with a lot, and that lot is bound to the north by other lot(s), the limit of shading at A3.2.3 shall be reduced proportionally to the percentage of the affected properties northern boundary that abuts the development site. (Refer to Figure A7.2 in Appendix 7)	Site is coded RAC-0	N/A
A3.2.4– Where adjoining sites are coded R40 or less, buildings are oriented to maintain 4 hours per day solar access on 21 June for existing solar collectors on neighbouring sites.		

LOCAL PLANNING FRAMEWORK	REQUIREMENT

Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	

ELEMENT 3.3	TREE CANOPY AND DEEP SOIL AREAS	
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT** *Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.*	**ASSESSOR COMMENT**
O3.3.1 – Site planning maximises retention of existing healthy and appropriate and protects the viability of adjoining trees.	The develop is seeking to relocate the existing jacaranda tree on site and place it within a dedicated landscaped area in fronting King William Street. The relocation of the tree will ensure it is retained an celebrated as an integral aspect of the landscaping strategy.	
O3.3.2 – Adequate measures are taken to improve tree canopy (long term) or to offset reduction of tree canopy from pre-development condition.	The proposal includes new tree planting and landscaping to enhance long-term tree canopy outcomes and offset any reduction from pre-development conditions.	
O3.3.3 – Development includes deep soil areas, or other infrastructure to support planting on structures, with sufficient area and volume to sustain healthy plant and tree growth.	Deep soil areas and planting infrastructure are incorporated into the design to provide adequate soil volume and growing conditions to support healthy vegetation and tree growth over time.	

ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*		
Requirement - As per Design Guidelines – Chapter 3.4	**Comment**	**Complies? Y/N**
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.	**Site Area: 1470m^2** **Required: 147m^2** **438.3m^2 deep soil proposed**	**Complies**

	Landscaping provided along main frontage and along pedestrian link and ROW which meet the design intent.	
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.	**Tree relocated within the front of King William Street supported by a landscape area that will be a focal point of the pedestrian linkage. Landscaping provided along main frontage and along pedestrian link and ROW.**	**Complies.**
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. 1 tree per 350sqm 5 trees required (1470/350=4.2 trees)	**12 standard trees proposed.**	**Complies**
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.	**Outlined in landscape strategy**	**Complies**
The use of recycled rainwater for irrigation is encouraged to minimise the reliance on scheme water.	**Outlined in landscape strategy**	**Complies**
All development applications are to include a landscape plan that has been prepared in accordance with the Water Corporation's waterwise criteria for landscaping.	**Water wise consideration outlined in the landscaping strategy**	**Complies**

LOCAL PLANNING FRAMEWORK	**REQUIREMENT**
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	**METRONET East Bayswater Project Area Design Guidelines – Chapter 3.4**

ELEMENT 3.4	**COMMUNAL OPEN SPACE**	
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT** *Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.*	**ASSESSOR COMMENT**
O3.4.1 – Provision of quality communal open space that enhances resident amenity and	The proposal demonstrates strong alignment with Objective O3.4.1 by embedding communal open space as a central element of the site layout rather than as	

provides opportunities for landscaping, tree retention and deep soil areas.	residual space. Deep soil areas are strategically located to maximise opportunities for mature tree planting, shade and landscape longevity, directly contributing to resident amenity and microclimate outcomes. The inclusion of BBQ facilities and varied seating types supports a range of social uses, from informal gatherings to quiet respite, reinforcing the role of these spaces as active community assets. By integrating communal open space with the broader landscape structure, the development delivers functional, attractive and socially valuable outdoor areas that clearly meet the intent of the objective.	
O3.4.2 – Communal open space is safe, universally accessible and provides a high level of amenity for residents.	The proposal strongly addresses Objective O3.4.2 by prioritising safety, accessibility and amenity in the design of communal open space. Clear sightlines from the public realm and adjoining buildings ensure spaces are well overlooked, promoting passive surveillance and a sense of safety for users. Universal access is embedded in the layout through step-free paths, accessibility lift, logical circulation and legible connections to surrounding areas, enabling use by people of all ages and abilities. The application of CPTED principles, including visibility, natural surveillance and clear delineation of spaces, reinforces both real and perceived safety. Collectively, these measures deliver communal open spaces that are inclusive, secure and comfortable, fully meeting the intent of the objective.	
O3.4.3 – Communal open space is designed and oriented to minimise impacts on the habitable rooms and private open space within the site and of neighbouring properties.	The proposal demonstrates a considered response to Objective O3.4.3 by locating higher-activity communal spaces where they are least likely to affect residential amenity. Concentrating the majority of larger gathering areas at ground level and away from dwellings reduces the potential for noise transfer, overlooking and loss of privacy for both internal and neighbouring residents. The layout has been informed by the location of habitable rooms and balconies, ensuring appropriate separation and orientation between communal areas and sensitive	

	residential spaces. This approach balances the provision of usable communal open space with the protection of residential amenity, achieving the intent of the objective in a practical and well-resolved manner.	

ACCEPTABLE OUTCOMES

Acceptable Outcome pathway may not be applicable where a performance solution is provided

<table>
<tr><th>Requirement</th><th>Comment</th><th>Complies? Y/N</th></tr>
<tr><td>A3.4.1 – Developments include communal open space in accordance with Table 3.4
<table>
<tr><th>Development size</th><th>Overall communal open space requirement</th><th>Minimum accessible / hard landscape area (included in overall area requirement)</th><th>Minimum open space dimension</th></tr>
<tr><td>Up to 10 dwellings</td><td>Informal seating associated with deep soil or other landscaped areas</td><td>NA</td><td>NA</td></tr>
<tr><td>More than 10 dwellings</td><td>Total: 6m^2 per dwelling up to maximum 300m^2</td><td>At least 2m^2 per dwelling up to 100m^2</td><td>4m</td></tr>
</table></td><td>300m^2 required
Provided:
• 290m^2 within communal link and adjacent to workshop and DDA lift. Area calculation excludes 1.8m wide thoroughfare through communal link. Community link seating, BBQ area, and landscaped steps.
• 250m^2 provided in front of residential amenity area and lobby.
Total: 540m^2</td><td>Complies</td></tr>
<tr><td>A3.4.2 – Communal open space located on the ground floor or on floors serviced by lifts must be accessible from the primary street entry of the development.</td><td>Accessible to all residents</td><td>Complies</td></tr>
<tr><td>A3.4.3 – There is 50 per cent direct sunlight to at least one communal open space area for a minimum of two hours between 9am and 3pm on 21 June.</td><td>Communal Link has >2 hours sunlight access.</td><td>Complies</td></tr>
<tr><td>A3.4.4– Communal open space is co-located with deep soil areas and/or planting on structure areas and/ or co-indoor communal spaces.</td><td>Co-located with landscaping for all areas.</td><td>Complies</td></tr>
<tr><td>A3.4.5 – Communal open space is separated or screened from adverse amenity impacts such as bins, vents, condenser units, noise sources and vehicle circulation areas.</td><td>Bins and amenity impacting service areas are located within ground floor areas away from communal open space.</td><td>Complies</td></tr>
<tr><td>A3.4.6 – Communal open space is well-lit, minimises places for concealment and is open to passive surveillance from adjoining dwellings and/or the public realm.</td><td>Well lit and has excellent surveillance from the public realm</td><td>Complies</td></tr>
</table>

A3.4.7 – Communal open space is designed and oriented to minimise the impacts of noise, odour, light-spill and overlooking on the habitable rooms and private open spaces within the site and of neighbouring properties.	**Main communal open space will have minimal impact on adjoining lot to the north noting it is adjacent to a parapet wall.**	**Complies**

LOCAL PLANNING FRAMEWORK	REQUIREMENT
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	

ELEMENT 3.5 VISUAL PRIVACY

ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	APPLICANT COMMENT	ASSESSOR COMMENT
	Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.	
O3.5.1 – The orientation and design of buildings, windows and balconies minimises direct overlooking of habitable rooms and private outdoor living areas within the site and of neighbouring properties, while maintaining daylight and solar access, ventilation and the external outlook of habitable rooms.	**Living rooms within the development do not overlook private outdoor living areas of neighbouring residential properties. Interfaces with adjoining commercial properties are considered appropriate in a town centre context, and any future redevelopment of those sites can reasonably be expected to be designed to accommodate a level of overlooking consistent with commercial and mixed-use environments. Accordingly, the proposal achieves the intent of the objective while supporting internal amenity and efficient urban form.**	

ACCEPTABLE OUTCOMES

Acceptable Outcome pathway may not be applicable where a performance solution is provided

Requirement	Comment	Complies? Y/N
A3.5.1 – Visual privacy setbacks to side and rear boundaries are provided in accordance with Table 3.5.	**MO's to bedrooms: 3m** **MO Living Rooms: 5.6m setback to NW boundary, 3m setback to SE boundary.**	**Balcony setback: Does not comply**

Cone of vision from unscreened (refer Figure series A7.3):	First 4 storeys		5th storey and above
	Adjoining sites coded R50 or lower	Adjoining sites coded higher than R50	

Major opening to bedroom, study and open access walkways	4.5m	3m	Refer Table 2.7	**Balconies: Small terrace to 2-bedroom tenancy on northern corner impacting adjoining lot to the north.**	**Bedrooms: Comply** **Living Areas: Do not comply**
Major openings to habitable rooms other than bedrooms and studies	6m	4.5m			
Unenclosed private outdoor spaces	7.5m	6m			
A3.5.2 – Balconies are unscreened for at least 25 per cent of their perimeter (including edges abutting a building).				**Meets requirements**	**Complies.**
A3.5.3 - Living rooms have an external outlook from at least one major opening that is not obscured by a screen.				**All Living rooms meet this requirement**	**Complies.**
A3.5.4 – Windows and balconies are sited, oriented, offset or articulated to restrict direct overlooking, without excessive reliance on high sill levels or permanent screening of windows and balconies.				**Major Openings provided. Balconies offset to avoid overlooking.**	**Complies.**

LOCAL PLANNING FRAMEWORK	REQUIREMENT
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	

ELEMENT 3.6	PUBLIC DOMAIN INTERFACE	
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT** *Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.*	**ASSESSOR COMMENT**
O3.6.1 – The transition between the private and public domain enhances the privacy and safety of residents.		
O3.6.2 – Street facing development and landscape design retains and enhances the amenity and safety of the adjoining public domain, including the provision of shade.		
ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*		

Requirement - As per Design Guidelines – Chapter 3.3	Comment	Complies? Y/N
Areas which abut streets and other public spaces shall incorporate ground floor uses which promote surveillance of the street and visible indoor activity.	**Commercial tenancy and residential amenity have engagement with King William Street providing activation and surveillance.** **Public space has surveillance from units adjacent to communal link, King William Street and the RoW.**	**Complies**
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.	**Public link achieves this outcome.**	**Complies**
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.	**Vergola provided in front setback area on King William Street to provide shade and weather protection.**	**Complies.**
Primary internal living spaces, verandas and balconies should be oriented to the public realm.	**Facing public realm where possible.**	**Complies.**
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.	**Screening devices integrated into the design where required.**	**Complies.**
Well-lit and clearly visible pedestrian entries shall be established to all buildings which front the public realm.	**Visible and accessible pedestrian entries upon ground floor is achieved.**	**Complies.**
Lighting shall be provided to all external areas visible from the public realm and be angled downwards to minimise light spill.	**Lighting provided and angled downwards.**	**Complies.**
Upper floors shall incorporate roof top amenities, balconies and habitable room windows which overlook the public realm.	**Habitable rooms and balconies provided overlooking public realm.**	**Complies.**
Crossover location should be determined through site analysis and be situated to reduce amenity impact and conflict with the surrounding movement network	**Crossover location provided at the RoW at the rear of development results on low amenity impact on King William Street and the surrounding movement network.**	**Complies.**
Utilities and service infrastructure shall be minimised along the street, well integrated into the design of the building and screened from public view	**Service infrastructure integrated in to ground and first floors and screened from public view.**	**Complies**

LOCAL PLANNING FRAMEWORK	REQUIREMENT
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	**METRONET East Bayswater Project Area Design Guidelines – Chapter 3.3**

ELEMENT 3.7 PEDESTRIAN ACCESS AND ENTRIES

ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	APPLICANT COMMENT	ASSESSOR COMMENT
	Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.	
O3.7.1 – Entries and pathways are universally accessible, easy to identify and safe for residents and visitors.		
O3.7.2 – Entries to the development connect to and address the public domain with an attractive street presence.		

ACCEPTABLE OUTCOMES

Acceptable Outcome pathway may not be applicable where a performance solution is provided

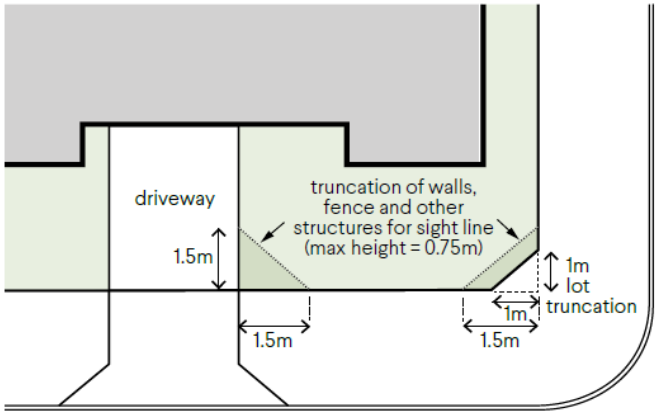
Requirement	Comment	Complies? Y/N
A3.7.1 – Pedestrian entries are connected via a legible, well-defined, continuous path of travel to building access areas such as lift lobbies, stairs, accessways and individual dwelling entries.	**Entries clearly established from pedestrian link and KWS.**	**Complies**
A3.7.2 – Pedestrian entries are protected from the weather.	**Vergola and covered areas provided**	**Complies**
A3.7.3 – Pedestrian entries are well-lit for safety and amenity, visible from the public domain without opportunity for concealment, and designed to enable casual surveillance of the entry from within the site.	**Limited opportunity for concealment and entrapment.**	**Complies**
A3.7.4 – Where pedestrian access is via a shared zone with vehicles, the pedestrian path is clearly delineated and/or measures are incorporated to prioritise the pedestrian and constrain vehicle speed.	**Not applicable.**	**N/A**
A3.7.5 – Services and utilities that are located at the pedestrian entry are integrated into the design and do not detract from the amenity of the entry.	**Service areas separate from entry points**	**Complies.**
A3.7.6 – Bins are not located at the primary pedestrian entry.	**Located next to parking area**	**Complies.**

LOCAL PLANNING FRAMEWORK	REQUIREMENT

Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	

ELEMENT 3.8	**VEHICLE ACCESS**	
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT**	**ASSESSOR COMMENT**
	Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.	
O3.8.1 – Vehicle access points are designed and located to provide safe access and egress for vehicles and to avoid conflict with pedestrians, cyclists and other vehicles.		
O3.8.2 – Vehicle access points are designed and located to reduce visual impact on the streetscape.		

ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*		
Requirement	**Comment**	**Complies? Y/N**
A3.8.1 – Vehicle access is limited to one opening per 20m street frontage that is visible from the street.	**One access point provided**	**Complies**
A3.8.2 – Vehicle entries are identifiable from the street, while being integrated with the overall façade design and/ or located behind the primary building line.	**From ROW and clearly identifiable**	**Complies**
A3.8.3 – Vehicle entries have adequate separation from street intersections.	**No impact on ROW intersection. Safest and most practical access location chosen.**	**Complies**
A3.8.4 – Vehicle circulation areas avoid headlights shining into habitable rooms within the development and adjoining properties.	**Complies. No dwellings on ground floor fronting ROW**	**Complies.**
A3.8.5 – Driveway width is kept to a functional minimum, relative to the traffic volumes and entry/egress requirements.	**5.5m wide entry provided**	**Complies**

A3.8.6 – Driveways designed for two way access to allow for vehicles to enter the street in forward gear where: – the driveway serves more than 10 dwellings – the distance from an on-site car parking to the street is 15m or more **OR** the public street to which it connects is designated as a primary distributor, district distributor or integrated arterial road.	**Driveway allows for two way access into and within site.**	**Complies.**
A3.8.7 – Walls, fences and other structures truncated or reduced to no higher than 0.75m within 1.5m of where walls, fences, other structures adjoin vehicle access points where a driveway meets a public street and where two streets intersect (refer Figure 3.8a).  **Figure 3.8a** Truncation at street corner to provide sightlines (refer A3.8.7).	**Condition can be applied to limit sightline impact.**	**Complies.**

LOCAL PLANNING FRAMEWORK	REQUIREMENT
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	

ELEMENT 3.9	CAR AND BICYCLE PARKING	
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT**	**ASSESSOR COMMENT**
	Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.	

O3.9.1 – Parking and facilities are provided for cyclists and other modes of transport.	**Refer to Parking Assessment Section 5.9.3 of the Report.**	
O3.9.2 – Car parking provision is appropriate to the location, with reduced provision possible in areas that are highly walkable and/or have good public transport or cycle networks and/or are close to employment centres.		
O3.9.3 – Car parking is designed to be safe and accessible.		
O3.9.4 – The design and location of car parking minimises negative visual and environmental impacts on amenity and the streetscape.		

ACCEPTABLE OUTCOMES

Acceptable Outcome pathway may not be applicable where a performance solution is provided

Requirement As per Design Guidelines – Chapters 3.8 and 3.9	**Comment**	**Complies? Y/N**
Car parking for permanent residential land uses shall be provided in accordance with R-Codes Vol 2. **Location A** **1 Bedroom: 0.75bays per dwelling** **2+ bedroom: 1 bay per dwelling** **Visitor: 10.5 = 11 bays**	**Required:** **1bed: 36*0.75= 27** **2bed: 36** **Total: 63** **Provided: 22 resident bays** **Shortfall: 41 bays** **Visitor bays** **Required: 11 bays** **Provided: 0 bays** **Shortfall: 11 bays**	**Does not comply**
Car parking for all other land uses shall be provided in accordance with the Table 3 - Transient and Non-Residential Car Parking Requirements.	**Commercial** **Required: 1-2 bays (as per DGs)** **Provided: 2 bays**	**Complies**
Parking shall be located within a basement and/or concealed behind the façade and sleeved with active uses.	**Located on ground floor above first floor of KWS**	**Complies.**

<table>
<tr><td>Parking areas, especially those above ground, shall be designed to be adaptable for future uses, for example:
(a) floor to floor heights of at least 3.1m;
(b) car parking not located on ramps; and
(c) the structure of the building makes provision for future adaptive reuse with the ability to insert openings for natural light, ventilation and openings.</td><td>Floor height of parking area 3.7m</td><td>Complies.</td></tr>
<tr><td>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.</td><td>No protrusion into streetscape.</td><td>Complies.</td></tr>
<tr><td>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</td><td>Development to include charger ready design through condition of approval</td><td>Complies.</td></tr>
<tr><td>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.</td><td>Refer to parking management section of the report.</td><td>Complies</td></tr>
<tr><td>Table 3 - Transient and Non-Residential Car Parking Requirements<table><tr><td>Development</td><td>Car parking ratios</td><td></td></tr><tr><td></td><td>Minimum</td><td>Maximum</td></tr><tr><td>Transient residential</td><td>1 bay per 4 accommodation units</td><td>1 bay per 2 accommodation units</td></tr><tr><td>Non-Residential</td><td>1 bay per 100m^2 of NLA</td><td>1 bay per 50m^2 of NLA</td></tr></table></td><td>See assessment above.</td><td>N/A</td></tr>
<tr><td>Bicycle Parking and end of trip facilities shall be provided in accordance with Table 4 – Bicycle Parking and End of Trip Facilities Requirements.</td><td>Room to provide 32 bike bay rack within Bike Store – wall hanging recommended.</td><td>Complies.</td></tr>
<tr><td>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.</td><td>Condition of approval.</td><td>Complies.</td></tr>
<tr><td>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.</td><td>Bike store to be e-mobility compatible through condition of approval.</td><td>Complies</td></tr>
<tr><td>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;</td><td>Bike store location meets these requirements.</td><td>Complies.</td></tr>
</table>

<table>
<tr><td>• sensitively located to be accessible from the public realm; and
• in well-lit areas.</td><td></td><td></td></tr>
<tr><td>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</td><td>EOT provided on ground floor.</td><td>Complies.</td></tr>
<tr><td>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.</td><td>No change rooms provided.</td><td>N/A</td></tr>
<tr><td>Lockers shall be well ventilated and be of a size sufficient to allow the storage of cycle attire and equipment.</td><td>No lockers provided.</td><td>N/A</td></tr>
<tr><td>Table 4 – Bicycle Parking and End of Trip Facilities Requirements.
<table><tr><td></td><td>Requirement</td></tr><tr><td>Bicycle Parking</td><td>Bicycle parking is provided at a minimum rate of:
Residential: 1 bicycle space per dwelling.
Visitor: 1 bay per 10 dwellings or 200m² NLA for visitors (rounded up).
Non-Residential: 1 bay per 100m² of NLA (rounded up) for staff of non-residential uses.</td></tr><tr><td>End of Trip Facilities</td><td>A minimum of 1.5 lockers is to be provided for every non-residential bicycle bay. 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. Additional shower facilities are to be provided at a rate of one male and one female shower for every 10 bicycle bays.</td></tr></table></td><td>Bicycle Parking:
• Resident: 72 Dwellings = 72 bays
• Visitors: 7.2
• Non-residential 100m² NLA = 1 bay
Provided:
• Residents: 32 spaces in bike store, additional space available in storage lockers
• Visitors/Non-Residential: 10 bays on KWS and RoW
• One shower and changeroom provided for Commercial tenancy</td><td>Complies</td></tr>
<tr><td>LOCAL PLANNING FRAMEWORK</td><td colspan="2">REQUIREMENT</td></tr>
<tr><td>Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:</td><td colspan="2">METRONET East Bayswater Project Area Design Guidelines – Chapters 3.8 & 3.9</td></tr>
</table>

<table>
<tr><td>ELEMENT 4.1</td><td colspan="2">SOLAR AND DAYLIGHT ACCESS</td></tr>
<tr><td rowspan="2">ELEMENT OBJECTIVES
Development is to achieve the following Element Objectives</td><td>APPLICANT COMMENT</td><td>ASSESSOR COMMENT</td></tr>
<tr><td colspan="2">Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.</td></tr>
</table>

O4.1.1 – In climate zones 4, 5 and 6: the development is sited and designed to optimise the number of dwellings receiving winter sunlight to private open space and via windows to habitable rooms.	**Climate zone 5: Development is sited and designed to optimise the number of dwellings receiving winter sunlight to private open space and via windows to habitable rooms.**	
O4.1.2 – Windows are designed and positioned to optimise daylight access for habitable rooms.	**Voids have been integrated into the design in a considered manner to ensure access to natural light can be achieved for internal facing bedroom windows. This approach is considered suitable within the context of the proposed development and is discussed in detail in the report.**	
O4.1.3 – The development incorporates shading and glare control to minimise heat gain and glare: – from mid-spring to autumn in climate zones 4, 5 and 6 **AND** – year-round in climate zones 1 and 3.	**Through balconies, landscaping elements and high performing glazing, glare and heat gain is minimised.**	

ACCEPTABLE OUTCOMES

Acceptable Outcome pathway may not be applicable where a performance solution is provided

Requirement	**Comment**	**Complies? Y/N**
A4.1.1 – In climate zones 4, 5 and 6 only: **a)** Dwellings with a northern aspect are maximised, with a minimum of 70 per cent of dwellings having living rooms and private open space that obtain at least 2 hours direct sunlight between 9am and 3pm on 21 June **AND** A maximum of 15 per cent of dwellings in a building receiving no direct sunlight between 9am and 3pm on 21 June.	**All side of the development have some level of access to east and west light. Over 60% of apartment have access to direct light from north, with remainder having slightly less but still sufficient. Refer to solar access diagrams.**	**Complies.**
A4.1.2 – Every habitable room has at least one window in an external wall, visible from all parts of the room, with a glazed area not less than 10 per cent of the floor area and comprising a minimum of 50 per cent of clear glazing.	**All habitable rooms have a window with clear glazing.**	**Complies**
A4.1.3 – Lightwells and/or skylights do not form the primary source of daylight to any habitable room.	**Bedrooms fronting central corridor rely on voids as the primary source of ventilation and light.**	**Refer to planning assessment in section 5.9.5**
A4.1.4 – The building is oriented and incorporates external shading devices in order to:	**Orientated to minimise direct sun**	**Complies.**

– minimise direct sunlight to habitable rooms: ▪ between late September and early March in climate zones 4, 5 and 6 only **AND** ▪ in all seasons in climate zones 1 and 3 permit winter sun to habitable rooms in accordance with A 4.1.1 (a).		

LOCAL PLANNING FRAMEWORK	REQUIREMENT
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	

ELEMENT 4.2	NATURAL VENTILATION	
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT** *Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.*	**ASSESSOR COMMENT**
O4.2.1 – Development maximises the number of apartments with natural ventilation.	The development maximises the number of apartments with access to natural ventilation through building orientation, apartment layout and the use of dual-aspect and corner dwellings where practical. This approach improves internal comfort and reduces reliance on mechanical ventilation.	
O4.2.2 – Individual dwellings are designed to optimise natural ventilation of habitable rooms.	Individual dwellings are designed to optimise natural ventilation to habitable rooms through the placement and size of operable windows and doors. Living areas and bedrooms are arranged to support effective air movement, contributing to improved indoor amenity for residents.	
O4.2.3 – Single aspect apartments are designed to maximise and benefit from natural ventilation.	Single-aspect apartments are designed to maximise natural ventilation through strategies such as increased window sizes, appropriate window placement and the use of ventilation paths within dwellings. These measures support effective air movement and thermal comfort, even where cross-ventilation is limited.	
ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*		

Requirement	Comment	Complies? Y/N
A4.2.1 – Habitable rooms have openings on at least two walls with a straight line distance between the centre of the openings of at least 2.1m.	**At least 2.1m between each opening in all habitable rooms**	**Complies**
A4.2.2 – **(a)** A minimum 60 per cent of dwellings are, or are capable of, being naturally cross ventilated in the first nine storeys of the building **(b)** Single aspect apartments included within the 60 per cent minimum at (a) above must have: ▪ ventilation openings oriented between 45º – 90º of the prevailing cooling wind direction **AND** ▪ room depth no greater than 3 × ceiling height For dwellings located at the 10th storey or above, balconies incorporate high and low level ventilation openings.	**Cross ventilation compliant for all apartment.**	**Complies.**
A4.2.3 – The depth of cross-over and cross-through apartments with openings at either end and no openings on side walls does not exceed 20m.	**Apartment are less than 20m deep.**	**Complies.**
A4.2.4 – No habitable room relies on voids as the primary source of fresh-air.	**Centrally located units access light well and landscaping strips for light and ventilation.**	**Refer to assessment under section 5.9.5**

LOCAL PLANNING FRAMEWORK	REQUIREMENT
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	

ELEMENT 4.3	SIZE AND LAYOUT OF DWELLINGS	
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT** *Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.*	**ASSESSOR COMMENT**
O4.3.1 – The internal size and layout of dwellings is functional with the ability to flexibly accommodate furniture settings and personal	The internal size and layout of dwellings are functional and support flexible furniture arrangements and the storage of personal goods, appropriate to the household size. Living, dining and sleeping areas are configured to	

goods, appropriate to the expected household size.	allow efficient circulation, supporting a range of household needs without compromising comfort.	
O4.3.2 – Ceiling heights and room dimensions provide for well-proportioned spaces that facilitate good natural ventilation and daylight access.	Ceiling heights and room dimensions provide well proportioned internal spaces that support natural ventilation and effective daylight access. The layout of rooms and openings allows for air movement and balanced natural light, contributing to improved indoor amenity and reduced reliance on mechanical systems.	

ACCEPTABLE OUTCOMES

Acceptable Outcome pathway may not be applicable where a performance solution is provided

Requirement	Comment	Complies? Y/N
A4.3.1 – Dwellings have a minimum internal floor area in accordance with Table 4.3a.	**1 bedroom units – minimum floor area provided = 57m²** **2 bedroom units – minimum floor area provided = 73m²**	**Complies**
A4.3.2 – Habitable rooms have minimum floor areas and dimensions in accordance with Table 4.3b.	**For habitable rooms of 1 bedroom units;** **minimum floor area provided = 9m²,** **minimum dimension provided = 3m**	**Complies**
A4.3.3 – Measured from the finished floor level to finished ceiling level, minimum ceiling heights are: – Habitable rooms – 2.7m – Non-habitable rooms – 2.4m	**Finished floor level to finished ceiling level for all dwellings is 3.4m**	**Complies**

Dwelling type	Minimum internal floor area
Studio	36m^2
1 bed	47m^2
2 bed × 1 bath[1]	67m^2
3 bed × 1 bath[1]	90m^2

[1] An additional 3m2 shall be provided for designs that include a second or separate toilet, and 5m2 for designs that include a second bathroom.

Dwelling type	Minimum internal floor area	Minimum internal dimension
Studio	10m^2	[1]3m
1 bed	9m^2	[1]3m
2 bed × 1 bath[1]	N/A	3.6m
3 bed × 1 bath[1]	N/A	4m

[1] Excluding robes

All other ceilings meet or exceed the requirements of the NCC.		
A4.3.4 – The length of a single aspect open plan living area is equal to or less than 3 x the ceiling height. An additional 1.8m length may be provided for a kitchen, where the kitchen is the furthest point from the window in an open plan living area provided that the maximum length does not exceed 9m.	• **Ceiling height = 3.4m** • **1 bedroom units - single aspect open plan living area length = 4.25m – less than 3x ceiling height** • **2 bedroom units - single aspect open plan living area length = 5.5m – less than 3x ceiling height**	**Complies**

LOCAL PLANNING FRAMEWORK	REQUIREMENT
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	

ELEMENT 4.4	PRIVATE OPEN SPACE AND BALCONIES	
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT** *Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.*	**ASSESSOR COMMENT**
O4.4.1 – Dwellings have good access to appropriately sized private open space that enhances residential amenity.	Each dwelling has access to a private balcony on the building's edge that supports outdoor use and residential amenity.	
O4.4.2 – Private open space is sited, oriented and designed to enhance liveability for residents.	Balconies are directly accessible from living areas, providing residents with usable extensions of their dwelling for activities and relaxation.	
O4.4.3 – Private open space and balconies are integrated into the overall architectural form and detail of the building.	Private open space and balconies are integrated into the overall architectural form and detailing of the building. Their design contributes to a cohesive building appearance and an active, well-resolved façade along King William Street and within the site, while maintaining resident amenity.	
ACCEPTABLE OUTCOMES		

Acceptable Outcome pathway may not be applicable where a performance solution is provided

Requirement	Comment	Complies? Y/N
A4.4.1 – Each dwelling has private open space accessed directly from a habitable room with dimensions in accordance with Table 4.4.	**1 bedroom dwellings provide minimum 9m² area & 2m minimum dimension** **2 bedroom dwellings provide minimum 10m² + 3.3m minimum dimension**	**Complies**
A4.4.2 – Where private open space requires screening to achieve visual privacy requirements, the entire open space is not screened and any screening is designed such that it does not obscure the outlook from adjacent living rooms.	**Visual screening doesn't obscure views from adjacent living rooms.**	**Complies**
A4.4.3 – Design detailing, materiality and landscaping of the private open space is integrated with or complements the overall building design.	**Landscaping areas included in internal corridors**	**Complies**
A4.4.4 – Services and fixtures located within private open space, including but not limited to air-conditioner units and clothes drying, are not visible from the street and/or are integrated into the building design.	**All air-conditioning units located on roof within screened services area.**	**Complies.**

Dwelling type	Minimum Area[1]	Minimum Dimension[1]
Studio apartment + 1 bedroom	8m²	2.0m
2 bedroom	10m²	2.4m
3 bedroom	12m²	2.4m
Ground floor / apartment with a terrace	15m²	3m

[1] Services and fixtures located within private open space, including but not limited to air-conditioner units and clothes drying, are not visible from the street and/or are integrated into the building design.

When calculating the extent of private open space, exclude servicing areas such as bin storage, clothes drying, air conditioning units and the like.

LOCAL PLANNING FRAMEWORK	REQUIREMENT
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	

ELEMENT 4.5 CIRCULATION AND COMMON SPACES

ELEMENT OBJECTIVES	APPLICANT COMMENT	ASSESSOR COMMENT

Development is to achieve the following Element Objectives	*Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.*	
O4.5.1 – Circulation spaces have adequate size and capacity to provide safe and convenient access for all residents and visitors.	Circulation spaces are designed with adequate width, clear sightlines and logical layouts that provides safe and convenient access for all residents and visitors. Corridors, lobbies, lifts and stairs are sized to comfortably accommodate daily movement, deliveries and emergencies, while supporting accessibility requirements, minimising conflict points and ensuring intuitive wayfinding throughout the development.	
O4.5.2 – Circulation and common spaces are attractive, have good amenity and support opportunities for social interaction between residents.	Circulation and common spaces are welcoming and comfortable, with appropriate lighting, ventilation and finishes. These spaces are arranged to encourage casual interaction between residents, such as through shared lobbies, seating areas or visual connections to communal spaces. This approach supports a positive sense of community while maintaining safety and privacy.	

ACCEPTABLE OUTCOMES

Acceptable Outcome pathway may not be applicable where a performance solution is provided

Requirement	**Comment**	**Complies? Y/N**
A4.5.1 – Circulation corridors are a minimum 1.5m in width.	**2.6m in width**	**Complies**
A4.5.2 – Circulation and common spaces are designed for universal access.	**Lifts provided and uninterrupted, continuous path of travel provided.**	**Complies**
A4.5.3 – Circulation and common spaces are capable of passive surveillance, include good sightlines and avoid opportunities for concealment.	**Open air common spaces provide strong surveillance and sightlines; long continuous pathway avoids areas for opportunities for concealment.**	**Complies**
A4.5.4 – Circulation and common spaces can be illuminated at night without creating light spill into the habitable rooms of adjacent dwellings.	**Habitable rooms of dwellings are separated by either void or planting area from internal dwelling windows to provide some buffer between illumination of common spaces.**	**Complies**
A4.5.5 – Bedroom windows and major openings to living rooms do not open directly onto circulation or common spaces and are designed to ensure visual privacy and manage noise intrusion.	**Communal walkway is separated by either void or planting area from**	**Complies**

	internal dwelling windows to provide some degree of privacy.	

LOCAL PLANNING FRAMEWORK	**REQUIREMENT**
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	

ELEMENT 4.6 STORAGE

ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT** *Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.*	**ASSESSOR COMMENT**
O4.6.1 – Well-designed, functional and conveniently located storage is provided for each dwelling.	Each dwelling will be provided with well-designed, functional and conveniently located storage to support everyday living. The size, layout and location of storage spaces will be designed to be easily accessible for residents without compromising internal amenity or circulation.	

ACCEPTABLE OUTCOMES

Acceptable Outcome pathway may not be applicable where a performance solution is provided

Requirement	**Comment**	**Complies? Y/N**
A4.6.1 – Each dwelling has exclusive use of a separate, ventilated, weatherproof, bulky goods storage area. This can be located either internally or externally to the dwelling with dimensions in accordance with Table 4.6.	**All dwellings minimum storage area = 4m²**	**Compliant**

Dwelling type	**Storage area[1]**	**Minimum dimension[1]**	**Minimum height[1]**
Studio dwelling	3m²	1.5m	2.1m
1 bedroom dwelling	3m²		
2 bedroom dwellings	4m²		
3 bedroom dwellings	5m²		

[1] Services and fixtures located within private open space, including but not limited to air-conditioner units and clothes drying, are not visible from the street and/or are integrated into the building design.

When calculating the extent of private open space, exclude servicing areas such as bin storage, clothes drying, air conditioning units and the like.		
A4.6.2 – Bulky good stores that are not directly accessible from the dwelling/private open space are located in areas that are convenient, safe, well-lit, secure and subject to passive surveillance.	**Achieved**	**Compliant**
A4.6.3 – Storage provided separately from dwellings or within or adjacent to private open space[1], is integrated into the design of the building or open space and is not readily visible from the public domain. Storage on/adjacent to private open space is additional to required open space area and dimensions.	**Furniture store well integrated into the design of the first floor and is screened from the public domain.**	**Compliant**

LOCAL PLANNING FRAMEWORK	REQUIREMENT
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	

ELEMENT 4.7 MANAGING THE IMPACT OF NOISE

ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	APPLICANT COMMENT *Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.*	ASSESSOR COMMENT
O4.7.1 – The siting and layout of development minimises the impact of external noise sources and provides appropriate acoustic privacy to dwellings and on-site open space.	The siting and layout of the development will be arranged to minimise the impact of external noise sources, including traffic along King William Street and rail noise. Building orientation and the placement of habitable rooms and on-site open spaces will be used to reduce exposure to noise as outlined in the Acoustic Report provided in Appendix X.	
O4.7.2 – Acoustic treatments are used to reduce sound transfer within and between dwellings and to reduce noise transmission from external noise sources.	Appropriate acoustic measures will support acceptable internal noise levels and a comfortable living environment for residents, as outlined in the Acoustic Report provided in Appendix X.	

ACCEPTABLE OUTCOMES

Acceptable Outcome pathway may not be applicable where a performance solution is provided

Requirement – As per Development Policy 3	Comment	Complies? Y/N
An acoustic report may be required to support the development application.	**Appendix H** contains the Acoustic Report prepared by Lloyd George Acoustic.	**Complies**

LOCAL PLANNING FRAMEWORK	REQUIREMENT
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	

ELEMENT 4.8 DWELLING MIX

ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	APPLICANT COMMENT *Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.*	ASSESSOR COMMENT
O4.8.1 – A range of dwelling types, sizes and configurations is provided that caters for diverse household types and changing community demographics.	The development provides for a range of predominately 1 and 2 bed apartments to cater for a mix of residents.	

ACCEPTABLE OUTCOMES

Acceptable Outcome pathway may not be applicable where a performance solution is provided

Requirement	Comment	Complies? Y/N
A4.8.1 – **a)** Dwelling mix is provided in accordance with the objectives, proportions or targets specified in a local housing strategy or relevant local planning instrument **OR** **b)** Where there is no local housing strategy, developments of greater than 10 dwellings include at least 20 per cent of apartments of differing bedroom numbers.	**50% one bedroom** **50% two bedroom**	**Complies**
A4.8.2 – Different dwelling types are well distributed throughout the development, including a mix of dwelling types on each floor.	**Mixture of 1 and 2 bedroom apartments provided on each floor**	**Complies**

LOCAL PLANNING FRAMEWORK	REQUIREMENT

Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	

ELEMENT 4.9	UNIVERSAL DESIGN	
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT** *Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.*	**ASSESSOR COMMENT**
O4.9.1 – Development includes dwellings with universal design features providing dwelling options for people living with disabilities or limited mobility and/or to facilitate ageing in place.	The community housing model, incorporated with design features provides options for those living with disabilities and mobility needs and to facilitate ageing in place.	

ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*		
Requirement	**Comment**	**Complies? Y/N**
A4.9.1 – **a)** 20 per cent of all dwellings, across a range of dwelling sizes, meet Silver Level requirements as defined in the Liveable Housing Design Guidelines (Liveable Housing Australia) **OR** **b)** 5 per cent of dwellings are designed to Platinum Level as defined in the Liveable Housing Design Guidelines (Liveable Housing Australia).	**All 2 bedroom dwellings meet Platinum Level**	**Compliant**

LOCAL PLANNING FRAMEWORK	REQUIREMENT
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	

ELEMENT 4.10	FAÇADE DESIGN	
ELEMENT OBJECTIVES	**APPLICANT COMMENT**	**ASSESSOR COMMENT**

Development is to achieve the following Element Objectives	*Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.*	
O4.10.1 – Building façades incorporate proportions, materials and design elements that respect and reference the character of the local area.	The use of rustic brick and the strong incorporation of landscaping into the front façade responds to the Bayswater context and its motto as the 'Garden City'.	
O4.10.2 – Building façades express internal functions and provide visual interest when viewed from the public realm.	The facade invites interaction with internal functions through the open walk way through the brick supporting columns that accesses the ground floor café, provides shading and engages with King William Street.	

ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*		
Requirement – As per Design Guidelines – Sections 3.3 and 3.6	**Comment**	**Complies? Y/N**
Areas which abut streets and other public spaces shall incorporate ground floor uses which promote surveillance of the street and visible indoor activity.	**Ground floor uses include a commercial tenancy which promotes passive surveillance of King William Street through outdoor seating and glazing of the ground floor.**	**Complies**
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.	**The ground level building façade is engaging with the public through the open corridor that accesses the ground floor café.**	**Complies**
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.	**The first level balcony provides ground level shading, contributing to an accessible, functional and usable ground floor entrance area.**	**Complies**
Primary internal living spaces, verandas and balconies should be oriented to the public realm.	**Internal living spaces adjacent to balconies and public realm**	**Complies**
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.	**Achieved**	**Complies**
Well-lit and clearly visible pedestrian entries shall be established to all buildings which front the public realm.	**Clear and interrupted pedestrian entries provided for entries facing the public realm**	**Complies**

Lighting shall be provided to all external areas visible from the public realm and be angled downwards to minimise light spill	**Provided.**	**Complies**
Upper floors shall incorporate roof top amenities, balconies and habitable room windows which overlook the public realm	**Through private open space / balconies**	**Complies**
Crossover location should be determined through site analysis and be situated to reduce amenity impact and conflict with the surrounding movement network.	**Vehicle crossover located at rear laneway to minimise amenity impact on King William Street**	**Complies**
Utilities and service infrastructure shall be minimised along the street, well integrated into the design of the building and screened from public view.	**Utilities and service infrastructure integrated into the first floor screened from public view.**	**Complies**
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.	**The use of brick and the strong incorporation of landscaping into the front façade responds to the Bayswater context and its mantra as the 'Garden City'.**	**Complies**
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.	**Visually interesting materials at the lower levels and low maintenance materials in the higher parts of the building.**	**Complies**
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.	**Glazing incorporated in the ground floor café and residential amenity area.**	**Complies**
Avoid extensive use of glazing in building forms to avoid adverse light and heat reflection on adjoining spaces.	**Glazing used as windows not as a material as part of the primary building form.**	**Complies**
A detailed materials schedule is required to be submitted as part of any development application to confirm achievement of the overall Vision and Objectives.	**See Appendix X, Architectural Plans provided by Rothelowman**	**Complies**

LOCAL PLANNING FRAMEWORK	REQUIREMENT
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	

ELEMENT 4.11 ROOF DESIGN

ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	APPLICANT COMMENT	ASSESSOR COMMENT
	Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.	
O4.11.1 – Roof forms are well integrated into the building design and respond positively to the street.	Roof design is complimentary to the rest of the design of the proposal, continuing the horizontal pattern with curved edges.	
O4.11.2 – Where possible, roof spaces are utilised to add open space, amenity, solar energy generation or other benefits to the development.	The roof optimises solar energy generation through the inclusion of solar panels.	

ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*		
Requirement	**Comment**	**Complies? Y/N**
A4.11.1 – The roof form or top of building complements the façade design and desired streetscape character.	**Roof design is consistent with the form of the façade and the rest of the building.**	**Complies**
A4.11.2 – Building services located on the roof are not visually obtrusive when viewed from the street.	**Solar panels on roof are not visible from ground level.**	**Complies**
A4.11.3 – Useable roof space is safe for users and minimises overlooking and noise impacts on private open space and habitable rooms within the development and on adjoining sites.	**N/A**	**N/A**

LOCAL PLANNING FRAMEWORK	REQUIREMENT
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	

ELEMENT 4.12 LANDSCAPE DESIGN

ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	APPLICANT COMMENT	ASSESSOR COMMENT
	Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.	

O4.12.1 – Landscape design enhances streetscape and pedestrian amenity; improves the visual appeal and comfort of open space areas; and provides an attractive outlook for habitable rooms.	Ground and first floor landscaping fronting King William Street enhances streetscape and pedestrian amenity; improves the visual appeal and comfort of open space areas; and provides an attractive outlook for habitable rooms.	
O4.12.2 – Plant selection is appropriate to the orientation, exposure and site conditions and is suitable for the adjoining uses.	Plant selection responds to the site's orientation, solar exposure and local conditions, including soil type and microclimate. Chosen species +are well suited to the Bayswater context, require low ongoing maintenance and are compatible with adjoining residential uses. The landscape design will balance shade, visibility and privacy while supporting safe and comfortable outdoor spaces for residents.	
O4.12.3 – Landscape design includes water efficient irrigation systems and where appropriate incorporates water harvesting or water re-use technologies.		
O4.12.4 – Landscape design is integrated with the design intent of the architecture including its built form, materiality, key functional areas and sustainability strategies.	Landscaping is incorporated in to the balcony and building edge areas front key functional areas fronting King William Street, reflecting the design intent of the proposal.	

ACCEPTABLE OUTCOMES

Acceptable Outcome pathway may not be applicable where a performance solution is provided

Requirement	**Comment**	**Complies? Y/N**
A4.12.1 – Submission of a landscape plan prepared by a competent landscape designer. This is to include a species list and irrigation plan demonstrating achievement of Waterwise design principles.	**See Appendix X, Landscape Plan provided by Realm Studios.**	**Complies**
A4.12.2 – Landscaped areas are located and designed to support mature, shade-providing trees to open space and the public realm, and to improve the outlook and amenity to habitable rooms and open space areas.	**A relocated mature jacaranda tree is provided at the northwestern corner of the site, fronting King William Street, opportunities of tree growth along biofiltration edge at the rear of property.**	**Complies**
A4.12.3 – Planting on building structures meets the requirements of Table 4.12.	**1x Large: 12m height,** **5x Medium: 8-12m height** **7x Small: 8m height**	**Compliant**

Plant type	**Definition**	**Soil volume**	**Soil depth**	**Soil area**

Large tree	Over 12m high, crown spread at maturity	76.8m3	1,200mm	64m^2 with minimum dimension 7m		
Medium tree	8-12m high, crown spread at maturity	36m3	1,000mm	36m^2 with minimum dimension 5m		
Small tree	4-8m high, crown spread at maturity	7.2m3	800mm	3m × 3m		
Small ornamentals	3-4m high, crown spread at maturity	3.2m3	800mm	2m × 2m		
Shrubs	--	--	500-600mm	--		
Ground cover	--	--	300-450mm	--		
Turf	--	--	200mm	--		
A4.12.4 – Building services fixtures are integrated in the design of the landscaping and are not visually intrusive.					**Water metres and fire hydrant integrated into the pocket park landscape design**	**Complies**

LOCAL PLANNING FRAMEWORK	REQUIREMENT
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	

ELEMENT 4.13 ADAPTIVE REUSE

ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	APPLICANT COMMENT *Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.*	ASSESSOR COMMENT
O4.13.1 – New additions to existing buildings are contemporary and complementary and do not detract from the character and scale of the existing building.	The heritage value buildings upon the subject site have been compromised and have gone through a number of alterations that have altered and reduced heritage value.	
O4.13.2 – Residential dwellings within an adapted building provide good amenity for residents,	**N/A**	

generally in accordance with the requirements of this policy.		

ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*		
Requirement – as per Development Policy 2	**Comment**	**Complies? Y/N**
A Heritage Impact Statement and/or Heritage Interpretation Plan may be required to the support the development application. An archival record of will be required for developments that result in the partial or full demolition of a heritage place.	**Appendix D** contains the heritage impact statement prepared by Urbis.	**Complies**

LOCAL PLANNING FRAMEWORK	**REQUIREMENT**
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	**METRONET East Development Policies**

ELEMENT 4.14	MIXED USE		
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*		**APPLICANT COMMENT** *Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.*	**ASSESSOR COMMENT**
O4.14.1 – Mixed use development enhances the streetscape and activates the street.		Proposed ground floor tenancies will enhance the streetscape of King William Street, through active and commercial uses.	
O4.14.2 – A safe and secure living environment for residents is maintained through the design and management of the impacts of non-residential uses such as noise, light, odour, traffic and waste.		Proposed ground floor tenancies and associate building service facilities are separate from residential areas located on higher floors, away from the impacts of non-residential uses.	
ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*			
Requirement		**Comment**	**Complies? Y/N**
A4.14.1 – Where development is located within a mixed use area designated within the local planning framework, ground floor units are designed for future adaption to non-residential uses.		**R-AC0 zoning, ground floor units will provide non-residential uses**	**Complies**
A4.14.2 – Ground floor uses including non-commercial uses, such as communal open space, habitable rooms, verandahs and courtyards associated with ground floor dwellings, address, enhance and activate the street.		**Provided communal space and café will enhance and activate King William Street,**	**Complies**
A4.14.3 – Non-residential space in mixed use development is accessed via the street frontage and/or primary entry as applicable.		**Café accessible via King William Street**	**Complies**
A4.14.4 – Non-residential floor areas provided in mixed use development has sufficient provision for parking, waste management, and amenities to accommodate a range of retail and commercial uses in accordance with the requirements		**Parking is considered sufficient to service all land uses on site including service vehicles**	**Complies.**
A4.14.5 – Mixed use development is designed to mitigate the impacts of non-residential uses on residential dwellings, and to maintain a secure environment for residents.		**Non-residential uses are orientated away from openings of residential units, which are located on the upper floors of the development**	**Complies**
LOCAL PLANNING FRAMEWORK	**REQUIREMENT**		

Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	

ELEMENT 4.15	ENERGY EFFICIENCY	
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT**	**ASSESSOR COMMENT**
	Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.	
O4.15.1 – Reduce energy consumption and greenhouse gas emissions from the development.	The development will be designed to reduce energy consumption and associated greenhouse gas emissions through a combination of passive design and efficient building systems. Building orientation, shading and glazing will be used to maximise natural light and ventilation while limiting unwanted heat gain, particularly through breeze ways throughout the storeys. These measures will help lower energy demand, reduce operating costs for residents and support improved environmental performance.	

ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*		
Requirement – As per Development Policy 1	**Comment**	**Complies? Y/N**
A4.15.1 (a) Incorporate at least one significant energy efficiency initiative within the development that exceeds minimum practice (refer Design Guidance) OR (b) All dwellings exceed the minimum NATHERS requirement for apartments by 0.5 stars. 1	**The sustainability assessment included at Appendix K includes an assessment against the Development Policy 1 and demonstrates proposal can meet the sustainability obligations.**	Complies

LOCAL PLANNING FRAMEWORK	REQUIREMENT
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	**METRONET East Development Policies**

ELEMENT 4.16	WATER MANAGEMENT AND CONSERVATION	
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT** *Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.*	**ASSESSOR COMMENT**
O4.16.1 – Minimise potable water consumption throughout the development.	The development will minimise potable water consumption through the use of water-efficient fixtures and fittings. Landscaping will incorporate locally appropriate plant species to reduce irrigation demand, with any irrigation systems designed for efficient water use.	
O4.16.2 – Stormwater runoff from small rainfall events is managed on-site, wherever practical.	Stormwater runoff from small rainfall events will be managed on site, achieved through a combination of permeable surfaces, landscaped areas and other water-sensitive design measures that promote infiltration and slow the rate of runoff.	
O4.16.3 – Reduce the risk of flooding so that the likely impacts of major rainfall events will be minimal.	The development will be designed to manage major rainfall events by providing appropriately sized drainage infrastructure that safely conveys stormwater away from buildings and pedestrian areas. Finished floor levels, overland flow paths and site grading will be designed to reduce flood risk and minimise potential impacts.	

ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*		
Requirement	**Comment**	**Complies? Y/N**
A4.16.1 – Dwellings are individually metered for water usage.	**Complies**	**Complies**
A4.16.2 – Stormwater runoff generated from small rainfall events is managed on-site.	**Complies**	**Complies**
A4.16.3 – Provision of an overland flow path for safe conveyance of runoff from major rainfall events to the local stormwater drainage system.	**Complies**	**Complies**

LOCAL PLANNING FRAMEWORK	REQUIREMENT

Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	

ELEMENT 4.17	**WASTE MANAGEMENT**	
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT** *Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.*	**ASSESSOR COMMENT**
O4.17.1 – Waste storage facilities minimise negative impacts on the streetscape, building entries and the amenity of residents.	Waste storage facilities will be located and designed to minimise visual, noise and odour impacts on the streetscape, building entries and resident living areas. Bin storage areas will be integrated within the building envelope or screened through landscaping and architectural treatments, ensuring they are not prominent from King William Street or internal pedestrian routes. Convenient access will be provided for residents and collection vehicles without compromising safety or amenity.	
O4.17.2 – Waste to landfill is minimised by providing safe and convenient bins and information for the separation and recycling of waste.	The development will support waste minimisation by providing clearly designated and conveniently located bins for general waste, recycling and other waste streams as outlined in the Waste Management Plan provided in **Appendix X**. Bin sizes and locations will be appropriate to the scale and needs of the development, enabling safe and easy use by residents	

ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*		
Requirement	**Comment**	**Complies? Y/N**
A4.17.1 – Waste storage facilities are provided in accordance with the Better Practice considerations of the *WALGA Multiple Dwelling Waste Management Plan Guidelines* (or local government requirements where applicable).	Waste Management Plan provided in **Appendix L,** provided by Encycle.	**Complies**

A4.17.2 – A Level 1 Waste Management Plan (Design Phase) is provided in accordance with the *WALGA Multiple Dwelling Waste Management Plan Guidelines* - Appendix 4A (or equivalent local government requirements).	Waste Management Plan provided in **Appendix L** provided by Encycle.	**Complies**
A4.17.3 – Sufficient area is provided to accommodate the required number of bins for the separate storage of green waste, recycling and general waste in accordance with the *WALGA Multiple Dwelling Waste Management Plan Guidelines* - Level 1 Waste Management Plan (Design Phase) (or local government requirements where applicable).	The development's sufficient storage of bins and waste is outlined in the Waste Management Plan provided in **Appendix L** provided by Encycle.	**Complies**
A4.17.4 – Communal waste storage is sited and designed to be screened from view from the street, open space and private dwellings.	Bin room, located on the second storey, is screened from public view.	**Complies**

LOCAL PLANNING FRAMEWORK	REQUIREMENT
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	

ELEMENT 4.18 UTILITIES

ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	APPLICANT COMMENT *Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.*	ASSESSOR COMMENT
O4.18.1 –The site is serviced with power, water, gas (where available), wastewater, fire services and telecommunications/broadband services that are fit for purpose and meet current performance and access requirements of service providers.	The development will be fully serviced with power, potable water, wastewater, fire services and telecommunications/broadband infrastructure.	
O4.18.2 – All utilities are located such that they are accessible for maintenance and do not restrict safe movement of vehicles or pedestrians.	Utility infrastructure, including waste collection areas and associated services, will be located to allow safe and convenient access for maintenance and collection vehicles. The layout will ensure that utilities do not obstruct pedestrian paths, building entries or vehicle movements within the site. Waste collection points will be positioned to support safe manoeuvring and minimise conflict between service vehicles and residents.	
O4.18.3 – Utilities, such as distribution boxes, power and water meters are integrated into design of buildings and landscape so that they are not	Utilities such as meters, distribution cabinets and waste storage areas will be integrated into the building and landscape design. Screening, enclosure and careful	

visually obtrusive from the street or open space within the development.	placement will ensure these elements are not visually prominent from King William Street or from communal open spaces within the development. This approach supports a cohesive streetscape and maintains residential amenity.	
O4.18.4 – Utilities within individual dwellings are of a functional size and layout and located to minimise noise or air quality impacts on habitable rooms and balconies.	Within individual dwellings, utility services will be appropriately sized and logically arranged to support efficient operation and ease of maintenance. Services will be located away from habitable rooms and private balconies where possible to reduce potential noise, odour or air quality impacts. Waste-related services within dwellings will be designed to support convenient use while maintaining a comfortable living environment for residents.	

ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*		
Requirement	**Comment**	**Complies? Y/N**
A4.18.1 – Utilities that must be located within the front setback, adjacent to the building entry or on visible parts of the roof are integrated into the design of the building, landscape and/or fencing such that they are accessible for servicing requirements but not visually obtrusive.	**Service and utility areas are located within the front setback, on the first storey and is not visually obtrusive from the elevations**	**Complies**
A4.18.2 – Developments are fibre-to-premises ready, including provision for installation of fibre throughout the site and to every dwelling.	**Complies**	**Complies**
A4.18.3 – Hot water units, air-conditioning condenser units and clotheslines are located such that they can be safely maintained, are not visually obtrusive from the street and do not impact on functionality of outdoor living areas or internal storage.	**Complies**	**Complies**

A4.18.4 – Laundries are designed and located to be convenient to use, secure, weather-protected and well-vented; and are of an overall size and dimension that is appropriate to the size of the dwelling.	**Appropriately size, secure and convenient laundries provided.**	**Complies**

LOCAL PLANNING FRAMEWORK	**REQUIREMENT**
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	

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